

**The Great Grid Upgrade**

Eastern Green Link 5 (EGL 5)

# Preliminary Environmental Information Report

Design Development Report

Document Reference: EGL5-NGET-CONS-XX-RP-YL-089

May 2026

nationalgrid

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# Glossary and Abbreviations

Term	Definition
Alford Construction Route	A temporary means of accessing the English Onshore Scheme from the public road network during construction. It would depart the A1104 Station Road south west of Alford, traversing north and east of Alford, crossing the A1104 East Street and A1111 Sutton Road before continuing to the north east of LCS-B substation.
Eastern Green Link 5 (EGL 5)	Located between Scotland and England, the Project (EGL 5) represents major reinforcement of the electricity transmission system to meet the requirements of generation connections in Scotland. EGL 5 is expected to comprise of the following components: Scottish Onshore, Scottish Offshore, English Offshore and English Onshore. EGL 5 is expected to comprise a new converter station, HVDC and HVAC underground cables, and HVDC subsea cables.
English Offshore Scheme	All components of EGL 5 within the English marine environment up to the Mean High-Water Springs (MHWS) in England.
English Onshore Scheme	All components of EGL 5 between the electricity transmission connection point in England and the Mean Low Water Springs (MLWS) in England.
Indicative Zone for Underground Cable Assets	Identifies the areas within which the permanent cable assets would be constructed, comprising the trench (or installation area) and the associated temporary working width which would be required for excavation of the cable trench.
Indicative Zone for the new Converter Station	Identifies the area within which the permanent converter station would be located.
Indicative Converter Station Siting Zone	Identifies the potential location of the converter station platform within the Indicative zone for the converter station.
Indicative Temporary Works Zone for Construction	Identifies the areas within the draft Order Limits but outside of the Indicative zone for underground cable assets and Indicative zone for construction compounds required for other works including construction works, temporary drainage measures, diversionary works for utilities, access and PRoW and areas for design measures such as landscape planting or ecological mitigation.
Preferred Corridor	An area within which the underground cables for the Project would be located, based on the conclusions of the Corridor Preliminary Routeing and Siting Study.

<b>Term</b>	<b>Definition</b>
Preferred Siting Zone	An area within which the preferred siting area (s) for a converter station would be located, based on the conclusions of the Corridor Preliminary Routeing and Siting Study.
Shared Grimsby to Walpole haul route	The Shared Grimsby to Walpole Haul Route would be a means of accessing the English Onshore Scheme from the public road network during construction, using the same haul route proposed as part of the Grimsby to Walpole project to the LCS-B substation. The route would depart the public highway from the A1104 East Street, and continue south east, crossing over the A1111 Sutton Road and to the northeast of LCS-B substation.
Siting Area	An area of land within which a converter station, substation or switching station would be sited based on the conclusions of the Corridor Preliminary Routeing and Siting Study.
The Project	All English components of EGL 5, i.e. the English Onshore Scheme and English Offshore Scheme together.

## **Abbreviations**

CPRSS	Corridor and Preliminary Routeing and Siting Study
DCC	Design Change Control
DCO	Development Consent Order
DML	Deemed Marine Licence
GW	Gigawatt
HND	Holistic Network Design
HVDC	High Voltage Direct Current
LCS	Lincolnshire Connection Station
LoD	Limits of Deviation
MCZ	Marine Conservation Zone
MMO	Marine Management Organisation
MW	Mega Watt
NGET	National Grid Electricity Transmission plc
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
OHL	Overhead Line
OWF	Offshore Wind Farm

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<b>Term</b>	<b>Definition</b>
PA 2008	The Planning Act 2008
SAC	Special Area of Conservation
SOR	Strategic Option Report
SoS	Secretary of State
SPA	Special Protection Area
SSEN-T	Southern Electricity Networks Transmission

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# 1. Introduction

## 1.1. Introduction

- 1.1.1. This Design Development Report provides an overview of Eastern Green Link (EGL) 5 and presents the approach to design development undertaken to date for the elements of the English Onshore Scheme and English Offshore Scheme (together referred to as “the Project”). The entire extent between the proposed infrastructure onshore in Scotland and the proposed onshore infrastructure in England, are referred to as “EGL 5”.

## 1.2. Overview

- 1.2.1. National Grid Electricity Transmission plc (NGET), owns, builds and maintains the electricity transmission network in England and Wales. Under Section 9 of the Electricity Act 1989 (Ref 1), NGET as the transmission licence holder, is required to develop and maintain an efficient, coordinated and economical electricity transmission system, and in a way which considers people, places and the environment (the desirability of preserving amenity duty under Schedule 9).
- 1.2.2. NGET is working to build a cleaner, fairer, and more affordable energy system that serves everyone, powering the future of our homes, transport, and industry. EGL 5 forms part of The Great Grid Upgrade. Along with a number of other projects, EGL 5 will support the UK’s Net Zero target by reinforcing the electricity transmission network and facilitating the connection of sources of electricity, allowing clean energy generated in the UK to be carried on the network.
- 1.2.3. EGL 5 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 is generated by offshore wind) that is expected to connect to the network over the next ten years and beyond. The need case for EGL 5 is set out in more detail in the Strategic Options Report (Ref 2). Delivery of EGL 5, together with other new reinforcements across the country, will ensure this future energy transmission demand across the UK will be met.
- 1.2.4. EGL 5 is a primarily offshore 2 Gigawatt (GW) High Voltage Direct Current (HVDC) electricity link, with associated onshore infrastructure, between Peterhead, Aberdeenshire in Scotland and Anderby Creek, Lincolnshire in England. EGL 5 comprises almost 600 kilometres (km) of subsea and underground HVDC cables between new converter stations at each end of the electricity transmission link, of which approximately 423 km of cable and one converter station is within England and English Waters. These in turn are connected to the existing National Electricity Transmission System (NETS) via High Voltage Alternating Current (HVAC) cables between the new converter stations and new substations (which will be consented via other projects).
- 1.2.5. For the purposes of seeking the necessary consents EGL 5 has been split into different ‘Schemes’ i.e., Scottish Onshore Scheme, Scottish Offshore Scheme, English Offshore Scheme and English Onshore Scheme. These Schemes for EGL 5 are outlined in **Preliminary Environmental Information Report (PEIR) Volume 1, Part 1, Chapter 1: Introduction.**

- 1.2.6. EGL 5 is being jointly developed by NGET and Scottish and Southern Electricity Networks Transmission (SSEN-T). Similar to NGET, SSEN Transmission is responsible for ensuring electricity is transmitted safely and efficiently from generation to user and are responsible for securing any consents required for EGL 5 in Scotland and Scottish waters.
- 1.2.7. The Project requires development consent under the Planning Act 2008 (PA 2008), with licensable marine activities to be consented via a deemed marine licence included in the Development Consent Order (DCO). (Ref 3). NGET is responsible for all onshore infrastructure in England and offshore infrastructure in English Waters and will apply for the DCO in respect of the English Onshore Scheme and the English Offshore Scheme.
- 1.2.8. This Design Development Report forms part of a suite of documents prepared to support the statutory consultation on the Project, before NGET will prepare an application for development consent for submission to the Planning Inspectorate in 2027.

### **1.3. Purpose and Structure of this Report**

- 1.3.1. The purpose of this Design Development Report is to:
  - Explain NGET's approach to design development, and the rationale of each design stage that the Project has gone through to date;
  - Summarise the outcomes of each design development; and
  - Explain how NGET has arrived at the preferred design and options taken to statutory consultation.
- 1.3.2. This Design Development Report aims to not repeat other consultation documents, but draws upon the conclusions of those documents to explain the design development from early project optioneering and non-statutory consultation to the design presented at statutory consultation.
- 1.3.3. The structure of this Report is as follows:
  - Chapter 1: Introduction – this provides an overview of NGET and a brief description of the Project, the purpose and structure of this report and how this report relates to other design related documents;
  - Chapter 2: Relevant Legislation and Policy Context – this chapter provides a brief overview of the relevant legislation related to the design context of the Project and highlights the relevant planning policy framework, which the Project will be assessed against;
  - Chapter 3: National Grid's Approach to Design Development – this chapter sets out how NGET approaches design development in the context of National Grid's approach to consenting;
  - Chapter 4: Design Development of the Project – this chapter summarises the design development throughout each of the stages that have led to the current draft Order Limits for the Project; and
  - Chapter 5: Next Steps – this chapter provides an overview of the next steps following statutory consultation and the work involved to finalise the design for the DCO application submission.

## 1.4. Relationship to Other Documents

1.4.1. The Design Development Report draws upon various other documents submitted for statutory consultation. These include:

- **Strategic Options Report (SOR) (May 2025):** The purpose of the SOR was to set out high level strategic options for EGL 5 and highlight the initial six options considered to meet NGET's needs case to increase overall capacity and provide resilience to the Grid capacity. The Strategic Options Report Update published at statutory consultation considers the revised need case, and the strategic options for meeting this (Ref 2).
- **Corridor and Preliminary Routeing and Siting Study (CPRSS) (May 2025) (Ref 16) :** The purpose of this document was to undertake an options identification process to identify potential onshore corridor routes and then undertake an option selection process to identify a preferred onshore corridor route and Preferred Siting Zones for the converter station. These preferred options would then be taken to non-statutory consultation for feedback from stakeholders (Ref 4).
- **Eastern Green Link 5 Marine Options Appraisal (May 2025):** This document sets out the process followed for the appraisal of route options for the marine elements of the Project (Ref 5).
- **Stage 1 Consultation Report (May 2026):** This report details the consultation process for the 2025 non-statutory consultation that NGET undertook, provides an analysis of the feedback, and demonstrates how NGET has had regard to the feedback (Ref 6).
- **Preliminary Environmental Impact Assessment (PEIR) Volume 1, Part 1, Chapter 3: Reasonable Alternatives Considered (May 2026) (Ref 7):** This chapter of the PEIR presents a summary of the site selection process and consideration of the main alternatives undertaken to date for the Project in line with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations (2017) (Ref 7).
- **Converter Station Design – Background to Potential Architectural Approaches (May 2026) (Ref 8):** This document provides a background to and summary of the potential architectural approaches, including information relating to the design process that has informed them.

## 2. Relevant Legislation and Policy Context

### 2.1. Introduction

- 2.1.1. This chapter provides a brief overview of the principal legislation and planning policy of relevance to the design development of the Project. A more detailed summary of the wider regulatory and planning context of relevance to the Project is set out in **Volume 1, Part 1, Chapter 2 of the PEIR (May 2026)**.
- 2.1.2. NGET will prepare a Planning Statement which will accompany the DCO application. This will identify and consider relevant legislation and policies and provide a detailed assessment of how the Project complies with relevant planning policies.

### 2.2. Planning Act 2008

- 2.2.1. The Planning Act 2008 (PA 2008) (Ref 3) requires that projects which are Nationally Significant Infrastructure Projects (NSIPs) obtain development consent. While the Project does not meet the statutory definition of an NSIP under the PA 2008, NGET sought a Direction from the Secretary of State (SoS) under Section 35 for the proposed converter station in the East Lindsey area of Lincolnshire to be directed as “nationally significant”, which means that they would require development consent regardless.
- 2.2.2. This Direction was made by the SoS on 14 May 2025, confirming that the Project could be consented through a DCO. Accordingly, the PA 2008 provides the primary legislative framework for the consenting of the Project, with the DCO application to be examined by the Planning Inspectorate, which will make a recommendation to the SoS on whether consent should be granted or refused.
- 2.2.3. NGET must therefore apply to the SoS for development consent for the Project, and PA 2008 provides the legislative framework for the consenting of the Project.

### 2.3. Electricity Act 1989

- 2.3.1. In addition to NGET’s requirement to obtain development consent under the PA 2008, NGET also has obligations under the Electricity Act (1989). Section 9(2) of the Electricity Act 1989 (Ref 1) places general duties on National Grid as a license holder:

*‘to develop and maintain an efficient, co-ordinated and economical system of electricity transmission...’*

- 2.3.2. In addition, Section 38 and Schedule 9 of the Electricity Act 1989 requires an electricity licence holder such as National Grid, when formulating any relevant proposals for new lines and other works, to:

*‘have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest’; and ‘shall do what it reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects.’*

## 2.4. Marine and Coastal Access Act 2009

- 2.4.1. The Marine and Coastal Access Act 2009 (MCAA 2009) introduced a spatial planning system for the marine environment, including a requirement to obtain Marine Licences for works at sea. Under Part 4 of the Act, the Marine Management Organisation (MMO) is responsible for administering marine licensing for activities in English inshore and offshore waters, as well as within the UK Exclusive Economic Zone, by issuing Marine Licences. The Act also places a duty on public authorities to consider potential effects on Marine Conservation Zones (MCZs) where decisions may affect their protected features.
- 2.4.2. The Planning Act 2008 enables applicants for DCOs to include a Deemed Marine Licence (DML) within the DCO, through provisions inserted by the MCAA 2009. For the Project, it is intended that the DCO will incorporate a DML covering the offshore works. While much of the offshore cabling lies beyond UK territorial waters (12 nautical miles), the United Nations Convention on the Law of the Sea provides rights to lay and maintain such cables, which are reflected in exemptions within the MCAA 2009 marine licensing regime.

## 2.5. Relevant Policy Framework

- 2.5.1. Section 104 of the Planning Act 2008 states that:
- (2) In deciding the application the Secretary of State must have regard to—*
- (a) any national policy statement which has effect in relation to development of the description to which the application relates (a “relevant national policy statement”),*
- (3) The Secretary of State must decide the application in accordance with any relevant national policy statement....*
- 2.5.2. The National Planning Policy Statements (NPS) relevant to the Project are:
- National Policy Statement for Energy (EN-1) (2025) (Ref 9);
  - National Policy Statement for Renewable Energy Infrastructure (2024) (Ref 10); and
  - National Policy Statement for Electricity Networks Infrastructure (EN-5) (2025) (Ref 11).
- 2.5.3. The urgent national need for new energy infrastructure in order to deliver Clean Power 2030 and net zero by 2050, while maintaining a secure and resilient energy system. Low-carbon energy infrastructure is identified as a Critical National Priority and benefits from a presumption in favour of consent. EN-1 also sets out generic assessment principles and impacts applicable to energy NSIPs, including air quality and emissions, biodiversity, flood risk, historic environment, landscape, land use, noise and vibration, socio-economic effects, traffic and transport and waste management.
- 2.5.4. NPS EN-3 together with NPS EN-1, provide the primary basis for decisions on applications for development consent orders for nationally significant renewable energy infrastructure projects comprising energy from biomass and / or waste (>50 megawatts (MW)), offshore wind (>100 MW) and onshore wind (>50 MW). While NPS EN-3 does not apply directly to electricity network infrastructure, it is relevant in establishing the urgent national need for renewable generation, including offshore wind, which in turn drives the requirement for associated network reinforcement and the facilitation of future offshore connections.

- 2.5.5. NPS EN-5 specifically relates to electricity networks and Part 2 includes specific policies including consideration of good design, biodiversity and geological conservation, landscape and visual and noise and vibration.
- 2.5.6. NPS EN-5 in Section 2.9 covers the considerations for design related assessment, requiring that the application should follow the Horlock Rules (Ref 12) for the design and siting of substations, which is detailed in paragraph 2.9.18 and 2.9.19 of EN-5. Paragraphs 2.9.21 to 2.9.26 also highlight policies relating to the design of underground cabling.
- 2.5.7. NPS EN-1, EN-3 and EN-5 provide the primary policy framework that the Project needs to comply with, and have guided NGET's decision making on routeing, siting and design of the Project.
- 2.5.8. However, secondary planning policy documents are also being considered in the design process and will be an important and relevant matter in the SoS's consideration of the DCO application. These include the revised National Planning Policy Framework (NPPF) (December 2024 version; most recently updated in February 2025) (Ref 13), specific Local Plans adopted by the host Local Authorities in whose administrative boundaries the Project will be located, as well as relevant Marine Plans.
- 2.5.9. NGET will prepare a Planning Statement and submit it as part of the DCO application which will provide a full assessment of the Project's design against all relevant planning policies, including design-related policies.

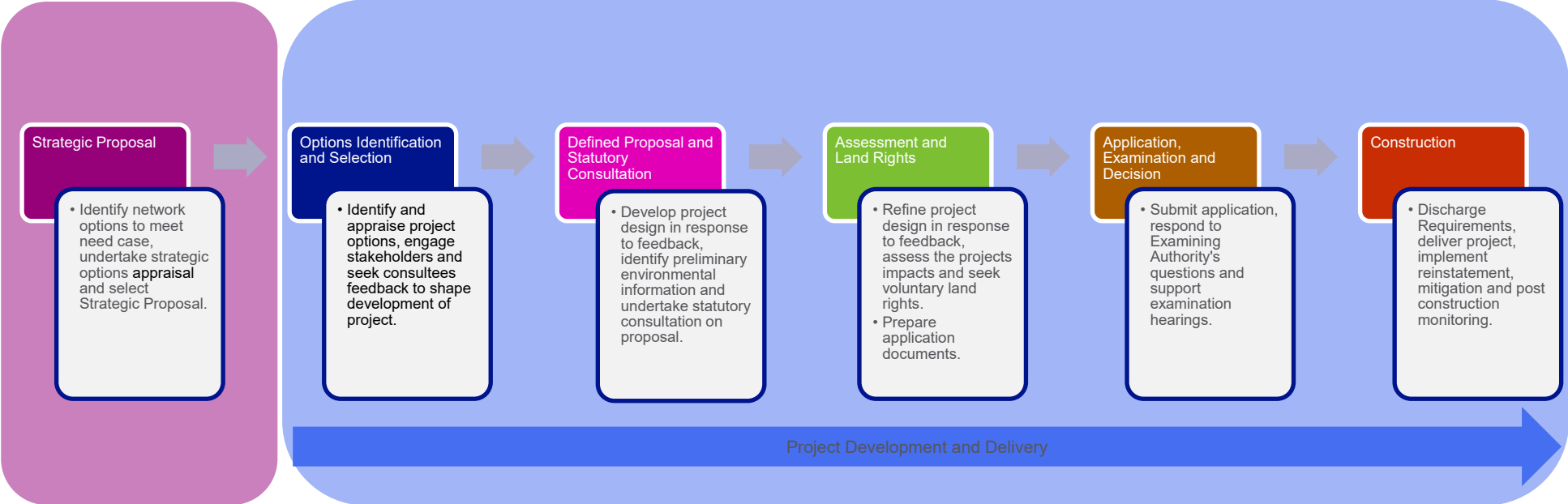
# 3. National Grid's Approach to Design Development

## 3.1. National Grid's Approach to Consenting

3.1.1. National Grid's approach to design development sits in the context of their Approach to Consenting (April 2022) (Ref 14) from initial inception to consent and construction. The approach is divided into the following six stages, as detailed on **Plate 3-1**.

- Stage 1: Strategic Proposal;
- Stage 2: Options Identification and Selection;
- Stage 3: Defined Proposal and Statutory Consultation (current stage);
- Stage 4: Assessment and Land Rights;
- Stage 5: DCO Application, Examination and Decision; and
- Stage 6: Construction.

Plate 3-1 NGET's Approach to Project Development and Delivery



- 3.1.2. The following section summarises how design development fits into Stages 1 and 2, which have been completed for the Project, and Stage 3, which is the stage the Project is currently in. Chapter 4 of this report provides details on how the design of the Project has evolved through these stages.

## **3.2. Approach to Design Development**

- 3.2.1. Within Stages 1 to 3 set out above, the Project has gone through the following design development stages so far. Each of these stages have been informed by NGET's statutory duties, planning policy, and stakeholder feedback to arrive at the Preferred Corridor Route and Preferred Siting Areas.

## **3.3. Strategic Proposal**

- 3.3.1. National Grid's Approach to Consenting sets out the process of identifying where the existing network could be modified or enhanced to deliver a required connection or an increase in capacity. If there is a need identified, then the consideration of potential strategic options is considered. A technical filter is applied to this part of the assessment to ensure potential strategic options identified meet the needs case. NGET focuses on the strategic options that best meet their obligations as the electricity provider to consumers and to the environment. Each option presented has a comparable benefit over an alternative, which include: an environmental benefit, a technical benefit, or a capital and lifetime cost benefit.

## **3.4. Options Identification and Selection**

- 3.4.1. With a strategic option selected, Stage 2 of National Grid's Approach to Consenting is the production of the CPRSS (Ref 4).
- 3.4.2. Following confirmation of the Strategic Proposal, the Options Identification and Selection process started for both the English Onshore Scheme and the English Offshore Scheme.
- 3.4.3. As explained above, through the Electricity Act 1989, NGET has statutory duties placed upon it to operate under the terms of its transmission licence. As part of these duties, the 'Holford Rules' (1959 (as amended)) (Ref 15) and 'Horlock Rules' (Ref 12) are used as two sets of guidelines for National Grid's routeing and siting approach. These set out the approach to overhead line routeing and substation design siting respectively. Whilst EGL 5 only involves underground cables, both the Holford and Horlock rules have been considered in the development of the preferred draft route corridor, alignment and subsequently the converter station layouts.
- 3.4.4. When considering the development of options for marine alignments for the Project, NGET took the decision to parallel the EGL 3 Project within English waters as far as possible and consider and coordinate with the EGL 4 Project. NGET made use of assessments and learnings from the EGL 3 and EGL 4 Projects to further inform the design of the Project. This is in line with NPS EN-5 (Ref 11), which strongly promotes coordinated and holistic offshore transmission solutions where feasible, requiring applicants to assess and evidence coordination options in order to minimise environmental and community impacts, and to plan routes and infrastructure in a strategic manner that supports the future needs of the electricity network.

### **3.5. Design Development and Evolution from Non-statutory Consultation - Design Change Control (DCC) Process and Reviews**

- 3.5.1. The next stage of the design development further builds upon feedback and requests for design changes from stakeholders raised at non-statutory consultation to refine the design of the preferred corridor route and Preferred Siting Zones.
- 3.5.2. A Design Change Control (DCC) process ensures that each identified change request is considered and recorded throughout the design development. The DCC process allows for a multi-disciplinary approach to ensuring that all design related requests are thoroughly considered. Where new information emerges, reviews may be undertaken to ensure that design decisions are still robust.
- 3.5.3. Chapter 4 below sets out how the design of the Project has evolved to that which is presented at statutory consultation.

# 4. Design Development of the Project

## 4.1. Introduction

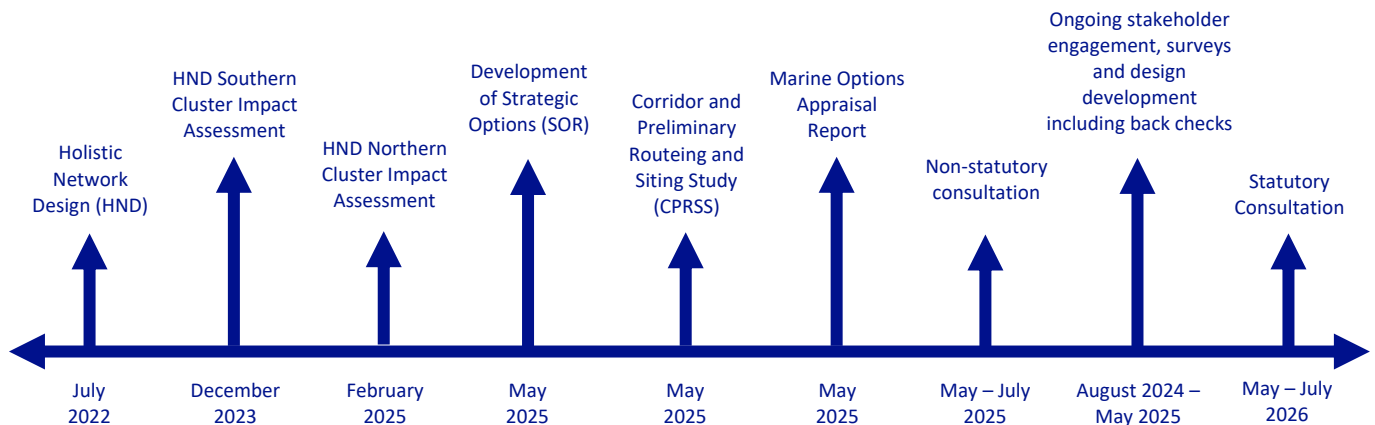
4.1.1. This document summarises the design development and evolution of the draft Order Limits from the initial Strategic Options through to the preferred draft Order Limits and preferred route option presented at statutory consultation. This chapter does not discuss any discounted options in detail. For details on discounted options, please refer to PEIR Volume 1, Part 1, Chapter 3 Reasonable Alternatives Considered.

## 4.2. Timeline from Need Case to Statutory Consultation

4.2.1. Throughout the Project’s lifetime to date, there have been stages in the design development which had informed the current preferred draft Order Limits and Project design.

4.2.2. **Plate 4-1** below shows the timeline from the Project’s inception, when the need case was established in the Holistic Network Design (HND) prepared by the National Grid Electricity System Operator, up to statutory consultation.

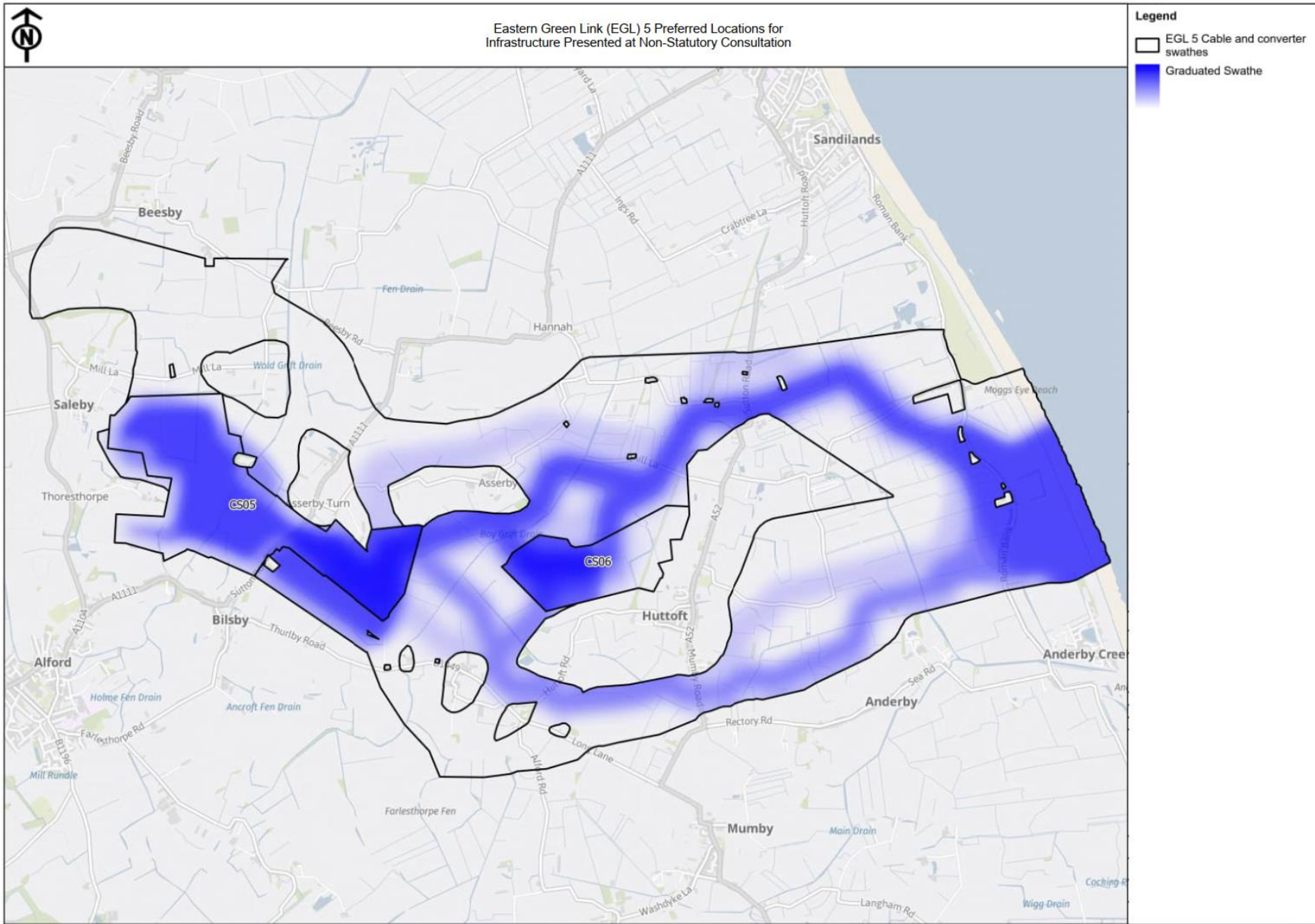
Plate 4-1 Timeline of Design Development up to Statutory Consultation



4.2.3. **Plate 4-2** to **Plate 4-5** below shows how the Project’s design has evolved from establishing the onshore graduated swathe<sup>1</sup> and indicative marine route alignments to the onshore and offshore draft Order Limits as presented at statutory consultation.

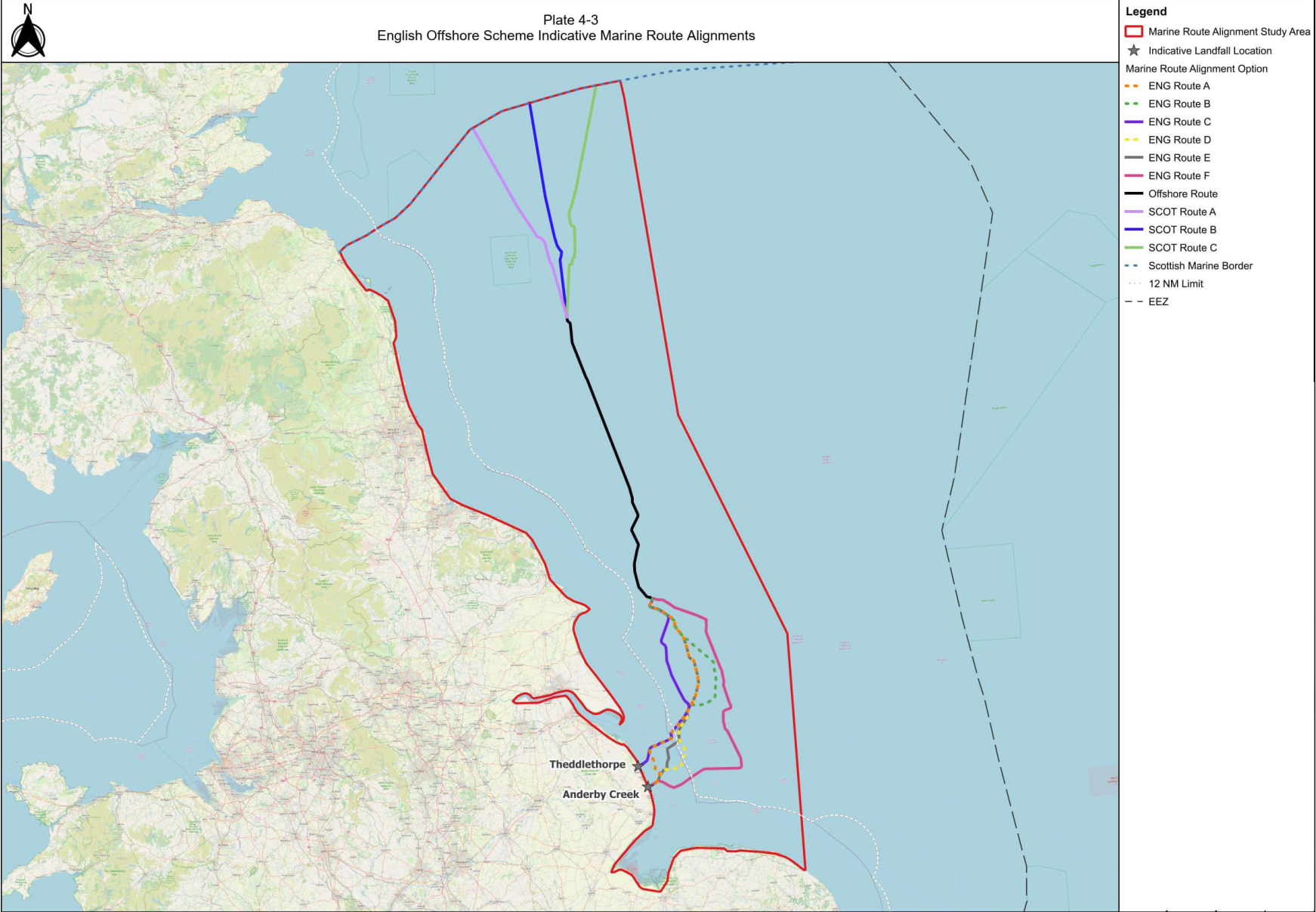
<sup>1</sup> An indicative corridor or area where darker shading in the graduated swathe indicates the areas that are likely to be more suitable for new infrastructure, while lighter shading indicates areas we believe are less appropriate.

Plate 4-2 EGL 5 English Onshore Scheme Graduated Swathe (as presented within CPRSS and at Non-Statutory Consultation)



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Plate 4-3 EGL 5 English Offshore Scheme Indicative Marine Route Alignments (as presented within the Marine Options Appraisal)



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X:\GIS\GIS\_PROJECTS\C01521 AC4\Projects\QGS\01\_LOC\01585\_EGL5\_LOC\_003.apx

Plate 4-4 EGL 5 English Onshore Scheme draft Order Limits (as presented within PEIR and at Statutory Consultation)

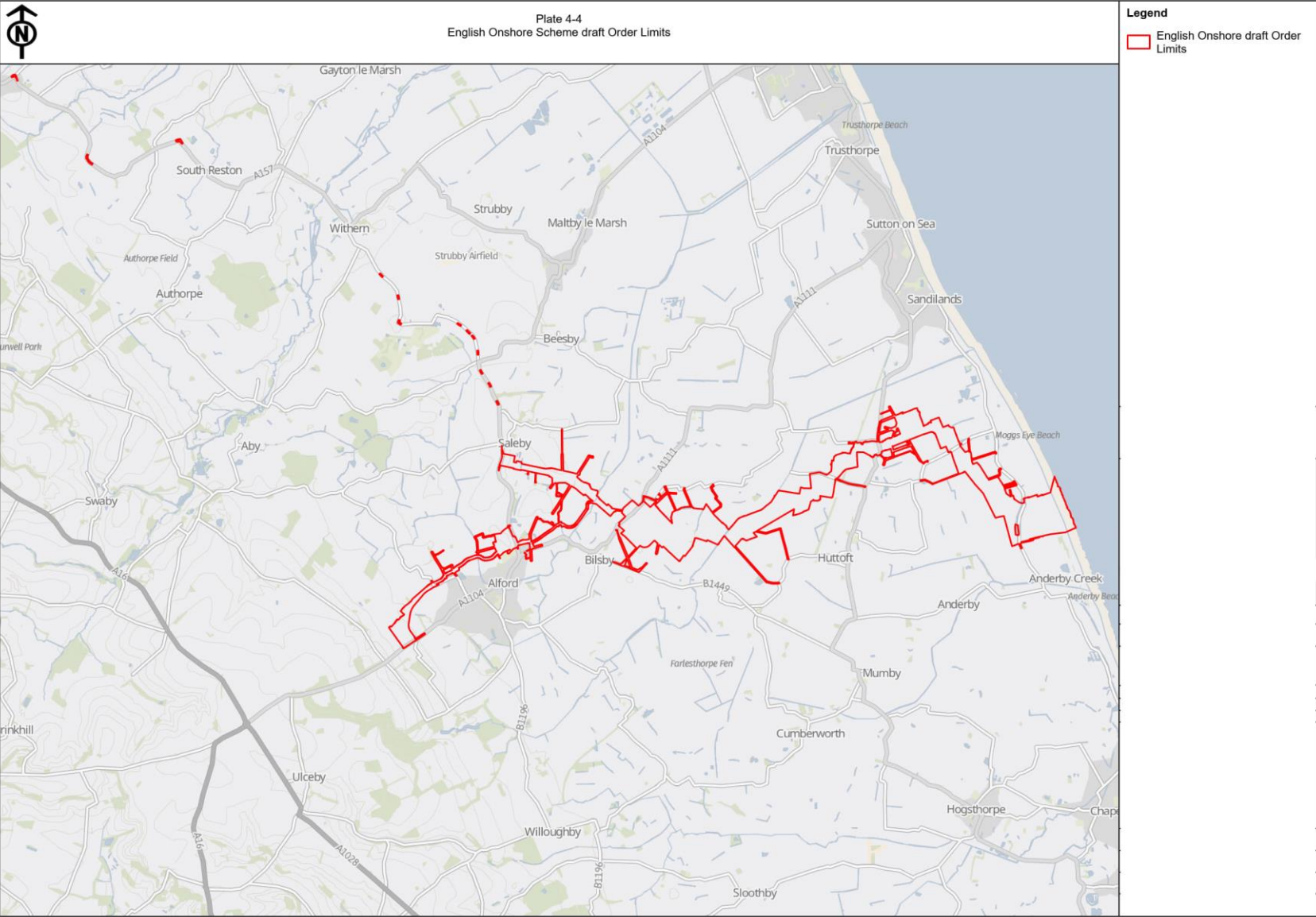
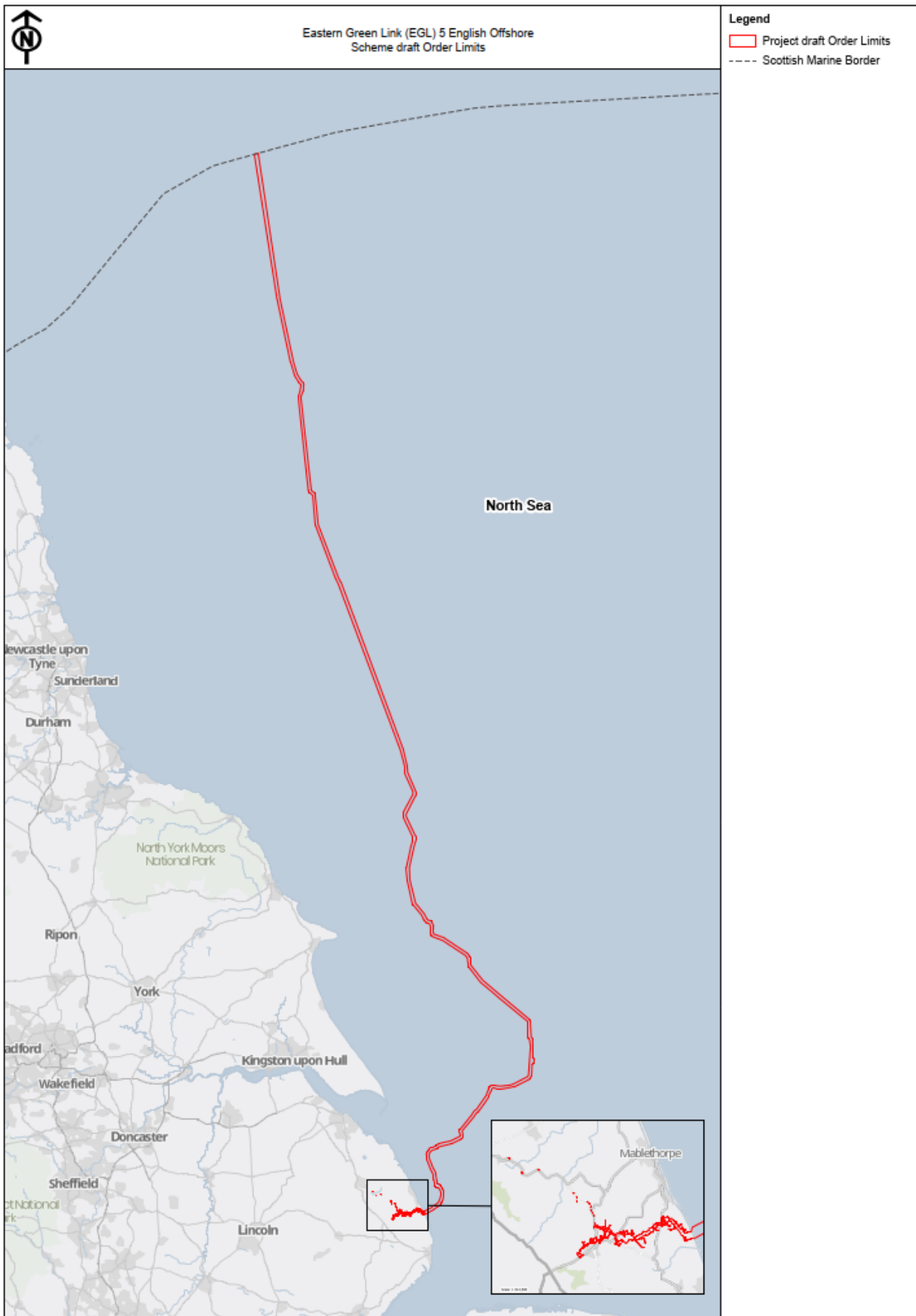


Plate 4-5 EGL 5 English Offshore Scheme draft Order Limits (as presented within PEIR and at Statutory Consultation)



## 4.3. Stages 1 and 2: Strategic Proposal to Options Identification, Selection and Non-Statutory Consultation

- 4.3.1. The following section provides an overview of the design evolution over the first two design stages: Stage 1: Strategic Options and Stage 2: Options Identification and Selection which includes preliminary routeing and siting, as well as non-statutory consultation.

## 4.4. Stage 1: Strategic Options

### English Onshore Scheme

- 4.4.1. A number of potential strategic options were identified and documented in the SOR which could meet NGET's need case for EGL 5 and enable NGET to meet its statutory duties. Initially, a long list of options was identified, connecting several potential 'start' and 'end' points. These included connection points at, or close to, existing or already planned substations, to minimise infrastructure required. These options were then appraised and filtered to obtain a short list of six options, which were subject to a detailed appraisal against technical (engineering), cost, environmental and socio-economic considerations, underpinned by planning policy considerations.
- 4.4.2. Following this detailed appraisal which involved balancing these considerations, Option 1 (Connection to Lincolnshire Connection Substation (LCS); a 546 km new offshore, primarily subsea transmission connection) was identified as the preferred option. This option included the development of a new transmission circuit from Scotland connecting to one of the two new LCS, making landfall on the Lincolnshire coastline. The majority of the new circuit is routed in the North Sea. Both new LCS (A and B) are proposed as part of the Grimsby to Walpole Project and therefore subject to an application for development consent in the future. The Grimsby to Walpole Project is being developed by NGET to reinforce the electricity transmission system to accommodate substantial increases in north-south power flows. It would add a new 400 kV transmission line and new substations between Grimsby and Walpole.
- 4.4.3. Option 1 (LCS) was preferred due to it having lower environmental and socio-economic effects than other options due to shorter, more direct underground cable routes. The shorter, more direct underground cable route also would result in lower cost for the Project in relation to cable length. This Option is also the closest to the landfall on the coastline by quite a substantial margin and therefore a comparatively reduced footprint in required land (and therefore impacts). Other options (e.g. Option 3 (Connection to New Ryhall) and Option 5 (Connection to New Walpole)) included landfall on the North Norfolk coastline, however these were less preferred due to the potential impacts on a number of statutory designated sites in the marine and terrestrial environments, such as the Wash and North Norfolk Coast Special Area of Conservation (SAC).

### English Offshore Scheme

- 4.4.4. A range of potential strategic offshore options were identified and documented through the English Marine Options Appraisal to support NGET's need case for EGL 5 and to enable NGET to meet its statutory duties. The strategic options stage focused on identifying feasible marine routeing and landfall locations within English waters through a detailed appraisal against technical (engineering), cost, environmental and socio-

economic considerations, underpinned by planning policy considerations and which also considered the subsea connection to the wider EGL 5 end-to-end network.

- 4.4.5. The initial long list of strategic offshore options combined several candidate landfalls, nearshore approaches and offshore routeing corridors. These were informed by mapped environmental, technical and socio-economic constraints, including designated marine protected areas, existing seabed infrastructure, sensitive seabed features, commercial fisheries activity, and offshore wind and interconnector development zones. Consideration was also given to planning policy frameworks, particularly the National Policy Statements and Marine Plans.
- 4.4.6. Following this broad assessment, the strategic options were refined to a set of feasible combinations of English landfalls and offshore route alignments. Earlier optioneering had ruled out landfalls in Norfolk and within The Wash due to significant environmental constraints (notably extensive designated sites), technical feasibility issues and stakeholder concerns. A previously considered landfall at Horseshoe Point was also re-examined<sup>2</sup> and confirmed unsuitable, reflecting historic issues related to navigation risk, environmental sensitivity and incompatibility with the military firing range.
- 4.4.7. Several marine route alignments were found to present high consenting and engineering risks. For example, options intersecting the Inner Dowsing, Race Bank and North Ridge SAC, or requiring long crossings of the Holderness Offshore MCZ where burial may not be achievable without significant remedial protection. Other options, while feasible, interacted with high-value aggregate extraction areas, steep seabed slopes, or areas of intense fishing activity, increasing construction risks and stakeholder concerns.
- 4.4.8. This strategic comparison concluded that offshore routeing should focus on alignments that minimise interaction with MCZs and SACs wherever feasible, reduce the length of cable requiring complex installation techniques, limit the number of crossings of existing assets, and optimise coordination opportunities alongside EGL 3 and EGL 4 corridors.

## **4.5. Stage 2: Options Identification and Selection for Non-Statutory Consultation**

- 4.5.1. Following confirmation of the Strategic Proposal, the Options Identification and Selection process started for both the English Onshore Scheme and English Offshore Scheme. Throughout this process, discussions were held by the project team to review findings, challenge judgements, check understandings and assumptions and develop a relative overview of the overall performance of the end-to-end solution for the Project.

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<sup>2</sup> It should be noted that for the EGL 3 and EGL 4 Project a landfall at Horseshoe Point was investigated. Consultation with Associated British Ports (ABP) Humber, Eastern Inshore Fisheries and Conservation Authority (IFCA), Lincolnshire Wildlife Trust and Historic England as well as initial options appraisal led to the Landfall being parked. This decision was backchecked in a EGL 5 Preliminary Landfall Siting Study and no new evidence was identified that changed this original decision.

## Landfall

- 4.5.2. As detailed in the SOR, consideration was given to strategic Project options which made landfall on either the Lincolnshire coastline or the North Norfolk coastline. Through the Strategic Options appraisal, landfall on the North Norfolk coastline was discounted through selection of the preferred Option 1. Options which included landfall via the Norfolk coastline presented more constraints, such as potential impacts to additional designated sites including the Wash and North Norfolk Coast SAC, Special Protection Area (SPA) and Ramsar, Cromer Shoal Chalk Beds MCZ and the Norfolk Coast National Landscape. Further detail on this can be found in the SOR (Ref 2).
- 4.5.3. To identify the preferred landfall location, a Preliminary Landfall Siting Study (PLSS) was carried out. Following selection of the preferred strategic option and the outcome of this PLSS, three sections of coastline were identified for appraisal:
- Saltfleetby to Mablethorpe (Theddlethorpe);
  - Sandilands to Anderby Creek; and
  - Anderby Creek to Chapel Point.
- 4.5.4. The appraisal then identified two landfall study areas at Theddlethorpe and Anderby Creek. These study areas were then subjected to an options appraisal considering the landfall parameters and the environmental, socio-economic and technical topics. The options appraisal was informed by relevant data and feedback received on the EGL 3 and EGL 4 Projects' CPRSS (Ref 16), Marine Non-Statutory Environmental Appraisal Scoping Reports (for the EGL 3 and EGL 4 Projects' English Offshore Scheme and Scottish Offshore Schemes) (Ref 17) and Scoping Report (for the EGL 3 and EGL 4 Projects' DCO) (Ref 18).
- 4.5.5. Anderby Creek was identified as the preferred landfall location over Theddlethorpe. This was driven by Anderby Creek having a lesser environmental impact on designated ecological sites in the area compared to Theddlethorpe. If Theddlethorpe landfall was taken forward, an exit point would have been required within the Greater Wash SPA and Ramsar site, within the Greater Wash SPA, and within the Saltfleetby - Theddlethorpe Dunes SSSI and the Lincolnshire Coronation Coast National Nature Reserve , adding to the consenting risk if this option was taken forward.
- 4.5.6. Another driver for the preference of Anderby Creek as the landfall location was technical complexity. With Anderby Creek, a shorter, less complex trenchless landfall technique could be undertaken, with the exit point being in relatively deeper water, simplifying the construction methodology. Several other projects including Triton Knoll Offshore Wind Farm (OWF) and Viking Link interconnector have successfully completed HDD in the Anderby Creek area, demonstrating the feasibility of the technique. Anderby Creek also offers to potential for coordination with other projects such as EGL 3 and EGL 4.
- 4.5.7. Following this, the Theddlethorpe Landfall Study Area was not considered any further in the CPRSS for the Project.

## English Onshore Route Identification

- 4.5.8. The CPRSS was undertaken to further define the location of the infrastructure. The focus of the CPRSS was on the routeing of new underground cables, and the siting of the new landfall (on the Lincolnshire coast) and converter station within the study area. **Plate 4-6** below shows the CPRSS Methodology.

## Plate 4-6 CPRSS Methodology



- 4.5.9. For the purpose of this Design Development Report, Steps 7 to 9 are of particular relevance as they involve the appraisal of corridors, siting zones and siting areas with the purpose of identifying emerging preferences, presented as a 'Graduated Swathe', for non-statutory consultation. The CPRSS Report and Chapter 3 of the PEIR provide a more detailed description to the above steps undertaken in the Option Identification and Selection process.
- 4.5.10. Similar to the SOR stage, the CPRSS options appraisal took into account environmental, planning policy, technical (engineering), socio-economic and cost considerations.
- 4.5.11. The conclusion of the review was the selection of a Preferred Corridor for the underground cables and Preferred Siting Zones for the converter station which achieved a balance of efficiency and economic factors, whilst having appropriate regard to environmental and socio-economic impacts.

## English Onshore Route Selection

- 4.5.12. Following the selection of the Preferred Corridor and the Preferred Siting Zones for the converter station, a preliminary routing exercise was undertaken to identify where it might be more appropriate to locate the required permanent underground cabling and the converter station. To indicate the more or less likely location of the proposed infrastructure, a graduated 'swathe' was produced which took into consideration environmental and socio-economic features, technical constraints, and other requirements including the NPS EN-1 and EN-5.
- 4.5.13. The onshore route selection was divided into the following components which were subject to a further comparative appraisal and option selection:
- New landfall on Lincolnshire coastline;
  - New underground cables between the landfall and the proposed LCS-B; and
  - One new converter station.

### Underground Cables between Anderby Creek Landfall and proposed LCS-B

- 4.5.14. Following identification of the Anderby Creek Landfall study area as the emerging preferred landfall and a connection to the proposed 400 kV LCS-B as preferred, route corridors for the new underground cables were reviewed. Two Corridors were identified:
- Corridor 5: This Corridor begins at the connection with the Anderby Creek Landfall, and routes west, north of Huttoft, extending over the A52 and then A1111, before finishing at the A1104 between Beesby and Alford; and
  - Corridor 6: This Corridor begins at the connection with the Anderby Creek Landfall, and routes west, south of Huttoft, extending over the A52 and A1111, before finishing at the A1104 between Beesby and Alford.
- 4.5.15. A comparative review was undertaken of the Corridors, from a technical, environmental and socio-economic perspective. Although there were minor differentiating features, such as the presence of a statutory designated heritage asset in Corridor 5, these were avoidable through careful routing and as such did not give rise to a preference within the CPRSS.
- 4.5.16. From an engineering perspective, Corridor 5 was identified as being marginally preferred. This is due to its greater flexibility, fewer technical constraints, and shorter cable route lengths for converter station siting zones. However, this was dependent on further coordination with other projects in the area, including the Grimsby to Walpole Project, EGL 3 and EGL 4 Projects' and Ossian OWF (for their onshore cables).
- 4.5.17. As such, it was considered that, subject to the selection of the preferred EGL 5 converter station Siting Zone, both Corridors 5 and 6 were to be retained as emerging preferences for the underground cable routes between the Anderby Creek Landfall study area and the proposed LCS-B, with a marginal preference for Corridor 5.

### EGL 5 Converter Station Siting Zone

- 4.5.18. The siting zones for the EGL 5 converter station were developed through the CPRSS methodology shown in **Plate 4-7**. The siting zones were developed to accommodate the converter station and associated construction compound, incoming cables, access, drainage and other related works. Five siting zones were identified for consideration:

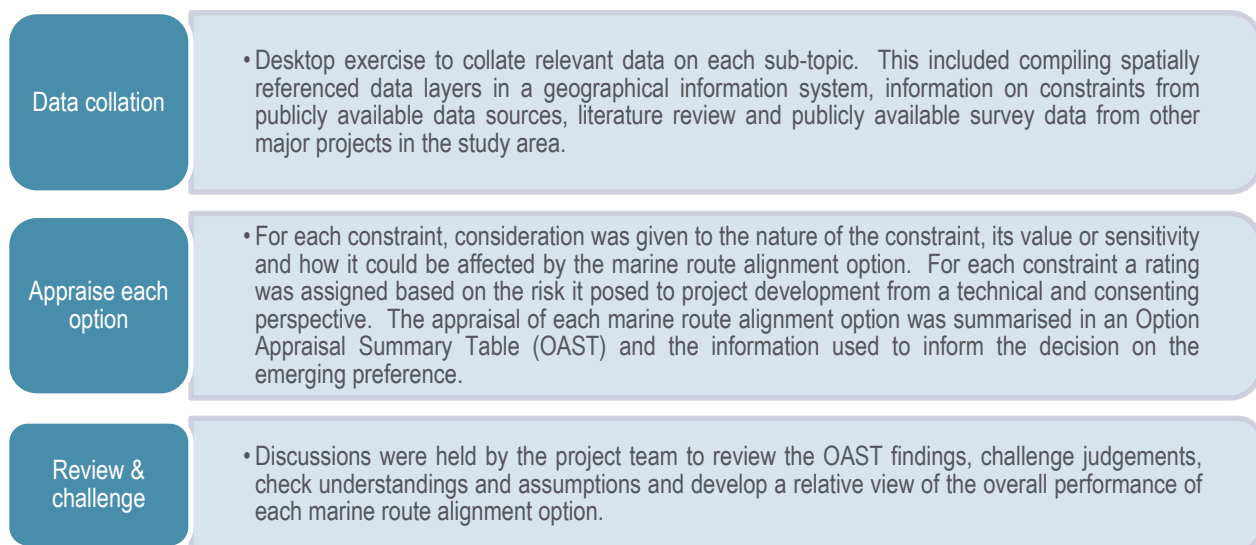
CS05, CS06, CS07, CS08 and CS16. The CPRSS sets out more detail on the siting zones.

- 4.5.19. As set out in the CPRSS, CS05 and CS06 were identified as the preferred options given their proximity to the proposed LCS-B and shorter cable distances. It was also identified that locating the converter station and LCS-B infrastructure in close proximity would reduce the extent of environmental effects. This would also reduce technical complexity during construction and offered opportunities to share infrastructure (such as haul roads). Whilst both options had identified environmental constraints, these could be avoided and/or adequate mitigation could be implemented to minimise the magnitude of impact.
- 4.5.20. The CPRSS details the discounted siting zone options in further detail and the reasons why they were not taken forward for further review.

## English Offshore Route Identification

- 4.5.21. The CPRSS was developed in tandem with the Marine Options Appraisal (May 2025). This included consideration of four topic areas; environment, socio-economic, technical and cost. Within these topic areas, there was a list of sub-topics which align with best practice informed by the requirements of relevant regulations.
- 4.5.22. **Plate 4-7** below illustrates the appraisal process stages.

### Plate 4-7 Marine Route Options Appraisal



- 4.5.23. Following the identification of potential landfall locations, the Project progressed to the identification and refinement of offshore cable routes connecting the landfall to the maritime boundary between England and Scotland.
- 4.5.24. The primary objective of the offshore route identification process was to ensure that a viable marine cable corridor could be established between the selected landfall location and the offshore connection point, while avoiding or minimising environmental, technical and stakeholder constraints. In developing offshore route options, the following criteria were applied:
- Avoid environmentally sensitive areas wherever possible.
  - Avoid locations that could interfere with safe vessel movement, such as shipping anchorages, marine aggregate extraction areas and aquaculture sites.

- Avoid known archaeological sites and shipwrecks to protect heritage assets.
- Avoid existing offshore infrastructure, including operational and consented OWFs.
- Reduce the number of crossings of existing subsea cables and pipelines, and where crossings are unavoidable, design them carefully to maintain navigational safety and suitable water depths.
- Avoid challenging seabed conditions, such as areas with mobile sediments or exposed rock, where practicable.
- Minimise disruption to other sea users, including fishing activities and local tourism, particularly where these are seasonal.

4.5.25. These criteria were used to guide option development and to inform comparative appraisal during route selection.

4.5.26. At the English landfall, six marine route alignments (ENG Route A to ENG Route F) were identified to provide flexibility in accommodating landfall constraints and offshore conditions. For the approach to the marine boundary between England and Scotland adjacent waters, three route alignments (SCOT Route A to SCOT Route C) were developed. These routes provided optionality for the offshore part of the Project, particularly in response to the presence of the proposed Morven and Ossian OWFs located in Scottish waters immediately adjacent to the marine boundary.

4.5.27. An iterative, phased process was used to appraise the landfall and marine route options. The aim of the options appraisal approach is to identify, in an auditable, robust, transparent and consistent manner, emerging preferences for siting and routeing infrastructure. The process consisted of workshops with the Project team and consultation with key marine statutory stakeholders and industry (i.e., other marine users) before a decision workshop on which options should be taken forward.

## English Offshore Route Selection

4.5.28. The marine route appraisal identified an emerging preferred approach that retained flexibility for the route through the Holderness Offshore MCZ. Two route alignments (ENG Route A and ENG Route B) within the Holderness Offshore MCZ were taken forward for further survey work. This was necessary to gather additional information on seabed and ground conditions, which would allow a more informed comparison of cable installation methods and the potential need for external cable protection within the MCZ, before either option was discounted.

4.5.29. Neither route could avoid the Holderness Offshore MCZ completely due to limited space around the southeastern side of the MCZ, where existing infrastructure is present (and where future infrastructure such as EGL 3 is planned), including an operational pipeline and the Hornsea 1 and Hornsea 2 export cables. These constraints mean there is only sufficient physical space for one cable circuit to completely avoid the MCZ, which will be utilised by the proposed EGL 3 Project.

4.5.30. The positioning of the route for EGL 5 has been developed with consideration of where the proposed EGL 3 and EGL 4 Projects originate from in Scotland to minimise cable crossings and minimise technical and engineering constraints. The EGL 4 Project has been routed across the Silver Pit Glacial Tunnel Valley using the most technically favourable alignment, characterised by lower seabed slope angles that maximise the feasibility of cable burial. While ENG Route B follows a shorter path across this feature, it presents greater technical challenge due to steeper seabed slopes.

- 4.5.31. Considering the above and in accordance with the mitigation hierarchy, ENG Route B has been selected as the preferred option for the Project as the shortest route through the MCZ which minimises potential impacts to protected features.

## **4.6. Stage 3: Defined Proposals for Statutory Consultation**

- 4.6.1. Following the CPRSS process, an overview of the Preferred Corridor, Preferred Siting Zones and associated graduated swathe from Anderby Creek Landfall to LCS-B were presented at the non-statutory consultation held from 13 May to 23 June 2025. The feedback received during this consultation and within the Scoping Opinion (Ref 19) was carefully reviewed and considered to inform the evolving design of the Project.

## **4.7. Non-Statutory Consultation**

- 4.7.1. Following feedback received from the non-statutory consultation (Ref 6), the Project underwent further design development leading up to statutory consultation. This section sets out how the design of the Project during these stages has been developed through this feedback.
- 4.7.2. It should also be noted that following Non-Statutory Consultation, when siting the Project's temporary and permanent components and refining the design, design development was informed by desk based data, site survey data that has been shared where possible and relevant from EGL 3, EGL 4 and the Grimsby to Walpole projects, and site survey data obtained for the Project.

### **EGL 5 Converter Station Siting Zone**

- 4.7.3. Two siting zone options were presented within the CPRSS (CS05 and CS06). Following non-statutory consultation feedback, CS06 was discounted as there was a higher number of responses objecting to or responding negatively to the location of converter station siting zone CS06. Further review of potential visual impacts from the two converter station siting zones also concluded that siting the converter station nearer to LCS-B would be preferable and minimise impacts. Considering this, CS05 was selected as the preferred converter station siting zone to be taken forward.
- 4.7.4. Following on from this and further consideration of feedback, additional work has been undertaken to refine the converter station siting zone and produce an Indicative zone for the converter station platform and buildings. This has largely been driven by consideration of the following factors:
- Location of the LCS-B, proposed as part of the Grimsby to Walpole Project;
  - Connection to the LCS-B substation, and consideration of other future connections. The EGL 5 Project has looked to locate the proposed converter station in such a position as to not provide a constraint to other projects which may wish to connect to LCS-B in the future;
  - Existing utilities constraints;
  - Local topography and existing ground and water conditions;
  - Existing land parcel boundaries and environmental features such as vegetation and water courses; and

- Opportunities for places to site temporary and permanent access, drainage features and environmental mitigation.
- 4.7.5. Considering the above, it was decided that the EGL 5 converter station would be sited towards the south eastern end of the CS05 Converter Station Siting Zone, within the area marked as darkest on the graduated swathe.

## Underground Cable Route

- 4.7.6. Within the CPRSS, two cable route options were presented (Corridor 5, north of Huttoft and Corridor 6, south of Huttoft). Following the selection of the preferred converter station siting zone as CS05, the route corridor options were appraised and the northern corridor (Corridor 5) was found to be preferred. This was because it avoided constraints linked to other projects (e.g. EGL 3 and EGL 4), offered more flexibility, and required a shorter overall route with lower environmental and socio-economic impacts.

## Changes outside of the Graduated Swathe

- 4.7.7. In refining the design for the components of the English Onshore Scheme, a number of design features have resulted in the need for areas of the draft Order Limits which fall outside of the Graduated Swathe originally presented at non-statutory consultation.
- 4.7.8. These features include existing overhead line diversions, drainage systems, temporary land access, road widening/modifications for construction vehicles, and haul road route options. These are detailed as follows:
- Overhead Line (OHL) interactions have been identified in the following locations, for which proposed diversions have been identified. These will require further investigation and assessment, and the appropriate diversions or alternative design measures will be confirmed within the ES. From east to west:
    - Existing overhead lines are to be diverted in the vicinity of the A52 and Nothings Lane to accommodate installation of the proposed underground cables. The area allocated allows for raising of the existing overhead lines (should this be required) to safely accommodate construction traffic. Alternatively, the design allows for underground diversion of the affected overhead line sections. Note that additional spans of existing overhead lines are included within the draft Order Limits to allow for effective electrical isolation during any diversion works that may be required for the Project.
    - Existing overhead lines are to be diverted in the vicinity of the B1449 Thurlby Road and the A1111 Sutton Road to accommodate works in the vicinity of LCS-B Substation.
    - Existing overhead lines south of Mill Lane are to be diverted as a result of vehicle movements along the Shared Grimsby to Walpole haul route.
    - Existing overhead lines intersecting / in the vicinity of both the A1111 Bilsby / Alford Road and the A1104 East Street (north east of Alford), and also north of Tothby Lane, to accommodate the Alford Construction Route.
  - Land drainage:
    - A number of areas have been extended to include the entirety of field boundaries to enable land drainage mitigation to be included if necessary. Further investigation

and assessment is needed to refine the design of land drainage, and will be undertaken for the ES.

- Temporary land access for land owners and occupiers, and for access to the English Onshore Scheme during construction, from east to west:
  - Along Green Lane;
  - Along Northing Lane;
  - East of the A52 Sutton Road;
  - Along Mill Lane, west of the A52 Sutton Road;
  - Along an existing lane perpendicular to the Alford Road, traversing north;
  - Along an existing lane traversing west and north west from Huttoft Road;
  - Two existing lanes, south of Asserby;
  - A number of access options in the vicinity of Asserby Turn, accessed via the A1111 Sutton Road;
  - Access to enable works for overhead line diversion, north of the B1449 Thurlby Road; and
  - Along an existing lane south of Mill Lane;
- Road widening and permanent modifications to public highway for delivery of components
  - 13 identified locations along the A1104, A157, and B1373 northwest of the English Onshore Scheme;
- Haul Route / Construction Traffic Routes to Site:
  - Part of the Shared Grimsby to Walpole haul route and most of the Alford Construction Route lie outside of the graduated swathes presented at non-statutory consultation. Access routes to site were not considered in detail for Strategic Optioneering and the CPRSS appraisal process and were not presented within these documents. Therefore these have been added to the design since identification of the potential converter station and corridor locations. The proposed haul roads are within the draft Order Limits which will be presented at statutory consultation.

## Offshore

- 4.7.9. Post non-statutory consultation, a minor modification was made to the ENG Route B in order to route around the Outer Dowsing OWF Artificial Nesting Structure. After consultation with Outer Dowsing, the ENG Route B was modified to avoid this proposed infrastructure by 500 m.

## 4.8. Approach to presenting the draft Order Limits

- 4.8.1. At this statutory consultation, NGET is presenting the draft Order Limits as an indicative corridor to allow for flexibility as the design of the Project's progress post statutory consultation and up to DCO submission. The draft Order Limits allow for flexibility, but has also sought to minimise land take as far as possible. The General Arrangement

drawings forming part of the suite of consultation documents have an indicative corridor labelled as “Indicative Zone for Temporary Construction Works”, which is the area within the identified draft Order Limits.

- 4.8.2. The General Arrangement drawings also provide an indicative corridor route for the underground cabling. This area is labelled as “Indicative Zone for Underground Cable Assets”. This area shows where the underground cabling could be routed within the draft Order Limits.
- 4.8.3. For the purpose of this statutory consultation, NGET is not presenting exact locations of temporary works, as the Project is subject to further design changes up to DCO submission. For DCO submission, these indicative areas for temporary works, the underground cabling and siting for the converter station will progress to final Order Limits and ‘Limits of Deviation’ (LoD). LoD identify a maximum distance or measurement of variation within which the permanent works must be constructed. For example, previously unidentified poor ground conditions may require proposed infrastructure to be re-sited slightly for geotechnical reasons, therefore, to allow for this, LoD will be provided, allowing the permanent works to be constructed within these limits.

## **4.9. Design Change Control (DCC) Process**

- 4.9.1. The DCC process was developed by NGET to ensure that each identified change request (termed as Design Change Request (DCR)) was robustly considered by NGET’s specialist teams covering environment, planning, technical (design and construction) and land rights, and reasons for changes throughout the design development are recorded and evidenced.
- 4.9.2. The DCC process is a multi-stage assessment used to:
  - Robustly consider each proposed change to ensure all decisions are recorded; and
  - Provide an audit trail of the reasons for changes being made or rejected.
- 4.9.3. The DCC process is a multi-disciplinary, holistic approach to design decision making, seeking to achieve good design as required by planning policy, and avoid technical and environmental impacts, where practicable. The DCC process enables the Project to demonstrate how NGET has had regard to external feedback, received through the non-statutory consultation, technical stakeholder engagement with statutory bodies, and landowner engagement.
- 4.9.4. The process of considering potential design changes is comprised of an initial filter for benefit and feasibility, an assessment incorporating inputs from relevant technical experts, and further stages of additional study if required. The outcome of the consideration of potential design changes was either that a change was included in the Project design, or that the change was not made following balanced and informed consideration.
- 4.9.5. Following the closure of the non-statutory consultation, a number of design changes have been incorporated into the proposal for the Project. Proposed design changes have been carefully considered in the context of environmental constraints and opportunities, engineering feasibility and cost, and planning policy considerations.
- 4.9.6. The preferred corridor for the English Onshore Scheme intersects with the draft Order Limits for the Grimsby to Walpole Project. In particular, the proposed LCS-B, where the underground cables for the English Onshore Scheme intend to connect to. Additionally, the preferred corridor for the Project intersects with the draft Order Limits for the EGL 3

and EGL 4 projects at the Anderby Creek Landfall. Where DCRs affected shared infrastructure, overlapping corridors, or the same receptors, DCRs were assessed collaboratively with the Grimsby to Walpole and EGL 3 and EGL 4 teams to ensure a coordinated approach.

## Identified DCRs along the Preferred Corridor and Siting Zones for EGL 5

- 4.9.7. Prior to completion of the PEIR and statutory consultation, two changes were made to the Alford Construction Route as follows, using the outlined DCC process, and in response to environmental design input and feedback:
- Relocation of the indicative location for the western compound adjacent to the Alford Construction Route, and the haul route's junction with the public highway on the A1104 Station Road, to be further away (south west) from the Alford Crematorium. Initially the junction and compound were due to be located in the adjacent field, but have been moved into the next field over to provide distance from the facility. Relocation further to the west to provide further separation would require two overhead line crossings, resulting in numerous additional land parcels being affected, and therefore this was discounted.
  - Adjustment of the Alford Construction Route to avoid pasture land associated with a residential property north of Alford Road, used for keeping horses.

## 4.10. Approach to Temporary Works

- 4.10.1. This section briefly explains how the siting of temporary works has been considered during the design development process.
- 4.10.2. As well as the locations of the permanent components of the English Onshore Scheme, the temporary construction areas, including indicative zone for construction compounds, proposed temporary access tracks and points (and bellmouths and visibility splays) have been considered as part of the design development process. These were reviewed, appraised and refined as needed to seek to avoid potential environmental, socio-economic and land ownership impacts as well as technical constraints as far as practical.
- 4.10.3. Design development has sought to promote good design to be considered at an early conceptual stage by avoiding environmental impacts at the outset, where practicable. This includes using the mitigation hierarchy (i.e. to avoid, then reduce and then compensate) to avoid impacts in the first instance by locating project features away from sensitive receptors where practicable and considering measures that can be embedded into the design where sensitive features and receptors cannot be avoided.
- 4.10.4. As part of the design development process, the following design selection principles were considered and applied, drawn from NGET's experience and the Project's specialists supporting the process:
- Avoidance of key sensitive features and receptors by applying appropriate offsets between the English Onshore Scheme and the identified features, where practical. This included minimising or re-orientating construction working areas to avoid effects on potential receptors where practical.
  - Consideration of the space technical constraints such as existing third-party utilities, space available, future restrictions etc.

- Shortest route preference to reduce impacts by minimising the amount of infrastructure and overall construction areas. Subsequently, this approach would also reduce the costs of the Project which ultimately reduces the cost to the consumer.
- Ensuring safe access opportunities and inclusion of permanent and temporary access routes.

## 5. Next Steps

- 5.1.1. The feedback from the non-statutory consultation together with further technical and environmental work has led to the development of the draft Order Limits, showing the Indicative Zone of Underground Cable Assets, the Indicative Zone for the Converter Station and indicative locations for offshore cables and temporary works e.g. haul roads and temporary compounds, which are the subject of this statutory consultation.

### 5.2. Next Steps

- 5.2.1. The Project continues to be the subject of ongoing consultation with stakeholders and members of the public.
- 5.2.2. Statutory consultation will be undertaken between **29 May** and **24 July 2026**. All feedback during this consultation will be reviewed and considered in further development of the design, where practicable.
- 5.2.3. Further detailed assessments and studies will continue across the Project, including technical and environmental assessments. The outcomes of this work, together with the consideration of feedback from statutory consultation, may further inform and refine the design where practicable, including proposed locations of permanent and temporary infrastructure.
- 5.2.4. Ongoing environmental impact assessments will therefore continue to inform further design development and the potential mitigation measures required, and this progress and assessment will be presented in the ES which will form part of the DCO application submission.

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

Registered in England and Wales  
No. 4031152  
[nationalgrid.com](http://nationalgrid.com)