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Norwich to Tilbury

Volume 2: Plans, Drawings and Sections

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1. Introduction

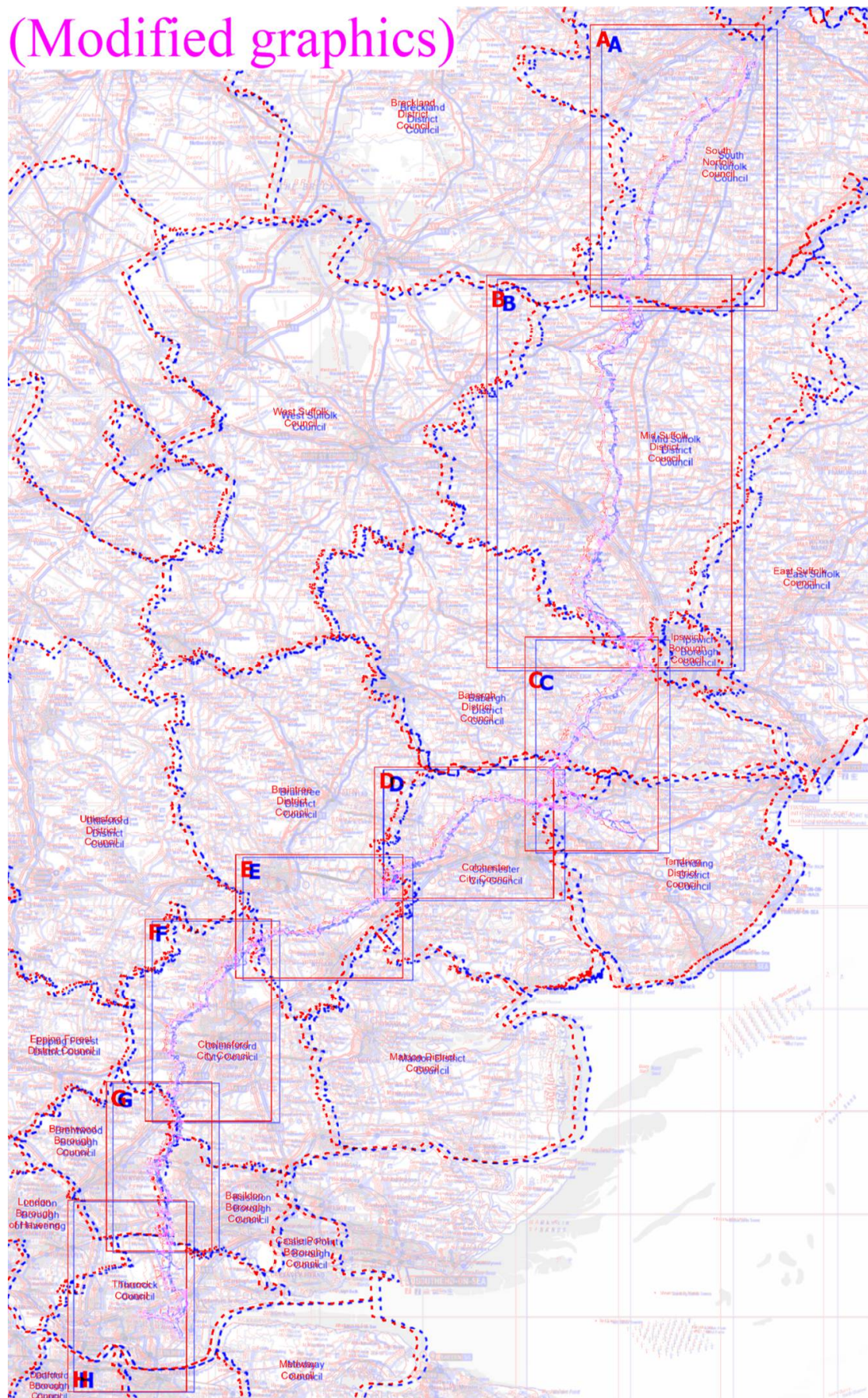
- 1.1.1 National Grid Electricity Transmission plc (here on referred to as National Grid) is making an application for development consent to reinforce the transmission network between the existing Norwich Main Substation in Norfolk and Tilbury Substation in Essex, via Bramford Substation, the new East Anglia Connection Node (EACN) Substation and the new Tilbury North Substation. Norwich to Tilbury (referred to as the 'Project' consists of a new 400 kilovolt (kV) electricity transmission connection of approximately 180 km overall length, across new overhead line and underground cabling.
- 1.1.2 As part of its application for development consent under the Planning Act 2008, National Grid has prepared a series of documents to explain the Project, including plans and drawings. This Guide to the Plans provides more detail about the purpose, role and content of the plans and drawings within Volume 2 of the Development Consent Order (DCO) application).
- 1.1.3 Whilst the plans and drawings illustrate many aspects of the Project, they do not explain the rationale for the design. A description of the Project is provided in the Environmental Statement (ES) Chapter 4: Project Description (document reference 6.4).
- 1.1.4 In accordance with normal practice, it should be noted that depending on their type, the plans and drawings show either indicative locations or illustrative designs to give a general understanding of the Project for which consent is sought, or they show the parameters within which the Project will be constructed. The designs are likely to change within the parameters shown, to reflect ongoing detailed design, and/or unforeseen engineering or environmental circumstances. Flexibility will be retained through Limits of Deviation (LoD) (described in Section 3.2 of this document).

2. Sections

- 2.1.1 The Project has been subdivided into eight geographical sections, based largely on Local Planning Authority boundaries and which comprise:
- Section A – South Norfolk Council
 - Section B – Mid-Suffolk District Council
 - Section C – Babergh District Council, Colchester City Council and Tendring District Council
 - Section D – Colchester City Council
 - Section E – Braintree District Council
 - Section F – Chelmsford City Council and Brentwood Borough Council
 - Section G – Brentwood Borough Council and Basildon Borough Council (and part of Chelmsford City Council); and
 - Section H – Thurrock Council.
- 2.1.2 The Local Planning Authority boundaries and titles shown on the plans are correct at the time of submission in August 2025.
- 2.1.3 County council boundaries are not shown on the plans.
- 2.1.4 Within each section there are a number of sheets generally ordered north to south following the route of the Project, with the exception of Section B Sheet 22, which relates to highway works.
- 2.1.5 The Traffic Regulation Order Plans and Access, Rights of Way and Public Rights of Navigation Plans (document references 2.4 and 2.5) have additional sheets as required to show the detail of those plans.
- 2.1.6 The Open Access Land (OAL) Plans (document reference 2.15) have fewer sheets than other plans included in Volume 2 of the DCO application as they only show locations where OAL directly interacts with the Order limits.
- 2.1.7 Figure 2.1 highlights the breakdown of the Project sections.

Figure 2.1 Master Key Plan: Project sections

(Modified graphics)



3. Features

3.1 Order Limits

- 3.1.1 The Project is a Nationally Significant Infrastructure Project (NSIP), and Order Limits have been defined to encompass the land required temporarily to build the Project and permanently to operate and maintain the Project.
- 3.1.2 The Order Limits include LoD which represent the maximum deviation for permanent features, such as the overhead line, pylons, Cable Sealing End (CSE) compounds, new substations and underground cables. This allows for adjustment to the final positioning of Project features to avoid localised constraints or unknown or unforeseeable issues that may arise.
- 3.1.3 The Order Limits are shown as a solid red line on all plans.

3.2 Limits of Deviation (LoD)

- 3.2.1 LoD represent the maximum deviation for permanent infrastructure.
- 3.2.2 LoD are a common feature of NSIPs. They allow for adjustment to the final positioning of the permanent infrastructure, for example to avoid localised constraints or unknown or unforeseeable issues that may arise. This could include previously unidentified poor ground conditions which may require a pylon to be moved slightly for geotechnical reasons, such as ground stability.
- 3.2.3 The horizontal LoD define the parameters within which the position on the ground of proposed permanent infrastructure may deviate from the position shown on the plans. This applies to both linear (for example overhead line and underground cables) and non-linear (for example the substation and CSE compounds) proposed infrastructure. Horizontal LoD are shown on the Works Plans (document reference 2.3) as a dashed line (orange for overhead line, blue for underground cable, green for overhead line and/or underground cable, and pink for non-linear works). In some areas the horizontal LoD and Order Limits are contiguous; examples are highlighted in Table 6.1.
- 3.2.4 Vertical LoD (which limit the maximum vertical height, as well as the minimum depth below ground, of any new linear and non-linear infrastructure) are specified in the draft DCO (document reference 3.1) and the Works Plans Table of Parameters (document reference 2.3).
- 3.2.5 Site specific variations in the LoD are outlined in the ES Chapter 4: Project Description (document reference 6.4) and the Outline Code of Construction Practice (document reference 7.2).

3.3 The Alignment

- 3.3.1 Certain plans and documents, for example various chapters within the ES, use the term 'the alignment' when describing the route. The alignment is a concept used to

help communicate the route of the Project and has been developed as a result of consultation feedback, ongoing engineering design, environmental assessment work and landowner discussions. It includes indicative locations for pylons, gantries, underground cables, CSE compounds and the substations.

3.3.2 However, noting what is said above regarding the purpose and effect of the LoD, National Grid will not be seeking approval for a specific alignment, or specific pylon locations. This is to provide an appropriate and necessary degree of flexibility during detailed design and construction, for example to take account of unforeseen circumstances, such as unsuitable ground conditions or ecological constraints.

3.4 Modification, Removal and Realignment Works

3.4.1 The plans and drawings also show the areas in which National Grid is proposing to modify, remove or realign existing infrastructure, including but not limited to:

- Existing pylons to be modified or removed
- Existing overhead lines to be replaced, modified or removed.

3.4.2 Modification works refer to the changing or restoring of an existing asset whilst it remains in its current location. An example of modification works would be changing the arms of existing pylons (which will remain in situ) to accommodate angle changes and new overhead line deviations.

3.4.3 Removal works refers to the dismantling and disposal of existing equipment that will no longer be required at the end of the Project, for example taking down and removing a pylon on existing overhead line routes.

3.4.4 Realignment works refer to the changing or restoring of existing assets which will be relocated to a different position. An example of realignment works is the relocation of the existing 400 kV YYJ route overhead line from its existing alignment to a modified alignment where it ties into the new Tilbury North Substation.

3.5 Other Features

3.5.1 The other features shown on the various DCO plans are summarised in Table 3.1 and Table 3.2.

Table 3.1 Permanent features

Permanent Features	Overview
CSE compounds	Compounds containing equipment needed to transfer transmission circuits between underground cables and overhead lines.
CSE platform tower (pylon)	A pylon type which incorporates cable sealing end equipment, via a platform, that allows underground cables to connect into the overhead lines.
Existing DNO alignments (to be modified or dismantled)	Shows specific Distribution Network Operator (DNO) lattice pylon alignments and pylon positions to be modified or dismantled.

Permanent Features	Overview
Full line tension gantries	A slightly larger gantry structure (these are lower height structures - typically up to 15 m in height) for supporting full line tension loading. A transition point from overhead line equipment to equipment in a substation or CSE compound. A full line tension gantry, however, allows a longer span from the last pylon to the CSE compound / substation.
Gantries	An overhead bridge-like structure supporting electrical equipment (these are lower height structures - typically up to 15 m in height). A transition point from overhead line equipment to equipment in a substation or CSE compound.
Permanent access bellmouth	A flared vehicular access/egress point connecting a permanent operational route to the public highway, designed to accommodate turning movements by large vehicles. It may involve creating visibility splays, which is a safety feature where vegetation may be removed for the bellmouth to enable a driver to see down the road and know when the road is clear.
Proposed overhead lines	Sections of new overhead lines. Conductors (wires) carrying electric current, strung from pylon to pylon,
Proposed underground cables	Sections of new underground cable. An insulated conductor carrying electric current designed for underground installation. Also includes associated infrastructure related to communications, cable jointing, inspection and testing.
Pylons	Structures that support the overhead line (conductors). There are two types of lattice pylons: suspension, where the conductors are simply suspended from the pylon and tension (angle), where the overhead line changes direction. In two locations, low height lattice pylons are proposed. These have only two cross arms as opposed to three on a standard lattice pylon, thus reducing their height by approximately 10 m, but widening them by approximately 10 m. The pylons have each been numbered, e.g. RG1, based on the alignment.
Substations (existing, proposed or extension)	Substations are used to control the flow of power through the electricity system. They are also used to change (or transform) the voltage from a higher to lower voltage to allow it to be transmitted to local homes and businesses.

Table 3.2 Temporary features

Temporary Features	Overview
Site access points	An access point is the location where the construction working area meets the public highway. Access points may consist of existing gates into fields used by farm vehicles or may involve the construction of a temporary site access point which would be removed / reinstated at the end of construction. Access points may involve a bellmouth as described below.

Temporary Features Overview

Cable working area	Working area required to construct the underground cable systems including: haul road, soil storage and installation of cables.
Construction compounds	Temporary compounds installed during the construction phase of the Project. Each compound may contain storage areas including laydown areas, soils storage and areas for equipment and fuel, drainage, generators, car parking and offices and welfare areas (portacabins).
Stringing positions	Areas used for stringing/installing new electrical equipment, such as wires and conductors on pylons.
Temporary access bellmouth	A flared vehicular access/egress point connecting a construction site to the public highway, designed to accommodate turning movements by large vehicles. It may involve creating visibility splays, which is a safety feature where vegetation may be removed from the bellmouth to enable a driver to see down the road and know when the road is clear.
Temporary bridge	A temporary bridge of lattice steel assembled from prefabricated standard parts.
Temporary construction access route	A temporary road constructed to convey construction vehicles through the working areas. These can be made of imported stone or using protective covering such as trackway panels. These would be removed at the end of construction.
Temporary construction area	The additional temporary construction space required to construct the Project in a particular area, but which will not be required once construction has taken place.
Temporary crossover bellmouth	A vehicular crossover point across the public highway, designed to enable construction vehicles to cross over the public highway. These are not designed to accommodate turning movements in or out of the public highway. These may involve creating visibility splays, which is a safety feature where vegetation may be removed from the bellmouths to enable a driver to see down the road and know when the road is clear.
Temporary overhead line diversions and structures	Temporary diversions of existing overhead line may be required to ensure electricity flows are maintained at all times during construction of the Project to limit the disruption to the electricity network. These typically comprise a short section of overhead line with temporary structures or pylons which electricity flows are diverted along.
Trenchless crossing	An underground cable crossing installation method used to avoid a sensitive feature such as a watercourse or environmental feature.

4. Plan / Drawing Details

4.1.1 This section provides detail on what the different plans and drawings show.

4.1.2 The plans and drawings are grouped into five categories:

- Parameter Plans – these plans show parameters which define zones within which specific works would be carried out. The parameters defined on these drawings are fixed and would not be subject to change.
- Indicative Plans – these plans indicate the way in which National Grid expects the Project would be arranged. These tend to be plans to show geographically specific matters, such as the location of the CSE compounds
- Illustrative Plans – these plans illustrate one way in which the Project might be arranged, or typical equipment that might be used to construct and/or operate the Project. These tend to be plans to show typical working areas, such as construction compounds.
- Informative Plans – these drawings or plans support the application for development consent. Generally, they are required under the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and provide factual information about the surrounding environment.
- Order drawings – other drawings or plans which are referred to in provisions within the draft DCO (document reference 3.1).

4.1.3 At the start of every plan series, for each section, a Key Plan is available which details the sheets comprising that section. The plans show the Order Limits, sheet index, section and Local Planning Authority boundaries where the Project transitions into the next identified section.

4.1.4 Each set of plans is accompanied by a legend to assist with interpretation. Common legend entries across the plan suites have been named and coloured consistently, for example, the Order Limits and overhead lines. Plan legends are based on the Project sections. Therefore, not all legend items in each section are present on every plan sheet. The legend entries and associated symbology can be found in Table 5.1 of this document.

4.1.5 The plans and drawings published to support the application are listed in Table 4.1 and Table 4.2 respectively.

Table 4.1 List of plans

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
2.1	Overall Location Plan	5(2)(o)	Informative	Shows a very high-level overview of the Project and its geographic location. It breaks the Project down into the main work elements, namely new build and modification works. The plan identifies existing National Grid substations associated with the Project and the proposed locations of new substations and CSE compounds which form part of the Project.
2.1	Master Key Plan	5(2)(o)	Informative	This plan assists to identify the location of a particular area or section of interest across the Project. It shows the Order Limits, which define the area within which the Project would be constructed, including all of the land that may be required to deliver the Project. The plan also shows the eight sections of the Project, which are consistent across the Volume 2 plan series.
2.2	Land Plans	5(2)(i)(i)-(iii)	Order drawing	These plans show the types of statutory land powers (compulsory acquisition or temporary possession) which National Grid intends to seek for the Order land, within the Order Limits. The land to which these powers relate has been split into land plots and given a unique plot number that can be found within the Book of Reference (document reference 4.3). Plot numbers include a prefix which corresponds with the section of the Project in which those plots are located. There are eight <u>nine</u> classes of land powers sought within the application: <ul style="list-style-type: none"> • Class 1: Compulsory Acquisition of Land; • Class 2: Compulsory Acquisition of Rights – Overhead Line; • Class 3: Compulsory Acquisition of Rights – Underground Cable; • Class 4: Compulsory Acquisition of Rights – Overhead Line and

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
				<p>Underground Cable;</p> <ul style="list-style-type: none"> • <u>Class 4A: Compulsory Acquisition of Rights – Works for the protection of existing UKOP apparatus affected by the authorised development;</u> • Class 5: Compulsory Acquisition of Rights – Access; • Class 6: Compulsory Acquisition of Rights – Drainage; • Class 7: Temporary Use; and • Class 8: Land not subject to powers of acquisition nor temporary use. <p>Further details of these eight classes can be found within the Statement of Reasons (document reference 4.1) and the Book of Reference (document reference 4.3).</p> <p>The classes of right are listed in order of magnitude, starting with Class 1 (Compulsory Acquisition of land) with (in most cases) each class including all subordinate rights within the lesser classes. For instance, Class 1 would also include Class 2, 3, 4, 5, 6 and 7 rights.</p> <p>Within the Book of Reference (document reference 4.3) there are two columns dedicated to the class of interest or right to be acquired or power to be used by both National Grid and UK Power Networks (UKPN). This is shown against each land plot by the relevant class of right number in each column.</p> <p>In addition to the Book of Reference (document reference 4.3) and the Statement of Reasons (document reference 4.1), Schedules 11 of the draft DCO (document reference 3.1) also set out certain details in respect of temporary use plots.</p>
2.3	Works Plans	5(2)(j)	Parameter	<p>These plans show the main permanent aspects of the Project that are described in Schedule 1 of the draft DCO (document reference 3.1).</p> <p>The plans show the alignment centrelines of the linear works that make</p>

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
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up the application. In respect of the permanent linear works (the overhead line and underground cables) these will be subject to the LoD. The plans also show the LoD within which the non-linear CSE compounds and substation works can be located.

The plans show the LoD that National Grid is applying for, which gives some flexibility in the design in respect of the works. National Grid has applied a standard approach to the LoD to most of the route; see application documents, the draft DCO (document reference 3.1) and the ES Chapter 4: Project Description (document reference 6.4) for further information.

However, there are some areas along the route where local constraints mean that the LoD are restricted or reduced; see the LoD as drawn on the Works Plans (document reference 2.3) and for site specific commitments to constrain the LoD see the Outline Code of Construction Practice (document reference 7.2).

Additionally, there are some locations across the Project where the LoD have been widened where uncertainty remains and design flexibility has been identified. Table 4.4 of the ES Chapter 4: Project Description (document reference 6.4) describes these scenarios.

In some locations across the Works Plans, the various types of LoD overlap due to the nature of the works. These variations of overlaps have been explained in Table 6.1.

The different elements of linear and non-linear works have been broken down into specific work numbers as described in Schedule 1 of the draft DCO (document reference 3.1). Commencement and termination lines have been shown on the plans where each linear work number starts and finishes.

Additionally, as described in Schedule 1 of the draft DCO (document reference 3.1), these plans show the 132 kV third party UKPN dismantling, overhead line modification and undergrounding diversion works.

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
				<p>Included at the end of the Work Plans is a Table of Parameters, which sets out the indicative height above ground of the linear and non-linear works. The Table of Parameters is to be read alongside Article 5 of the draft DCO (document reference 3.1) which sets out all of the relevant LoD in respect of the above.</p> <p>All distances, directions, levels and lengths referred to in the draft DCO are approximate.</p>
2.4	Traffic Regulation Order Plans	5(2)(o)	Order drawing	<p>These plans show the extent of the proposed Traffic Regulation Orders (TROs) and sections of the road / street that may need to be subject to a TRO while works are undertaken, such as where restrictions or traffic management would be required to facilitate the construction and maintenance of the Project.</p> <p>Each Traffic Regulation Order is detailed within Schedule 13 to the draft DCO (document reference 3.1), with individual reference to the Traffic Regulation Order Plans where more than one TRO may be required along certain roads / streets, for example where a temporary closure requires the prohibition of vehicular access as well as a temporary or permanent speed reduction. Article 49 of the draft DCO identifies the categories of TRO which are required for the purposes of constructing and/or maintaining the development comprised within the Project.</p> <p>Out of necessity, some of the TTROs extend beyond the geographic areas shown on the 1:2,500 scale plan sheets. Therefore, insets or additional sheets have been added to show the full extents of those TROs. See, for example, Inset 1 on Sheet 2 of 13 of Section A and Sheets 11A and 11B of 22 in Section B.</p> <p>In general, individual TROs are contained within section drawings extents and therefore no continuation lines are shown between sections. However, there is one instance where a TRO cannot be contained within one section and therefore continuation lines are shown on Sheet 6 of 9 in Section G and Sheet 1 of 7 in Section H.</p> <p>In order to give context to the TROs, road / street names have been</p>

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
				<p>added in accordance with the road / street names stated in the National Street Gazetteer which is the authoritative reference dataset of streets within England and Wales used for street works, highways maintenance and traffic management.</p> <p>The TROs have a specific reference: each reference begins with TR or TB.</p> <p>For all TROs beginning with TR, they will be followed by the section reference and then a unique number. For example: TR-A-001 would be the first TRO reference in Section A.</p> <p>For all TROs beginning with TB, they will be followed by the unique reference number of the access point they are associated with. For example, Traffic Regulation Order reference TB-B059 in Section E is utilised for a right turn prohibition at access point B059.</p> <p>Further detail on Traffic Regulation Orders is described in Outline Construction Traffic Management Plan (document reference 7.3)</p>
2.5	Access, Rights of Way and Public Rights of Navigation Plans	5(2)(k)	Order drawing	<p>These plans show temporary and permanent access points from the public highway, as well as the Public Rights of Way (PRoWs), roads and streets which are required to be temporarily closed or permanently stopped-up (and, where applicable, identified diversion routes) in order to construct, operate or maintain the Project.</p> <p>The plans also show locations where the Project will interfere with existing public rights of navigation.</p> <p>These plans should be read alongside Articles 11, 14, 15, 16, 17 and 52 of the draft DCO (document reference 3.1), as well as Schedule 5 (Streets subject to street works), Schedule 6 (Streets subject to alteration of layout), Schedule 7 (Permanent stopping up of streets and public rights of way), Schedule 8 (Streets or public rights of way to be temporarily closed) and Schedule 9 (Access to works).</p> <p>Reference Numbers:</p> <p>All streets, PRoWs and public rights of navigation affected by the</p>

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
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Project have been given a unique reference number. For **streets and access points** the references are first described by the street managed or access point or extent of alteration, followed by the Section A-H reference and then a unique number, as follows:

- RG-BXXX/JC-BXXX/TB-BXXX – standard access or multiple types e.g. ADE (standard, demolition and environment access)
- AP-A-XXX – Access points for construction compound areas
- SM-A-XXX – start/end points for temporary street management for street closures with or without diversions
- SMD-A-XXX – length of street used for a diversion route
- CW-A-XXX – extent of street subject to alteration.

For example, RG-B001 is the first access point in Section A: South Norfolk Council, that is the standard access to the construction areas.

Several access point locations within Section H: Thurrock Council make allowance for a future scenario whereby the Lower Thames Crossing project is constructed and operational prior to the Project being constructed. See, for example, TN-B003B.

All **PRoWs** shown on the plans are identified by their unique Local Highway Authority (LHA) reference number. The management regimes proposed for those PRoWs affected by the Project are identified by different line types and unique referencing. The start and end points of any management regimes are identified using a unique reference starting with a letter corresponding to the LHA responsible for them, followed by a further two letters designating the type of PRoW, and then a unique number representing the affected Project PRoW number and the point on that PRoW. The Project PRoW number and point referencing has generally been applied north to south, or west to east.

For the LHAs

- N = Norfolk

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
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- S = Suffolk
- E = Essex
- T = Thurrock.

For the PRow designation:

- FP = Footpath
- BR = Bridleway
- RB = Restricted Byway
- BW = Byway
- BT = Byway Open to All Traffic.
- ORPA = Other Route with Public Access

Thus N-FP-23.1 would be the first point on Project footpath reference 23 in Norfolk, whilst E-BR-46.2 would be the second point on Project bridleway reference 46 in Essex.

Where PRows are subject to diversion, a similar numbering convention has been used to denote the diversion. The same LHA and PRow type references are used, followed by the Project PRow number of the PRow being diverted and then a number, prefixed by 'D' that denotes the diversion reference.

Thus N-FP-23-D1 would be the first diversion on Project footpath reference 23 in Norfolk, whilst E-BR-46-D2 would be the second diversion on Project bridleway reference 46 in Essex.

Any **public rights of navigation** that are affected by the Project are identified using the reference NAV followed by a unique number. Thus NAV4 would be the fourth affected point on a public right of navigation.

Proposed Management Measures:

These plans also show the type of management measures proposed for affected streets and PRows

Streets and PRows may be subject to different types of management

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
				<p>(e.g. closure with diversion and without diversion) at different points during the construction programme and therefore may be listed in more than one Schedule of the draft DCO.</p> <p>Streets have been given a reference number, starting with SM for street management and SMD for street management diversions followed by the Section (A-H) and then a unique number.</p> <p>Thus, SM-A-001 would be the first street management reference in Section A showing the extent of the streets managed and SMD-A-001 showing the streets used for the diversion routes. The referencing has generally been applied north to south.</p> <p>Various SMD diversion routes extend beyond the geographic areas shown on the 1:2,500 scale plan sheets. Therefore, an additional set of 1:6,000 plans have been produced to show the extent of these diversion routes.</p> <p>As a result, Schedule 8 (of the draft DCO (document reference 3.1)) refers to both the 1:2,500 and 1:6,000 plans that show the full extent of the closures and temporary diversions respectively.</p> <p>Where PRoW are identified as managed, this indicates that the route will remain open and accessible during construction works but, to maintain the safety of users, will be subject to temporary controlled access arrangements, or supervision during certain construction activities. These measures are discussed in further detail in the Outline Public Rights of Way Management Plan (document reference 7.6). By managing routes in this way, they can remain open and in public use and need not be subject to longer term closures.</p> <p>PRoW temporary diversions will also be subject to management where they interact or cross construction activities. Notwithstanding this, the periods of any management or diversion will be kept to a minimum wherever possible.</p>
2.13	Special Category and	5(2)(i)(iv)	Informative	These plans show any land that is defined as Special Category Land or Crown Land, which land is subject to powers of compulsory acquisition.

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
	Crown Land Plans	and 5(2)(n)		<p>Special Category Land is defined as the land identified as forming part of a common, open space, inalienable National Trust land, or a fuel or field garden allotment.</p> <p>Crown Land is defined as the land where the Crown or Crown Bodies own land, or hold an interest in land.</p> <p>Within these plans, sheets are only included where there is Special Category Land and or Crown Land or Crown Bodies identified.</p> <p>Further details of the Special Category Land are set out in the Statement of Reasons Appendix C Special Category Land Report (document reference 4.2.X). Further details of the Crown and Crown Bodies are set out in the Statement of Reasons (document reference 4.1).</p>
2.15	Open Access Land Plans	5(2)(o)	Order drawing	<p>These plans illustrate areas of existing Open Access Land (OAL) which are in proximity to the Project.</p> <p>Areas of OAL outside the Order limits are shown as green-shaded areas and the areas of OAL within the Order limits which are affected by the Project are shown as orange-shaded areas.</p> <p>Each area of OAL within the Order limits has been given a unique reference number and is detailed within Schedule 15 (Temporary suspension of public access to access land) to the draft DCO (application document 3.1).</p> <p>Where the same area of OAL is affected in more than one location supplementary letters are given to the unique reference numbers. Thus OAL4-A and OAL4-B differentiate between 2 distinct areas of the same area of OAL affected.</p> <p>The plans follow the same sheet indexing as the Works Plans although only those sheets that show OAL affected by the scheme are provided.</p> <p>The OAL Plans should be read alongside Article 53 of the draft DCO. Article 53 permits the temporary suspension of public access to those areas of OAL within the Order limits.</p>

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
2.16	Trees and Hedgerows to be Removed and/or Managed Plans	5(2)(o)	Order drawing	<p>These plans show the trees and hedgerows that are potentially affected by the Project.</p> <p>A tree is taken to be a perennial woody plant having a main stem and usually a distinct crown with a stem diameter (measured at 1.5 m above ground level) of 75 mm or greater. A hedgerow is taken to be any boundary line of trees or shrubs over 10 m long and less than 5 m wide at the base, provided that at one time the trees or shrubs were more or less continuous.</p> <p>As per The<u>the</u> potential effect of the Project on relevant trees and hedgerows has been broken down into the following four impact categories:</p> <ul style="list-style-type: none"> • Unaffected - Individual trees, groups of trees, woodland and hedgerows that would be retained if the Project as shown were to be implemented • Potentially affected – Individual trees, groups of trees, woodland and hedgerows unlikely to be affected by the Project as per the current design but may be impacted should the infrastructure move within the LoD or subject to the Main Works Contractor(s)'s temporary construction methodology • Affected managed – Individual trees, groups of trees, woodland and hedgerows that would be managed during construction and / or operation of the Project • Removed - Individual trees, groups of trees, woodland and hedgerows that need to be removed for construction and / or operation of the Project. <p>The impact upon individual trees, sections of hedgerow or groups of trees (i.e., shown as 'potentially affected', 'affected managed' or 'removed') could change depending on the final location of the Project within the LoD.</p> <p>The data shown in the plans are clipped to a 30 m arboricultural survey</p>

Application Reference Number	Document Title	Regulation Number	Plan Type	Description
				<p>buffer of the Order Limits and are shown based on the results of site surveys and aerial imagery where site access was not available.</p> <p>Tree Preservation Order (TPO) data as shown on the these plans has been provided by relevant Local Planning Authorities (and is current as of May 2025) and their projected spatial locations may differ slightly to those recorded during the arboricultural survey undertaken by the Project.</p> <p>Further details on the effect of the Project on TPOs shown on these plans can be found in Schedule 14 of the draft DCO (document reference 3.1).</p> <p>These plans show two<u>three</u> versions of ancient woodland data:</p> <ul style="list-style-type: none"> • Ancient woodland data as shown in Natural England’s ‘Ancient Woodland Inventory’, <u>as per DCO submission</u>; and • Project defined ancient woodland, which is not officially listed on the National ‘Ancient Woodland Inventory’ (Woodland Trust, 2025). These woodlands are Local Wildlife Sites and County Wildlife Sites where their site information indicate they contain ancient woodland or ancient woodland features; <u>as per DCO submission; and</u> • <u>Updated ancient woodland data, updated in July 2025 and October 2025, from Natural England’s ‘Ancient Woodland Inventory’.</u> <p>Important hedgerows as shown on the these plans has been determined through survey by suitably qualified ecologists and a review of historical mapping.</p> <p>A small number of veteran trees outside of the project Order Limits are categorised as ‘potentially affected’ due to their root protection areas.</p> <p>The powers of the DCO in relation to trees (including those subject to TPOs, shrubs, shrubbery, hedgerows or important hedgerows are more particularly set out in articles [50] (Felling or lopping) and [51] (Trees subject to Tree Preservation Orders).</p>

- 4.1.6 The Design and Layout Plans (document reference 2.6), regulation 5(2)(o), are a suite of, illustrative or indicative design drawings that provide details on the size, layouts and heights of proposed new and existing infrastructure such as overhead line, substations and CSE compounds. They also present illustrative examples of key components of the temporary construction phase such as temporary compounds, works areas and access.
- 4.1.7 Design and layout plans for substations and cables are to be read in conjunction with the overhead line and the traffic and transport design and layout plans.
- 4.1.8 A brief overview of each drawing contained within the Design and Layout Plans (document reference 2.6) is listed in Table 4.2.

Table 4.2 List of Design and Layout Plans

Application Reference Number	Document Title	Description
2.6.1	Illustrative High Voltage Cable Direct Buried Cross Section and Construction Easement	This plan shows an illustrative underground cable working cross section through agricultural land. The working width would lie within the Order Limits shown on the Work Plans (document reference 2.3). The actual layout would vary depending on site specific factors.
	Illustrative Trenchless Crossing Standard Detail	The trenchless crossings would require the underground cables to be installed using a drill or boring method. The application documents assume that the most likely technique is using a horizontal directional drill (HDD). This plan shows an illustrative HDD underground cables installation technique under existing infrastructure. The dimensions and design may vary depending on site and installation conditions. Two areas are set up, the launch pit working area for the drilling rig and associated temporary stores/structures, the second for the reception pit working area.
	Illustrative HDD Launching and Reception Worksite Layout	This plan shows an illustrative HDD launch and reception compound layout. The equipment shown in blue on the drawing would need to be moved around the compound to the alignment of each of the ducts to be drilled.

Application Reference Number	Document Title	Description
	Illustrative Direct Pipe Launching and Reception Worksite Layout	This plan shows an illustrative direct pipe launch and reception compound layout. The equipment shown in blue and some of the equipment shown in black on the drawing would need to be moved around the compound to the alignment of each of the tunnels to be drilled.
	Illustrative Pipejack Launching and Reception Worksite Layout	This plan shows an illustrative pipejack launch and reception compound layout. The equipment shown in blue and some of the equipment shown in black on the drawing would need to be moved around the compound to the alignment of each of the tunnels to be drilled.
	Illustrative Joint Bay Arrangement Standard Detail	<p>This plan shows an illustrative joint bay cross section, layouts and above and below ground infrastructure. The joint bay would lie within the LoD shown on the Work Plans (document reference 2.3). The actual layout would vary depending on site specific factors.</p> <p>The draft DCO (document reference 3.1) includes a Requirement in Schedule 3 which requires the authorised development to be carried out in general accordance with the levels shown on these plans.</p>
	Illustrative Utility Crossing (Direct Buried) Standard Detail	This plan shows a set of illustrative direct buried utility crossings that may be used along the route to cross existing utilities / services. This drawing demonstrates two scenarios that may be used, above the existing service and below the existing service. A plan view and cross-sectional views of the crossing are illustrated.
	Illustrative Ducted Watercourse Crossing Standard Detail	This plan shows an illustrative ducted watercourse crossing that may be used along the route to cross ditches and watercourses. This drawing provides a plan view and cross-sectional views of the crossing details. Further details on the illustrative culvert are shown in drawing AENC-LSTC-ENG-DWG-0004-11 (document reference 2.6.2).
	Illustrative Primary Construction Compound Arrangement	<p>This plan shows an illustrative substation and cable construction compound. The compound comprises laydown areas, storage area with lockups, fuel/generator areas, site cabin units and temporary soil storage areas. Clearly defined parking areas are established, and traffic flow directions shown.</p> <p>The actual layout would vary depending on site specific factors, secondary and tertiary construction compounds would be much the same but at a smaller scale.</p>

Application Reference Number	Document Title	Description
	Illustrative Batching Compound Arrangement	This plan shows an illustrative batching compound delineated by soil bunds. The compound comprises the batching equipment, a laydown area, storage area with lockups, fuel/generator areas, site cabin units and temporary soil storage areas. Clearly defined parking areas are established. The actual layout would vary depending on site specific factors.
	Indicative Substation Layout	These plans show indicative layouts of the proposed Bramford Substation, EACN Substation and Tilbury North Substation. They show the proposed features including the substation boundaries, proposed permanent accesses and locations of various substation equipment and infrastructure. These plans also show the proposed gantries and where applicable existing pylons to be removed.
	Indicative Substation Elevations	These plans show indicative elevation views of the proposed Bramford Substation extension, EACN Substation and Tilbury North Substation, including the gantries and proposed substation equipment to be installed. The draft DCO (document reference 3.1) includes a Requirement in Schedule 3 which requires the authorised development to be carried out in general accordance with the levels shown on these plans.
	Indicative Cable Sealing End Compound Layout and Elevations	These plans show an indicative view of the design of the proposed CSE compounds for Wenham Grove, Great Horkesley, Fairstead, and ZB in layout and elevation. The draft DCO (document reference 3.1) includes a Requirement in Schedule 3 which requires the authorised development to be carried out in general accordance with the levels shown on these plans.
2.6.2	Illustrative Overhead Line Limits of Deviation	An illustrative plan of variability in lateral movement from a pylon centre location. This also includes the vertical LoD.
	Illustrative Pylon Wireframes and Gantries	An illustration of the standard types of pylons proposed on the Project, detailing height and footprint dimensions including configurations of cross arms and their spacings. This includes the following pylon type series: L12, L6, L2 and L8(c) standard pylons, L13 low height pylons, low duty gantries and full line tension gantries proposed across the Project.

Application Reference Number	Document Title	Description
	Illustrative Labelled Suspension Lattice Pylon	An illustration of a standard suspension lattice pylon, labelling its various components.
	Illustrative Labelled Angled Lattice Pylon	An illustration of a standard angle lattice pylon, labelling its various components.
	Illustrative Pylon Working Area	A plan illustration of the typical temporary construction area required around a lattice pylon structure to conduct the necessary works associated with delivery of goods, installation of foundations, pylon assembly and erection.
	Illustrative Pylon Conductor Pulling Position	A plan illustration of the typical temporary construction area required around a lattice pylon structure to conduct the necessary works associated with conductor stringing. This includes winch tensioners, drums and storage areas.
	Illustrative Scaffold Protection for Overhead Line Conductor Stringing	A plan illustration of the typical temporary construction area and the scaffold structure required beneath the proposed new or existing overhead lines to provide crossing protection during conductor stringing or removal. This includes the scaffold itself, netting and illustrative foundation details.
	Illustrative Pylon Foundation Details	Illustrative plan and elevation views of Pad and Column and Tube Pile foundations for L12, L6m, L13 low height L2, and L8c type pylons proposed on the Project. The plan views show how each foundation type would typically look from above and provides dimensions for each foundation type. The elevation views show how each foundation may look once constructed above and below ground, alongside typical widths and depths. Approximate concrete and excavation volumes per pylon leg are also provided.
	Illustrative Interlocking Panel Access	This plan shows a typical layout of interlocking panels that may be used to provide temporary access to different aspects of the Project. It details how individual panels are connected together to create a connected temporary access track, with potential stock proof fencing either side if required.
	Illustrative Bridge Details	This plan shows an illustrative temporary access bridge (Bailey bridge) design. This plan gives an illustrative layout plan and a cross-section of the bridge.















Application Reference Number	Document Title	Description
	Illustrative Culvert Details	This plan shows an illustrative culvert design that may be used along a temporary construction access route to cross ditches and watercourses. It shows how a culvert could be designed using infill and/or sandbags perpendicular to the direction the watercourse is flowing, with a pipe through the middle to enable water to continue flowing. This plan gives a cross-section and a side-view of the culvert.
	Illustrative Overhead Line Main Construction Compound	This plan shows an illustrative overhead line construction compound delineated by soil bunds. The compound comprises a laydown area, storage area with lockups, fuel/generator areas, site cabin units and temporary soil storage areas. Clearly defined parking areas are established, and traffic flow directions shown. Satellite overhead line compounds will be much the same but at a smaller scale.
2.6.3	Illustrative Access Bellmouth and Visibility Splay	This plan shows an illustrative temporary bellmouth design at the site access points. It shows the entrance where the proposed temporary access route meets the public highway which is required to provide suitable visibility splays. The plan shows the layout of the bellmouth including appropriate sightlines (visibility splays). It also includes cross sections of access works that abut the public highway.
	Illustrative Crossover Bellmouth and Visibility Splay	This plan shows an illustrative layout for the site crossover points, which are located where the haul road crosses the public highway. The different layouts show the general arrangement and visibility requirements, and vehicle tracking for how different vehicles would use them.
	Illustrative Bellmouth Culvert	This plan shows an illustrative layout for how culverts would be constructed beneath site access bellmouths that cross an existing ditch or watercourse. It shows how a culvert could be designed using infill and/or sandbags perpendicular to the direction the watercourse is flowing, with a pipe through the middle to enable water to continue flowing. This plan gives a cross-section and a side-view of the culvert.
	Illustrative Detail Bend Widening	This plan shows an illustrative layout for widening of bends on the public highway that are too narrow to enable construction vehicles to safely pass each other. It includes vehicle tracking to demonstrate how the extent of widening is determined.


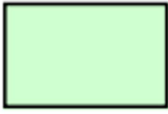





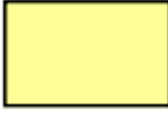
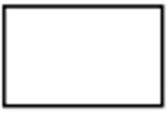





Application Reference Number	Document Title	Description
	Illustrative Haul Road Cross Section	This plan shows an illustrative layout for the haul road which connects the works sites to the public highway via the site access points. The plan shows both the layout from above, and an illustrative cross section and boundary fence layout. It includes details of the road thickness, and the general arrangement for subsoil and drainage features.
	Illustrative Passing Place Arrangement	This plan shows an illustrative layout for localised widening that provides passing places on the public highway for construction vehicles to pass each other.
2.7	Elevation Drawings – Overhead Line Profiles	<p>Each profile includes an explanatory sheet at the front. This is a detailed and annotated example of an overhead line profile explaining how the profiles should be interpreted. This describes what the different aspects of the profile are showing, what the various lines represent and what the different annotations are referring to. This example profile has no relation to the Project and the overhead line displayed is illustrative.</p> <p>After the explanatory sheet, the indicative overhead line profile is presented for the proposed 275 kV and 400 kV overhead line routes, namely the RG, JC, TB, YYJ and ZB routes. The profiles should be read alongside the Works Plans (document reference 2.3).</p> <p>The information shown on the overhead line profiles for this Project includes:</p> <ul style="list-style-type: none"> • Pylon numbers, height above ground level, angle of deviation (if the route has a bend) and status of the pylon • Span distance between adjacent pylons • Vertical scale as defined by ordnance datum • Horizontal scale from preceding angle pylon (vertical scale is 10 times that of the horizontal scale) • Location of earthwires and conductors • Conductor profile shown at maximum operating temperature • Ground profile along the route • Notable crossings along the route <p>OS Mapping strip plan (orientated so that the overhead line is horizontal).</p>

5. Plan Legend Symbolology




















5.1.1 The key features shown on the Legend of the various DCO plans are illustrated in Table 5.1.







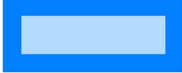


Table 5.1 Plan legend symbolology

Plan Title	Legend Entry	Symbol
Common symbols – found across multiple plans (not repeated in plan specific rows below)	Local authority boundary	
	Section boundary & local authority boundary	
	Section boundary	
	Sheet index	
	Sheet index (sheet not used for this plan set)	
	Sheet index cutlines	
	Order Limits	
Overall Location Plan	Proposed overhead line	
	Proposed underground cable	
	Existing overhead line – to be modified	
	New substation	
	Existing substation	
	New cable sealing end compound	
Master Key Plan	Section index	

Plan Title	Legend Entry	Symbol
Land Plans	Class 1: Compulsory acquisition of land	
	Class 2: Compulsory acquisition of rights – Overhead line	
	Class 3: Compulsory acquisition of rights – Underground cable System	
	Class 4: Compulsory acquisition of rights – Overhead line and underground cable	
	<u>Class 4A: Compulsory acquisition of rights – Works for the protection of existing UKOP apparatus affected by the authorised development</u>	
	Class 5: Compulsory acquisition of rights – Access	
	Class 6: Compulsory acquisition of rights – Drainage	
	Class 7: Temporary use	
Class 8: Land not subject to powers of acquisition nor temporary use		
Works Plans	Commencement of work	
	Termination of work	
	Termination and commencement of work	
	Limits of deviation: overhead lines	
	Limits of deviation: temporary overhead lines	

Plan Title	Legend Entry	Symbol
	Limits of deviation: underground cables	
	Limits of deviation: overhead line and / or underground cables	
	Limits of deviation: non-linear works	
	Limits of deviation: non-linear works (Work No. 24b)	
	Proposed full line tension gantry	
	Proposed low duty gantry	
	Proposed lattice pylons	
	Proposed low height lattice pylons	
	Proposed pylon removal	
	Proposed pylon modification	
	Proposed temporary structure	
	Proposed temporary pylon (angle structures only for 132 kV UKPN works)	
	Proposed overhead line	
	Proposed underground cable centreline	
	Proposed removal of overhead line	
	Proposed modification to overhead line	
	Proposed temporary overhead line	
	Third party overhead line to be removed	

Plan Title	Legend Entry	Symbol
	Third party existing overhead line (modified)	
	Third party proposed overhead line	
	Third party temporary overhead line diversion	
	Third party proposed underground cable centreline	
	Existing substation	
	Proposed substation (extension)	
	Centreline of Work No. 17a	
Traffic Regulation Order Plans	Street management: start/end point of traffic regulation order (Denotes all types of TRO detailed within Schedule 13 to the draft DCO)	
	Street management: Temporary traffic regulation order	
	Street management: Permanent traffic regulation order	
	Example reference for traffic regulation order	
Access, Rights of Way and Public Rights of Navigation Plans	Sheet Plans (<i>Key Plan Only to show the additional 1:6000 scale sheets</i>)	
	Street management: start/end point of temporary closure	
	Street management: temporary closure	
	Street management: temporary closure (managed)	
	Example reference for temporary closure	
	Street management: temporary diversion	
	Example reference for temporary diversion	
	Access point	

Plan Title	Legend Entry	Symbol
	Example reference for temporary site access point	<div style="border: 1px solid black; padding: 2px; display: inline-block;">RG-BXXX</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">AP-D-XXX</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">TB-UKPN-BXXX</div>
	Example reference for permanent site access point	<div style="border: 2px solid orange; padding: 2px; display: inline-block;">TN-BXXX</div>
	Example reference for temporary alteration of street layout	<div style="border: 1px solid blue; padding: 2px; display: inline-block;">CW-F-XX</div>
	Example reference for permanent alteration of street layout	<div style="border: 2px solid orange; padding: 2px; display: inline-block;">CW-B-XX</div>
	Public Right of Way existing (with accompanying Local Highway Authority reference)	
	Public Right of Way temporary closure	
	Public Right of Way temporary closure (managed)	
	Example reference point for Public Right of Way	<div style="border: 1px solid black; padding: 2px; display: inline-block;">E-FP-X.X</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">S-FP-X.X</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">N-BR-X.X</div> <div style="border: 1px solid black; padding: 2px; display: inline-block;">N-BT-X.X</div>
	Public Right of Way temporary diversion	
	Example reference for temporary diverted Public Right of Way	<div style="border: 2px solid magenta; padding: 2px; display: inline-block;">E-FP-XX-D1</div> <div style="border: 2px solid magenta; padding: 2px; display: inline-block;">E-BR-XX-D1</div> <div style="border: 2px solid magenta; padding: 2px; display: inline-block;">E-BT-XX-D1</div>
	Public Right of Way permanent diversion	
	Example reference for permanent diverted Public Right of Way	<div style="border: 2px solid green; padding: 2px; display: inline-block;">E-FP-XX-D1</div>
	Public Right of Way permanently stopped up	
	Impacted Rights of Navigation	
	Example reference for impacted Rights of Navigation	<div style="border: 1px solid black; padding: 2px; display: inline-block;">NAVX</div>
Special Category and Crown Land Plans	Extent of Special Category Land (within Order Limits)	
	Land Parcels with a potential Crown interest (within the Order Limits)	

Plan Title	Legend Entry	Symbol
	Land Parcels intersecting Common Land (within the Order Limits)	
	Land Parcels intersecting Open Space Land (within the Order Limits)	
Open Access Land Plans	Open Access Land (outside Order Limits)	
	Open Access Land (within Order Limits)	
	Example reference for Open Access Land (within Order Limits)	
Trees and Hedgerows to be Removed and/or Managed Plans	Individual TPOs	
	Tree Preservation Orders (TPO)	
	Ancient woodland inventory (Natural England) as per DCO submission	
	Project defined ancient woodland as per DCO submission	
	Updated ancient woodland (Natural England) as per October 2025	
	Veteran tree group	
	Important hedgerows	
	Veteran tree – removed	
	Veteran tree – affected managed	
	Veteran tree – potentially affected	

Plan Title	Legend Entry	Symbol
		
	Veteran tree – unaffected	
	Tree – removed	
	Tree – affected managed	
	Tree – potentially affected	
	Tree – unaffected	
	Tree groups – removed	
	Tree groups – affected managed	
	Tree groups – potentially affected	
	Tree groups – unaffected	
	Hedgerows – removed	
	Hedgerows – affected managed	
	Hedgerows – potentially affected	
	Hedgerows – unaffected	

6. Plan Specific Commentary

This section describes any specific nuances for each plan or drawing, that may aid the reader when viewing the plans. Note, this section is non-exhaustive.

6.1 General/All DCO Plans

6.1.1 All DCO plan series use OS MasterMap as the basemap. This OS MasterMap is as received from Ordnance Survey in April 2025. Therefore, it may not account for any third-party developments or changes to land-use that were not captured in the OS MasterMap at the time of receipt.

6.2 Land Plans

6.2.1 The Land Plans (~~document reference 2.2~~) show the Order land and the numbered plots within the Order Limits that are listed in the Parts of the Book of Reference (~~document reference 4.3~~). Each plot is coloured, the colouring serves to differentiate the type of rights or powers sought for each given plot within the Order Limits which corresponds to the respective interest, right or power to be acquired or used. There are instances where a plot may have more than one type of interest, right or powers sought. Where two types of interest, rights or powers are sought over a given plot (such as temporary use during construction, as well as permanent rights to operate and maintain the works), the plot is coloured according to the more extensive power required.

6.2.2 There are also white plots where the requirement had dropped away immediately before submission and no land rights are sought.

6.3 Special Category and Crown Land Plans

6.3.1 The Special Category and Crown Land Plans (document reference 2.14) show the Order land, the numbered plots within the Order Limits that are listed in the Parts of the Book of Reference (document reference 4.3), potential Open Space Land, Common Land, and land that the Crown (and relevant Crown Bodies) may have an interest in. Where known, the extent of the presumed Special Category Land within the Order Limits is overlaid as a cross-hatching for Common Land and potential Open Space Land. The Special Category and Crown Land Plans are to be read alongside Appendix C of the Statement of Reasons (document reference 4.1), in respect of Common and potential Open Space Land. Entries relating to the Crown (and Crown Bodies) are listed in the Book of Reference (document reference 4.3).

6.4 Works Plans

6.4.1 As described in Section 3.2, the Order Limits includes LoD, which allows for the adjustment to the final positioning of the Project features to avoid localised constraints or unknown or unforeseeable issues that may arise.

- 6.4.2 In some locations, these LoDs overlap and become contiguous due to the nature of works. All locations have non-contiguous sections therefore the reader can follow these around the contiguous sections to view the differences. Example of these various overlaps have been outlined in Table 6.1.

Table 6.1 Examples of Limits of Deviation overlaps

Limits of Deviation Overlap (Colours)	Location	Description
Underground cables (blue) and non-linear works (pink)	Section C, Sheet 6	Overlap of JC underground cable LoD and CSE compound LoD
Underground cables (blue) and non-linear works (pink)	Section C, Sheet 14	Overlap of JC underground cable LoD and EACN Substation LoD
Overhead line (orange), Overhead line and/or underground cables (dark green) and non-linear works (pink)	Section H, Sheet 5	Overlap of YYJ and ZB overhead line LoD, YYJ (overhead line and/or underground cable turn into Tilbury North Substation LoD and Tilbury North Substation/CSE Compound LoDs

6.5 Design and Layout Plans

Overhead Lines

- 6.5.1 Within each section of the Project there is an overhead line route with its route specific numbering sequence (RG, JC, TB, YYJ and ZB) as set out below. Every overhead line route in the country has a unique identifying numbering sequence for ease of reference.
- 6.5.2 National Grid has a suite of pylon types approved for use across its network. Some of the plans and drawings therefore refer to specific pylon types proposed on the Project; Table 6.2 contains a glossary of pylon type nomenclature.

Table 6.2 Pylon type nomenclature

Element	Description
L6	L designates 'Line', and the number is arbitrary and represents the pylon series, e.g. series 6.
L8c or L8(C)	The c means converted or coarse metricated (an imperial design in feet and inches, directly converted to metricated steel sizes)
L6m or L6(M)	The m means metricated (a design using metricated steel members)
D	Double circuit 0° deviation
D20EC	Double circuit typically up to 20° deviation. EC refers to earthwire changeover (used to change from one earthwire to two earthwires, e.g. a pylon to two full line tension gantries at a substation or CSE compound.)

Element	Description
D30	Double circuit typically up to 30° deviation
D55	Double circuit typically up to 55° deviation
D90	Double circuit typically up to 90° deviation
DT	Double circuit terminal pylon (used for connecting up to two circuits onto a gantry at a small angle)
DJT or DJ	Double circuit junction pylon (used for connecting up to two circuits onto a gantry at an angle or orientation larger than a DT can accommodate, or for a T-off change of direction for two circuits)
E	Extension (taller than standard height). E.g. E3 means 3 m taller than standard height ¹
M	Minus (shorter than standard height). E.g. M3 means 3 m shorter than standard height ¹

6.5.3 Where overhead line design and layout plans indicate a 'Zone of Influence', this refers to the area of ground that affects the pylon foundation's load bearing capacity.

Traffic and Transport

6.5.4 Several of the traffic and transport design and layout plans include engineering terminology. Table 6.3 contains a glossary of these terms.

Table 6.3 T&T Design and Layout Plan glossary

Element	Description
CBR	California Bearing Ration (CBR) is a term specifying the load bearing capacity of road pavement materials, to help engineers determine the appropriate thickness of different road layers.
Class 6F2 Capping	A type of crushed concrete that is used as a sub-base for roads
Type 1 sub-base	A type of crushed aggregate material used as a load-bearing layer beneath roads
Naue combigrid and secugrid	Types of geosynthetic material that are used to reinforce the sub-base of roads
Major road 85 th percentile speed (kph)	The speed at or below which 85% of vehicles are traveling on a given road that is used to determine appropriate speed limits

¹ Standard height is relative to the original design and not necessarily representative of the typical tower height, which will be selected based on the site conditions and criteria.

Abbreviations

Abbreviation	Full Reference
CSE	Cable Sealing End
DCO	Development Consent Order
DNO	Distribution Network Operator
EACN	East Anglia Connection Node
ES	Environmental Statement
HDD	Horizontal Directional Drilling
LHA	Local Highway Authority
LoD	Limits of Deviation
NSIP	Nationally Significant Infrastructure Project
PRoW	Public Right of Way
TPO	Tree Preservation Order
TRO	Traffic Regulation Order
UKPN	UK Power Networks

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com

Summary report: Litera Compare for Word 11.16.0.74 Document comparison done on 11/05/2026 17:46:58	
Style name: Default Style	
Intelligent Table Comparison: Active	
Original filename: 2.0 Guide to the Plans.docx	
Modified filename: 2.0 Guide to the Plans - Rev B.docx	
Changes:	
<u>Add</u>	40
Delete	33
Move From	0
<u>Move To</u>	0
<u>Table Insert</u>	4
Table Delete	0
<u>Table moves to</u>	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	3
Embedded Excel	0
Format changes	0
Total Changes:	80