

Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.6.1 Deadline 1 Cover Letter

Final Issue A

February 2026

Planning Inspectorate Reference: EN020027

nationalgrid

Susan Hunt
Lead Member of the Examining Authority
The Planning Inspectorate
c/o QUADIENT
60 Buckingham Drive
Slough
SL1 4PN

26 February 2026

Your Reference EN020027

Dear Ms Hunt

National Grid Electricity Transmission plc
The proposed Norwich to Tilbury Development Consent Order
Applicant's Deadline 1 submission

This letter sets out the Applicant's submissions into the examination at Deadline 1.

As set out in the Rule 8 letter [**PD-011**] these consist of:

- Comments on relevant representations
- Summaries of, and responses to, oral submissions made at hearings held during the week commencing 9 February 2026
- Responses to action points from Compulsory Acquisition Hearing 1 and Issue Specific Hearing 1
- Initial and updated Statements of Common Ground with overview document
- Initial report on the interrelationship with other infrastructure projects
- Comments on additional submissions
- Submission of a policy compliance tracker

In addition, we are also supplying the following documents.

- A land rights tracker update
- An updated Funding Statement
- A tracker for the 19 individual design scenarios that were assessed in the EIA of the Project.
- Updated Guide to the application.
- DCO Drainage Strategy
- Errata

- Statutory Undertakers Tracker

The applicant also comments on the most recent publication by the Planning Inspectorate on the use of Artificial Intelligence.

Comments on Relevant Representations

The Applicant has adopted a thematic approach to the majority of the relevant representations and provided a more detailed response to certain selected organisations including local planning authorities. These selected organisations primarily include either those with whom the Applicant is to enter into a Statement of Common Ground (SoCG), or for whom the submitted Relevant Representation is of particular detail, requiring a commensurate response. The Applicant has generally sought to replicate the Relevant Representation of selected organisations verbatim and then responded to the comment in a tabular format.

Summaries of oral submission and response to actions.

Although identified as separate documents in the Rule 8 letter the Applicant has brought together its summary of oral submissions and responses to actions in a single document for each of Compulsory Acquisition Hearing 1 and Issue Specific Hearing 1. We have also prepared a written summary of oral submissions to the Preliminary Meeting and a response to the Open Floor Hearings.

Statements of Common Ground

The Rule 6 letter [PD-009] sets out, in Section 3 of Annex F, a procedural decision that the Statements of Common Ground (SoCG) listed in table 1.2 of the application SoCG overview document [APP-088] be submitted at Deadline 1. The Applicant had not assumed that all the SoCG in that table would be submitted that early in the examination but has endeavoured to comply with the request. Some updated SoCG from table 1.1 are also submitted at deadline 1 along with 2 new SoCG. Depending on the level of progress made since it's last version or when the other party has requested that the working draft has not been submitted then an updated version of a table 1.1 the SoCG will be supplied at the next appropriate deadline.

Interrelationship report

The Rule 6 letter [PD-009] also included in section 2 of Annex F a request that an interrelationship report be submitted at Deadline 1. Further iterations will be submitted at later deadlines in the examination as requested.

Comments on Additional Submissions

The Applicant has provided comments on some of the additional submissions made in recent weeks.

Submission of a Policy Compliance Tracker

Section 13 of Annex F of the Rule 6 letter [PD-009] requests that Applicant to provide updated policy compliance trackers at Deadlines 1, 4 and 7 and accordingly that is supplied with this submission.

Land Rights Tracker Update

The Applicant notes that the Rule 6 letter [PD-009] indicates that enhanced land rights tracker should be submitted at "at each deadline or if no changes have been made confirmation provided that no changes have been made". Given the short time period between deadline 1

and deadline 2 the Applicant has elected to submit its updated land rights tracker at deadline 2 to provide time to ensure that it completely fulfils your requirements. In the interim it has provided an update document that sets out details of ongoing landowner engagement.

Funding Statement

Updates to the figures in the Funding Statement are provided.

Approach to Scenarios

A total of 19 design scenarios were incorporated into the project design at various locations as part of the application for development consent and that were assessed in the EIA of the Project. The tracker is provided to report to the ExA on progress towards identifying the preferred scenarios or to explain where the Applicant needs to retain design flexibility in the design of the Project for reasons that are explained in the tracker.

Table 4.4 of 6.4 Environmental Statement (ES) Chapter 4 – Project Description [APP-130] provides a summary of 19 elements of the Project design where different design options are under consideration to provide flexibility to respond to ongoing discussions and detailed design between the Project and stakeholders, including landowners and developers of other projects. These are referred to as ‘scenarios’ within the application documents. Table 4.4 of 6.4 ES Chapter 4 – Project Description [APP-130] outlines how each scenario has been assessed in the ES.

The Applicant is continuing to engage with stakeholders to agree a position on the preferred scenarios or where design flexibility needs to be maintained. A tracker (‘the scenarios tracker’) is appended to this letter which covers all of the 19 design scenarios that exist within the Project design. For each scenario, the tracker records the following information:

- The type or nature of the options in the scenario
- A description of the options
- The relevant stakeholders
- The current status of the scenario and options in the scenario (e.g. progress of negotiations to resolve the preferred option in the scenario)
- The legal securing mechanism for the preferred option
- the decision in respect of the scenario

The Applicant intends to keep the tracker updated on an ongoing basis and will submit updates to the ExA at key intervals during the Examination to report on progress with respect to each scenario.

Further update on Scenario B and Lower Thames Crossing

https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-001116-Letter to the Planning Inspectorate 9-2-2026_Redacted.pdfThe Applicant notified the ExA on 9 February 2026 [AS-084] of its intentions to proceed with Scenario B in relation to the Project’s interface with Lower Thames Crossing. As a result of this decision, the Applicant is required to make consequential changes and updates to a number of application documents. The Applicant intends to submit the suite of updated documents at Deadline 5 (10 June 2026). The Applicant also intends to use this deadline to submit any other changes and updates to application documents following progress on other scenario decisions set out in the scenarios tracker.

Drainage Strategy DCO

Following discussions with different local planning authorities, a Drainage Strategy has been produced under the principles of the submitted Flood Risk Assessment [APP-331], as an advanced document that might otherwise be submitted for approval with the relevant authorities post the grant of the DCO.

Errata

Section 7 of Annex B to the Rule 8 letter [PD-088] included the ExA's agreement with the approach to Errata proposed by the Applicant. The ExA agree with this approach and requested that the applicant implements this in forthcoming submissions to the examination where and when relevant. A table of errata are therefore enclosed. Attachments are also enclosed where new documents are required to address an error.

Statutory Undertakers Tracker

The Statutory Undertaker Tracker identifies all affected statutory bodies, indicates whether Sections 127 and/or 138 of the PA 2008 are engaged in each instance, and provides an update on the current status of negotiations including in respect of PPs and any legal agreements

Artificial Intelligence

The Applicant notes that on 20 February 2026 updated guidance on the use of artificial intelligence in casework evidence was issued by the Planning Inspectorate. It is assumed that this applies to applications under the Planning Act 2008.

As previously advised the Applicant does not use artificial intelligence to generate written or visual material. The new guidance goes further and also asks about data analysis. The Applicant does on occasion use artificial intelligence for data analysis, but that analysis does not enter into the Applicant's submissions. For example, the summaries of the Relevant Representations are prepared by the project team.

The Applicant therefore declares that it uses artificial intelligence packages Copilot and Legora to look at material that it has produced and to check for consistency.

List of Applicants submissions at Deadline 1 and Guide to the Application.

In Section 5 of Annex B of the Rule 8 letter [PD-011] there is a request that at each deadline, updated documents are accompanied by an updated guide to the application. Furthermore, at each deadline the ExA requested that the Applicant shall detail in its cover letter, if any documents wholly superseded a previously submitted document. In doing this, the Applicant should state the name and examination library reference of the document which is being superseded by which new document.

An updated Guide to the Application is provided and appendix 1 to the letter provides the information on superseded documents.

An updated draft DCO can be supplied at Deadline 2.

Correspondence

If you have any queries about the content of this letter, please contact Ian Fletcher.

Please acknowledge safe receipt of this letter.

Yours sincerely,



Simon Pepper
Project Director

Appendix 1. Schedule of Documents Submitted by the Applicant at Deadline 1

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Appendix 1

Schedule of Documents Submitted by the Applicant at Deadline 1

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
1.3	(E)	AS-066	1.3 Guide to the Application - Clean Version
1.3	(E)	AS-067	1.3 Guide to the Application - Tracked Changes Version
2.6.1	(B)	APP-041	2.6.1 Design and Layout Plans - Subs and Cables
4.2	(B)	APP-063	4.2 Funding Statement - Clean Version
4.2	(B)	N/A	4.2 Funding Statement - Tracked Changes Version
4.6	(A)	N/A	4.6 Land Rights Tracker Update
5.1N	(B)	APP-080	5.1N Consultation Report Appendix N - Legal Opinions
5.9	(B)	APP-088	5.9 Draft Statement of Common Ground – Overview - Clean Version
5.9	(B)	N/A	5.9 Draft Statement of Common Ground – Overview - Tracked Changes Version
5.9.1	(B)	APP-089	5.9.1 Draft Statement of Common Ground - Norfolk County Council NCC incl LLFA and Highways - Clean Version
5.9.1	(B)	N/A	5.9.1 Draft Statement of Common Ground - Norfolk County Council NCC incl LLFA and Highways - Tracked Changes Version
5.9.2	(B)	APP-090	5.9.2 Draft Statement of Common Ground - Suffolk County Council SCC incl LLFA and Highways - Clean Version

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
5.9.2	(B)	N/A	5.9.2 Draft Statement of Common Ground - Suffolk County Council SCC incl LLFA and Highways - Tracked Changes Version
5.9.3	(B)	APP-091	5.9.3 Draft Statement of Common Ground - Essex County Council ECC incl LLFA and Highways - Clean Version
5.9.3	(B)	N/A	5.9.3 Draft Statement of Common Ground - Essex County Council ECC incl LLFA and Highways - Tracked Changes Version
5.9.4	(B)	APP-092	5.9.4 Draft Statement of Common Ground - Thurrock Council TC incl LLFA and Highways - Clean Version
5.9.4	(B)	N/A	5.9.4 Draft Statement of Common Ground - Thurrock Council TC incl LLFA and Highways - Tracked Changes Version
5.9.5	(B)	APP-093	5.9.5 Draft Statement of Common Ground - South Norfolk District Council - Clean Version
5.9.5	(B)	N/A	5.9.5 Draft Statement of Common Ground - South Norfolk District Council - Tracked Changes Version
5.9.6	(B)	APP-094	5.9.6 Draft Statement of Common Ground - Babergh and Mid Suffolk District Council - Clean Version
5.9.6	(B)	N/A	5.9.6 Draft Statement of Common Ground - Babergh and Mid Suffolk District Council - Tracked Changes Version
5.9.7	(B)	APP-095	5.9.7 Draft Statement of Common Ground - Tendring District Council - Clean Version
5.9.7	(B)	N/A	5.9.7 Draft Statement of Common Ground - Tendring District Council - Tracked Changes Version

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
5.9.8	(B)	APP-096	5.9.8 Draft Statement of Common Ground - Colchester City Council - Clean Version
5.9.8	(B)	N/A	5.9.8 Draft Statement of Common Ground - Colchester City Council - Tracked Changes Version
5.9.9	(B)	APP-097	5.9.9 Draft Statement of Common Ground - Braintree District Council - Clean Version
5.9.9	(B)	N/A	5.9.9 Draft Statement of Common Ground - Braintree District Council - Tracked Changes Version
5.9.10	(B)	APP-098	5.9.10 Draft Statement of Common Ground - Chelmsford City Council - Clean Version
5.9.10	(B)	N/A	5.9.10 Draft Statement of Common Ground - Chelmsford City Council - Tracked Changes Version
5.9.11	(B)	APP-099	5.9.11 Draft Statement of Common Ground - Brentwood Borough Council - Clean Version
5.9.11	(B)	N/A	5.9.11 Draft Statement of Common Ground - Brentwood Borough Council - Tracked Changes Version
5.9.12	(B)	APP-100	5.9.12 Draft Statement of Common Ground - Basildon Borough Council - Clean Version
5.9.12	(B)	N/A	5.9.12 Draft Statement of Common Ground - Basildon Borough Council - Tracked Changes Version
5.9.13	(B)	APP-101	5.9.13 Draft Statement of Common Ground - Natural England - Clean Version

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
5.9.13	(B)	N/A	5.9.13 Draft Statement of Common Ground - Natural England - Tracked Changes Version
5.9.14	(B)	APP-102	5.9.14 Draft Statement of Common Ground - Historic England - Clean Version
5.9.14	(B)	N/A	5.9.14 Draft Statement of Common Ground - Historic England - Tracked Changes Version
5.9.15	(B)	APP-103	5.9.15 Draft Statement of Common Ground - Environment Agency - Clean Version
5.9.15	(B)	N/A	5.9.15 Draft Statement of Common Ground - Environment Agency - Tracked Changes Version
5.9.16	(B)	APP-104	5.9.16 Draft Statement of Common Ground - Combined IDBs – Water Management Alliance - Clean Version
5.9.16	(B)	N/A	5.9.16 Draft Statement of Common Ground - Combined IDBs – Water Management Alliance - Tracked Changes Version
5.9.17	(B)	APP-105	5.9.17 Draft Statement of Common Ground - Norfolk Wildlife Trust - Clean Version
5.9.17	(B)	N/A	5.9.17 Draft Statement of Common Ground - Norfolk Wildlife Trust - Tracked Changes Version
5.9.18	(B)	APP-106	5.9.18 Draft Statement of Common Ground - Suffolk Wildlife Trust - Clean Version
5.9.18	(B)	N/A	5.9.18 Draft Statement of Common Ground - Suffolk Wildlife Trust - Tracked Changes Version
5.9.19	(B)	APP-107	5.9.19 Draft Statement of Common Ground – Essex Wildlife Trust - Clean Version
5.9.19	(B)	N/A	5.9.19 Draft Statement of Common Ground – Essex Wildlife Trust - Tracked Changes Version

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
5.9.20	(B)	APP-108	5.9.20 Draft Statement of Common Ground - National Highways - Clean Version
5.9.20	(B)	N/A	5.9.20 Draft Statement of Common Ground - National Highways - Tracked Changes Version
5.9.22	(B)	APP-109	5.9.22 Signed Statement of Common Ground - Barnards Farm airfield - Clean Version
5.9.22	(B)	N/A	5.9.22 Signed Statement of Common Ground - Barnards Farm airfield - Tracked Changes Version
5.9.23	(B)	APP-110	5.9.23 Draft Statement of Common Ground - Thurrock airfield - Clean Version
5.9.23	(B)	N/A	5.9.23 Draft Statement of Common Ground - Thurrock airfield - Tracked Changes Version
5.9.28	(B)	APP-115	5.9.28 Draft Statement of Common Ground – Exolum International UK Ltd - Clean Version
5.9.28	(B)	N/A	5.9.28 Draft Statement of Common Ground – Exolum International UK Ltd - Tracked Changes Version
5.9.30	(B)	APP-117	5.9.30 Draft Statement of Common Ground - Scottish Power Renewables (East Anglia 3 & East Anglia 1) - Clean Version
5.9.30	(B)	N/A	5.9.30 Draft Statement of Common Ground - Scottish Power Renewables (East Anglia 3 & East Anglia 1) - Tracked Changes Version
5.9.31	(B)	APP-118	5.9.31 Draft Statement of Common Ground - MSP Fairwind Limited - Clean Version
5.9.31	(B)	N/A	5.9.31 Draft Statement of Common Ground - MSP Fairwind Limited - Tracked Changes Version

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
5.9.32	(B)	APP-119	5.9.32 Signed Statement of Common Ground - Brook Farm aerodrome - Clean Version
5.9.32	(B)	N/A	5.9.32 Signed Statement of Common Ground - Brook Farm aerodrome - Tracked Changes Version
6.13.F7	(B)	APP-243	6.13.F7 Environmental Statement Figure 13.7 - Visual Receptors and Viewpoints
7.14	(A)	APP-352	7.14 Equality Impact Assessment Appendix A - Socio-Demographic Data for the Relevant Protected Characteristics in Districts and Wards
7.18	(A)	APP-356	7.18 2022 - Corridor and Preliminary Routeing and Siting Study Appendices
7.21	(A)	APP-359	7.21 2024 – Design Development Report for the Project Appendices
7.22	(A)	APP-360	7.22 2025 - Design Development Report Addendum for Proposed Changes to Connection at Tilbury Appendix A
8.1	(A)	N/A	8.1 Errata List
8.2	(A)	N/A	8.2 Drainage Strategy DCO
8.3.2	(A)	N/A	8.3.2 Draft Statement of Common Ground - Suffolk Constabulary
8.3.3	(A)	N/A	8.3.3 Draft Statement of Common Ground - Essex Police
8.3.4	(A)	N/A	8.3.4 Draft Statement of Common Ground - Lower Thames Crossing
8.3.5	(A)	N/A	8.3.5 Draft Statement of Common Ground - Affinity Water
8.3.6	(A)	N/A	8.3.6 Draft Statement of Common Ground - Flying Trade Group Ltd
8.3.7	(A)	N/A	8.3.7 Draft Statement of Common Ground - Essex International Jamboree

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
8.3.8	(A)	N/A	8.3.8 Draft Statement of Common Ground - Orsett Golf Club
8.3.9	(A)	N/A	8.3.9 Draft Statement of Common Ground – Clearserve Limited CSL
8.3.10	(A)	N/A	8.3.10 Draft Statement of Common Ground - Equinor
8.3.12	(A)	N/A	8.3.12 Draft Statement of Common Ground - LIH Dunton Hills Limited
8.3.13	(A)	N/A	8.3.13 Draft Statement of Common Ground - Bloor Homes
8.3.14	(A)	N/A	8.3.14 Draft Statement of Common Ground - Crest Nicholson Operations Ltd / Bellway Homes Ltd
8.3.15	(A)	N/A	8.3.15 Draft Statement of Common Ground – EDF Renewables
8.3.16	(A)	N/A	8.3.16 Draft Statement of Common Ground - Brick Kiln Solar Farm (Quintas Group)
8.3.17	(A)	N/A	8.3.17 Draft Statement of Common Ground - Ralos Projects Ltd
8.3.18	(A)	N/A	8.3.18 Draft Statement of Common Ground - Innova Renewables
8.3.19	(A)	N/A	8.3.19 Draft Statement of Common Ground – Conrad Energy
8.3.20	(A)	N/A	8.3.20 Draft Statement of Common Ground - Crouch Solar Farm (Low Carbon Limited)
8.3.21	(A)	N/A	8.3.21 Draft Statement of Common Ground - Verdant Energy
8.3.22	(A)	N/A	8.3.22 Draft Statement of Common Ground - Eden Renewables
8.3.23	(A)	N/A	8.3.23 Draft Statement of Common Ground - Grange Farm Solar Development
8.3.25	(A)	N/A	8.3.25 Draft Statement of Common Ground - Pivoted Power

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
8.3.26	(A)	N/A	8.3.26 Draft Statement of Common Ground - Cadent Gas
8.3.27	(A)	N/A	8.3.27 Draft Statement of Common Ground - Bradwell Quarry (Blackwater Aggregates)
8.3.28	(A)	N/A	8.3.28 Draft Statement of Common Ground - Martells Mineral Site A85 & A86
8.3.29	(A)	N/A	8.3.29 Draft Statement of Common Ground - Crown Quarry
8.3.30	(A)	N/A	8.3.30 Draft Statement of Common Ground - Ingrebourne Valley Limited
8.3.31	(A)	N/A	8.3.31 Draft Statement of Common Ground - Sheepcote Quarry
8.3.32	(A)	N/A	Document Number Not Used
8.3.33	(A)	N/A	8.3.33 Draft Statement of Common Ground - Chase Farm Airfield
8.3.34	(A)	N/A	8.3.34 Draft Statement of Common Ground - South Norfolk Model Flying Club
8.3.35	(A)	N/A	8.3.35 Draft Statement of Common Ground - Raydon Wings Aerodrome
8.3.36	(A)	N/A	8.3.36 Draft Statement of Common Ground - Priory Farm Airfield
8.3.37	(A)	N/A	8.3.37 Draft Statement of Common Ground - Tibenham Aerodrome
8.3.38	(A)	N/A	8.3.38 Letter - Wattisham Flying Station
8.3.40	(A)	N/A	8.3.40 Draft Statement of Common Ground - East of England Ambulance Service
8.3.42	(A)	N/A	8.3.41 Draft Statement of Common Ground – Norfolk Constabulary
8.3.42	(A)	N/A	8.3.42 Draft Statement of Common Ground - UK Power Networks
8.3.43	(A)	N/A	8.3.43 Draft Statement of Common Ground - British Pipeline Agency

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
8.3.44	(A)	N/A	8.3.44 Draft Statement of Common Ground - Fulcrum Pipelines Limited
8.3.45	(A)	N/A	8.3.45 Draft Statement of Common Ground - Transmission Capital
8.3.46	(A)	N/A	8.3.46 Draft Statement of Common Ground - Virgin Media
8.3.47	(A)	N/A	8.3.47 Draft Statement of Common Ground - Vodafone
8.3.48	(A)	N/A	8.3.48 Draft Statement of Common Ground - Arelion
8.3.49	(A)	N/A	8.3.49 Draft Statement of Common Ground - Cityfibre
8.3.50	(A)	N/A	8.3.50 Draft Statement of Common Ground - Energy Assets Networks
8.3.51	(A)	N/A	8.3.51 Draft Statement of Common Ground - ESP Utilities Group
8.3.52	(A)	N/A	8.3.52 Draft Statement of Common Ground - euNetworks
8.3.53	(A)	N/A	8.3.53 Draft Statement of Common Ground - EXA Infrastructure
8.3.54	(A)	N/A	8.3.54 Draft Statement of Common Ground - GTC
8.3.55	(A)	N/A	8.3.55 Draft Statement of Common Ground - Lumen Technologies
8.3.56	(A)	N/A	8.3.56 Draft Statement of Common Ground - Verizon
8.3.57	(A)	N/A	8.3.57 Draft Statement of Common Ground - Zayo
8.3.58	(A)	N/A	8.3.58 Draft Statement of Common Ground - Gigaclear
8.3.59	(A)	N/A	8.3.59 Draft Statement of Common Ground - Associated British Ports
8.3.60	(A)	N/A	8.3.60 Draft Statement of Common Ground - Peel Ports
8.3.61	(A)	N/A	8.3.61 Draft Statement of Common Ground - Hutchison Ports

Document No.	Rev No.	Previous Rev PINS Ref	Electronic File Name
8.3.62	(A)	N/A	8.3.62 Draft Statement of Common Ground - Tarchon
8.3.63	(A)	N/A	8.3.63 Draft Statement of Common Ground - Sport England
8.3.64	(A)	N/A	8.3.64 Draft Statement of Common Ground - White Notley FC
8.4.1	(A)	N/A	8.4.1 Applicant's Comments on Relevant Representations
8.4.2	(A)	N/A	8.4.2 Policy Compliance Tracker
8.4.3	(A)	N/A	8.4.3 Report on Interrelationship with Other Infrastructure Projects
8.4.4	(A)	N/A	8.4.4 Applicant's Comments on any Further Information/Additional Submissions Accepted by the ExA
8.4.6	(A)	N/A	8.4.6 Applicant's comments on submissions received at Procedural Deadline A
8.5.1	(A)	N/A	8.5.1 Applicant's Written Summary of Oral Submissions to the Preliminary Meeting
8.5.2	(A)	N/A	8.5.2 Applicant's Written Summary of Oral Submission and Response to Action Points for Compulsory Acquisition Hearing 1
8.5.3	(A)	N/A	8.5.3 Applicant's Written Summary of Oral Submission and Response to Action Points for Issue Specific Hearing 1
8.5.4	(A)	N/A	8.5.4 Applicant's Response to the Open Floor Hearings
8.6.1	(A)	N/A	8.6.1 Deadline 1 Cover Letter
8.7	(A)	N/A	8.7 Statutory Undertaker Tracker

Appendix 2. Applicant's Approach to Design Scenarios in the DCO Application

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1. Introduction

- 1.1.1 Section 4.6 of Chapter 4 (Project Description) of the ES [APP-130] summarises 19 elements of the Project design where different design options are under consideration. These are referred to as “Scenarios”. Each Scenario contains two or more options.
- 1.1.2 In the case of each Scenario, a single design option was assessed from an EIA perspective. The option assessed was the “most likely case” option (at the time the assessment was carried out) with sensitivity testing then applied for each topic or aspect chapter to ensure that the likely significant environmental effects arising from the flexibility represented by alternative design options within the Scenario were robustly considered and assessed. Both the assessment of effects arising from the single assessed option and the assessment of the flexibility afforded by the alternative options were reported in the ES.
- 1.1.3 There are no legal impediments or barriers to the inclusion of options or scenarios within a DCO application and the degree of flexibility in design terms afforded by the inclusion of those design options within the ES and DCO application is consistent with published EIA guidance and precedent.¹
- 1.1.4 This annex (the “Applicant’s Approach to Design Scenarios in the DCO Application”) outlines the process which the Applicant intends to follow during the DCO Examination in order to rationalise, where possible, the number of remaining design Scenarios and options within the Project design, in order to limit the number of design Scenarios moving forward through the DCO Examination to those that are essential in terms of providing required and objectively justifiable engineering flexibility.
- 1.1.5 It is expected that this will necessarily be an iterative process, and the Applicant would therefore intend to submit further versions of this document to the Examining Authority (“ExA”) at Deadlines during the remainder of the Examination.
- 1.1.6 The Design Scenarios Table summarises the 19 design Scenarios which existed within the Project design at the point at which the DCO application was submitted. For each Scenario, the table records the following information:
- the type or nature of the options in the Scenario (e.g. overhead line height or alignment (these are often combined with issues arising from land allocated or proposed to be allocated in Local or Minerals Plans), access options etc.);
 - a description of the options within the Scenario (including plan);
 - the relevant stakeholders;

¹ See, for example, “Nationally Significant Infrastructure Projects - Advice Note Nine: Rochdale Envelope” (March 2025).

- the current status of the Scenario and options in the Scenario, (e.g.the progress of negotiations to resolve the preferred option in the Scenario or whether flexibility needs to be retained (in which case the requirement for flexibility is explained))
- legal securing mechanism for preferred option (assuming there is one – see further below); and
- the interim and/or final Project decision in respect of each Scenario.

2. Addressing Design Scenarios

2.1 Types of Design Scenarios

- 2.1.1 There are two types of design Scenario included with in the Project, albeit there is some overlap between them and certain Scenarios include elements of both types.
- 2.1.2 Firstly, there are Scenarios that are concerned with, and driven by, matters of technical Project design such as overhead line alignment and precise pylon location around sensitive environmental or social receptors, pylon heights, construction access route options and site access locations or bespoke mitigation proposals.
- 2.1.3 Secondly, there are Scenarios that have been incorporated within the DCO application in order to cater for “known unknowns” often related to third party developments. For example, an emerging Local or Mineral Plan allocation that would be prejudiced by the Applicant’s preferred routeing of the overhead line necessitating identification of an alternative alignment which addresses the prejudice. The alternative sits as the option for use in case the relevant allocation is confirmed or, for example, at the point of construction the allocation is unresolved and the compensation or other implications of routeing through the allocation means an alternative routeing is preferred.

2.2 Overarching Principle

- 2.2.1 The Applicant cannot seek to restrict or remove any option within a Scenario without first having absolute certainty that there is at least one other alternative option included within the Scenario which is capable of being implemented and delivered in a manner which facilitates the economic and efficient delivery of the Project.
- 2.2.2 Therefore, and to the extent that such certainty does not exist (and is not likely to exist) as the Examination reaches its concluding stages, the Applicant would expect to explain and justify the need to preserve the flexibility represented in each of the design Scenarios that remain relevant at that point in time to the ExA.
- 2.2.3 At the same time, the Applicant may need to submit to the ExA, on a “without prejudice” basis, suggested drafting – whether for inclusion in the draft Development Consent Order or otherwise in any of the supporting application control documents – which would enable the Secretary of State to grant development consent on terms which would balance the Applicant’s need for flexibility in delivery of the Project with the competing interests or concerns of stakeholders and other interested parties. The nature of that additional drafting would need to be considered on a case by case basis at the appropriate time.

2.3 Resolving Scenarios

- 2.3.1 In addition to the overarching principle noted above, the following paragraphs outline the Applicant's approach to addressing and resolving the optionality which exists in the Scenarios.
- a. Active cross-disciplinary engagement with relevant stakeholders (i.e. LPAs, statutory consultees such as the EA or Historic England, land owners, local communities) will continue throughout the course of the Examination period, with a view to agreeing the preferred options to be developed and the circumstances for doing so. For example, precise pylon positioning or height or overhead line alignment if (i) a Local Plan allocation fails, or is confirmed in manner which removes the conflict between original OHL alignment and the allocation, in which case the original OHL routing is preferred and delivered or (ii) the Plan allocation is adopted and an alternative agreed overhead line alignment is delivered.
- 2.3.2 Statements of Common Ground ("SoCGs") will record progress of engagement, aspirations as regards resolution of the technical matters relevant to the Scenario and/or commitments made as regard the likely interface between the Project and third party developments. Ultimately the aim is to achieve a SoCG that records an agreed way forward that enables the Scenario either (i) to be closed completely (i.e. one preferred option agreed and all others dismissed) or (ii) narrowed (as in the example above concerning the Local Plan allocation).
- 2.3.3 Relevant SoCGs will, therefore, provide the ExA with an up-to-date overview of the likely direction of travel in respect of the corresponding design Scenarios to which they relate. The Applicant expects to submit updated SoCGs at regular intervals during the Examination in line with the Examination Timetable.
- 2.3.4 One key element of the SoCG is recording the agreed legal delivery mechanism for the confirmed option outcome for the Scenario in question, whether that is a single option (e.g. specific pylon locations to avoid a sensitive receptor or community) or an "either/or option" against defined circumstances (e.g. the Local Plan allocation example again).
- 2.3.5 The Applicant will seek to enter into Asset Protection or Interface Agreements (or similar) with affected third parties where necessary in order to deliver the certainty that would enable a Scenario to be closed or reduced. This is particularly the case where delivery of the preferred option requires action on behalf of the Applicant and the third party acting collaboratively or in some form of co-ordinated manner (e.g. confirmed overhead line alignment to be submitted to landowner for approval and easement for approved design granted or compulsorily acquired with landowner agreement). In those circumstances completion of those Agreements must remain a fundamental pre-condition to restricting or removing any aspect of a design Scenario. Whilst a helpful indicator, the agreement of Heads of Terms will not afford the Applicant or the relevant stakeholder sufficient contractual certainty from a Project delivery perspective.

- 2.3.6 Where there is sufficient certainty regarding the delivery of a Scenario option (e.g. agreed overhead line alignment or pylon height or alternate options to address confirmed or rejected Local or Mineral Plan allocations), including where necessary a completed Asset Protection or Interface Agreement (or similar), the Applicant expects:
- i. to make the ExA aware of its intention to remove the corresponding Scenario option from the Project proposals and/or confirm the agreed preferred option; and
 - ii. to confirm to the ExA the agreed legal delivery mechanism for the delivery option that has been agreed.

2.4 Updating the DCO Application documents

- 2.4.1 In the event that NGET is satisfied that a particular design Scenario is capable of being rationalised or confirmed, careful consideration will need to be given to the DCO application documents which need to be updated or amended and the timing for doing so.
- 2.4.2 It is important that the relevant information placed before the ExA at the earliest possible time so as to avoid time and resources (for all parties) being spent on particular issues or matters which are no longer of relevance.
- 2.4.3 The working assumption is that legal delivery mechanisms for agreed options as described above will wherever possible be dealt with through mechanisms that avoid the need for formal change applications (e.g. updated Works Plans to reflect agreed options or commitment to specific options in the Outline Code of Construction Practice). Further it is equally important that confirmed options are not “drip-fed” into the Examination on a continuing basis. This may risk confusing the wider narrative for other interested parties – especially when regard is had to other iterative updates required to be made to certain application documents as a consequence of the ordinary course of the Examination.
- 2.4.4 Consequently to the extent possible, and subject to any particular instructions from the ExA to the contrary, confirmed options will be grouped and submitted into the Examination in batches at relevant Deadlines in the Examination timetable with this document being updated accordingly. As noted above, SoCGs will play an important role in signposting the likelihood of, and timings for, confirming a specific option or formal change.

Design Scenarios Table: As at Deadline 1 (26 February 2026)

List of abbreviations

OHL: Overhead Lines

UGC: Underground Cables

BESS: Battery Energy Storage Systems

Norwich Main Substation (Section A)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL		<p>Innova Renewables Limited SSDE ProjCo Limited</p>	<p>Hall Farm BESS secured planning permission in July 2025.</p> <p>In the current SoCG (here), NGET has expressed a preference for the eastern alignment <u>if</u> the Hall Farm BESS doesn't proceed.</p> <p>Detailed design Engagement with Innova Renewables is ongoing to agree project interactions and define a project corridor and remove uncertainty for relevant stakeholders.</p> <p>SSDE ProjCo Limited have also expressed a preference for the western corridor which would result in less interactions between the two projects.</p>	TBC	<p>Decision pending further resolution of detailed design interactions between the different projects. This requires further engagement to reach mutually acceptable agreement for all parties building on the progress made to date. We expect to find a resolution by deadline 4.</p>

Anglian Water Sewage Works south of Tabernacle Lane (Section A)

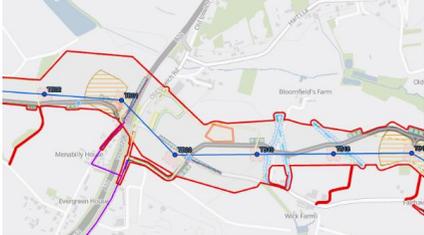
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Access	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) shows two haul roads within the Order Limits between RG40 and RG42.</p> <p>Two haul roads are presented to provide an alternative haul road that avoids crossing through an Anglian Water sewage works and potential land it has noted may be used for reed planting.</p> <p>The haul road scenario is subject to a wider Anglian Water/NGET discussion on the utilisation of a parcel of land south of the Forncett End water treatment plant between RG41 and RG42. While the parcel of the land the proposed OHL alignment occupies isn't currently utilised by Anglian Water it is in their future business plans</p>	Anglian Water Services Limited (AW)	<p>No agreement with AW regarding impact on Forncett End WRC and potential future land use.</p> <p>AW and National Grid are progressing a number of potential solutions working to define an agreed outcome.</p>	TBC	<p>No change currently as the scenario is dependent on external factors and on-going third party engagement and agreement. We seek to make a decision prior to close of examination.</p>

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>and so a mutually agreeable solution is sought.</p> <p>National Grid have within the DCO proposed a land swap for Anglian Water to instead utilise a parcel of land adjacent to the existing site. Conversations with Anglian Water are ongoing to agree a solution.</p>				

Silica sands mineral site west of the proposed new EACN Substation (Section C)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL, UGC & Minerals	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment and underground cable alignment between TB1 and TB8.</p> <p>The LoD and Order Limits have been widened in this area to allow flexibility to facilitate a swap of the overhead line and underground cable north or south of Little Bromley Road, subject to the progression of the silica sands minerals site, i.e. locating the underground cables to the north of Little Bromley Road would reduce sterilisation of potential silica sands mineral site.</p>	Suffolk County Council (SCC)	Taking into consideration the sterilisation of minerals leads to a likely change to progress with Scenario B. Engagement with landowner / developer is on-going to establish the appropriate arrangements within the order limits.	TBC	Need to retain both scenarios at this stage due to external factors. Engagement on-going to resolve.

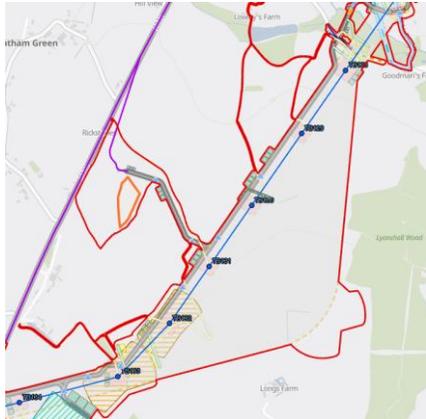
Flying Trade Group and Crown Quarry east and west of the A12 (Sections C and D)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows widened Order Limits between TB18 and TB22.</p> <p>The LoD and Order Limits have been widened between TB18 and TB22 as there are a number of planning applications associated with the Flying Trade Group and Crown Quarry developments adjacent to the A12.</p>	Flying Trade Group (FTG) Crown Quarry	Preference to progress with Scenario B – overhead line alignment to the North of the consented warehouse with access sharing main warehouse access – address concerns from FTG and landowners, and businesses south of Wick Lane.	TBC	Flexibility required whilst SoCG and terms are finalised.

Mineral extraction site north-west of Kelvedon (Section E)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL & Minerals	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment between TB84 and TB87.</p> <p>The LoD and Order Limits have been widened between TB84 and TB87 to allow flexibility to change the alignment to reduce effects on a potential mineral extraction site should it be identified as an allocation in a future mineral plan.</p>	TBC	Taking into consideration the sterilisation of minerals potential leads to a likely change to progress with Scenario B. Engagement with landowner / developer is on-going to establish the appropriate arrangements within the order limits.	TBC	Need to retain both scenarios at this stage due to external factors. Engagement on-going to resolve.

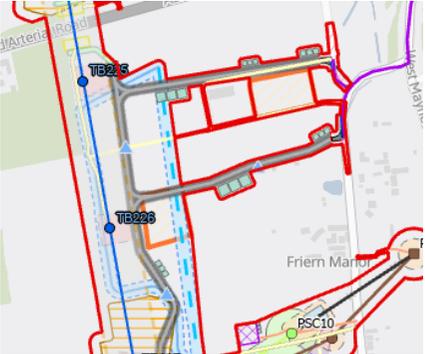
Lions Hall Minerals Site east of the A131 and to the west of Lyonshall Wood Ancient Woodland (Section F)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL & Minerals	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment between TB128 and TB133.</p> <p>The LoD and Order Limits have been widened between TB128 and TB133 to allow flexibility to change the alignment to reduce effects on the Lions Hall Minerals Site should it be progressed.</p>	TBC	Taking into consideration the sterilisation of minerals potential leads to a likely change to progress with Scenario B. Engagement with landowner / developer is on-going to establish the appropriate arrangements within the order limits.	TBC	Retain both scenarios but with likely change to scenario B. To be confirmed.

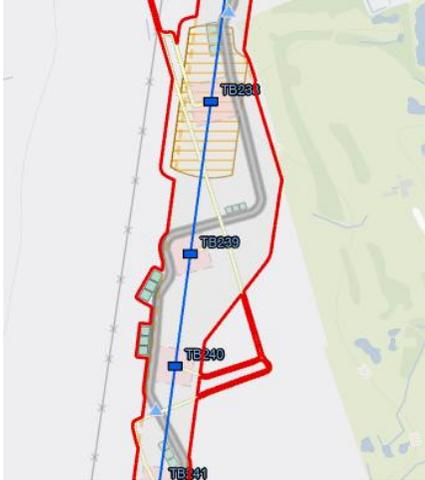
Chelmsford Bypass east of the A131 and to the west of Lyonshall Wood Ancient Woodland (Section F)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Access	<p>As above for (6).</p> <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) shows a haul road between TB130 and TB131.</p> <p>The Order Limits have been widened to facilitate an alternative haul road off the proposed Chelmsford Bypass new roundabout, should the Chelmsford Bypass progress, which would sever the currently proposed construction haul road that follows the overhead line alignment.</p>	TBC	<p>Flexibility to be retained. Construction of the project will respond/adapt depending on the progress (or otherwise) of the Bypass at that point in time.</p> <p>Consider need for DCO Requirement related to future approvals.</p>	TBC	Flexibility needs to be retained.

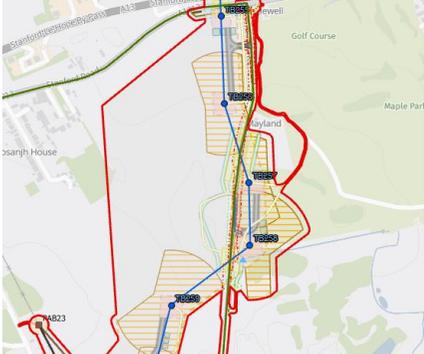
Crest Nicholson housing development south of the A127 (Section G)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Access	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) shows two haul roads/construction access arrangements within the Order Limits between TB225 and TB226.</p> <p>Two haul roads are presented to provide an alternative haul road should the Crest Nicholson housing development progress.</p>	Crest Nicholson	Northern scenario to be withdrawn upon submission of a planning application for the Crest Nicholson scheme. There is already an agreement in place with the housebuilder.	TBC	Decision to be made once planning application has been submitted. Outcome awaited.

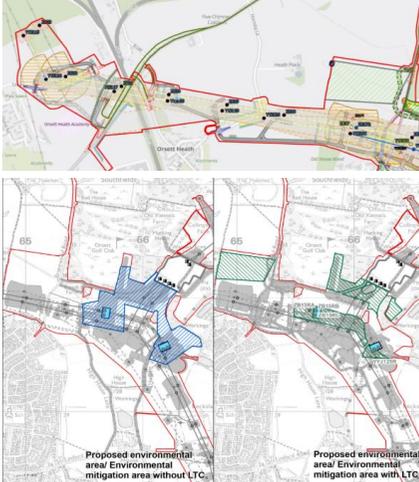
British Pipeline Agency (BPA) pipeline crossing west of Langdon Hills Golf and Country Club (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Pipeline	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment between TB238 and TB240.</p> <p>The LoD and Order Limits have been widened between TB238 and TB240 to allow flexibility to enable an alternative alignment with more angles to facilitate a more perpendicular crossing at the BPA pipeline.</p>	BPA (UKOP)	<p>Change application being progressed in order to facilitate works and land rights required for pipeline mitigation measures.</p> <p>Expected that the proposed Protective Provisions and/or Side Agreement would regulate the final design and routeing of the OHL and related mitigation.</p> <p>No expected change to be made – subject to proposed Change Application 1 being accepted.</p>	TBC	<p>No further change required.</p> <p>No change proposed to be made, this is subject to proposed change application 1 being accepted. The proposed change application is due to be submitted March 2026, with a decision expected by April/May 2026.</p>

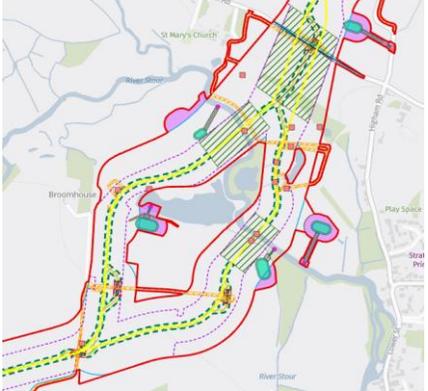
Southfields development south of the A1013 (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p data-bbox="667 389 1055 756">Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead alignment between TB255 and TB259.</p> <p data-bbox="667 770 1055 1321">The LoD and Order Limits have been widened between TB255 and TB259 to allow flexibility to allow an alternative alignment if the Southfields housing development does not go ahead, as the alignment could then move to the west, removing two crossings of Buckingham Hill Road, a crossing of a historic landfill site and pylons situated within parkland and a quarry site.</p>	TBC	Southfields identified as a Housing Opportunity Area and progressing through EIA. Greater impact from scenario B with development having significantly reduced or no overlap with Scenario A.	TBC	Progress with the Southfields Development is such that a change to scenario B is unlikely to be taken forward, but flexibility will be retained at this stage.

Lower Thames Crossing (LTC) south of the proposed new Tilbury North Substation (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL		<p>LTC Bloor Homes Thurrock Council Chapel Farm Development Proposals</p>	<p>As per the letter submitted to PINS on 9th February, amendments to LTC diversion requirements and adoption of scenario B for connecting Tilbury North Substation to the YYJ overhead cable line removes the need for flexibility covered by this scenario.</p>	TBC	Adoption of Scenario B

River Stour crossing west of Stratford St Mary (Section C)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
UGC	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows two underground cable crossings of the River Stour. The LoD and Order Limits have been widened at the crossing of the River Stour to allow for a double eastern and western crossing or a single crossing (either an eastern only or western only crossing), subject to detailed design of the trenchless crossing methods and detailed ground investigation. The area is constrained by various water bodies, a high-pressure gas main and Source Protection Zone 1. The double eastern and western crossing would not interact with the Source</p>	TBC	<p>Base assumption that there may be a need for two corridors – design will be dictated by grounds conditions. Would be premature to reduce flexibility at this stage, even though NGET’s aspiration is to proceed with one corridor only.</p> <p>Any interactions with the gas main would be regulated through existing Protective Provisions included in the draft DCO.</p>	TBC	Retaining flexibility into delivery.

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>Protections Zone 1. However, if a single western crossing was taken forwards following detailed design the Project would interact with a Source Protection Zone 1.</p>				

Black Brook north of Langham (Section C)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
UGC	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an underground cable alignment to the south of Black Brook.</p> <p>The LoD and Order Limits have been widened slightly to the west of the A12 and south of Black Brook to allow for flexibility of routeing individual cable trenches in the vicinity of existing United Kingdom Power Network (UKPN) underground cables.</p>	TBC	<p>No change required. Construction of the project will respond to constraints posed by third party apparatus. Any interactions with existing apparatus would be regulated through existing Protective Provisions included in the draft DCO.</p>	TBC	<p>Retaining flexibility into delivery.</p>

Great Horkesley south of School Lane (west of Great Horkesley) (Section D)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
UGC		TBC	<p>No change required. Construction of the project will respond to constraints posed by third party apparatus.</p> <p>Any interactions with existing apparatus would be regulated through existing Protective Provisions included in the draft DCO.</p>	TBC	Retaining flexibility into delivery.

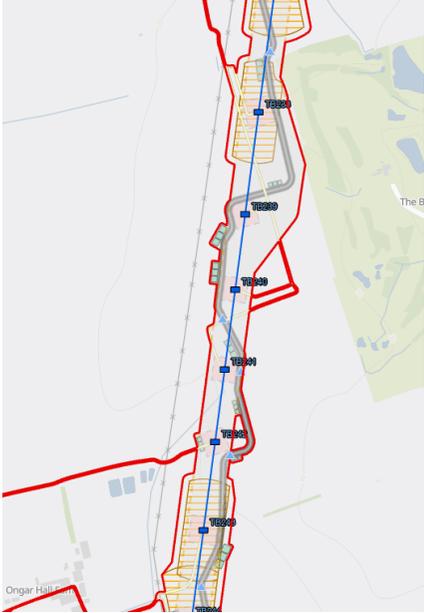
Tilbury North Access at the proposed new Tilbury North (Baseline conditions have been gathered from desk-based information (see Section 12.4) and presented with reference to the section of the Project within which they are located. (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Access	 <p>The map displays the proposed project design for the Tilbury North Substation. It shows various access routes and permanent features. Key locations labeled include Buckingham's Farm, Southfields, Old Kettle's Farm, and the Tilbury North Substation. The map uses different colors and line styles to delineate these areas and routes.</p>	Essex Highways Statera LTC	Eastern and western options are being informed through engagement with local highways authority (Essex) and relevant parties including LTC.	TBC	No change for present purposes. Retain both scenarios pending outcome of ongoing engagement with highway authorities and third parties.

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>crossing the south-western part of the Clearserve site</p> <p>One running mainly through the Clearserve site from north-east to south-west</p> <p>A PAR via Brentwood Road leading to a temporary haul road with alternative alignments with and without LTC in place:</p> <p>Without LTC: east to west between Brook Farm and Orsett Golf Club using the existing access to the south of High House Lane</p> <p>With LTC: initially a temporary access road to the west of Brentwood Road, crossing Brentwood Rd and then running east to west between Brook Farm and Orsett Golf Club. On completion of the LTC Brentwood Road bridge embankment works and new junction arrangements with High House Lane, access to the substation would be via Brentwood Road and the new junction with High House Lane</p>				

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>and then east between Brook Farm and Orsett Golf Club.</p> <p>The two proposed access options into the new Tilbury North Substation during operation (and maintenance) comprise:</p> <p>A permanent new widened access along Hoford Road leading to a permanent private access road with two alternative alignments:</p> <p>One running mainly along or alongside Hoford Road before crossing the south-western part of the Clearserve site</p> <p>One running mainly through the Clearserve site from north-east to south-west</p> <p>A permanent access running east to west between Brook Farm and Orsett Golf Club.</p> <p>The new NMU route, if provided along Hoford Road during construction, would be removed after construction.</p>				

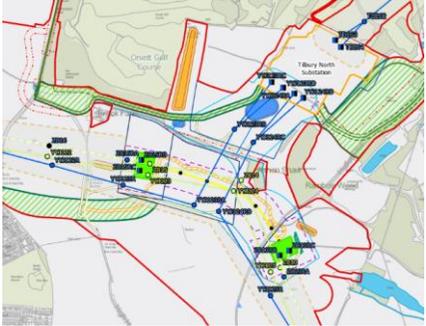
Thurrock Airfield and Low Heights west of Langdon Hills Golf and Country Club (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) show an alignment between TB238 and TB243.</p> <p>Low height pylons are proposed between TB238 and TB243 to cater for Thurrock Airfield. However, should a housing development be brought forwards at Thurrock Airfield and/or the airfield be closed, low height pylons would not be required and standard lattice pylons would be installed instead.</p>	TBC	<p>Pylon height remains dependent on the planning status of Thurrock Airfield and a successful appeal against refusal of housing proposals for the site.</p> <p>Working assumption that the Airfield remains in use.</p>	TBC	<p>No change for present purposes. Retain both scenarios but commitment to progress with low height lattice pylons unless airfield operations cease prior to construction.</p>

Temporary construction compounds

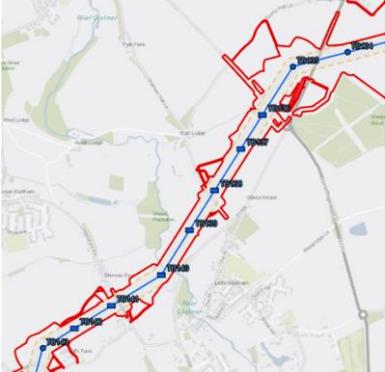
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Compound	 <p>There are two options for a satellite compound in Basildon, due to a planning application for Brentwood Housing Development (21/01525/OUT) which has yet to be determined. Only one satellite compound would be taken forward depending upon the outcome of the planning application. The two options are:</p> <p>Option 1) a compound off Brentwood Road, near TB223 (TB-Sate2A)</p> <p>Option 2) a compound at Lower Dunton Road, near TB233, Basildon (TB-Sate2B).</p>	TBC	Next steps are dependent on the outcome of the planning application.	TBC	No change currently as the scenario is dependent on external factors and on-going third-party engagement and agreement.

South of the new Tilbury North Substation (Section H)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL or UGC	 <p data-bbox="667 389 1084 1359">Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) show to the south of the proposed new Tilbury North Substation alterations to the existing ZB route that comprise amended pylon locations, two proposed new CSE compounds and a section of underground cable between the CSE compounds. In addition, the existing YYJ route is shown with alterations to the locations of existing pylons and new pylons to facilitate a connection into Tilbury North Substation and exiting the new substation to provide the onward connection to the existing Tilbury connection. The LoDs in this location</p>	LTC Bloor Homes	As per the letter submitted to PINS on 9 th February, adoption of scenario B for connecting Tilbury North Substation to the YYJ overhead cable line removes the need for flexibility covered by scenario A. Detailed arrangements are being finalised with both LTC and Bloor Homes.	TBC	Decision to proceed with Scenario B, as per the update provided on 9 th February, with ongoing engagement with LTC and Bloor Homes.

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>around the underground cable, existing and proposed new locations of YYJ and ZB pylons and the two CSE compounds has been widened to allow flexibility to allow for design refinements due to uncertainties regarding other projects (including the LTC project, housing developments and aggregate facilities). There are different forms that this could take with overhead line or cable configurations for the turn in and out of the new Tilbury North Substation with variable positioning of necessary CSE compounds - for example changes may include a double CSE compound arrangement and undergrounding of the YYJ route into the proposed new Tilbury North Substation.</p>				

The Walthams and Standard Heights to the south of the River Chelmer (Section F)

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	<p>Low height pylons TB140 to TB142</p>  <p>Standard pylons and one pylon removed TB140 to TB142</p> 	TBC	Preference for Scenario B as it moves pylon away from residential property where the change back to standard height pylons does not change the wider heritage assessment, including on Langleys Grade I listing building or the Grade II registered park and garden. Responds to feedback regarding close views from the former Windmill Pub.	TBC	Decision to proceed with Scenario B, with standard height pylons to the south of the River Chelmer.

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