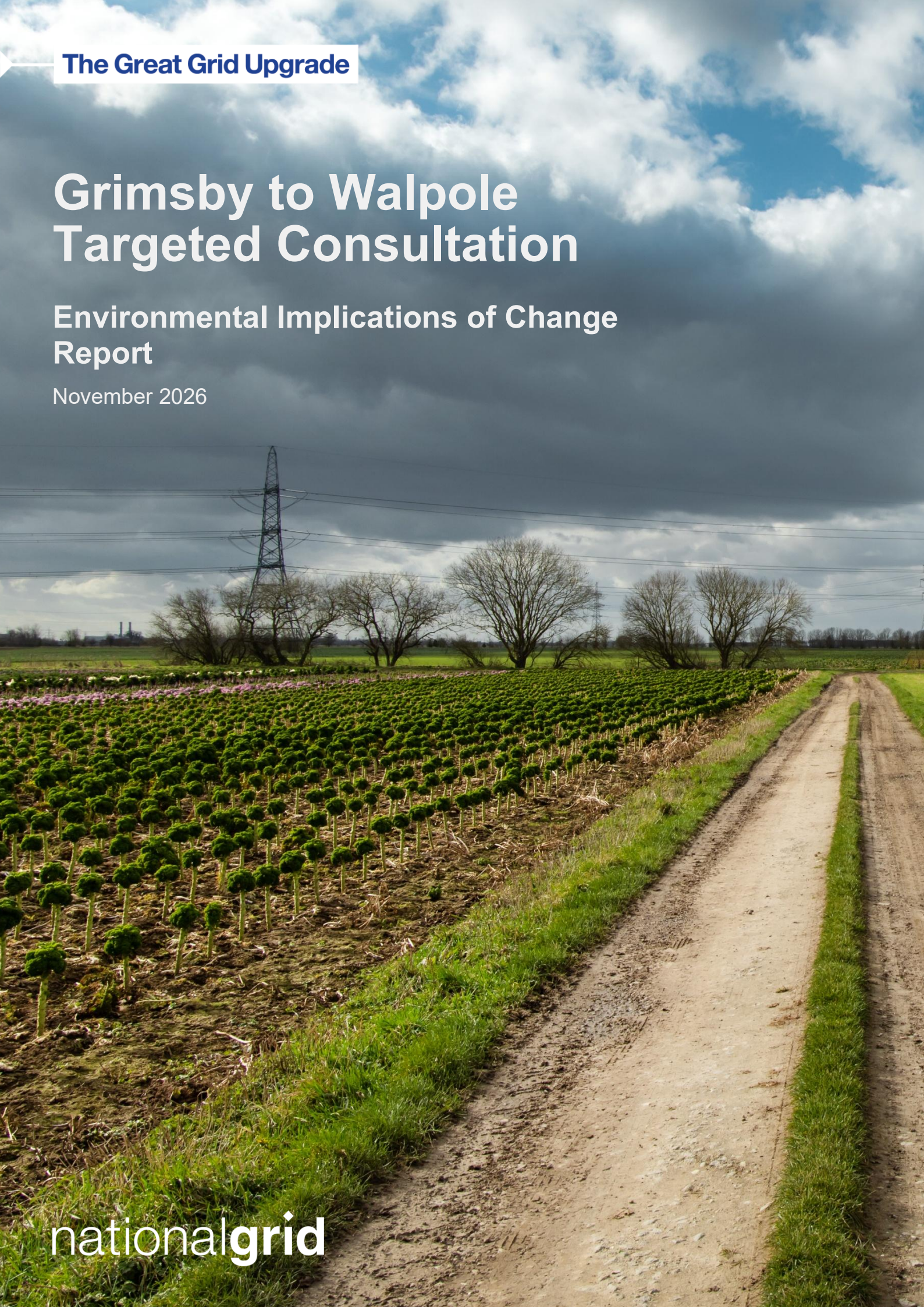
The Great Grid Upgrade

Grimsby to Walpole Targeted Consultation

Environmental Implications of Change Report

November 2026



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1. Introduction

1.1 Overview

1.1.1 This Environmental Implications of Change Report (EICR) has been prepared to consider the environmental implications of proposed changes to the Grimsby to Walpole Project (Project) since the conclusion of the Stage 2 Consultation undertaken between 11 June to 6 August 2025.

1.1.2 The Project forms part of The Great Grid Upgrade, which is the largest overhaul of Great Britain's electricity transmission network in generations, designed to connect more renewable energy sources, increase network capacity and support the transition to a low carbon energy system. The Project comprises approximately 140 kilometres (km) of new 400 kilovolt (kV) electricity transmission infrastructure between North East Lincolnshire and north Norfolk, including a new overhead line connection and associated substations and infrastructure. The Project is required to increase network capacity and facilitate the connection and transmission of new sources of low-carbon electricity generation, including offshore wind.

1.2 Purpose of this Document

1.2.1 The purpose of this document is to assess the potential environmental implications resulting from two proposed changes to the Project and to determine whether the proposed changes would result in any new or materially different likely significant environmental effects when compared with those identified in the June 2025 Preliminary Environmental Information (PEI) Report, published in support of the Stage 2 Consultation.

1.2.2 This EICR has been prepared to inform a targeted consultation relating to two proposed changes to the Project. For further information on the purpose and scope of this consultation, refer to the **Consultation Newsletter**. This EICR provides a proportionate assessment of the environmental consequences of the proposed changes. It considers whether the proposed changes would introduce new environmental effects, alter previously assessed effects, change the assumptions or mitigation underpinning the assessment, require additional mitigation, or change the overall conclusions set out in the June 2025 PEI Report.

1.2.3 The assessment has been undertaken by determining the likely impacts of proposed changes and considering whether these would change the conclusions of the previously published June 2025 PEI Report. The EICR therefore focuses solely on the environmental implications arising from the proposed changes and does not constitute a reassessment of the Project as a whole.

1.2.4 **Figure 1, Figure 2 and Figure 3** show the proposed changes that are considered within this EICR.

2. Description of Proposed Design Changes

2.1 Change 1: UKPN Power Supply Connection to the Proposed Walpole B Substation

2.1.1 Change 1, presented on **Figure 1**, constitutes a permanent power supply connection and associated mitigation from the Distribution Network Operator's (DNO) (UK Power Networks) existing substation, (known as 'Walsoken' substation), located east of Wisbech, to the proposed Walpole B Substation and two associated temporary construction compounds. This would support the operation of the proposed Walpole B Substation. Change 1 is located to the southern end of the Project in Section 7, extending in a south west direction through Walton Highway.

2.1.2 The works would comprise an 11 kV underground cable, approximately 5.5 km in length, from Walsoken substation, routeing north along Broad End Road and Burrettgate Road, before routeing north east along Sparrowgate Road and Wheately Bank to the Lynn Road B198 roundabout. As a worst case scenario, it is assumed the underground cable would be installed using open-cut trenching techniques.

2.1.3 From the B198 roundabout, the undergrounding works would continue north (along Lynn Road), through Walton Highway, before routeing north along the Lynn Road and West Drove North junction to the West Drove North 'S-bend' and into the proposed Walpole B Substation.

2.1.4 The works would predominantly take place within the adopted highway and verge where practicable. However, there may be a requirement for works outside the highway boundary in discrete locations, where there isn't enough space available to route the underground cable in the highway due to existing assets, such as utilities. Additionally, two temporary construction compounds would be required for welfare facilities and equipment storage. Locating the works primarily within the adopted highway and verge would reduce the need for vegetation management and minimise effects on surrounding habitats and agricultural land. These works would be subject to appropriate construction management measures, including temporary traffic diversions. The control measures which would be adopted during construction were set out within the Outline Code of Construction Practice (CoCP) published in support of the Stage 2 Consultation, including reinstatement works where appropriate.

2.2 Change 2: Use of School Road and Salts Road for Construction Access and Future Maintenance Associated with the Proposed Walpole B Substation

2.2.1 Highways interventions, presented on **Figure 2**, are required within Section 6 and Section 7 of the Project, between Walton Highway and West Walton, to provide construction vehicle access to the existing UKPN 132 kV overhead line. A section of this existing overhead line is proposed to be buried underground to provide clearance for the proposed 400 kV overhead line to pass overhead and continue east toward

Walpole. This modification would require the use of School Road/Salts Road by construction vehicles to access the temporary construction works area associated with works to the existing UKPN 132 kV overhead line. This was not previously identified within the June 2025 PEI Report.

2.2.2 The highway intervention works would include temporary surfacing (such as track matting or steel plating) at the School Road/Salts Road junction and a mixture of localised widening and passing places in six locations along Salts Road, ranging from 25 m to 160 m in length, as well as associated visibility splays, to enable construction vehicle access to the 132 kV overhead line. A temporary traffic diversion may be required to facilitate this work and has been assumed as a worst-case scenario in **Section 4** below.

2.2.3 The proposed highway improvements would be needed on a temporary basis to allow larger scale construction plant, such as cranes or Abnormal Indivisible Loads, access to underground the 132 kV overhead line. When the works are complete, the road would be reinstated and would not be used for future maintenance of the underground cable.

2.2.4 At locations of proposed highways improvements, vegetation management may also be required to maintain suitable visibility.

2.2.5 School Road and Salts Road may also be utilised temporarily for works associated with a drainage diversion west of the proposed Walpole B substation, subject to construction phasing. The type and number of vehicle movements would be similar to that of the 132kV undergrounding works.

2.2.6 Following construction, School Road and Salts Road are proposed as a permanent access route for maintenance of the drainage basin(s) which would manage water flows from Walpole B substation. There are no proposed associated highway improvements for the operational maintenance phase.

2.2.7 The proposed construction and operational accesses are presented on **Figure 3**.

3. Methodology

3.1.1 The methodology to assess the environmental implications of change has been developed with reference to the guidance issued by the Ministry of Housing, Communities and Local Government (Ref 1), which states at Paragraph 4.14:

> *"It is routine and often beneficial for proposed DCO applications to be amended in light of responses to engagement and/or consultation or other circumstances. Applicants may wish to consider undertaking bespoke, targeted engagement and consultation with those most affected by significant amendments to proposals, but this is entirely at their own discretion and there is no statutory requirement to do so."*

3.1.2 The proposed changes have been reviewed against the Draft Order Limits presented during Stage 2 consultation and the likely significant and non-significant effects reported within the June 2025 PEI Report. Specifically, the assessment has considered whether the proposed changes would lead to any of the following:

1) Introduce new environmental effects that have not previously been identified;
2) Alter the nature, extent, duration or significance of previously assessed effects;
3) Affect the assumptions, mitigation measures or environmental commitments that underpin the project's environmental assessment;
4) Require additional mitigation measures; or
5) Change the overall environmental conclusions established for the Project set out within the June 2025 PEI Report.

3.1.3 For the purposes of this assessment, where optionality exists in the design of the proposed changes, the 'reasonable worst-case' scenario for each proposed change has been assessed for each technical topic.

3.1.4 This assessment has been prepared on the design and information available at the time of writing. This will be reviewed based on the design presented in the DCO application and, where required, updated, or refined, for the Environmental Statement (ES).

4. Environmental Implications of Change

4.1.1 A review has been undertaken of the proposed changes against each of the technical topics covered by the June 2025 PEI Report, with respect to Section 7 for Change 1 and Sections 6 and 7 for Change 2.

Table 4.1 Environmental implications of the proposed changes when compared to the preliminary assessment presented in the June 2025 PEI Report – Change 1

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
Agriculture and Soils	The June 2025 PEI Report for Section 7 reported impacts to agriculture and soils receptors as likely significant during construction, and not significant during operation and maintenance. The proposed change is located within areas of Agricultural Land Classification (ALC) Grades 2, 3a, 3b land, according to Predictive ALC mapping, which supersedes the provisional ALC figure submitted with the June 2025 PEI Report. Although Grades 2 and 3a land are classed as Best and Most Versatile (BMV) land, the proposed change is largely within the existing highway boundary or adjacent to it. The buried underground cable would result in some impacts to BMV land during construction but these would be temporary and would be managed through the measures to be set out within the Outline Soil Management Plan (SMP), which will be submitted in support of the DCO application. This will include soil handling, and restorative measures. The proposed change would not result in any additional BMV land being taken out of production permanently, when compared with the design that was considered in the June 2025 PEI Report, and any areas of BMV land that are used temporarily during construction would be restored to their original use upon operation of the Project, as per the Outline SMP. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Air Quality	The June 2025 PEI Report for Section 7 reported that likely significant effects to air quality could not be ruled out due to the absence of detailed assessment (dispersion modelling) results. The underground cable would be located approximately 260 m south east of the Wisbech Air Quality Management Area (AQMA) No. 1, which was designated due to Sulphur Dioxide (SO_2), approximately 785 m east of Wisbech AQMA No. 2, designated due to particulate matter (PM_{10}), and approximately 1 km east of Wisbech AQMA No. 3, designated due to nitrogen dioxide (NO_2). Monitoring undertaken by

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	the Borough Council of King's Lynn and West Norfolk, located approximately 325 m to the proposed underground cable on Chapnall Road, indicates that air quality in the vicinity of the underground cable works is good. The proposed change would introduce new sensitive residential receptors along Burrettgate Road, Sparrowgate Road, Wheatley Bank, and Lynn Road, which could experience air quality effects during construction. While the proposed change introduces new residential receptors, the June 2025 PEI Report already considers that there would be residential receptors located close to the Project and associated construction works, therefore it is not predicted that the proposed change would result in new or materially different likely significant effects to those already reported within the June 2025 PEI Report, following the application of design and control mitigation measures outlined in the Code of Construction Practice (CoCP). Any impacts during construction would be managed through the Final Code of Construction Practice (CoCP), which would contain measures associated with a high risk construction dust, to control dust and emissions, as identified within the assessment of dust risk in the Chapter 12 Air Quality of the June 2025 PEI Report. With the implementation of these measures, impacts from construction dust would be not significant. The increase and rerouting of traffic associated with these works is not anticipated to be substantial and would only occur temporarily. A Construction Traffic Management Plan (CTMP) will be prepared, and would seek to avoid routing traffic through the AQMAs, and diversions will be designed to minimise impacts on the AQMAs. Finalised traffic projections produced in support of the ES will be screened to confirm if any changes in traffic flows due to Change 1 exceed the relevant assessment criteria. Where this is the case, a detailed assessment involving dispersion modelling will be undertaken and reported in the ES. The proposed change will not alter any requirements for operational traffic which could result in an impact on air quality, and therefore no changes are predicted during operation and maintenance. With the implementation of standard dust suppression and emission control measures through the CoCP, the proposed change is not anticipated to result in new or materially different likely significant air quality effects to those reported within the June 2025 PEI Report.
Climate Change	**Greenhouse Gas (GHG) Emissions** – At the time of undertaking the assessment for the June 2025 PEI Report, it was not possible to undertake a whole life carbon assessment and the associated GHG emissions assessment of significance. However, the June 2025 PEI Report stated that the benefits of the Project as an essential part of the UK's transition of net zero emissions by 2050 would outweigh the

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	likely emissions arising from a scenario where the Project is not delivered. The proposed change would involve additional materials and construction activities, however these would be unlikely to result in any additional likely significant effects that materially alter the nature, magnitude, or significance of the effects already reported in the June 2025 PEI Report. **Climate Change Resilience (CCR)** – a CCR assessment was scoped out of the assessment with a Screening Assessment in Appendix 18A of the Scoping Report. The proposed changes do not materially change the conclusions of the Screening Assessment. **In-combination Climate Change Impacts (ICCI)** – An ICCI assessment was not conducted as part of the June 2025 PEI Report. This will be undertaken for the ES once all likely impacts and their associated magnitudes have been identified with other topic chapters within the ES. This is in line with the Institute of Sustainability and Environmental Practitioners[1] guidance on ICCI assessments.
Ecology and Biodiversity	The June 2025 PEI Report for Section 7 reported the potential for likely significant effects to designated sites, terrestrial and aquatic habitats, terrestrial invertebrates, great crested newt, reptiles, wintering and breeding birds, badger, bats, otter, and water vole during construction. During operation and maintenance the June 2025 PEI Report reported potential likely significant effects to designated sites and wintering and breeding birds. Various non-significant effects were reported. The proposed change introduces new works that cross areas of land that have not yet been surveyed, however the majority of the proposed change is within the existing highway boundary or adjacent to it. Ecological surveys of the new areas of land that are within the extents of the proposed change are ongoing. Findings will be used to identify any requirements for mitigation for protected species and further detailed within the ES. The proposed change extends the design further south than the June 2025 PEI Report considered, and the closest designated site that this could affect would be the Nene Washes Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), and Ramsar. The potential for impacts on European designated sites will be assessed within the ES and the Report to Inform HRA. The proposed change would not result in a significant loss of habitat, as associated works are primarily contained within the existing

[1] Formerly the Institute of Environmental Management and Assessment.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	highway boundary or adjacent to it. Measures to control indirect effects upon adjacent habitats will be detailed within the Final CoCP. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Geology and Hydrogeology	The June 2025 PEI Report for Section 7 did not report any likely significant effects for geology and hydrogeology during construction or operation and maintenance, various non-significant effects were reported. This is due to the generally low sensitivity of hydrogeological receptors within this area, with typically unproductive superficial and bedrock strata and no recorded groundwater abstractions. The proposed change extends outside of the Study Area used for the June 2025 PEI Report assessment and the extent of the obtained datasets, including the historical mapping and geo-environmental data. Therefore, there is potential that previously unidentified potentially contaminative historical land uses may have taken place within areas of construction for the proposed change. A review of publicly available historical mapping indicates the historical presence of an industrial works/builders yard and refuse tip directly south of Broad End Road and the Walsoken Substation, which may indicate a possible increased risk of historical ground contamination in this location. More information (desk based and ground investigation) will be obtained on the extent and nature of these previous uses, as well as the extent of ground disturbance (if any) associated with the Project in these specific locations, to establish the likely risk levels and potential effects. However, it is considered likely that appropriate mitigation measures could be included within the Final CoCP to prevent likely significant effects from these potential sources. Therefore, whilst the proposed change introduces some uncertainty regarding potential historical contamination sources outside the area assessed within the June 2025 PEI Report, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Health and Wellbeing	The June 2025 PEI Report did not report any likely significant effects to health and wellbeing for residents or health receptors in Section 7 during construction or operation and maintenance. A range of non-significant effects were reported. The proposed change would introduce new sensitive human health receptors along Burrettgate Road, Sparrowgate Road, Wheatley Bank, and Lynn Road, and in the surrounding towns and villages. Furthermore, it may result in diversion of traffic to and from the A47

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	which may lead to new adverse environmental effects related to access to healthcare or community infrastructure. Therefore, whilst the proposed change would result in localised impacts at these new receptor locations, these are not predicted to be of a magnitude that would give rise to likely significant effects. Mitigation measures for air quality, noise, traffic and visual effects would be included within the Final CoCP and Outline CTMP. The June 2025 PEI Report did not report any changes in access to healthcare and social infrastructure during the construction of the Project and therefore this represents an alteration of the June 2025 PEI Report conclusions.
Historic Environment	The June 2025 PEI Report for Section 7 identified the potential for likely significant effects during construction upon one designated heritage asset (Faulkner House (Grade II listed building)) and one non-designated heritage asset as a result of the Project, but no significant effects were predicted during operation and maintenance. The effects identified as arising during construction would be temporary where associated with the presence of construction plant and temporary works, and permanent where associated with the presence of new permanent infrastructure, including the Walpole B Substation and new overhead lines. The proposed change is located adjacent to two listed buildings and a non-designated heritage asset. These are the Grade II listed Austin House (NHLE 1342384) on the outskirts of Wisbech, and the Grade II listed Old Post Office (NHLE 1171829) at Walton Highway. The non-designated heritage asset is the United Methodist Free Chapel (MNF64486). Both of the listed buildings and the non-designated heritage asset are located adjacent to the existing highway where the underground cable would be buried. Whilst there would be anticipated alterations to the setting of the two listed buildings and non-designated heritage asset, these would be temporary during the construction works and are unlikely to be significant. The permanent infrastructure would not be visible during operation and therefore it is considered that no new or materially different likely significant effects would be introduced during operation and maintenance as a result of the proposed change. The proposed change is located approximately 142 m west of the 'Moated Enclosure 230 m north west of Faulkner House' Scheduled Monument (NHLE 1493528). In this location, the underground cable enters the proposed Walpole B Substation and therefore it is considered that any effects here have already been assessed in the June 2025 PEI Report and therefore the proposed change would not alter the effects already reported. Overall, the proposed change would not alter the heritage effects reported in the June 2025 PEI Report. Any effects on the setting of nearby designated heritage assets, including the Grade II listed

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	Austin House, the Grade II listed Old Post Office and the Scheduled Monument 'Moated Enclosure 230 m north west of Faulkner House', and the non-designated heritage asset, would be temporary and confined to the construction phase. As such, the proposed change would not result in any new or materially different likely significant effects on heritage receptors above and beyond those already reported within the June 2025 PEI Report.
Landscape	The June 2025 PEI Report for Section 7 identified likely significant effects on the Terrington St John Landscape Character Area during both construction and operation and maintenance of the Project. As the proposed change involves an underground cable that is mostly contained within the existing highway, impacts are predicted to be localised and short term in nature, it is therefore unlikely that any effects upon landscape during construction would be significant. During operation and maintenance, following reinstatement of temporary working areas including the highway, the cable would not be visible and therefore no additional effects to those reported within the June 2025 PEI Report are predicted during operation and maintenance.
Visual	The June 2025 PEI Report for Section 7 identified likely significant visual effects on two communities (Walpole Highway and West Walton) during both construction and operation and maintenance. The proposed change would result in some additional effects to receptors along Burrettgate Road, Sparrowgate Road, Wheatley Bank, and Lynn Road, and various residential receptors located within the adjoining towns and villages, which may experience temporary visual effects during construction. As the proposed change involves an underground cable that is mostly contained within the existing highway and would be installed across discrete sections, impacts are predicted to be localised and short term in nature. It is therefore unlikely that effects would be significant. During operation and maintenance, following reinstatement of temporary working areas including the highway, the cable would not be visible and therefore no additional effects to those reported within the June 2025 PEI Report are anticipated during operation and maintenance.
Noise and Vibration	The June 2025 PEI Report for Section 7 did not identify any likely significant noise and vibration effects during construction or operation and maintenance. The proposed change would introduce new sensitive residential receptors along Burrettgate Road, Sparrowgate Road, Wheatley Bank, and Lynn Road, and various residential receptors located within the adjoining towns and villages. These receptors may experience temporary effects as a result of noise and vibration during

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	construction. This would typically include adjacent construction works to break-out the highway and excavate a trench for the purposes of cable installation, prior to backfilling and reinstatement of the highway surface. Any effects would be temporary and could be mitigated through best practice measures, including those previously set out within the Outline CoCP published in support of the Stage 2 Consultation. Therefore no likely significant effects due to noise and vibration are predicted during construction of the proposed change. During operation, the cable will be buried within the highway or adjacent verge and be passive in nature. There would therefore be no noise and vibration effects during operation and maintenance.
Socio-economics, Recreation and Tourism	The June 2025 PEI Report for Section 7 identified likely significant effects during construction as a result of loss of land associated with the Rose and Crown Solar Farm. The proposed change is predominantly confined to the existing highway and verge. Temporary effects may arise in relation to businesses located adjacent to the proposed works, particularly in relation to access and disruption during construction. However, subject to the implementation of appropriate mitigation through the CoCP and CTMP and the maintenance of access to businesses, no additional likely significant socio-economic effects to those reported within the June 2025 PEI Report are anticipated. The proposed change also intersects with the edge of two identified land allocations: a housing allocation along the Wisbech Fringe, adjacent to Burrettgate Road, and a Gypsy and Traveller site allocation along Sparrowgate Road. The proposed works would affect only the edge of these allocations, would be temporary in nature and would principally take place within the existing highway. On this basis, the proposed change is not anticipated to undermine the overall viability or future delivery of either allocation. The proposed change would also intersect with West Walton Jubilee Walk and National Cycle Network Route 1 (NCN 1), with the potential for temporary disruption to users of these recreational routes during construction. As NCN 1 and Jubilee Walk are considered to be high-sensitivity receptors, any additional intersections with the routes could result in significant effects during construction. As a reasonable worst-case scenario, temporary disruption to access along the route has therefore been assumed. An assessment of direct effects of the Project on users of PRoW and promoted/recreational routes in relation to diversions, closures and management measures was not conducted in the June 2025 PEI Report. The likely significance of effects on users of PRoW will be determined following the full assessment to be reported in the ES. During operation, the cable will be buried within the highway or adjacent verge and be passive in nature. There would therefore be

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	no effects upon socio-economics, recreation and tourism during operation and maintenance.
Traffic and Movement	The June 2025 PEI Report for Section 7 reported potential likely significant effects during construction. The buried cable route passes along Lynn Road, Wheatley Bank, Sparrowgate Road, Burrettgate Road and Broad End Road. The proposed change overlaps with the area assessed in the June 2025 PEI Report only along Lynn Road. The proposed change would result in some additional construction works along the route of the underground cable and diversion of traffic to/from the A47, and therefore potentially introduces new adverse environmental effects that were not anticipated or assessed within the June 2025 PEI Report. Whilst significant effects cannot be ruled out at this stage, robust construction traffic management measures would be adopted, informed by engagement with the relevant highways authorities. These measures will be set out within the Outline CTMP submitted in support of the DCO application.
Water Environment	The June 2025 PEI Report for Section 7 reported potential likely significant effects due to changes to fluvial flood risk associated with loss of floodplain storage and flow conveyance during construction or operation and maintenance. The proposed change is located within areas of Flood Zone 3. During construction, the proposed change has the potential to result in effects to the aquatic environment, disturbance of watercourses, deterioration of water quality, and changes to watercourse flow and flood risk, however measures to control any impacts to the water environment would be included within the Final CoCP. Despite embedded mitigation, the works could reduce floodplain storage or alter flood flow conveyance. Given the very high value of essential infrastructure and high value of residential infrastructure as flood risk receptors, the resulting effects have precautionarily been assessed as significant at this stage, however this is consistent with the effects already reported in the June 2025 PEI Report. The underground cable section is located within a defended floodplain, so no operational effects are anticipated under normal conditions. Following reinstatement, the buried cables would not materially reduce floodplain storage or impede flood flow conveyance, including during defence overtopping or breach. Operational effects on external flood risk receptors are therefore expected to be not significant, subject to confirmation that permanent above-ground features and changes to ground levels, drainage or watercourse crossings do not create localised effects. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported in the June 2025 PEI Report.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
Cumulative Effects	**Intra-project Cumulative Effects** Within the June 2025 PEI Report, a pre-screening exercise of intra-project effects was undertaken to determine whether a receptor is exposed to more than one type of effect, however, a full assessment of intra-project effects was not presented at the time due to the preliminary nature of the assessments in the June 2025 PEI Report. The proposed change would introduce new sensitive residential receptors along Burrettgate Road, Sparrowgate Road, Wheatley Bank, and Lynn Road, and various residential receptors located within the adjoining towns and villages which have the potential to experience temporary intra-project cumulative effects. The potential for new likely significant effects has been identified from a traffic and transport perspective due to a potential diversion required to/from the A47. The potential for additional likely significant intra-project cumulative effects resulting from this will be assessed in the ES. **Inter-project Cumulative Effects** Within the June 2025 PEI Report, Stage 1 and Stage 2 of the cumulative effects assessment, in accordance with the PINS advice note, were undertaken, however Stages 3 and 4 were not reported due to the preliminary nature of the assessments in the June 2025 PEI Report at the time of submission. Change 1 has resulted in a change in the draft Order Limits compared to what was presented in the June 2025 PEI Report and therefore has the potential to scope in additional committed and/or approved developments into the cumulative effects assessment. Stage 1 and 2 of the cumulative effects assessment will be re-scoped as part of the ES which will consider any changes to the draft Order Limits and respective changes to study areas for the cumulative effects assessment. A full assessment of inter-project cumulative effects which considers those committed and/or approved developments included in the short-list will be reported within the ES.

Table 4.2 Environmental implications of the proposed changes when compared to the preliminary assessment presented in the June 2025 PEI Report – Change 2

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
Agriculture and Soils	The June 2025 PEI Report for Section 6 and Section 7 reported impacts to agriculture and soils receptors as likely significant during construction and not significant during operation and maintenance. The proposed change would require temporary highway improvements and localised vegetation management to facilitate access for the undergrounding of the existing 132 kV overhead line.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	Discrete areas included within the extents of the proposed change are located within areas of Agricultural Land Classification (ALC) Grade 3a land according to Predictive ALC mapping, which supersedes the provisional ALC figure submitted with the June 2025 PEI Report. The principal implications of the proposed change are likely to comprise temporary disturbance to small areas of agricultural land and soils adjacent to Salts Road, including temporary restrictions on agricultural access and minor soil disturbance associated with road widening and passing places. Given the limited extent of the affected areas, the proposed change would not materially increase the significance of agricultural land take or soil resource impacts beyond those already assessed in the June 2025 PEI Report for Section 6. No additional permanent effects on BMV land, soil function or agricultural landholdings are anticipated, and soils would be managed and reinstated (where relevant) as per the measures to be set out within the Outline SMP, which will be submitted in support of the DCO application. Any temporary access constraints would be discussed in advance with the landowner(s). The use of these roads as a maintenance access road is not anticipated to result in any likely significant effects, as there are no proposed highway improvements which are required permanently for the operation and maintenance phase. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Air Quality	The June 2025 PEI Report for Section 6 and Section 7 stated likely significant effects for sensitive receptors within 200 m of identified road links could not be ruled out at that stage due to potential for effects resulting from construction traffic emissions and in the absence of detailed assessment (dispersion modelling) results. No likely significant effects were identified during operation and maintenance of the Project. The proposed change introduces new sensitive residential receptors along Salts Road, Marshland High School, School Road, and West Walton Community Primary School. The proposed change has the potential to generate temporary dust emissions from vegetation clearance, road widening and construction activities. These works would however be localised and temporary and based upon implementation of measures set out within the Outline CoCP, would not result in significant air quality effects due to dust. The volume of construction traffic utilising the School Road/Salts Road route is projected to be low. A CTMP will be prepared to manage construction traffic generated as a result of the Project. Finalised traffic projections produced in support of the ES will be

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	screened to confirm if any changes in traffic flows due to Change 2 exceed the relevant assessment criteria. Where this is the case, a detailed assessment involving dispersion modelling will be undertaken and reported in the ES, however this is not anticipated to be required in relation to Change 2. With the implementation of standard emission control measures, any effects arising from the proposed change are anticipated to be not significant. The use of these roads as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects. No permanent highway improvements are proposed, and traffic movements during the maintenance phase of the Project are anticipated to be low. With the implementation of standard dust suppression and emission control measures through the CoCP, the proposed change is not anticipated to result in new or materially different likely significant air quality effects to those reported within the June 2025 PEI Report.
Climate Change	**Greenhouse Gas (GHG) Emissions** – At the time of undertaking the assessment for the June 2025 PEI Report, it was not possible to undertake a whole life carbon assessment and the associated GHG emissions assessment of significance. However, the June 2025 PEI Report stated that the benefits of the Project as an essential part of the UK's transition of net zero emissions by 2050 would outweigh the likely emissions arising from a scenario where the Project is not delivered. The proposed change would involve additional materials and construction activities, however these would be unlikely to result in any additional likely significant effects that materially alter the nature, magnitude, or significance of the effects already reported in the June 2025 PEI Report. **Climate Change Resilience (CCR)** – a CCR assessment was scoped out of the assessment with a Screening Assessment in Appendix 18A of the Scoping Report. The proposed changes do not materially change the conclusions of the Screening Assessment. **In-combination Climate Change Impacts (ICCI)** – An ICCI assessment was not conducted as part of the June 2025 PEI Report. This will be undertaken for the ES once all likely significant impacts and their associated magnitudes have been identified with other topic chapters within the ES. This is in line with the Institute of Sustainability and Environmental Practitioners[2] guidance on ICCI assessments.

[2] Formerly the Institute of Environmental Management and Assessment.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
Ecology and Biodiversity	The June 2025 PEI Report for Section 6 and Section 7 identified the potential for likely significant effects upon designated sites, terrestrial and aquatic habitats, terrestrial invertebrates, great crested newt, reptiles, fish, aquatic macroinvertebrates, aquatic macrophytes, wintering and breeding birds, badger, bats, otter, and water vole during construction. During operation and maintenance potential likely significant effects on designated sites and breeding and non-breeding birds could not be ruled out. Various non-significant effects were reported. The proposed change introduces new works that are located within areas of land that have not yet been surveyed, however the majority of the changes are within the existing highway boundary or adjacent to it. The proposed change may result in temporary disturbance to habitats and species through vegetation management, increased construction activity and minor ground disturbance associated with the highway works. Ecological surveys of the new areas of land that are covered by the proposed change are ongoing. Findings will be used to identify any requirements for mitigation for protected species and further detailed within the ES. Potential impacts during construction could include short-term disturbance to protected or notable species and limited habitat loss within the immediate works area. However, these effects are consistent with those already considered in the June 2025 PEI Report and would be controlled through the CoCP and ecological mitigation measures. The use of these roads as a maintenance access road is not anticipated to result in any likely significant effects. No permanent highway improvements are proposed, and traffic movements during the maintenance phase of the Project are anticipated to be low. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Geology and Hydrogeology	The June 2025 PEI Report for Section 6 and Section 7 reported that there would be no likely significant effects to geology and hydrogeology receptors during construction and operation, various non-significant effects were reported. This is due to the generally low sensitivity of hydrogeological receptors within this area, with typically unproductive superficial and bedrock strata and no recorded groundwater abstractions. The proposed change may require shallow excavations associated with road widening and temporary highway works, resulting in localised disturbance of soils and made ground.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	The areas of road widening within Section 6 and Section 7 are located within/in close proximity to potential contamination sources, as identified within the June 2025 PEI Report. This includes historical garages, an oil tank repairs contractor and a historical mound of unknown materials. However, the extent of disturbance is expected to be limited and any risks associated with potentially disturbing ground contamination manageable through established construction controls. The temporary and shallow nature of the works means there would be no material changes to groundwater recharge, hydrogeological conditions or geological receptors beyond those already assessed within the June 2025 PEI Report. The Final CoCP will include a control measure for appropriate post-consent ground investigations which is anticipated to be secured by DCO requirement. The outcome of these investigations will subsequently inform appropriate mitigation measures to be included in the management plans prepared for the construction of the Project. The use of these roads as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects upon geology and hydrogeology, as there are no permanent highway improvements proposed. Therefore, it is predicted that the overall conclusion of no likely significant effects on geology and hydrogeology reported in the June 2025 PEI Report will remain unchanged.
Health and Wellbeing	The June 2025 PEI Report reported the potential for likely significant effects in Section 6 associated with changes in access to Kinderley Primary School and ABC Pre-School during construction. No likely significant effects were anticipated during operation. A range of non-significant effects were reported. The June 2025 PEI Report for Section 7 reported no likely significant effects during construction or operation and maintenance. The proposed change could result in effects to Marshland High School and West Walton Primary School due to potential disruption of access routes during construction of the proposed highway improvements. The movement of construction vehicles along School Road and Salts Road also has the potential to result in disruption. However, the proposed highway works and associated construction traffic movements would be controlled by the measures to be set out within the CoCP and CTMP. Given the small scale of works and low projected construction traffic movements, it is likely that significant effects as a result of Change 2 can be avoided. The use of these roads as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects upon health and wellbeing, as there are no permanent highway improvements proposed and vehicle movements associated with maintenance activities will be very low.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	In line with the traffic assessment, whilst this change potentially introduces new adverse environmental impacts that were not anticipated or assessed within the June 2025 PEI Report, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.
Historic Environment	The June 2025 PEI Report for Section 6 identified likely significant effects upon four designated heritage assets (two scheduled monuments, one Grade I listed building and one Grade II listed building) as well as four non-designated heritage assets during the construction phase of the Project. During the operation and maintenance phase of the Project no additional likely significant effects were identified. The June 2025 PEI Report for Section 7 identified the potential for likely significant effects during construction upon one designated heritage asset (Faulkner House (Grade II listed building)) and one non-designated heritage asset as a result of the Project. During the operation and maintenance phase of the Project no additional likely significant effects were identified. The effects identified as arising during construction would be temporary where associated with the presence of construction plant and temporary works, and permanent where associated with the presence of new permanent infrastructure, including the Walpole B Substation and new overhead lines. The proposed change introduces works approximately 220 m to the east of the Grade I (Church of St Mary NHLE 1077676) and the Grade I Bell Tower of Church of St Mary (NHLE 1171875) and six Grade II listed memorials within the churchyard in West Walton. The proposed change could potentially result in changes to the setting of the listed heritage assets due to increased construction traffic and construction activity to implement highway improvement works (e.g. associated visual and noise disturbance). However these changes would be temporary and limited to the construction period, given that no permanent infrastructure is currently proposed. Control measures would also be adopted during construction through the CoCP and CTMP. The use of these roads as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects. No permanent highway improvements are proposed, and traffic movements during the operation and maintenance phase of the Project are anticipated to be low. As no new permanent above-ground infrastructure would be introduced and the highway would be reinstated following the works, the proposed change is not predicted to result in any new or materially different likely significant effects on the significance or setting of heritage assets beyond those already reported within the June 2025 PEI Report.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
Landscape	The June 2025 PEI Report for Section 6 reported that there would be no likely significant effects to landscape receptors during either construction or operation and maintenance of the Project. The June 2025 PEI Report for Section 7 identified likely significant effects on the Terrington St John Landscape Character Area during both construction and operation and maintenance of the Project. The proposed change may result in temporary and localised changes to landscape character arising from construction activity, temporary traffic management measures, construction vehicles and vegetation management along Salts Road. These effects would be short term, geographically limited and reversible following reinstatement of the highway and would not result in additional likely significant effects during construction. As the proposed change facilitates undergrounding of the existing 132 kV overhead line and does not introduce new permanent above-ground infrastructure, no additional landscape effects to those reported within the June 2025 PEI Report are predicted during operation and maintenance.
Visual	The June 2025 PEI Report for Section 6 identified likely significant effects on two public rights of way (Greenwich Meridian Trail and Nene Way) during both construction and operation and maintenance as well as 12 community areas during operation and maintenance of the Project. The June 2025 PEI Report for Section 7 identified likely significant effects on two communities (Walpole Highway and West Walton) during both construction and operation and maintenance for landscape. The proposed change may result in temporary and localised changes to visual amenity arising from construction activity, temporary traffic management measures, construction vehicles and vegetation management along Salts Road. These effects would be short term, geographically limited and reversible following reinstatement of the highway and would not result in additional likely significant effects during construction. As the proposed change facilitates undergrounding of the existing 132 kV overhead line and does not introduce new permanent above-ground infrastructure, no additional operational visual effects to those reported within the June 2025 PEI Report are predicted during operation and maintenance.
Noise and Vibration	The June 2025 PEI Report for Section 6 and Section 7 reported that there would be no likely significant effects to noise and vibration receptors during construction or operation and maintenance. The proposed change introduces new sensitive residential receptors along Salts Road and School Road, including Marshland High School and West Walton Community Primary School.

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	The proposed change would generate temporary construction noise and vibration associated with highway improvement works, construction plant, vehicle movements and vegetation clearance. Nearby sensitive receptors could experience short-term increases in noise levels during construction. However, these effects are comparable to construction activities already assessed within Section 6. Any effects during construction would be temporary and would be managed through Best Practicable Means, including those previously set out within the Outline CoCP published in support of the Stage 2 Consultation. Therefore no likely significant effects due to noise and vibration are predicted during construction of the proposed change. The use of these roads as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects due to noise and vibration, as there are no permanent highway improvements proposed and vehicle movements associated with maintenance activities will be very low.
Socio-economics, Recreation and Tourism	The June 2025 PEI Report for Section 6 identified a likely significant effect on the Moulton Bulb Solar Farm due to an overlap in draft Order Limits. No further likely significant effects were identified due to construction or operation and maintenance of the Project. The June 2025 PEI Report for Section 7 identified likely significant effects during construction as a result of loss of land associated with the Rose and Crown Solar Farm. The proposed change may result in temporary disruption to local communities, schools, road users, nearby businesses and users of recreational routes during the construction phase and maintenance activities. Potential implications include temporary access restrictions, increased construction traffic and localised disturbance associated with the works. The proposed change would also intersect with National Cycle Route 1 in an additional location. As National Cycle Route 1 is considered to be a high-sensitivity receptor, any additional intersections with the route could result in likely significant effects during construction. As a reasonable worst-case scenario, temporary disruption to access along the route has therefore been assumed. The effects would be short term and managed through construction management measures. During the operational phase, as the proposed maintenance route along Salts Road intersects with National Cycle Route 1. Appropriate mitigation would therefore be required to ensure that access along the route is appropriately managed and maintained during construction and operation and maintenance, including where temporary restrictions or diversions are necessary. An assessment of direct effects of the Project on users of PRoW and promoted/recreational routes in relation to diversions, closures and management measures was not conducted in the June 2025 PEI

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	Report. The likely significance of effects on users of PRoW will be determined at ES stage, including further assessment of Change 2, once necessary information is available.
Traffic and Movement	The June 2025 PEI Report for Sections 6 and 7 reported potential likely significant effects during construction on Lynn Road. Salts Road and School Road were not assessed in the June 2025 PEI Report. The proposed change would result in some additional construction traffic movements along School Road and Salts Road, as well as potential disruption of traffic movement during construction of temporary passing places, localised road widening and use of temporary traffic management measures. Therefore the proposed change would potentially introduce new adverse environmental impacts that were not anticipated or assessed within the June 2025 PEI Report. These impacts are likely to include a temporary diversion, increased construction vehicle movements and short-term disruption to drivers, pedestrians and cyclists using Salts Road, School Road and surrounding routes. These are consistent with the types of impacts already identified in the June 2025 PEI Report for Section 6 and would be managed through the CTMP and CoCP. It should be noted that on-going discussions with stakeholders are seeking to establish the local highway authority's position (or requirement) for retaining highway interventions (i.e. carriageway widening). Though it is currently anticipated the highways interventions are only needed on a temporary basis, the detailed design of any proposed changes will consider potential long-term impacts should highway interventions be retained in perpetuity. Whilst Change 2 potentially introduces new adverse impacts that were not considered as part of the June 2025 PEI Report, these are predicted to be adequately managed through the application of robust construction traffic measures and significant effects are likely to be avoided. These measures will be informed by ongoing engagement with the relevant highway authorities and will be set out within the Outline CTMP submitted in support of the DCO application. The use of School Road and Salts Road as a maintenance access during operation of the Project is not anticipated to result in any likely significant effects upon traffic and movement, as vehicle movements associated with maintenance activities will be very low.
Water Environment	The June 2025 PEI Report for Section 6 identified likely significant effects due to changes to fluvial flood risk associated with loss of floodplain storage and flow conveyance during construction. No likely significant effects were identified during operation and maintenance of the Project. The June 2025 PEI Report for Section 7 reported potential likely significant effects due to changes to fluvial flood risk associated with

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	loss of floodplain storage and flow conveyance during construction, operation and maintenance. The proposed change may require temporary works in proximity to drains, watercourses and low-lying land within Sections 6 and 7. The proposed change is within areas of Flood Zone 3. Potential implications include temporary disturbance to drainage features, minor risks to water quality from construction activities and short-term disruption to local floodplain storage. These effects are expected to be limited and would be managed through drainage, pollution prevention and flood risk controls incorporated within the Final CoCP. As the highway improvements are temporary and no permanent structures affecting drainage or floodplain capacity would be retained, no additional operational effects on the water environment or flood risk are anticipated. Therefore, whilst the proposed change would result in localised impacts, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported in the June 2025 PEI Report.
Cumulative Effects	**Intra-project Cumulative Effects** Within the June 2025 PEI Report, a pre-screening exercise of intra-project effects was undertaken to determine whether a receptor is exposed to more than one type of effect, however, a full assessment of intra-project effects was not presented at the time due to the preliminary nature of the assessments in the June 2025 PEI Report at the time of submission. The proposed change would introduce new sensitive residential receptors along Salts Road, Marshland High School, and West Walton Community Primary School which have the potential to experience temporary intra-project cumulative effects. The potential for new likely significant effects, due to potential changes in access for Marshland High School and West Walton Primary School, temporary disruption to National Cycle Route 1 and traffic impacts likely to result in a temporary diversion have been identified above. The potential for additional likely significant intra-project cumulative effects resulting from this will be assessed in the ES. **Inter-project Cumulative Effects** Within the June 2025 PEI Report, Stage 1 and Stage 2 of the cumulative effects assessment, in accordance with the PINS advice note, were undertaken, however Stages 3 and 4 were not due to the preliminary nature of the assessments in the June 2025 PEI Report at the time of submission. Change 2 has resulted in a change in the draft Order Limits compared to what was presented in the June 2025 PEI Report and therefore has the potential to scope in additional committed and/or

Environmental Topic	Comments / Observations / Identified environmental implications of the proposed change when compared to the preliminary assessment presented in the June 2025 PEI Report
	approved developments into the cumulative effects assessment. Stage 1 and 2 of the cumulative effects assessment will be re-scoped as part of the ES which will consider any changes to the draft Order Limits and respective changes to study areas for the cumulative effects assessment. A full assessment of inter-project cumulative effects which considers those committed and/or approved developments included in the short-list will be reported within the ES.

5. Conclusion

5.1.1 The following section details the conclusions of the EICR.

5.2 Change 1 – UKPN Power Supply Connection to the Proposed Walpole B Substation

5.2.1 Whilst the proposed change would introduce additional localised impacts upon environmental receptors during construction, for the majority of disciplines it would not alter the nature or significance of environmental effects that were already reported in the June 2025 PEI Report for Section 7.

5.2.2 With regard to traffic and movement, the proposed change would result in some additional construction works along the route of the underground cable and diversion of traffic to/from the A47. It would therefore potentially introduces new adverse environmental effects that were not anticipated or assessed within the June 2025 PEI Report. Whilst significant effects cannot be ruled out at this stage, robust construction traffic management measures would be adopted, informed by engagement with the relevant highway authorities. These measures will be set out within the Outline CTMP submitted in support of the DCO application.

5.2.3 This change also has implications from a human health and wellbeing perspective in terms of access to healthcare or community infrastructure. The proposed change would result in localised impacts at new receptors, although the effects are not predicted to be significant following the application of best practice mitigation measures contained included within the Final CoCP submitted in support of the DCO application. The June 2025 PEI Report did not report any changes in access to healthcare and social infrastructure during the construction of the Project and therefore this represents an alteration of the June 2025 PEI Report conclusions.

5.2.4 During the operation and maintenance phase of the Project, no new or materially different effects to those previously reported in the June 2025 PEI Report are likely as a result of the proposed change.

5.3 Change 2 – Use of School Road and Salts Road for Construction Access and Future Maintenance Associated with the Proposed Walpole B Substation

5.3.1 Whilst the proposed change would introduce additional localised impacts upon environmental receptors during construction, for the majority of disciplines it would not alter the nature or significance of environmental effects that were already reported in the June 2025 PEI Report for Section 6 and Section 7.

5.3.2 The proposed change would result in construction traffic movements along School Road and Salts Road. The construction of temporary passing places, localised road widening and use of temporary traffic management measures also has potential to directly impact current traffic and movement during construction. Therefore, the proposed change potentially introduces new adverse traffic effects that were not

considered as part of the June 2025 PEI Report. Based upon an initial assessment, it is predicted that impacts during construction would be adequately managed through the application of robust control measures and significant effects would be avoided. These measures will be informed by engagement with the relevant highway authorities and set out within the Outline CTMP submitted in support of the DCO application.

5.3.3 With regard to health and wellbeing, the proposed change could result in effects to Marshland High School and West Walton Primary School due to potential changes in access during construction. In line with the traffic assessment, whilst this change potentially introduces new adverse environmental impacts that were not anticipated or assessed within the June 2025 PEI Report, these are not predicted to be of a magnitude that would result in new or materially different likely significant effects to those reported within the June 2025 PEI Report.

5.3.4 During the operation and maintenance phase of the Project, no new or materially different effects to those previously reported in the June 2025 PEI Report are likely as a result of the proposed change.

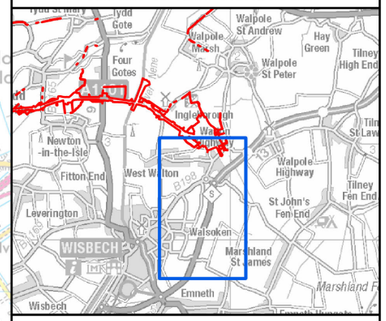
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Ref 1 Ministry of Housing, Communities and Local Government 2026, Planning Act 2008: Planning Act 2008: Guidance on preparing an application: Part 1 - Pre-application steps. Available online: https://www.gov.uk/guidance/planning-act-2008-guidance-on-preparing-an-application-part-1-pre-application-steps#pre-applicationengagement-andconsultation [Accessed 10 September 2026].

Figures

Figure 1 Proposed Change 1: UKPN Power Supply to Walpole

GRIMSBY TO WALPOLE LEGEND



Legend

- Draft Order Limits (June 2025)
- Proposed Change 1
- Indicative Compound Location
- Indicative Route of Underground Cable

Rev	Date	Description	GIS	Chk	App
A	18/04/2024	First Issue	DF	SC	JC

Purpose: ENVIRONMENTAL IMPLICATIONS OF CHANGE REPORT

Scheme: GRIMSBY TO WALPOLE

Document Title: FIGURE 1 PROPOSED CHANGE 1: UKPN POWER SUPPLY TO WALPOLE

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Figure 2 Proposed Change 2: Highways Interventions Between Walton Highway and West Walton

N

MILL LANE (TRACK)

SALTS ROAD

GREEN DIKE (TRACK)

WISBECH ROAD

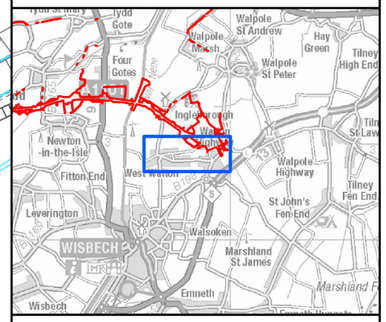
SCI ROAD

MARCH LANE

DROVEH

LYNN D

GRIMSBY TO WALPOLE LEGEND



Legend

- Draft Order Limits (June 2025)
- Proposed Change 2
- Highway Intervention

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Purpose: ENVIRONMENTAL IMPLICATIONS OF CHANGE REPORT

Scheme: GRIMSBY TO WALPOLE

Document Title: FIGURE 2
PROPOSED CHANGE 2 HIGHWAYS INTERVENTIONS BETWEEN WALTON HIGHWAY AND WEST WALTON

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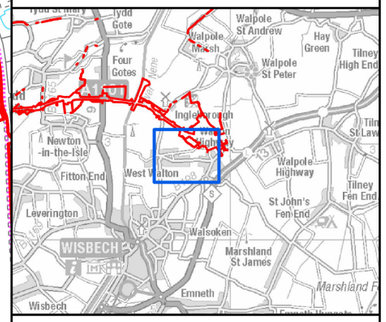
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Figure 3 Indicative Construction Traffic Routeing for Change 2

GRIMSBY TO WALPOLE LEGEND



Legend

- Draft Order Limits (June 2025)
- Proposed Change 2
- Proposed Construction Access Route
- Access Routes from the PEI Report

Rev	Date	Description	GIS	Chk	App
A	18/04/2024	First Issue	DF	SC	JC

Purpose:	ENVIRONMENTAL IMPLICATIONS OF CHANGE REPORT
Scheme:	GRIMSBY TO WALPOLE
Document Title:	FIGURE 3 INDICATIVE CONSTRUCTION TRAFFIC ROUTEING FOR CHANGE 2

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