The Great Grid Upgrade

North Humber to High Marnham

NHHM-NG-CNS-REP-0007

North Humber to High Marnham

Volume 2: Plans, Drawings and Sections

Document 2.1 Guide to the Plans

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nationalgrid

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1. Introduction

1.1 Overview

1.1.1 National Grid Electricity Transmission plc (National Grid) owns and maintains the national high voltage electricity transmission network throughout England and Wales.

1.1.2 The transmission network connects the power from where it is generated to the regional distribution network operators who then supply businesses and homes.

1.1.3 National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

1.1.4 National Grid has developed plans for the North Humber to High Marnham Project (the Project). The Project would support the UK government's net zero target through the connection of new low carbon energy generation and by reinforcing the transmission network.

1.1.5 The Project would establish a new 400 kilovolt (kV) transmission connection approximately 90 kilometres (km) in length between a new substation to be built in the vicinity of Birkhill Wood, located to the north of Hull near Creyke Beck in the East Riding of Yorkshire, and a new substation at High Marnham in Nottinghamshire.

1.1.6 The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand across the UK.

1.1.7 The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under the Planning Act 2008. NSIPs require a type of planning permission known as a Development Consent Order (DCO). Instead of applying to the local authority for planning permission, the developer must apply to the Secretary of State via the Planning Inspectorate for a DCO.

1.1.8 National Grid has submitted an application for development consent to the Planning Inspectorate for the Project. The Examining Authority (consisting of one or more examining inspectors), after a period of public examination, will make its recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will decide on whether development consent should be granted.

1.1.9 The Project has been identified as being critical to delivering a network which supports the clean power pathways for 2030 delivery.

1.2 Purpose and Structure of this Document

1.2.1 This Guide to the Plans accompanies the application for development consent by National Grid for powers to construct, operate and maintain the Project.

1.2.2 It has been prepared in support of the series of DCO plans and drawings submitted as **Volume 2** of the application for development consent and provides further details as to what is shown on them.

2. Route Sections

2.1.1 The Project has been sub-divided into six geographical sections for reader accessibility. These are shown on **Application Document 6.1.F1 Environmental Statement Figure 1.1 Project Location and Route Sections**. It should be noted that these differ to the 11 Route Sections the Project presented during non-statutory and statutory consultations which were presented to aid consultees in providing feedback.

2.1.2 The Route Sections are illustrated on **Application Document 6.1.F1 Environmental Statement Figure 1.1 Project Location and Route Sections**, and comprise:

- Route Section A between the proposed new Birkhill Wood Substation and the River Ouse;
- Route Section B between the River Ouse and Crowle;
- Route Section C between Crowle and North Moor (M180);
- Route Section D between North Moor (M180) and the River Idle;
- Route Section E between the River Idle and Darlton; and
- Route Section F between Darlton and the proposed new High Marnham Substation.

2.1.3 The local planning authority boundaries shown on the plans are correct at the time of submission in October 2026. County council boundaries are not shown on the plans.

2.1.4 Within each Route Section there are a number of sheets labelled numerically and ordered broadly north to south following the route of the Project. Due to the orientation of the Order Limits, some sheets may deviate slightly from the geographical order, such as in Section A and Section B.

2.1.5 **Application Document 2.5 Traffic Regulation Order Plans** have additional detailed key plans which are required to show specific detail that cannot be fully captured on the 1:2,500 scale plan series.

2.1.6 **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** have additional sheets which are required to show the detail of these plans. Various street management diversion (SMD) routes extend beyond the geographic areas shown on the 1:2,500 scale plan series sheets, therefore an additional set of plan sheets have been produced at the 1:10,000 scale to show the full extent of these diversion routes. The 1:10,000 scale plan series sheets have been labelled alphabetically and ordered broadly north to south following the route of the Project. Due to the orientation of the Order Limits and the extent of the SMD routes, some sheets may deviate slightly from the geographical order, such as in Section A.

2.1.7 To incorporate the full extent of the 1:10,000 scale plan series sheets for **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans,** bespoke key plan sheets have been produced. The start and end points of the Project Route Sections remain the same however the boundaries have been extended to cover the full extent of the larger sheets. A bespoke master key plan has

been produced as part of **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** which shows the extent of these larger key plans.

2.1.8 Image 2.1 presents a breakdown of the Project Route Sections and key plan extents for the majority of the Volume 2 DCO plans.

2.1.9 Image 2.2 presents a breakdown of the Project Route Sections and key plan extents for **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans**.

Image 2.1 – Master Key Plan: Route Sections

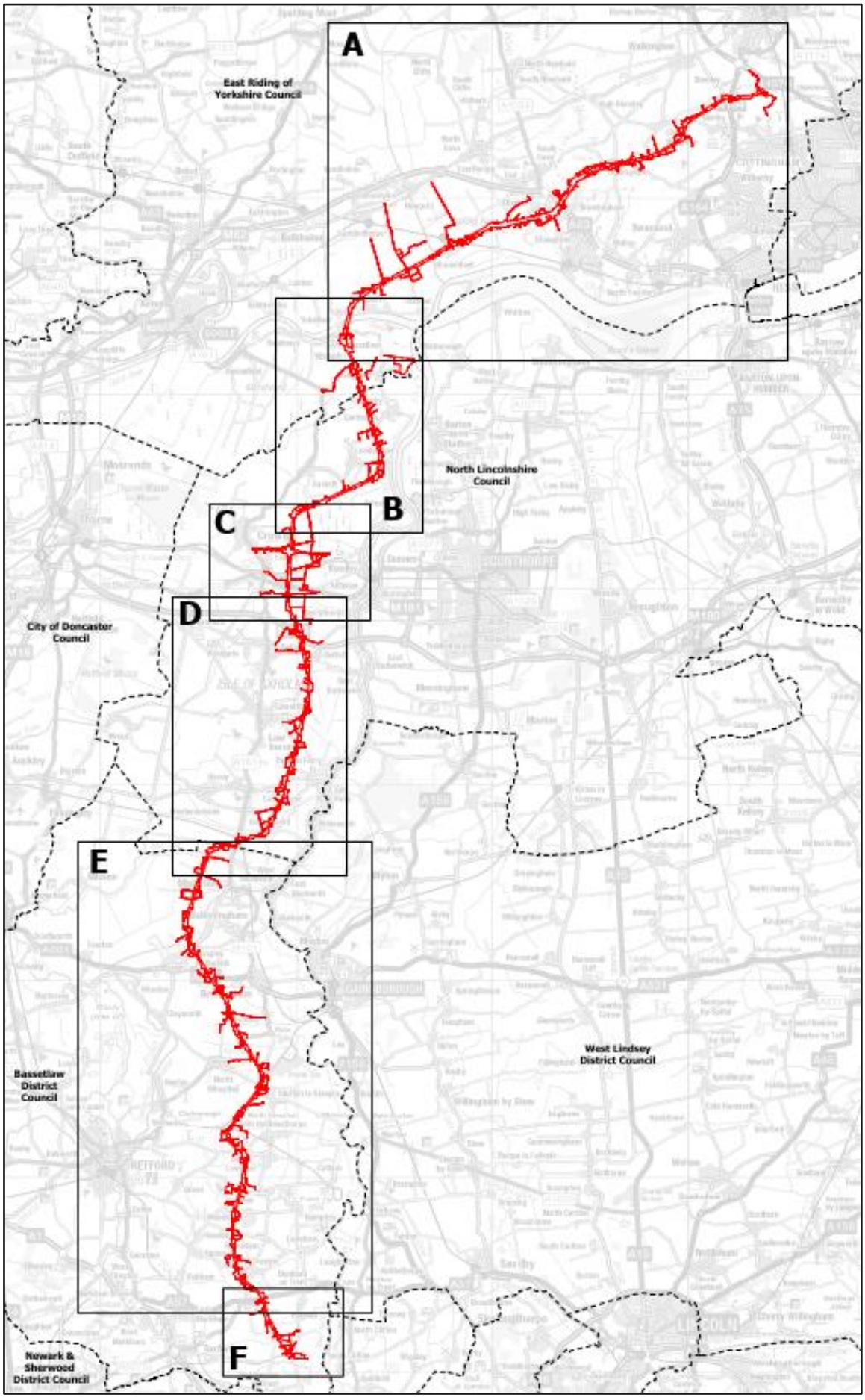
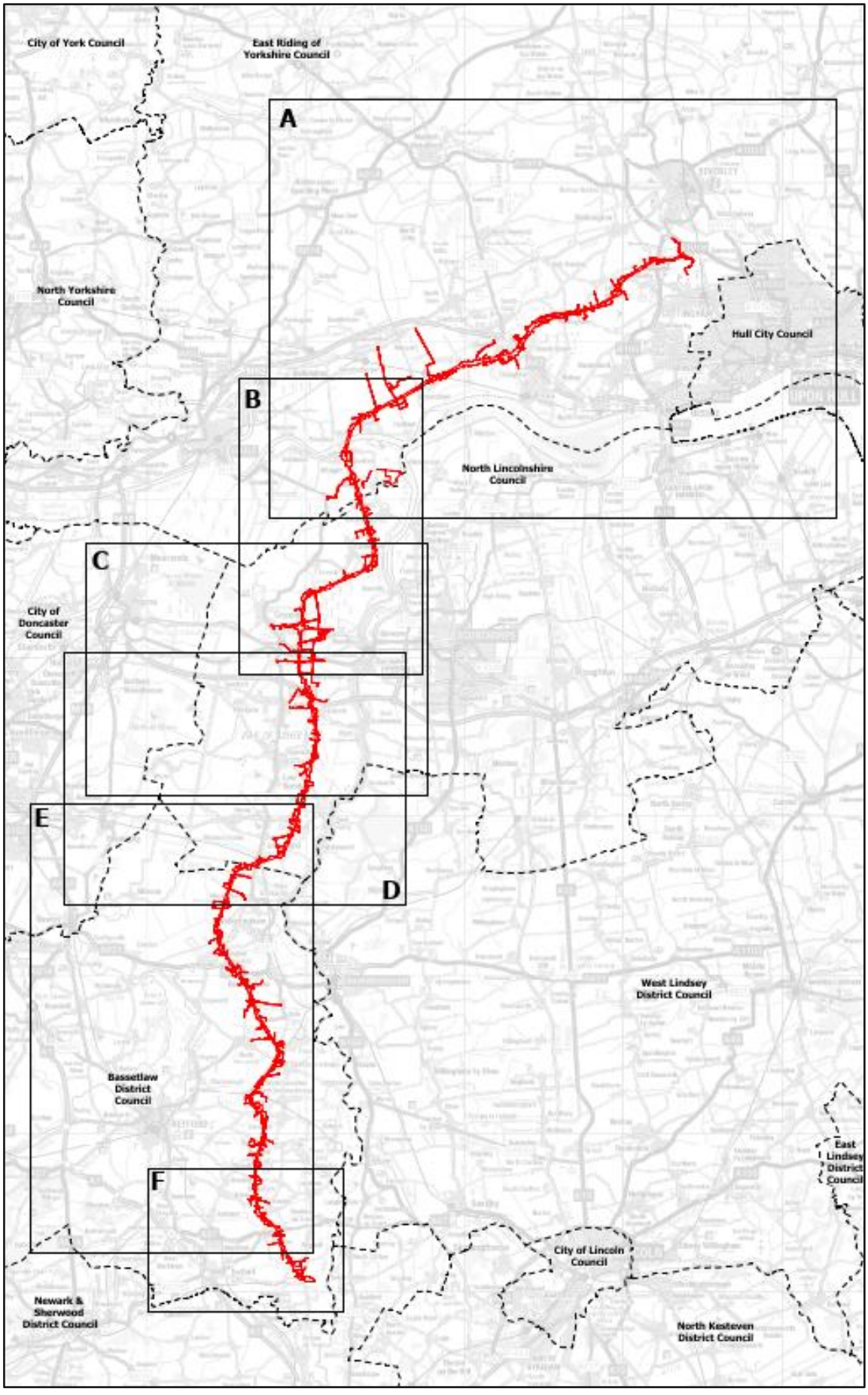


Image 2.2 – Application Document 2.6 Access, Rights of Way and Public Rights of Navigation, Master Key Plan: Route Sections



3. Features

3.1 Order Limits

3.1.1 The Project is an NSIP, and the 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 Limits of Deviation (LoD) which represent the maximum deviation for permanent features, such as the overhead line, pylons, and gantries. Further details are provided in Section 3.2 below.

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 The LoD represent the maximum deviation for proposed infrastructure.

3.2.2 As recognised in the Nationally Significant Infrastructure Projects: Pre-Application Advice on Environmental Impact Assessment (Planning Inspectorate, 2026), a necessary and proportionate degree of flexibility needs to be incorporated into the design of a development. This flexibility is required so that unforeseen issues encountered after a development has been consented can be addressed. Examples include encountering previously unidentified poor ground conditions or the identification of significant unrecorded archaeological remains which may require a pylon to be re-sited.

3.2.3 To allow for this flexibility, Limits of Deviation (LoD) have been developed for the Project components. The LoD provide a maximum distance or measurement of variation within which every component of the Project would be located. LoD have accordingly been applied horizontally and vertically. There is no limit placed on the movement of a pylon along the centreline (longitudinal LoD).

3.2.4 The horizontal LoD defines the parameters within which the position of the proposed infrastructure on the ground may deviate from the position shown on **Application Document 2.4 Works Plans**. These plans show the horizontal LoD as an orange dashed line.

3.2.5 The vertical LoD, which limits the maximum upward vertical height of new pylons are specified in **Application Document 3.1 Draft Development Consent Order** and **Application Document 6.4.A1 Appendix 4.1 Indicative Pylon Schedule**.

3.2.6 For further details regarding LoD, and site-specific variations in the horizontal and vertical LoDs, please refer to **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**.

3.3 The Alignment

3.3.1 Certain plans and documents, for example various chapters within the Environmental Statement (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 and gantries.

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, Dismantling and Reconductoring Works

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

- Existing pylons to be modified or removed; and
- Existing overhead lines to be reconductored, modified or removed.

3.4.2 Modification works refer to the changing or refurbishing of an existing asset whilst it remains in its current location. Examples of modification works include changing the crossarms of existing pylons (which will remain in situ) to accommodate angle changes, replacing pylon fittings such as insulator sets, or replacing steelwork that is perhaps damaged or corroded.

3.4.3 Dismantling works refers to the removal and disposal of existing equipment that will no longer be required at the end of the Project, for example taking down and removing pylons and conductors on existing overhead line routes.

4. Plan/Drawing Details

4.1.1 This section provides detail on what the different DCO plans and drawings show. Some plans refer to 'Indicative', and some refer to 'Illustrative', which comprise the following:

- Indicative Plans – these plans indicate the way in which National Grid expects that the Project would be arranged. These tend to be plans that show geographically specific matters, such as the indicative location of the pylons and overhead line on the profile drawings.
- 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.

4.1.2 At the start of every DCO plan series, for each Route Section, a Key Plan is available which details the sheets making up that Route Section. The plans show the Order Limits, sheet indexes, local planning authority boundaries and Route Section boundaries which show where the Project transitions into the next identified Route Section.

4.1.3 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 largely based on the content shown on the plan within each Route Section therefore, not all legend items in each section are present on every plan sheet.

4.1.4 All DCO plan series use Ordnance Survey (OS) MasterMap as the basemap, obtained in April 2026. 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.

4.1.5 As outlined in Section 2.0 of this Guide to the Plans, **Application Document 2.6 Access, Rights of Way and Public Rights of Navigation Plans** includes a secondary plan series with 1:10,000 scale sheets to show the full extent of SMD routes. To ensure clarity at this smaller scale, 1-25K OS Mapping has been used as opposed to OS MasterMap. It may not account for any third-party developments or changes to land-use that were not captured at the time of receipt.

4.1.6 The plans and drawings published to support the application for development consent are listed in Table 4.1 and Table 4.2 respectively.

Table 4.1 – List of Plans

Application document number	Document title	Regulation number [1]	Description
2.2	Overall Location Plan	5(2)(o)	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 which are interacted with, but do not form part of the Project itself.
2.2	Master Key Plan	5(2)(o)	This plan provides an overview of the different Route Sections by presenting the extent of the key plans, that subsequently make up the individual plan series. The six Route Sections (A to F) are consistent across the Volume 2 plan series. The plan also includes 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.
2.3	Land Plans	5(2)(i)(i)-(iii)	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 unique plot numbers that can be found within the **Application Document 4.3 Book of Reference**. Each plot is numbered uniquely so that the prefix of the plot number relates to the Route Section letter (A-F) and land plan sheet number on which the plot appears. For example, plot number A1-004 is in Route Section A, and on sheet 1. In instances where plots fall across two Route Sections, they are lettered and numbered based on the sheet on which they first appear. For example, plot number B8-121 first appears on sheet B8 and so is named based on that sheet even though it actually falls within Route Section C. Plots are labelled on the plans, and plots which have their full extent shown within insets are only labelled within the inset frames and not on the main sheets. Insets have been provided to show plots of small area size, narrowness, or complex shape. These insets will typically appear on the same sheet as the plot(s) they are depicting,

[1] The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Application document number	Document title	Regulation number [1]	Description
			however, in the event that a plot is both very narrow and large in length, these plots will be shown on an off page inset. This separate inset sheet will follow directly on from the main sheet with a letter suffix; for example, if a plot on sheet 12 requires an off page inset, it will be shown on sheet 12a. A cross-reference to the corresponding inset sheet is included on the relevant sheet itself. 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 compulsorily acquired or used. There are instances where a plot may have more than one type of interest, rights 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 higher power required. The only exception to this is in the instance of Class 4 (see below). In these cases, if there is another class of rights within the same plot, both colours are shown with the Class 4 orange shown as hatching. There are six classes of land powers sought within the application: • Class 1: Compulsory Acquisition of Land; • Class 2: Compulsory Acquisition of Rights – Overhead Line; • Class 3: Compulsory Acquisition of Rights – Access; • Class 4: Compulsory Acquisition of Rights – Environmental Mitigation; • Class 5: Temporary use of Land for: construction, maintenance, dismantling and/or decommissioning of redundant infrastructure; and • Class 6: Temporary use of Land for Access. Class 2 and Class 3 also include compulsory acquisition or rights within environmental mitigation areas. Further details of these six classes can be found within **Application Document 4.1 Statement of Reasons** and **Application Document 4.3 Book of Reference**.

Application document number	Document title	Regulation number [1]	Description
			The class of rights are listed in order of magnitude, starting with Class 1 (Compulsory Acquisition of land) subordinate rights within the lesser classes. The only exception to this is in the instance of Class 4 (Compulsory Acquisition of Rights – Environmental Mitigation). This means that this is a standalone class. Within the **Application Document 4.3 Book of Reference**, National Grid Electricity Transmission's interest, right or power is set out first in column 2 of Parts 1-5 with Northern Powergrid's interest, right or power set out second; National Grid Electricity Distribution's interest, right or power set out third; and British Telecommunications' interest, right or power set out fourth in the format 2/0/0/0. In instances where a plot also features Class 4 powers it is presented in brackets following National Grid Electricity Transmission's rights, in the format 2(4)/0/0/0. In addition to the **Application Document 4.3 Book of Reference** and the **Application Document 4.1 Statement of Reasons**, Schedules 9 and 10 of the **Application Document 3.1 Draft Development Consent Order** also sets out certain details in respect of land of which may be used temporarily and land of which new rights may be acquired.
2.4	Works Plans	5(2)(j)	These plans show the main permanent and temporary aspects of the Project that are described in Schedule 1 of **Application Document 3.1 Draft Development Consent Order**. The plans show the overhead line centrelines of the linear works that make up the application and associated pylons. The plans show the indicative new Birkhill Wood (Section A) and High Marnham (Section F) Substations that the Project interacts with but which, in their entirety, do not form part of the Project itself. 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; however, some deviations are required as detailed in **Application Document 3.1 Draft Development Consent Order** and **Application Document 6.4 Environmental Statement Chapter 4 Description of the Project**.

Application document number	Document title	Regulation number [1]	Description
			These plans also include 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 different elements of the works have been broken down into specific work numbers as described in Schedule 1 of the **Application Document 3.1 Draft Development Consent Order**. Commencement and termination lines have been shown on the plans where each linear work number starts and finishes. Indicative temporary construction compounds have also been included where proposed.
2.5	Traffic Regulation Order Plans	5(2)(o)	These plans show the extent of the proposed Traffic Regulation Orders (TROs) for sections of the public highway network 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. Each TRO is detailed within Schedule 11 of **Application Document 3.1 Draft Development Consent Order**, 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 speed reduction. Article 48 of **Application Document 3.1 Draft Development Consent Order** identifies the categories of TRO which are required for the purposes of constructing and/or maintaining the development comprised within the Project. Out of necessity, some of the TROs extend beyond the extent of the plan sheets at 1:2,500 scale. Therefore, 'Key Plans with Details' have been included alongside the standard Key Plans. These 'Key Plans with Details' show the full extent of any TROs that fall outside of the 1:2,500 Plan sheets. In the case where a closure falls outside of the Section Key Plan as well as the Plan Sheets (Route Section D) an inset has been provided. Further detail on Traffic Regulation Orders is described in **Application Document 7.4 Outline Construction Traffic Management Plan**. These plans also include 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.
2.6	Access, Rights of Way and Public	5(2)(k)	These plans show temporary access points from the public highway, as well as the Public Rights of Navigation, Public Rights of Way (PRoWs), roads and streets (with identified

Application document number	Document title	Regulation number [1]	Description
	Rights of Navigation Plans		diversion routes where applicable) which are required to be temporarily closed in order to construct the Project. These plans should be read alongside Articles 12, 15, 16, 17 and 51 of **Application Document 3.1 Draft Development Consent Order**, as well as Schedule 4 (Streets subject to street works), Schedule 5 (Streets subject to alteration of layout), Schedule 6 (Streets or public rights of way to be temporarily closed) and Schedule 7 (Access to works). **Reference Numbers:** For identification purposes, all proposed access points, as well as streets requiring management or closure, have been assigned bespoke references. For streets and access points, the references are first described by the type of alteration/management required, and then a unique reference number: • BM-XXX – access points for construction; • SM-XXX – start/end points for temporary street management for street closures with or without diversions; • SMD-XXX – length of street used for a diversion route; and • CW-XXX – extent of street subject to alteration due to carriageway widening (CW). The bespoke references have been assigned broadly from north to south, noting that there may be some deviations away from this general approach. For example, SM-001 would be the first street management reference showing the extent of the streets managed and SMD-001 would be the first reference for a street used for a diversion route. Some access points across the Route Sections have optionality subject to further survey works, for example, in Section B, BM-040A and BM-041A are alternatives for BM-040 and BM-041. **Application Document 6.4 Chapter 4 Description of the Project Phase** provides more detail regarding alternative access points. For coding purposes only, all PRoWs impacted by the Project have been assigned bespoke references. The start and end points of any management regimes on PRoW are identified using a unique reference starting with a letter corresponding to the Local Highway Authority (LHA) responsible for them, followed by a further two letters outlining the type of PRoW.

Application document number	Document title	Regulation number [1]	Description
			For the LHAs: • ER = East Riding of Yorkshire; • NL = North Lincolnshire; and • N = Nottinghamshire. For the PRoW designation: • FP = Footpath; • BR = Bridleway; • BW = Restricted Byway/Byway; and • BT = Byway Open to All Traffic This alphabetical coding is then followed by a numerical code representing the affected PRoW and any management along it. The first number is assigned to the PRoW based sequentially from the point at which it is first intercepted by the Project Order Limits. The number after the decimal refers to a specific point along that PRoW where the management begins and ends. For example, ER-FP-6.1 would be the first point on a footpath that is coded as PRoW reference 6 in the East Riding of Yorkshire, whilst NL-BW-12.2 would be the second point on a restricted byway that is coded as PRoW reference 12 in North Lincolnshire. The bespoke PRoW references have been assigned broadly from north to south noting that there may be some deviations away from this general approach. To maintain geographical ordering as far as practicable, some PRoW references contain an additional letter after the unique number. For example, N-FP-16A.1 would be the first point on a footpath with PRoW reference 16A in Nottinghamshire. Where PRoWs are subject to diversion, a similar referencing 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.

Application document number	Document title	Regulation number [1]	Description
			Thus, ER-FP-6D1 would be the diversion on a footpath with PRoW reference 6 in the East Riding of Yorkshire, whilst NL-BW-12D1 would be the diversion on a restricted byway with PRoW reference 12 in North Lincolnshire. Any **public rights of navigation** that are affected by the Project are identified using the reference NAV followed by a unique number. Thus, NAV3 would be the third affected area 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 (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 **Application Document 3.1 Draft Development Consent Order**. The different street and PRoW management regimes are identified by different line types on the plans. 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 **Application Document 7.6 Outline Public Right of Way Management Plan**. By managing routes in this way, they can remain open and in public use and need not be subject to longer term closures. Other PRoW may be closed for a longer period and are identified as such. Such routes will often have a diversion identified, which, if on private land is shown on the plans. In some instances, an alternative route on the existing PRoW or highway network may be available but these routes are not shown on the plans as no additional rights or powers are being sought for their use, PRoW temporary diversions may 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.

Application document number	Document title	Regulation number [1]	Description
			Display: Various street management diversion routes extend beyond the geographic areas shown on the 1:2,500 scale plan sheets. Therefore, an additional set of 1:10,000 plans have been produced to show the extent of these diversion routes. As a result, Schedule 6 of **Application Document 3.1 Draft Development Consent Order** refers to both the 1:2,500 and 1:10,000 plans that show the full extent of the closures and temporary diversions respectively.
2.8	Statutory and Non-Statutory Sites of Nature Conservation Geological and Landscape Importance	5(2)(I)	These plans show environmental designations, sites of special scientific interest, ancient woodland and other environmental features relevant to the application including notified and potential geological sites. The plans show the indicative new Birkhill Wood (Section A) and High Marnham (Section F) Substations that the Project interacts with but, in their entirety, do not form part of the application for development consent. These plans also include 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.
2.9	Habitats of Protected Species and Important Habitats	5(2)(I)	These plans show the locations of habitats of protected species and important habitats based on the Projects environmental surveys. An assessment of the effects on habitats and species is presented in **Application Document 6.8 Environmental Statement Chapter 8 Ecology**. The data shown in the plans are based on the results of site surveys and aerial imagery where site access was not available, further details can be found in **Application Document 6.8.A3 Environmental Statement Appendix 8.3 Habitat Survey Report**. These plans also include 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.
2.10	Statutory and Non-Statutory Sites and Features of the Historic Environment	5(2)(m)	This plan shows scheduled monuments, listed buildings and archaeological sites on the historic environment record. An assessment of effects on these sites is presented in **Application Document 6.10 Environmental Statement Chapter 10 Historic Environment**. Historic environment references can be found in **Application Document 6.10.A4 Environmental Statement Appendix 10.4 Cultural Heritage Gazetteers**.

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			These plans include 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.
2.11	Water Bodies in the River Basin Management Plan	5(2)(I)(iii)	This plan shows the Water Bodies and their catchment areas. The plans include 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.
2.13	Trees and Important Hedgerows to be Removed or Managed Plans	5(2)(o)	These plans show the trees and hedgerows that need to be managed and which could potentially be affected by the Project. 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. The potential impacts from the Project on individual trees, groups of trees, woodlands and hedgerows have been broken down into the following four categories: • Not affected – Individual trees, groups of trees, woodland and sections of hedgerows not affected if the Project were to be implemented. • Potentially affected – Individual trees, groups of trees, woodland and sections of hedgerows unlikely to be affected by the Project if the design as shown on **Application Document 2.4 Works Plans** were to be implemented but that might be affected/managed or removed should the flexibility afforded by the Limits of Deviation be utilised or accesses/working areas moved within the afforded flexibility within the Order Limits. • Affected managed – Individual trees, groups of trees, woodland and sections of hedgerows that would be managed through pruning, coppicing, pollarding or a reduction in height for construction and/or operation of the Project. • Removed – Individual trees, groups of trees, woodland and sections of hedgerows that need to be removed for construction and/or operation of the Project.

Application document number	Document title	Regulation number [1]	Description
			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. The data shown in the plans are clipped to a 30 m arboricultural survey buffer of the Order Limits and are shown based on the results of site surveys and aerial imagery where site access was not available. Tree Preservation Order (TPO) data as shown on the plans has been provided by relevant local planning authorities (and is current as of May 2026) and their projected spatial locations may differ slightly to those recorded during the arboricultural survey undertaken by the Project. Further details on the effect of the Project on TPOs shown on these plans can be found in Schedule 12 of **Application Document 3.1 Draft Development Consent Order** and **Application Document 7.14 Arboricultural Impact Assessment**. Important hedgerows and potentially important hedgerows, as shown on the plans, have been determined through survey by suitably qualified ecologists and a review of historical mapping. 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 article 49 (Felling or lopping of trees and removal of hedgerows) and article 50 (Trees subject to Tree Preservation Orders). These plans also include 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.
2.14	Special Category Land Plans	5(2)(i)(iv)	These plans show any land that is defined as Special Category Land, which land is subject to powers of compulsory acquisition. The ownership, occupancy and rights of which can be found in **Application Document 4.3 Book of Reference**. 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. Within these plans, sheets are only included where there is Special Category Land identified.

Application document number	Document title	Regulation number [1]	Description
			Further details of the Special Category Land are set out in the **Application Document 4.1 Statement of Reasons Appendix C Special Category Land Report**. These plans also include 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.
2.15	Crown Land Plans	5(2)(n)	These plans show any land that has been identified as Crown Land or reputed Crown Land, and which land is subject to powers of compulsory acquisition. The ownership, occupancy and rights of which can be found in **Application Document 4.3 Book of Reference**. Crown Land is defined as the land where the Crown or Crown Bodies own land or hold an interest in land. Within these plans, sheets are only included where there is Crown Land or reputed Crown Land, or Crown Bodies identified. Further details of the Crown and Crown Bodies are set out in the **Application Document 4.1 Statement of Reasons**. These plans also include 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.

4.1.7 **Application Document 2.7 Elevation Drawings** (Regulation 5(2)(o)) are a suite of indicative drawings that provide details on the locations and heights of proposed new and temporary infrastructure, and existing infrastructure.

4.1.8 **Application Document 2.12 Typical Design Drawings** (Regulation 5(2)(o)) are a suite of illustrative drawings that provide examples of key Project components of the temporary construction phase such as temporary compounds, works areas and accesses.

4.1.9 These documents have been used as an aid for interpretation but do not form part of the environmental impact assessment presented in the Environmental Statement, carried out for the Project.

4.1.10 A brief overview of each drawing contained within **Application Document 2.7 Elevation Drawings** and **Application Document 2.12 Typical Design Drawings** is listed in Table 4.2.

Table 4.2 – List of Typical Design Drawings and Elevation Drawings

Application document number	Document title	Description
2.12	List of Design and Construction Drawings	A list of all of the design and construction drawings that are available in the suite of Typical Design Drawings, alongside their sheet number and drawing revision.
	Illustrative Suspension Lattice Pylon	An illustration of a standard suspension lattice pylon, labelling its various components.
	Illustrative Tension Lattice Pylon	An illustration of a standard tension lattice pylon, labelling its various components.
	Illustrative Lattice Pylons L2 D STD, L6 J.L. EVE D STD, L8(c) D STD & L6(m) D STD	An illustration of standard suspension pylons within the L2 and L6 J.L. EVE pylon suites that currently exist on the Project. This drawing also illustrates the standard suspension pylons within the L8(c) and L6m pylon suites that are proposed to be constructed for the Project.
	Illustrative Lattice Pylons L6(m) SFT STD and L6(m) D E78	An illustration of a standard single flat formation (SFT) pylon alongside a bespoke river crossing suspension pylon, both of which are proposed to be constructed for the Project.
	Illustrative Min-Max Lattice Pylons	This drawing shows the minimum and maximum heights of pylons that currently exist on the Project, alongside the maximum and minimum heights available in the suite of pylons proposed for the Project.
	Illustrative Lattice Pylon Footprints	An illustration of a standard pylon footprint based on typical pad and column foundation type proposed on the Project.
	Illustrative Lattice Pylon Foundations	Illustrative plan and elevation views of Pad and Column and Tube Pile foundations for L6m D STD and L8(c) D STD 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.

Application document number	Document title	Description
	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 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 Lattice Pylon Conductor Stringing Positions	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 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 for access and egress of construction vehicles. The plan shows the layout of the bellmouth including appropriate sightlines (visibility splays).
	Illustrative Stone Access Road	This plan shows an illustrative layout for the haul road which connects the works sites to the public highway via a temporary bellmouth. 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 soil stockpiling 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.
	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 Culvert Details for Watercourse Crossing	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

Application document number	Document title	Description
		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 Bridge Details for Watercourse Crossings	This plan shows an illustrative temporary access bridge and foundation design. This plan gives an illustrative layout plan and a cross-section of the bridge.
	Illustrative Construction Compound (Satellite)	This plan shows an illustrative overhead line construction compound delineated by soil bunds. The compound comprises a laydown areas, storage areas, fuel/generator areas, site cabin units, temporary soil storage areas and parking areas
	Illustrative Construction Compound (Main)	This plan shows an illustrative overhead line construction compound delineated by soil bunds. The compound comprises laydown areas, storage areas, fuel/generator areas, site cabin units, temporary soil storage areas and parking areas. These compounds will be similar to the Satellite overhead line compounds; however they will be larger in size.
	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 dismantling. This includes the scaffold itself, netting and illustrative foundation details.
2.7	Elevation Drawings – Overhead Line Profiles	The information shown on the overhead line profiles for this Project includes: • Pylon numbers, height above ground level, angle of deviation (where the route changes direction) and the status of the pylon (e.g., new build); • 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;

Application document number	Document title	Description
		• Ground profile along the route; • Notable crossings along the route; and • Aerial imagery mapping (orientated so that the overhead line is horizontal). Indicative overhead line profiles are available for the 4AF, 4ZQ and ZDA, and should be read alongside **Application Document 2.4 Works Plans**. To aid interpretation of the overhead line profiles, a standalone explanatory sheet has been produced. 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.

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