

Eastern Green Link 3 (EGL 3) and
Eastern Green Link 4 (EGL 4)

Eastern Green Link 3 (EGL 3) and Eastern Green Link 4 (EGL 4)

Document: Environmental Implications of Change (EIC) – Section 2
Candlesby to Midville

EGL-WSP-CONS-XX-RP-YC-208

Version: A

April 2026

Contents

1.	Environmental Implications of Change (EIC) – Section 2 Candlesby to Midville	1
1.1	Introduction	1
1.2	Description of the Proposed Changes Since Stage 2 Consultation 2025	4
1.3	Environmental Implications of Change Approach and Method	4
1.4	Environmental Implications of Change	6
1.5	Conclusion	9
	Appendix A Detailed Maps – Section 2 Candlesby to Midville	11
	Appendix B Table of Changes - Section 2 Candlesby to Midville	17

	References	9
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1. Environmental Implications of Change (EIC) – Section 2 Candlesby to Midville

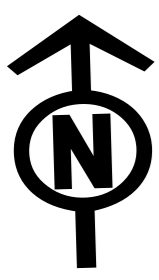
1. Environmental Implications of Change (EIC) – Section 2 Candlesby to Midville

1.1 Introduction

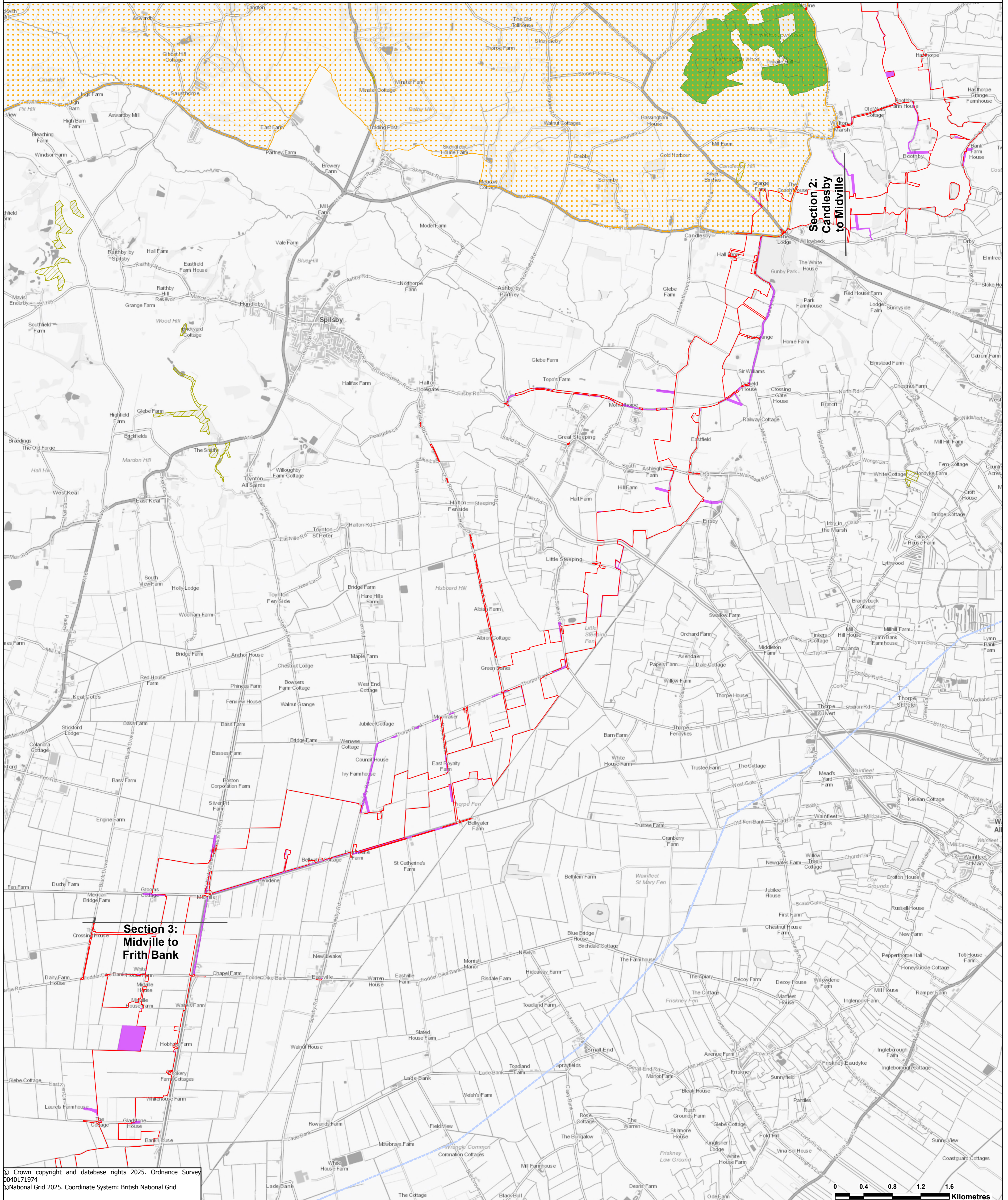
- 1.1.1 This Environmental Implications of Change (EIC) report has been prepared to support the targeted consultation for Eastern Green Link 3 (EGL 3) and Eastern Green Link 4 (EGL 4) (the 'Projects'), Section 2 Candlesby to Midville. The report outlines the changes made to the Order Limits of the 'Projects', since Stage 2 consultation 2025 consultation held between 13 May and 25 June 2025 (herein referred to as the 'Draft Order Limits from Stage 2 consultation 2025'). This report makes specific reference to Section 2 Candlesby to Midville.
- 1.1.2 Separate EIC reports covering Section 1 and Sections 3 to 7 of the Projects are available on the project website¹.
- 1.1.3 This report assesses whether the proposed changes introduce any material change to environmental effects in comparison with what has been the subject of previous consultations, specifically the effects presented within the Preliminary Environmental Information Report (PEIR) prepared for the Projects in May 2025 and presented at Stage 2 consultation (**Ref 1-1**).
- 1.1.4 **Section 1.3** describes the methodology used for this assessment.
- 1.1.5 This EIC report should be read alongside the associated Section 2 Candlesby to Midville targeted consultation leaflet. This report can also be viewed on the Project website. There is no formal requirement to prepare a PEIR or an addendum to the PEIR to support this consultation (**Ref 1-2**).
- 1.1.6 **Image 1** presents the Draft Order Limits from Stage 2 consultation 2025 and the proposed changes that have since been incorporated into the Order Limits (Additional Areas for Targeted Consultation 2026) for Section 2 Candlesby to Midville.
- 1.1.7 Maps showing all of the changes in detail for Section 2 Candlesby to Midville are included in **Appendix A**. These maps contain references for each individual change (for example Change 2-1) which correspond to detailed descriptions provided in **Appendix B**.

¹ <https://www.nationalgrid.com/the-great-grid-upgrade/eastern-green-link-3-and-4>

Image 1: Proposed Changes to the Order Limits for Section 2 Candlesby to Midville



Eastern Green Link (EGL) 3 & 4 - Section Overview



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Legend			
Draft Order Limits from Stage 2 consultation 2025	National Landscape	Sites of Special Scientific Interest (England)	
Additional Areas for Targeted Consultation 2026	Ancient Woodland (England)		
Existing 132kV Linear Electrical Infrastructure			
Figure Number		-	
Drawing Reference		EGL-WSP-CONS-XX-DR-Y-166	
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1:25,000	A3	SHEET 1 OF 1	1

1.2 Description of the Proposed Changes Since Stage 2 Consultation 2025

1.2.1 Since the Stage 2 consultation held between 13 May and 25 June 2025, the design of the Projects has changed. Though the Projects taken as a whole have not changed significantly, we are proposing some changes to the Draft Order Limits from Stage 2 consultation 2025 within Section 2 Candlesby to Midville, which are needed to support the safe construction and operation of the project. This includes additional land required for:

- Diversion of existing utilities - some temporary and permanent to raise the height of existing overhead lines by 10%, to allow for access of tall vehicles to facilitate construction, and some works to move existing overhead lines underground as a more permanent solution.
- Minor adjustments to the cable alignment; cable realignment will not divert from the cable corridor construction Limits of Deviation (LOD).
- Drainage infrastructure.
- The use and extension of existing access tracks to facilitate construction and future maintenance.
- Installation of temporary access tracks and haul roads.
- Road works – in some places highway widening may be required to accommodate general construction traffic, while in others widening or clearance will be needed to facilitate the safe passage of Abnormal Indivisible Loads (AILs). In addition, some areas of land are needed for new or improved bell mouths, and visibility splays that would require the removal of some vegetation.

1.2.2 A detailed list of all changes to the Draft Order Limits from Stage 2 consultation 2025 within Section 2 Candlesby to Midville is included in **Appendix B**.

1.3 Environmental Implications of Change Approach and Method

1.3.1 The methodology to assess the environmental implications of change has been developed with reference to the guidance issued by the Department for Levelling Up, Housing and Communities (DLUHC) regarding *Planning Act 2008: Preapplication stage for Nationally Significant Infrastructure Projects (Ref 1-1)*.

1.3.2 In particular, the methodology considers the following criteria:

1.3.3 *Only where the project taken as a whole changes very significantly, and to such a large degree that what is being taken forward is fundamentally different from what was previously consulted on, should re-consultation on the proposed application as a whole be considered.*

1.3.4 *In understanding whether there has been a material and substantial change, applicants should take into account the following guiding factors:*

- *the degree of change as compared to the proposals previously consulted upon as a whole;*
- *the number of materially worse environmental effects as compared to what has been the subject of previous consultations; and*
- *the level of public interest, and the likelihood that such interest would merit further consideration in the context of that change.*

1.3.5 *For any material change to a part of the proposed application where the project as a whole is not fundamentally changed, for example in the case of linear aspects where new information leads to a new alignment for a particular section of the proposal, a bespoke and targeted approach to further consultation can be adopted, which can address the specific consultation obligations arising proportionately.*

1.3.6 The methodology used in this EIC to assess whether there has been a material and substantial change has followed the same approach for assessment of significance that was adopted in the PEIR (Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology (**Ref 1-3**)).

1.3.7 We have reviewed the proposed changes included in the current Order Limits against the Draft Order Limits from Stage 2 consultation 2025, presented within the PEIR and at Stage 2 consultation in 2025 and evaluated whether the changes would lead to any of the following:

- The introduction of new adverse environmental effects, that were not anticipated or assessed within the PEIR;
- Adverse effects previously identified as not significant within the PEIR which could now be significant; or
- Previously identified significant adverse effects increasing in magnitude or changing in nature.

1.3.8 We have applied the same methodologies and principles set out in the PEIR based on the information available and recognising that the Projects are the subject of ongoing consultation and environmental surveys.

1.3.9 This EIC focuses on the likely significant environmental effects during the construction and operation phases that would be material to a decision to consent the Projects.

1.3.10 There are generally no anticipated changes to decommissioning to those set out in the original PEIR. Therefore, decommissioning is not discussed further in this EIC.

1.3.11 The effects noted in this EIC take into account any mitigation measures that were identified within the original PEIR, that would avoid or reduce significant environmental effects from the construction and operation phases of the Projects.

1.3.12 Volume 1, Part 1, Chapter 4: Description of the Projects of the PEIR includes a number of project assumptions regarding the construction programme, working methods (**Ref 1-4**). These assumptions all still apply (unless specified otherwise in the paragraphs that follow) and have been used when assessing the changes presented within this EIC.

1.3.13 For the purposes of this assessment, where optionality exists in the design of the changes, the 'reasonable worst-case' out of each of the potential work options has been assessed for each technical topic.

1.4 Environmental Implications of Change

- 1.4.1 We have undertaken this review against each of the technical topics covered by the PEIR, with respect to Section 2 Candlesby to Midville. These technical topics are Agriculture and Soils; Air Quality; Biodiversity; Geology and Hydrogeology; Health and Wellbeing; Cultural Heritage; Water Environment; Landscape and Visual Amenity; Noise and Vibration; Socio-economics, Recreation and Tourism; and Traffic and Transport. Greenhouse Gas has not been included within this report, as the proposed changes to the Order Limits are not anticipated to lead to any new environmental effects, or to alter the significance of any potential environmental effects. Cumulative Effects have also not been included in this report, as no assessment of cumulative effects was presented within the PEIR.
- 1.4.2 The assessment undertaken as part of this EIC has identified that for a number of the environmental topics, the environmental effects would likely be different to those presented within the original PEIR submitted at Stage 2 consultation in 2025. In these cases, the conclusions have been summarised and are presented in **Table 1-1**.

Table 1-1 Environmental implications of the proposed changes when compared to the preliminary assessment presented in the PEIR

Environmental Topic	Comments / observations / identified environmental implications of the proposed change when compared to the preliminary assessment presented in the PEIR
Agriculture and Soils	<p>The provisional Agricultural Land Classification (ALC) grade and Soil Associations presented at Stage 2 consultation in 2025 remain representative of those identified for the changes discussed in this document. This includes Provisional ALC Grade 2 and Grade 3 land, which are assumed, as a worst case, to comprise Best and Most Versatile (BMV) land.</p> <p>In general, where proposed changes impact agricultural land, they are small scale (of the 74 changes, only five are 1 ha or larger, up to a maximum size of 2.9 ha), located on field margins or in corners of arable fields. Therefore, they would not cause a change to the type or significance of agriculture and soil effects compared to the design and information outlined in the PEIR presented at Stage 2 consultation in 2025.</p> <p>For reference, the assessment presented in Chapter 11 of the PEIR for Agriculture and Soils receptors was:</p> <ul style="list-style-type: none"> • Impact of construction: not significant for Agricultural Land Holdings; significant for Soil Function and Agricultural Land Quality. • Impact of operation and maintenance was, for all receptors, not significant. <p>Changes 2-9 (0.8 ha) and 2-10 (1.0 ha) and 2-49 (2.4 ha) affect fields which were previously not impacted by the project boundary. However, aerial imagery in combination with the rationale for the changes indicate that these areas would be for diversion of existing OHLs, therefore the changes would not introduce any new significant adverse effects.</p>

Air Quality	<p>There would be no change to the nature, magnitude, or significance of the air quality effects resulting from the proposed changes when compared with the effects described in the PEIR submitted at Stage 2 consultation in 2025. The proposed changes are not expected to introduce any new or materially different air quality effects or alter the conclusions in the PEIR regarding their significance. Monitoring and mitigation measures identified in the design and PEIR would remain appropriate to manage any air quality impacts associated with the Project.</p>
Biodiversity	<p>Change 2-5 introduces additional lengths of Gunby Lane into the Order Limits for associated highway improvement works and construction access. Ecological surveys have not yet been undertaken along several stretches of Gunby Lane, notably in relation to the bat roosting suitability of trees lining the road. The highway works may result in localised impacts to trees and therefore bat roosts they may support (if present). However, on the assumption that roosting bats are present, a protected species licence would be obtained to permit the works. Providing appropriate mitigation and compensation (as required) is secured as part of the licence, so significant effects are considered unlikely.</p> <p>Ecological surveys have not yet been undertaken for several areas introduced in relation to utility diversions, for example, Changes 2-9, 2-10 and 2-49; and highway improvement works, for example, Changes 2-49 and 2-68. However, works are anticipated to be localised and small-scale, and it is anticipated that any possible significant adverse effects arising as a result of these changes can be reasonably avoided or mitigated by standard best practice, protected species licensing and/or existing environmental mitigation measures.</p> <p>All other proposed changes are relatively small and discrete areas. Overall, it is anticipated that there would be no change to the nature, magnitude, or significance of biodiversity effects as a result of the proposed changes, when compared to the design and PEIR presented at Stage 2 consultation in 2025.</p>
Geology and Hydrogeology	<p>There would be no change to the nature, magnitude, or significance of geology or hydrogeology effects as a result of the proposed changes when compared to the design and PEIR presented at Stage 2 consultation in 2025 except for the following:</p> <p>Hydrogeology:</p> <ul style="list-style-type: none"> • Change 2-33 – The Order Limits have moved closer to one borehole (ID: PWS0866), from 6.5 m away to 3.5 m away. This borehole has been confirmed during hydrogeological walkover survey, and the landowner has requested it is retained for future water supply for livestock. There is a potential for new adverse impacts to arise for this reason, however care will be taken to locate and retain this borehole during future works. <p>Geology:</p> <ul style="list-style-type: none"> • Change 2-64 – Utilities diversion and land drainage. This change extends into the area within the Hobhole Drain; a Regionally Important Geological Site (RIGS). Hobhole Drain

has been recognised for its unique *exposed samples of post glacial marine silts, marine clays, lower peat and Devensian Till*. The Local Authority and interested parties shall be consulted and informed of proposals within the area for their comments and input into mitigation on the trenchless crossing (HDDs) and impact on the RIGS (such as vibration, disturbance etc). There is a potential for new adverse impacts to arise for this reason.

Health and Wellbeing There would be no change to the nature, magnitude, or significance of health and wellbeing effects as a result of the proposed changes, when compared to the design and PEIR presented at Stage 2 consultation in 2025.

Cultural Heritage It is anticipated that the following change may lead to the introduction of new environmental effects when compared to the PEIR:

- Change 2-25 – Utility diversion crosses an area of known medieval ridge and furrow (MLI97844). This area is recorded as ploughed out and no longer visible. The remains have limited archaeological interest to provide evidence on agricultural practices and land use in the post-medieval period. They are of negligible heritage value. The magnitude of impact of the utility diversion is low. On an asset of negligible value, this results in a significance of effect of negligible adverse

However, there would be no further change to the nature, magnitude or significance of cultural heritage effects as a result of the proposed change, when compared to the design and PEIR presented at Stage 2 consultation in 2025.

Water Environment There would be no change to the nature, magnitude or significance of hydrology, land drainage and flood risk effects as a result of the proposed changes, when compared to the design and PEIR presented at Stage 2 consultation in 2025. The proposed control and management measures detailed in the PEIR would be effective in mitigating any effects associated with the proposed changes.

Landscape and Visual Amenity There would be no change to the nature, magnitude or significance of landscape and visual amenity effects as a result of the proposed changes, when compared to the design and PEIR presented at Stage 2 consultation in 2025. This is either due to the changes being considered minor or temporary in nature, in accordance with the assumptions made within this review.

A large proportion of changes include for the provision of or adjustments to Maintenance Access which is permanent (see **Appendix A** and **Appendix B**). While individually considered minor in nature, these will be considered collectively with regards to landscape character and assessed at Environmental Statement (ES) Stage with any vegetation removal requirements considered. At this stage, it is considered that, collectively, these changes may introduce new adverse effects when compared to the PEIR.

Noise and Vibration There would be no change to the nature, magnitude, or significance of the noise and vibration impacts resulting from the proposed changes when compared with the effects described in the PEIR submitted at

	<p>Stage 2 consultation in 2025. The proposed changes are not expected to introduce any new or materially different noise or vibration effects or alter the conclusions in the PEIR regarding their significance. Monitoring and mitigation measures identified in the design and PEIR would remain appropriate to manage any noise and vibration impacts associated with the Project.</p>
Socio-economics, Recreation and Tourism	<p>There would be no change to the nature, magnitude, or significance of socio-economics, recreation and tourism effects as a result of the proposed changes when compared to the design and PEIR presented at Stage 2 consultation in 2025.</p>
Traffic and Transport	<p>There would be no further change to the type or significance of traffic and transport effects as a result of the proposed changes, when compared to the design and PEIR presented at Stage 2 consultation in 2025.</p>

1.5 Conclusion

- 1.5.1 It is anticipated that the proposed changes would lead to the introduction of some new adverse environmental effects that were not anticipated or assessed within the PEIR and presented at Stage 2 consultation in 2025, and in the limited cases described in **Table 1-1**, there are potential changes to the assessment of significance. These adverse environmental effects would be confined to a small number of receptors located within, or directly adjacent to, areas where the Order Limits have been expanded.
- 1.5.2 Due to the scale and nature of these new adverse effects, it is considered that the changes do not materially alter the conclusions of the PEIR.
- 1.5.3 A targeted approach to further consultation is therefore appropriate and taking place between 09 April 2026 and 11 May 2026, the purpose of which is to provide an opportunity for stakeholders and members of the public to understand the changes and share their views.
- 1.5.4 If the proposed changes are taken forwards, the baseline information (and environmental surveys) and assessment associated with these changes would be provided in the ES.

References

Ref 1-1 Department for Levelling Up, Housing and Communities (DLUHC) 2024, *Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects*, DLUHC, London, published 30 April 2024, available on GOV.UK.

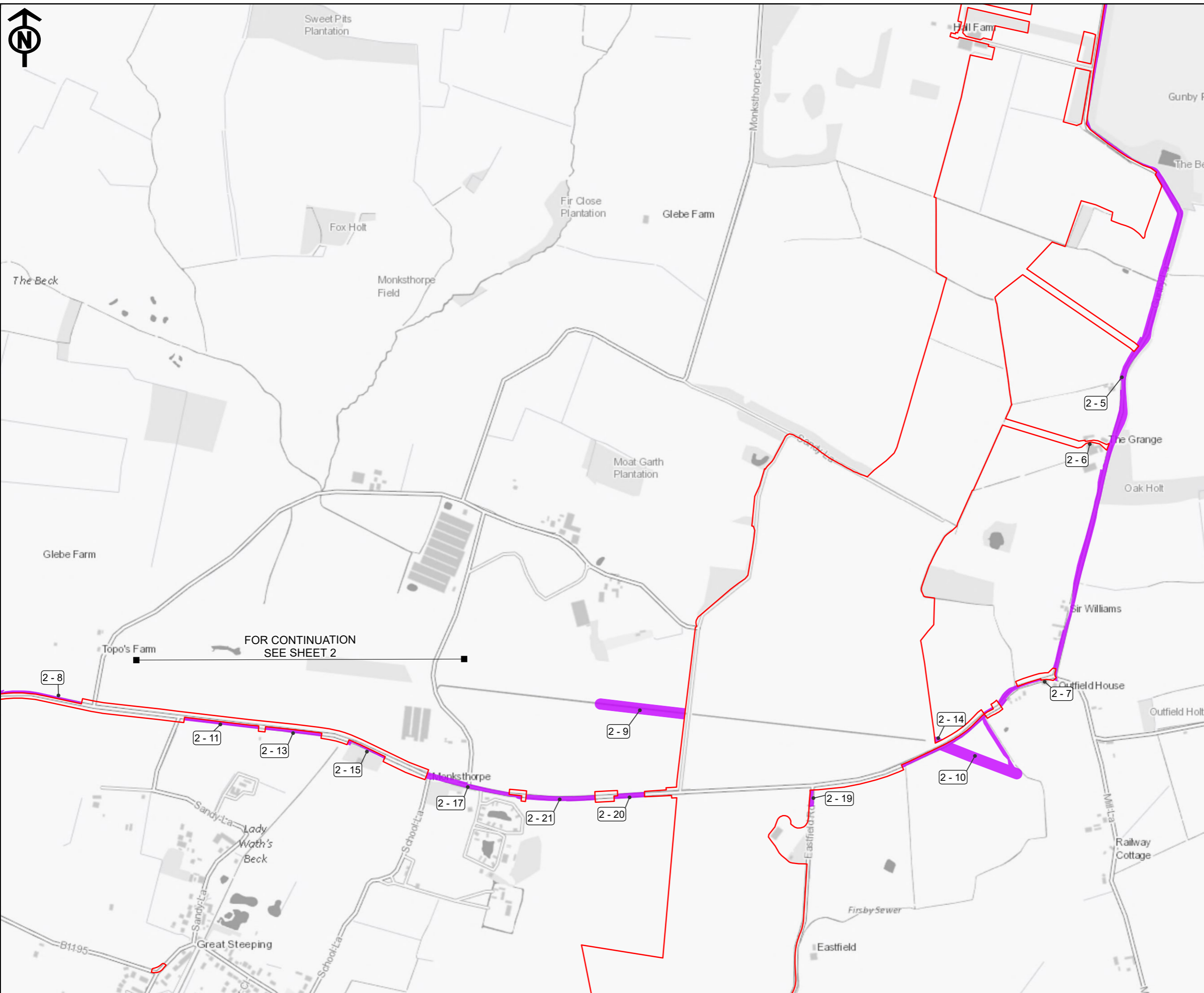
Ref 1-2 UK Government (2008). Planning Act 2008.

Ref 1-3 National Grid (2025) Preliminary Environmental Information Report (PEIR), Volume 1, Part 1, Chapter 5: PEIR Approach and Methodology. Available at <https://www.nationalgrid.com/sites/default/files/documents/2025-05/PEIR%20Volume%201%20Part%201%20Chapter%205%20PEIR%20Approach%20and%20Methodology-%20WEB.pdf>

Ref 1-4 National Grid (2025) Preliminary Environmental Information Report (PEIR), Volume 1, Part 1, Chapter 4: Description of the Projects. Available at <https://www.nationalgrid.com/sites/default/files/documents/2025-05/PEIR%20Volume%201%20Part%201%20Chapter%204%20Description%20of%20the%20Projects-%20WEB.pdf>

Appendix A to Midville

Detailed Maps – Section 2 Candlesby



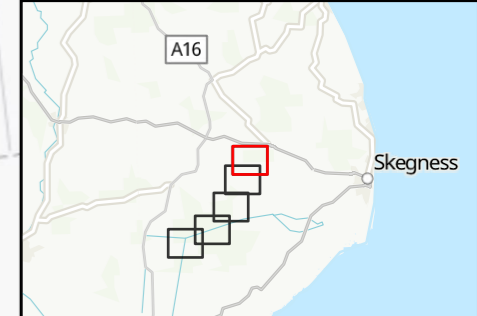
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- Sheet Outline

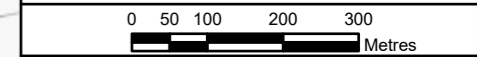
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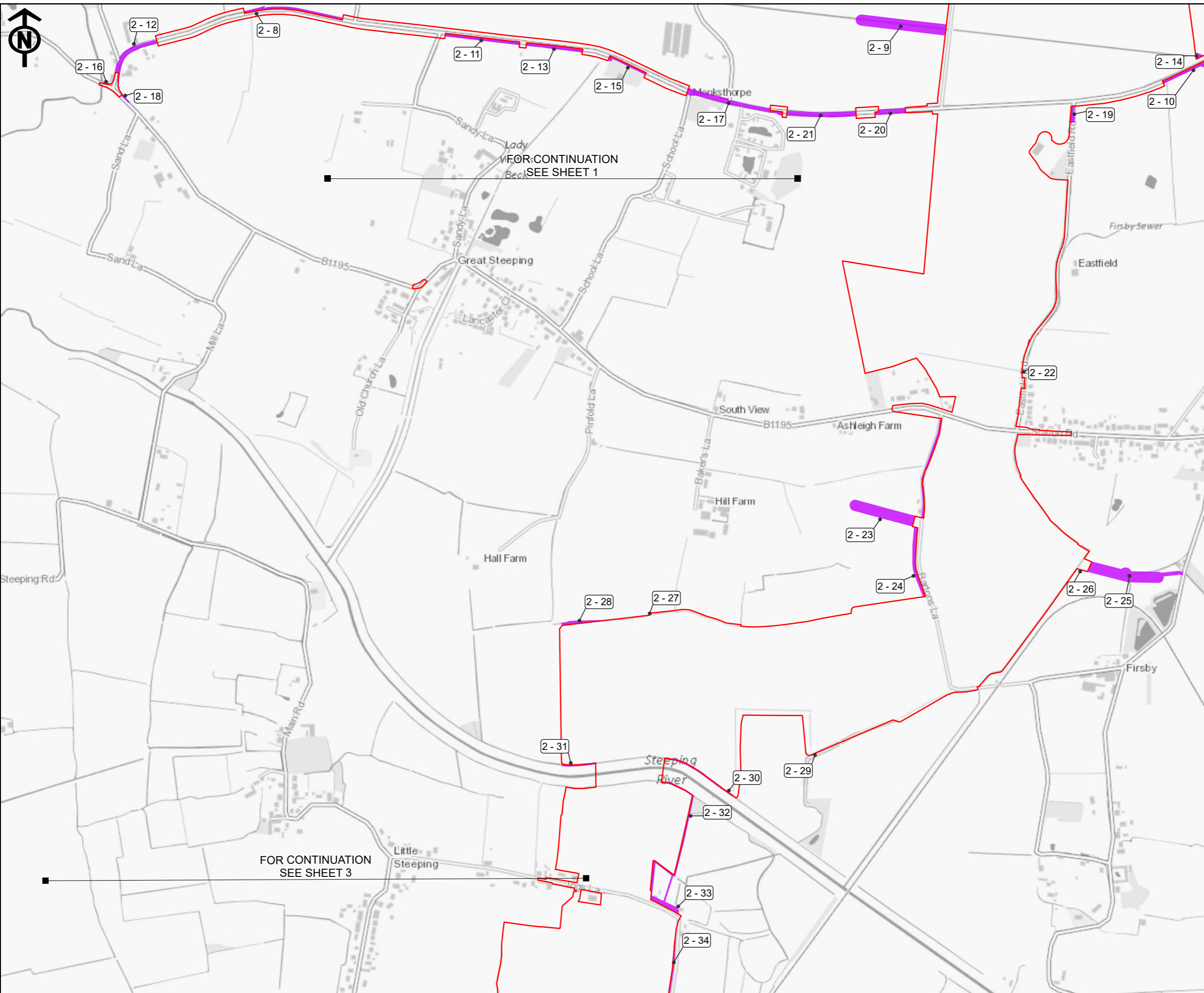
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**EASTERN GREEN LINK (EGL) 3 & EGL 4
 Additional Areas for Targeted
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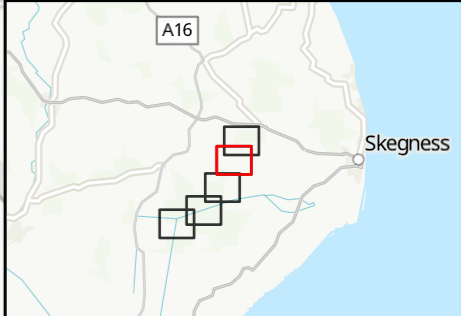


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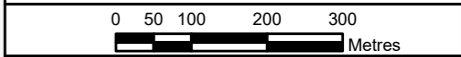
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 Section 2
 SHEET 2 of 5



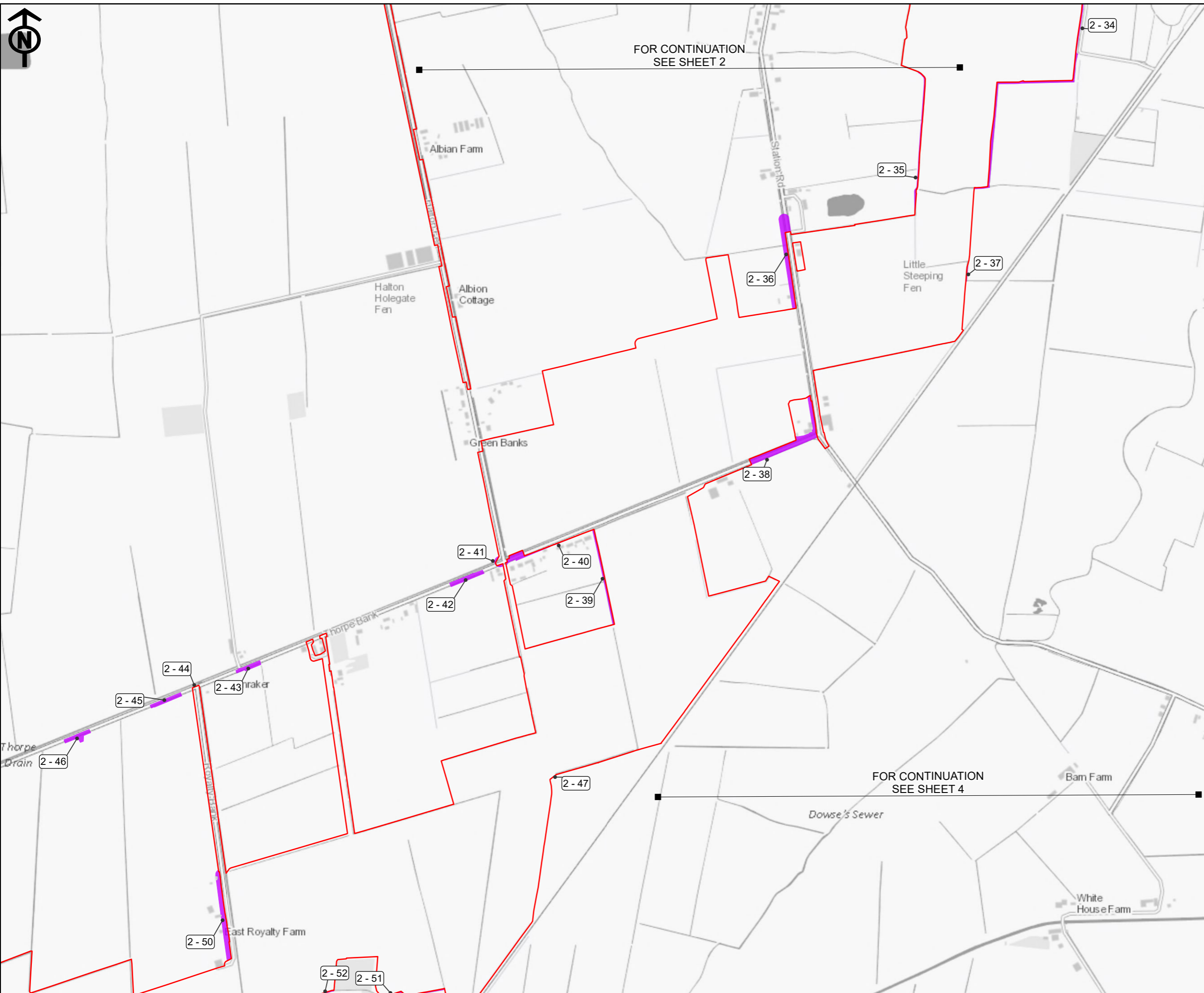
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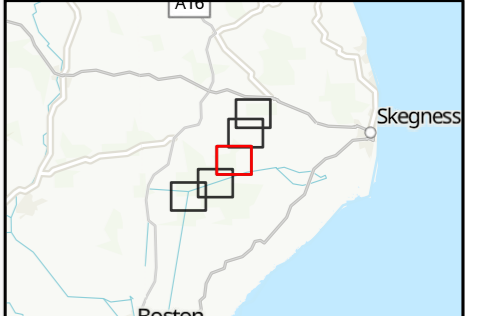
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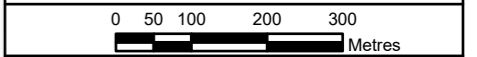
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 Section 2
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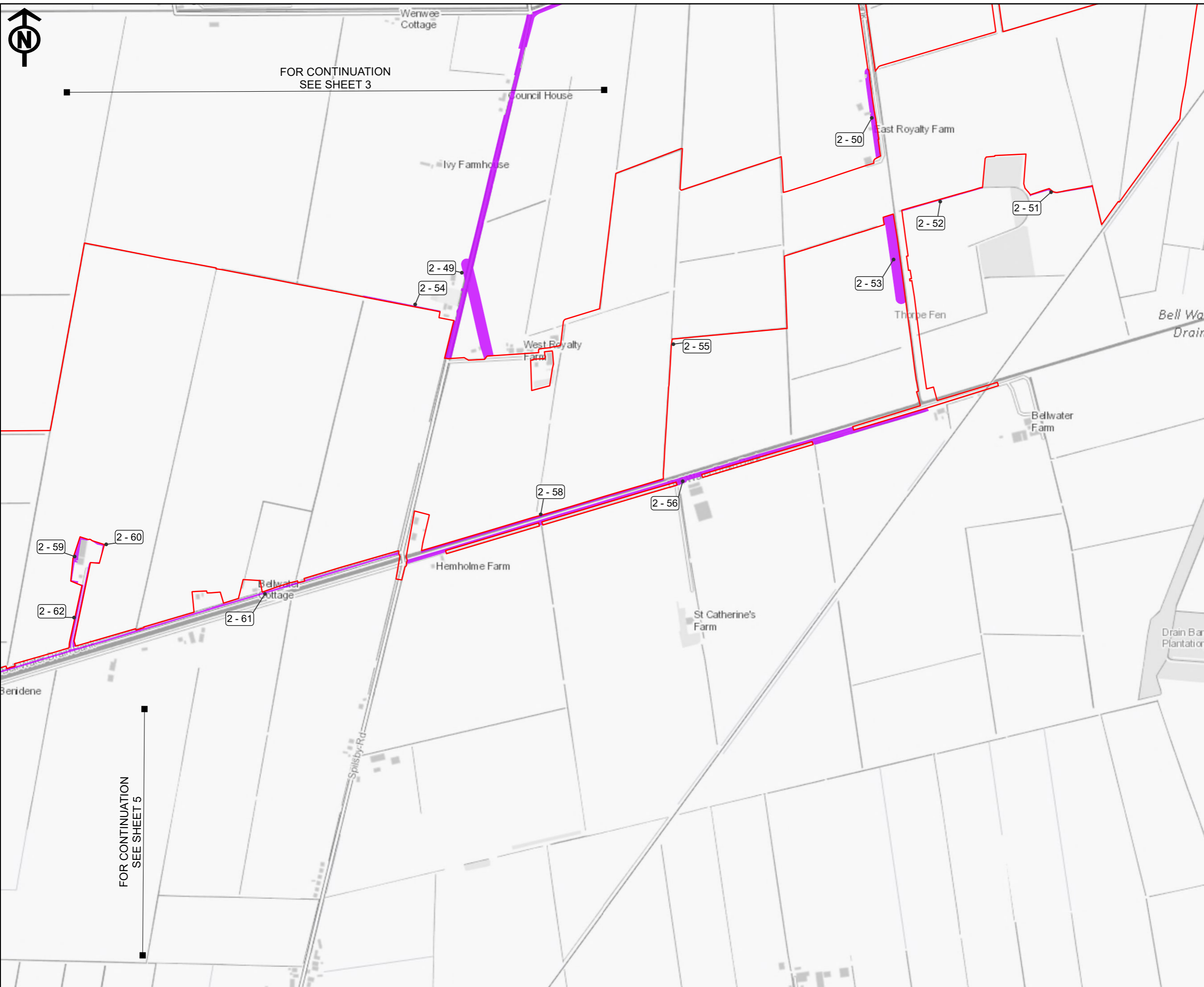
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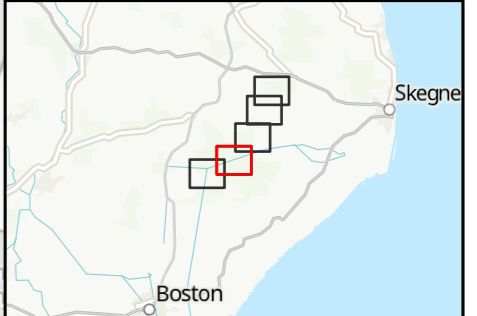
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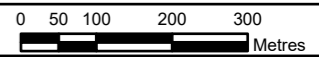
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 Section 2
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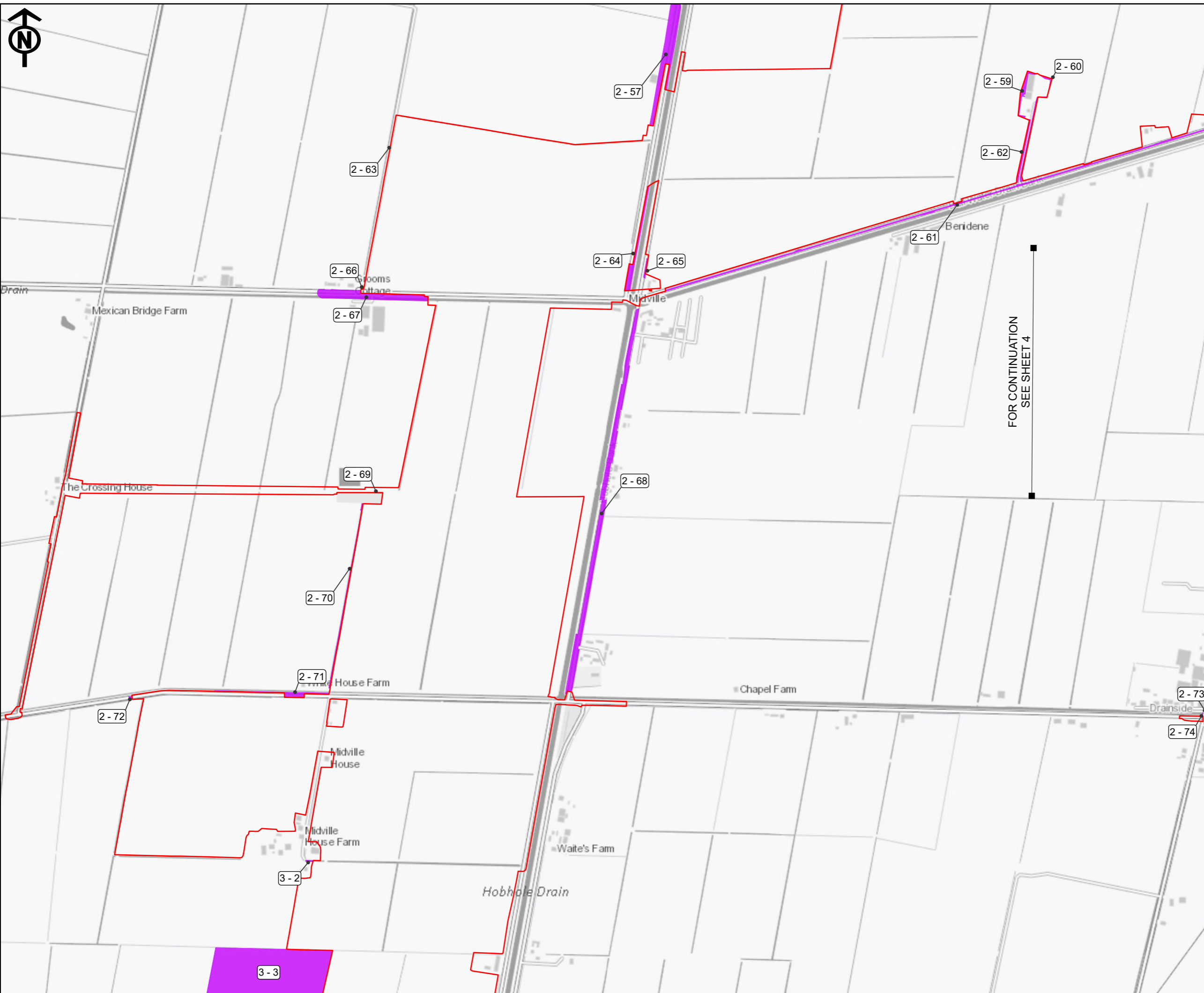
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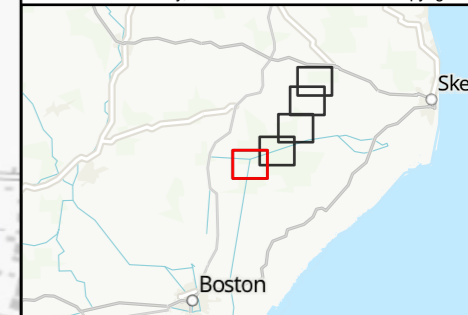
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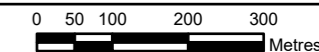
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Section 2
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Appendix B Table of Changes - Section 2 Candlesby to Midville

Change Reference	Description of Change
2 - 1	Drainage infrastructure
2 - 2	Drainage infrastructure and Minor adjustment to the cable route
2 - 3	Road works
2 - 4	Road works
2 - 5	Road works; Maintenance access, Drainage infrastructure, and Minor adjustment to the cable route
2 - 6	Access
2 - 7	Road works
2 - 8	Road works
2 - 9	Diversions of existing utilities
2 - 10	Diversions of existing utilities and Road works
2 - 11	Road works
2 - 12	Road works
2 - 13	Road works
2 - 14	Diversions of existing utilities and Drainage infrastructure
2 - 15	Road works
2 - 16	Road works
2 - 17	Road works
2 - 18	Road works
2 - 19	Construction compounds and connections, Maintenance access, and Drainage infrastructure
2 - 20	Road works

Change Reference	Description of Change
2 - 21	Road works
2 - 22	Maintenance access and Drainage infrastructure
2 - 23	Diversions of existing utilities and Drainage infrastructure
2 - 24	Diversions of existing utilities and Drainage infrastructure
2 - 25	Diversions of existing utilities
2 - 26	Diversions of existing utilities and Drainage infrastructure
2 - 27	Drainage infrastructure
2 - 28	Drainage infrastructure
2 - 29	Drainage infrastructure
2 - 30	Drainage infrastructure and Minor adjustment to the cable route
2 - 31	Drainage infrastructure and Minor adjustment to the cable route
2 - 32	Drainage infrastructure and Minor adjustment to the cable route
2 - 33	Diversions of existing utilities, Maintenance access, Drainage infrastructure, and Minor adjustment to the cable route
2 - 34	Drainage infrastructure
2 - 35	Drainage infrastructure
2 - 36	Diversions of existing utilities and Drainage infrastructure
2 - 37	Drainage infrastructure

Change Reference	Description of Change
2 - 38	Diversions of existing utilities and Drainage infrastructure
2 - 39	Road works and Drainage infrastructure
2 - 40	Diversions of existing utilities, Construction and maintenance access and Drainage infrastructure
2 - 41	Diversions of existing utilities and Maintenance access
2 - 42	Road works
2 - 43	Road works
2 - 44	Maintenance access
2 - 45	Road works
2 - 46	Road works
2 - 47	Drainage infrastructure
2 - 48	Road works
2 - 49	Diversions of existing utilities, Road works, and Drainage infrastructure
2 - 50	Diversions of existing utilities
2 - 51	Drainage infrastructure
2 - 52	Drainage infrastructure
2 - 53	Diversions of existing utilities and Drainage infrastructure
2 - 54	Drainage infrastructure
2 - 55	Drainage infrastructure
2 - 56	Road works
2 - 57	Diversions of existing utilities
2 - 58	Diversions of existing utilities and Drainage infrastructure
2 - 59	Drainage infrastructure
2 - 60	Drainage infrastructure

Change Reference	Description of Change
2 - 61	Maintenance access and Drainage infrastructure
2 - 62	Drainage infrastructure
2 - 63	Drainage infrastructure
2 - 64	Diversions of existing utilities and Drainage infrastructure
2 - 65	Road works
2 - 66	Diversions of existing utilities and Drainage infrastructure
2 - 67	Diversions of existing utilities, Road works, and Drainage infrastructure
2 - 68	Road works
2 - 69	Drainage infrastructure
2 - 70	Drainage infrastructure
2 - 71	Road works, Construction compounds and connections, and Drainage infrastructure
2 - 72	Road works
2 - 73	Road works
2 - 74	Road works

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