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Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.11 Approach to Scenarios

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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 within the Order Limits 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 document (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;
 - 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))

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

- 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 (Securing Mechanisms)

- 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.

- 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.
- 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).
- 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.
- 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).
- 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.
- 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:
 - 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
 - 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 3 (10 April 2026)

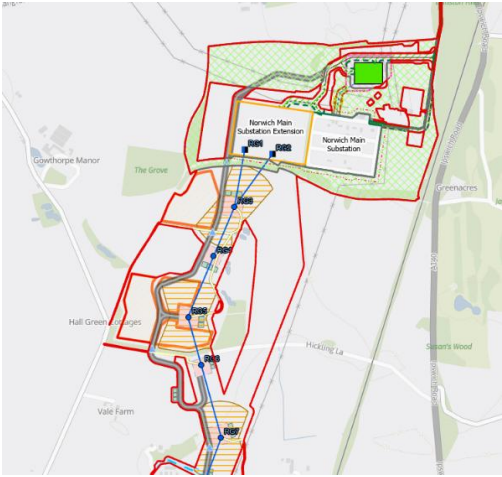
List of abbreviations

OHL: Overhead Lines

UGC: Underground Cables


BESS: Battery Energy Storage Systems

Table 2.1 Norwich Main Substation (Section A)

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 overhead line alignment exiting the Norwich Main Substation between RG001 and RG007. The LoD and Order Limits in this location have been widened to the east to allow flexibility to change the alignment should the Innova Renewables battery storage facility</p>	Innova Renewables Limited SSDE ProjCo Limited	<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. Detailed design Engagement with Innova Renewables is ongoing to agree project interactions and define a project corridor and remove uncertainty for</p>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Outline Code of Construction Practice Commitments Register • Statement of Common Ground 	<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>

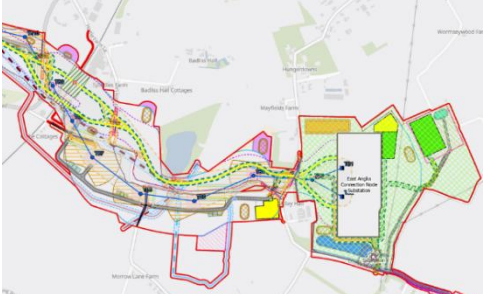
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
		to the south of the substation not proceed	relevant stakeholders. SSDE ProjCo Limited have also expressed a preference for the western corridor which would result in less interactions between the two projects.		

Table 2.2 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. 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</p>	Anglian Water Services Limited (AW)	No agreement with AW regarding impact on Forncett End WRC and potential future land use. AW and National Grid are progressing a number of potential solutions working to define an agreed outcome.	Assuming agreement reached, we anticipate securing mechanism will be through <ul style="list-style-type: none"> Statement of Common Ground with AW Code of Construction Practice 	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.

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>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 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.</p> <p>Conversations with Anglian Water are ongoing to agree a solution.</p>				

Table 2.3 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		Suffolk County Council (SCC)	<p>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.</p>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Statement of Common Ground • Code of Construction Practice 	<p>Need to retain both scenarios at this stage due to external factors. Engagement on-going to resolve.</p>

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>potential silica sands mineral site.</p> <p>Scenario A Overhead line pylons TB5, TB6 and TB7 located to the south of the road with the underground cable located to the north of the road</p> <p>Scenario B The cable alignment and Overhead Lines are changed with cables swapped to the south of the road and TB5 to TB7 to the north.</p>				

Table 2.4 Flying Trade Group and Crown Quarry east and west of the A12 (Sections C and D)

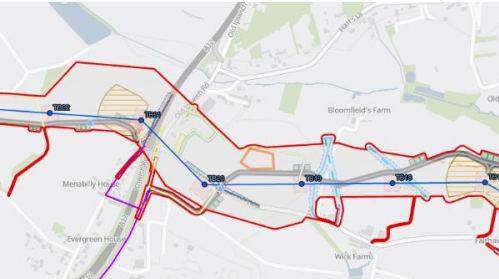
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows widened Order Limits 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.	Assuming agreement reached, we anticipate securing mechanism will be through: <ul style="list-style-type: none"> • Statement of Common Ground with Flying Trade Group / Quarry • Code of Construction Practice 	Flexibility required whilst SoCG and terms are finalised.

Table 2.5 Mineral extraction site north-west of Kelvedon (Section E)

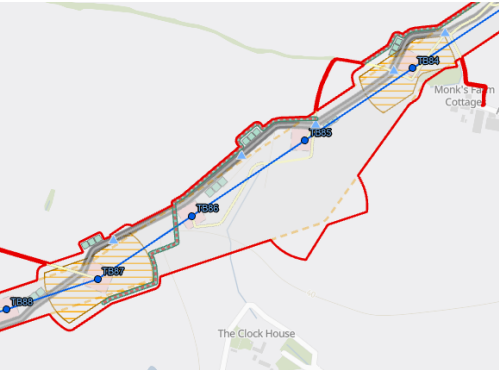
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL & Minerals	 <p data-bbox="786 284 1093 719">Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment between TB84 and TB87.</p> <p data-bbox="786 735 1093 1182">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	<p data-bbox="1352 284 1576 863">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.</p>	<p data-bbox="1628 284 1800 783">Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul data-bbox="1628 544 1861 783" style="list-style-type: none"> • Statement of Common Ground • Code of Construction Practice 	<p data-bbox="1901 284 2040 576">Need to retain both scenarios at this stage due to external factors. Engagement on-going to resolve.</p>

Table 2.6 Lions Hall Minerals Site east of the A131 and to the west of Lyonshall Wood Ancient Woodland (Section F)

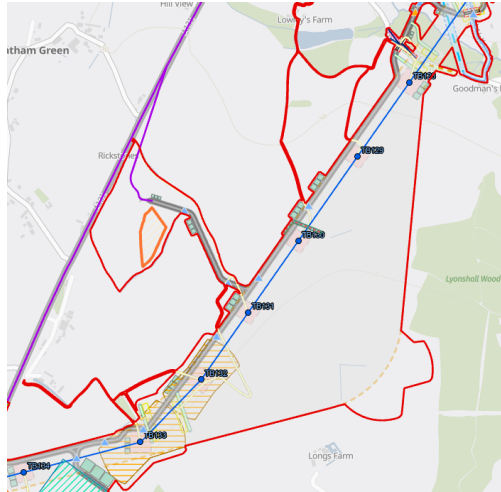
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL & Minerals	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead line alignment between TB128 and TB133. 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	<p>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.</p>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Statement of Common Ground • Code of Construction Practice 	<p>Retain both scenarios but with likely change to scenario B. To be confirmed.</p>

Table 2.7 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.</p> <p>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>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Code of Construction Practice 	<p>Flexibility needs to be retained.</p>

Table 2.8 Crest Nicholson housing development south of the A127 (Section G)

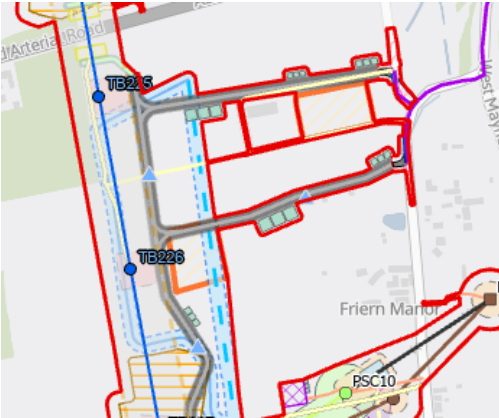
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Access		Crest Nicholson	<p>Northern scenario to be withdrawn upon submission of a planning application for the Crest Nicholson scheme.</p> <p>There is already an agreement in place with the housebuilder.</p>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Statement of Common Ground • Code of Construction Practice 	<p>Decision to be made once planning application has been submitted. Outcome awaited.</p>

Table 2.9 British Pipeline Agency (BPA) pipeline crossing west of Langdon Hills Golf and Country Club (Section H)

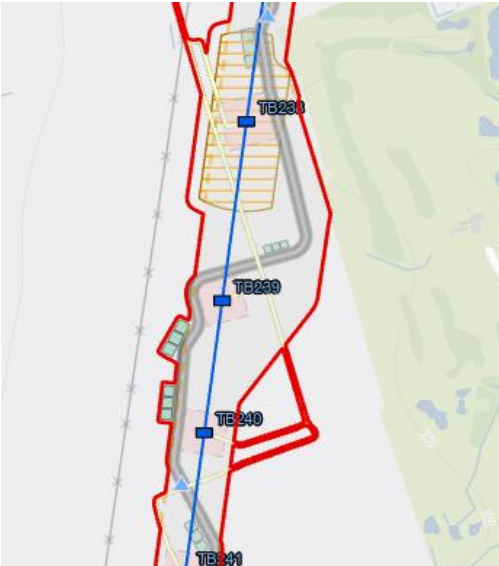
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Pipeline		BPA (UKOP)	<p>Change application being progressed in order to facilitate works and land rights required for pipeline mitigation measures.</p> <p>Expected that the proposed Protective 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>	Not relevant	<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>

Table 2.10 Southfields development south of the A1013 (Section H)

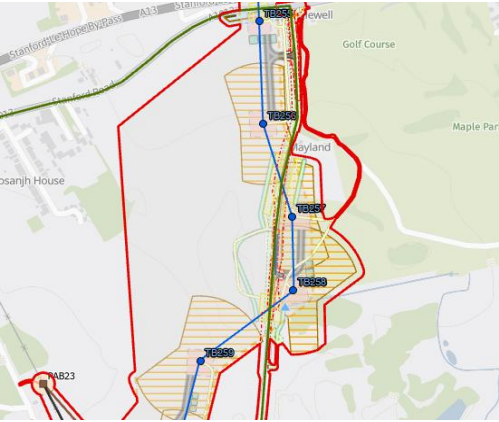
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows an overhead alignment between TB255 and TB259. 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	<p>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.</p>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Land Plans Class 8 • Side Agreement with LTC • Statement of Common Ground with Thurrock 	<p>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.</p>

Table 2.11 Lower Thames Crossing (LTC) south of the proposed new Tilbury North Substation (Section H)


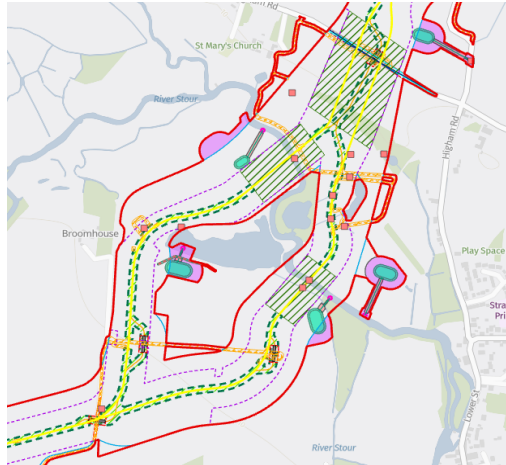
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
OHL	 <p>Figure 4.1: Proposed Project Design (document reference 6.4.F1) and Figure 4.2: Proposed Project Design – Permanent Features (document reference 6.4.F2) shows temporary and permanent works to existing overhead line infrastructure (YYJ and ZB) to the south of the A13 and A1089 junction in the proximity of Heath Road.</p> <p>The LoD and Order Limits have been widened at this location to allow a change to the design should the ongoing coordination identify a change is required. Should LTC not be progressed, an alternative Environmental Area is also proposed.</p>	<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>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Development Consent Order Schedule 1 • Updated, Works and Lands Plans • Side Agreement with LTC 	<p>Adoption of Scenario B. The Draft DCO submitted as Deadline 2 [REP2-004] includes necessary revisions to Schedule 1. Works Plans and Lands Plans are expected to be updated for Deadline 5.</p>

Table 2.12 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		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>	Not relevant given reason for wider limits	Retaining flexibility into delivery.

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>1. The double eastern and western crossing would not interact with the Source 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>				

Table 2.13 Black Brook north of Langham (Section C)


Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
UGC	 <p>The map displays a network of colored lines representing proposed cable alignments and permanent features. Key locations labeled include 'Hill Lodge', 'Arley Grange', 'Hill House', 'Grove Cottage', 'Perry La', and 'Chard House'. A prominent road, 'A12', runs through the center of the map. The cable routes are shown in various colors (red, green, blue, purple) and styles (solid, dashed, dotted), indicating different types of infrastructure or constraints.</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>	<p>Not relevant given reason for wider limits</p>	<p>Retaining flexibility into delivery.</p>
<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>					

Table 2.14 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. Any interactions with existing apparatus would be regulated through existing Protective Provisions included in the draft DCO.</p>	Not relevant given reason for wider limits	Retaining flexibility into delivery.

Table 2.15 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>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) present the temporary and permanent access options associated with the new Tilbury North Substation and associated works.</p> <p>The two proposed temporary access options into the new Tilbury North Substation during construction comprise:</p> <p>A Primary Access Route (PAR) via Stanford Road (east of the Orsett Cock junction), Buckingham Hill Road and Hoford Road leading to a temporary haul road with two alternative alignments:</p>	Essex Highways Statera LTC	Eastern and western options are being informed through engagement with local highways authority (Essex) and relevant parties including LTC.	Assuming agreement reached, we anticipate securing mechanism will be through: <ul style="list-style-type: none"> • Side Agreement • Statement of Common Ground • Code of Construction Practice 	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>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 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</p>				

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>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 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</p>				

Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
	<p>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>				

Table 2.16 Thurrock Airfield and Low Heights west of Langdon Hills Golf and Country Club (Section H)

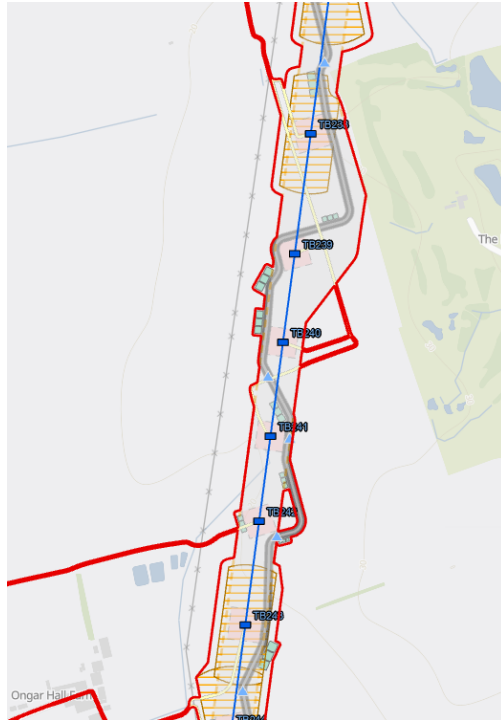
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision	
OHL	 <p>The map displays a vertical alignment between two transmission busbars, TB238 and TB243. A blue line indicates the proposed project design path. Along this path, several pylons are marked with blue squares. Some pylons are labeled as 'Low Height Pylons' and others as 'Standard Lattice Pylons'. The map also shows surrounding terrain, roads, and other infrastructure like 'Ongar Hill Farm' and 'The B...'. A red outline highlights the project area.</p>	<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>	<p>Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul style="list-style-type: none"> • Permitted under Article 5 (1)(b)(i) • Work Plans (Table of Parameters) • Code of Construction Practice 	<p>No change for present purposes.</p> <p>Retain both scenarios but commitment to progress with low height lattice pylons unless airfield operations cease prior to construction.</p>

Table 2.17 Temporary construction compounds

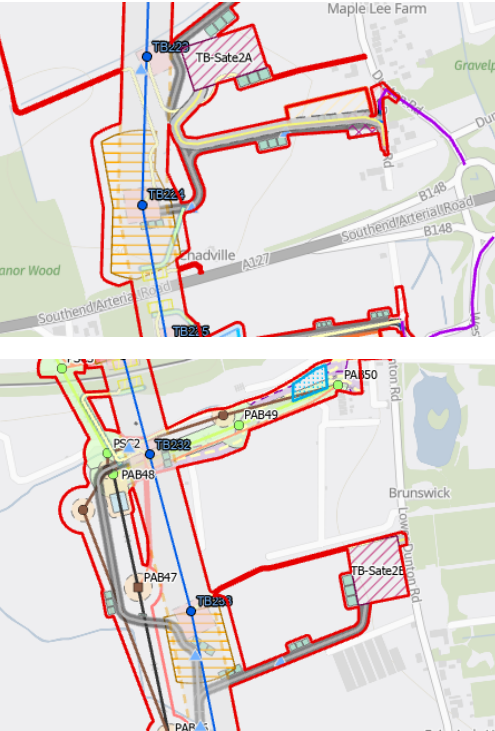
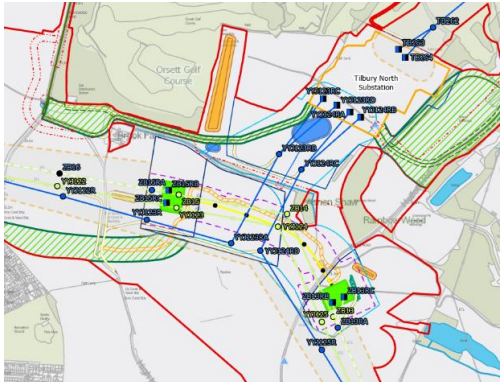
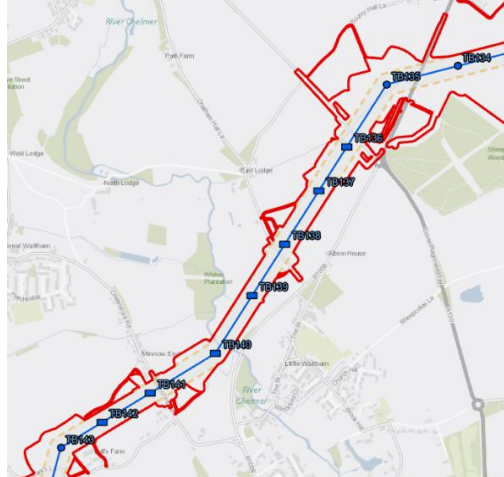
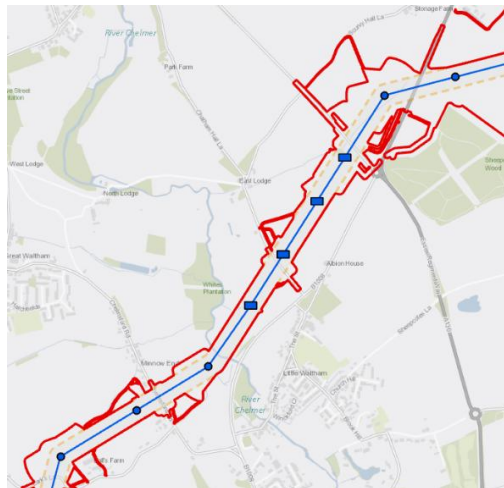
Type	Description (Text & Images from ES Chapter 4)	Relevant Stakeholders	Current Status	Securing Mechanism	Decision
Compound	 <p>There are two options for a satellite compound in Basildon, due to a planning application for Brentwood Housing Development (21/01525/OUT) which has yet to be determined. Only 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.	Assuming agreement reached, we anticipate securing mechanism will be through: <ul style="list-style-type: none"> Code of Construction Practice 	No change currently as the scenario is dependent on external factors and on-going third-party engagement and agreement.

Table 2.18 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		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.	Assuming agreement reached, we anticipate securing mechanism will be through: <ul style="list-style-type: none"> • Development Consent Order Schedule 1 • Updated, Works and Lands Plans • Side Agreement with LTC 	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>The LoDs in this location 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>				

Table 2.19 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 data-bbox="248 280 750 320">Low height pylons TB140 to TB142</p>  <p data-bbox="248 807 750 871">Standard pylons and one pylon removed TB140 to TB142</p> 	<p data-bbox="763 280 1155 719">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 pylons TB140, TB141 and TB142 to the south of the River Chelmer as low height pylons.</p> <p data-bbox="763 727 1155 1425">After consideration of feedback during consultations in 2025 certain technical details are being refined which may result in standard lattice pylons to the south of the River Chelmer being installed. Therefore, flexibility has been retained to revert to standard lattice pylons following further technical details being refined – this may also include removing the need for one of the three pylons and a slight change to the locations of the remaining two pylons within the LoD.</p>	TBC	<p data-bbox="1391 280 1626 1198">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.</p>	<p data-bbox="1637 280 1895 536">Assuming agreement reached, we anticipate securing mechanism will be through:</p> <ul data-bbox="1637 544 1895 871" style="list-style-type: none"> • Permitted Under Article 5 (1)(b)(i) • Work Plans (Table of Parameters) • Code of Construction Practice 	<p data-bbox="1917 280 2123 759">Decision to proceed with Scenario B, with standard height pylons to the south of the River Chelmer, as opposed to the low height pylons originally proposed.</p>

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