

Town and Country Planning Act 1990

Norwich to Tilbury – Pre-application consultation and approach to stakeholder engagement



June 2026

The Great Grid Upgrade

Norwich to Tilbury

wsp | **nationalgrid**



01

Introduction

TCPA Pre-Application Process

The Great Grid Upgrade

Norwich to Tilbury

wsp | **nationalgrid**

Introduction to Norwich to Tilbury

Norwich to Tilbury will be a new 400 kilovolt (kV) electricity transmission connection for approximately 180 km from the Norwich Main substation via Bramford substation, a new East Anglia Connection Node (EACN) Substation and a new Tilbury North Substation.

The Department for Energy Security & Net Zero has tasked National Grid (NG) to deliver this critical national infrastructure project by 2030, with construction due to commence in 2027.

With electricity demand expected to double in the next few years, this upgrade will strengthen electricity capacity across East Anglia, helping to deliver cleaner, more affordable, home-grown energy to where it is needed most, in Norfolk, Suffolk, and Essex, supporting local and regional economic growth.

The Norwich to Tilbury project is currently at the Examination stage – this started in February 2026 and is due to run until August 2026.

The Early Enabling Works Programme

National Grid need an efficient and effective start early in 2027 to ensure programme timetable adherence.

Early Enabling Works (EEWs) have been chosen to provide the maximum benefit to the project with the minimum impact. They help reduce the risk of delays later in the project and support the government's ambition to accelerate these critical projects. This approach can significantly help the construction partners by getting some basic infrastructure ready for when the main DCO work commences later in 2027.

Other DCO infrastructure works have included TCPA planning applications to allow selected early enabling works, including Hinckley Point (delivery of highway works) and A12 Chelmsford to A120 Widening Scheme DCO (compound and ecology mitigation).

NG have reviewed commencement the project – carefully selected early enabling works across the help the project get a prompt start. Key to an efficient – seek to minimise pre-commencement conditions such as highways approvals.

These applications are separate from our application for development consent. They are not necessary to achieve project timescales but allow us to progress earlier. It allows competition of any vegetation removal before the 2027 bird nesting season

National Grid's design team has worked to minimise vegetation removal. Proposals will include a reinstatement, planting and BNG programme once the Norwich to Tilbury project is complete and all temporary construction works are removed. If consent isn't secured for the DCO, any early works underway would be fully reinstated.



02

TCPA 1: Main Works Compound and associated highway works, Old Bury Road

Package 70

The Great Grid Upgrade

Norwich to Tilbury

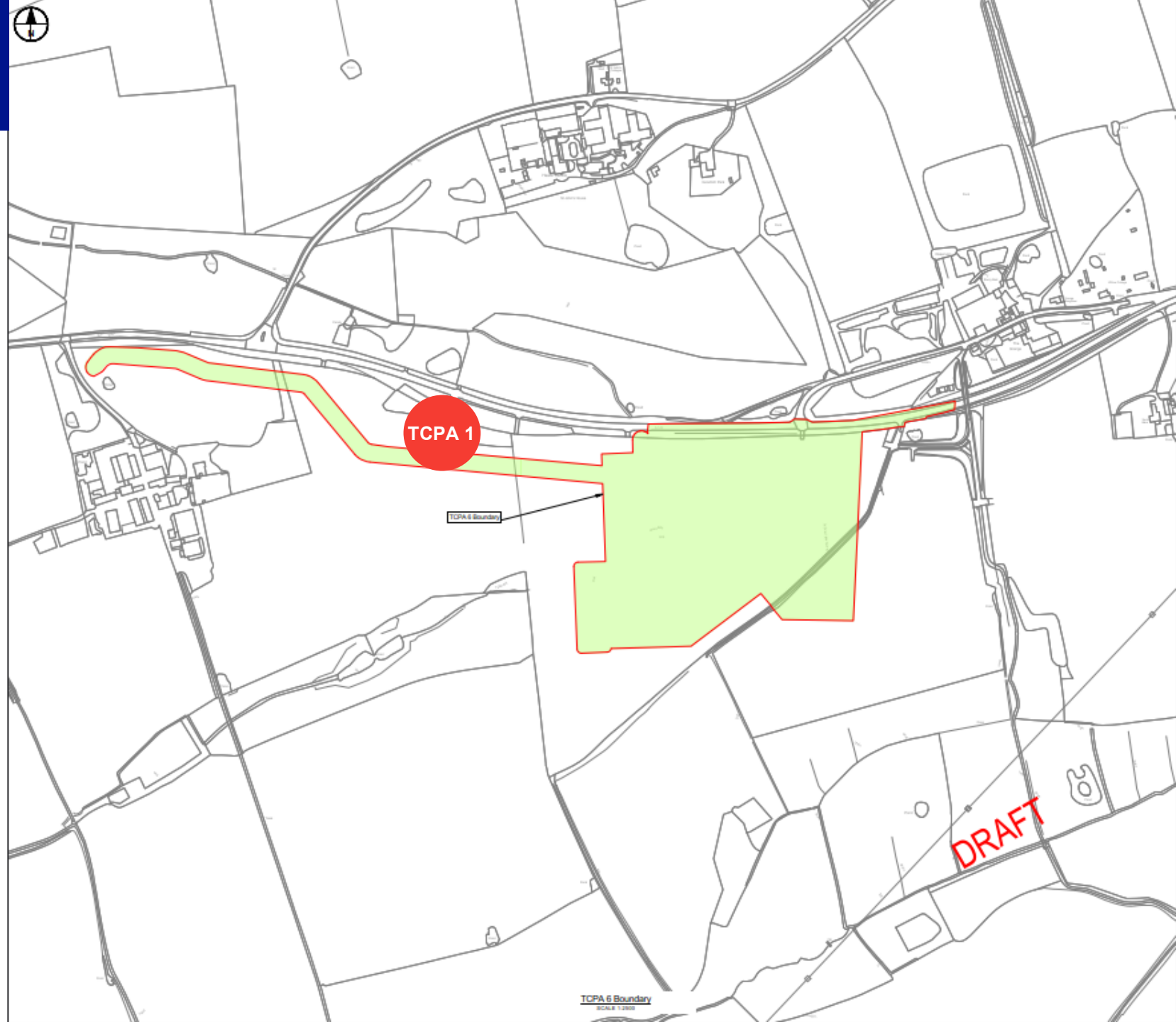
nationalgrid

TCPA – 1

Package 70

TCPA 1 (H05-A2 / H06-A1)

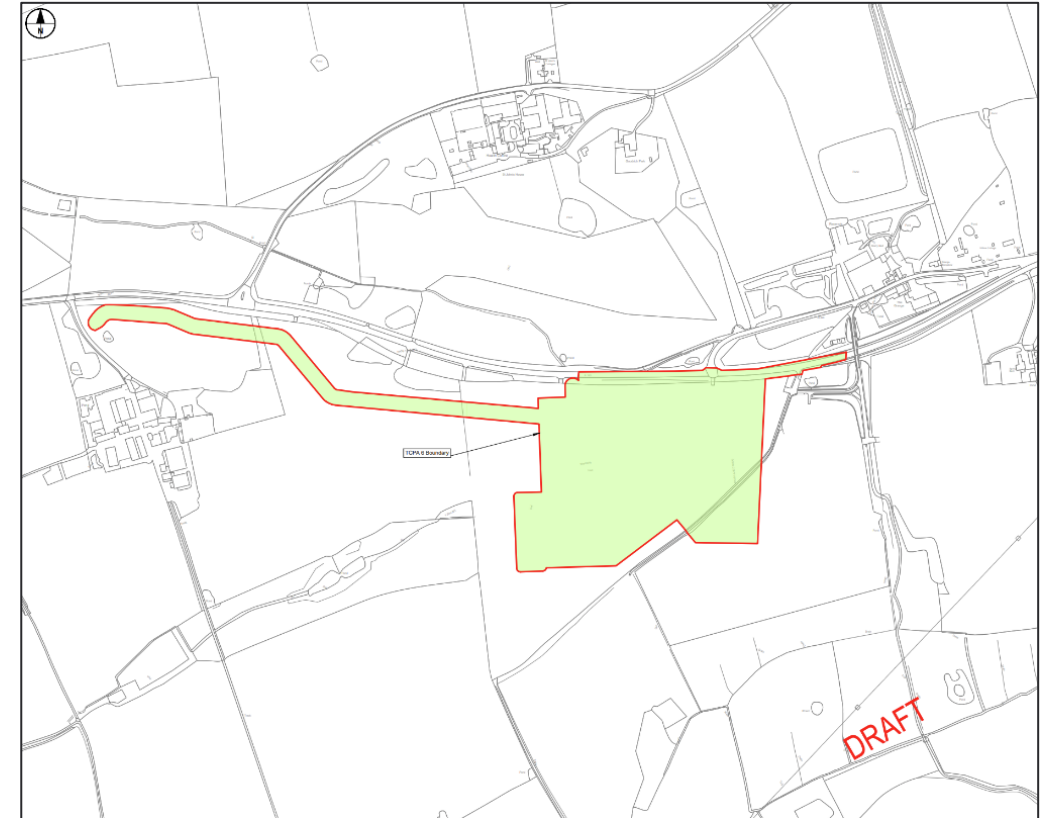
Construction of Main Works Compound (RG-Main) located to the south and from Old Bury Road including associated vegetation removal and construction works associated with existing Bellmouth RG-B065.



TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

Planning application will include the following works:

- **Establishment of Main Works Compound (RG-Main):** Located south of Old Bury Road, accessed via existing bellmouth RG-B065. The compound will facilitate activities associated with the construction of the EEWs, following the grant of the DCO.
- **Construction of bellmouths:** Works associated with bellmouth RG-B065, which will serve as the access point to the construction compound. Scope of any utility works remains subject to confirmation by construction partners.
- **Vegetation clearance:** Clearance of vegetation to enable access and construction activities.
- **Access and construction works:** Provision of access routes and associated construction works linked to the compound.
- **Temporary traffic management:** Measures for Old Bury Road to support construction activities. Current assumption is that these traffic management measures will not require planning permission but will be detailed in any application for information. These include lane closures to allow for access works.



Site boundary

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

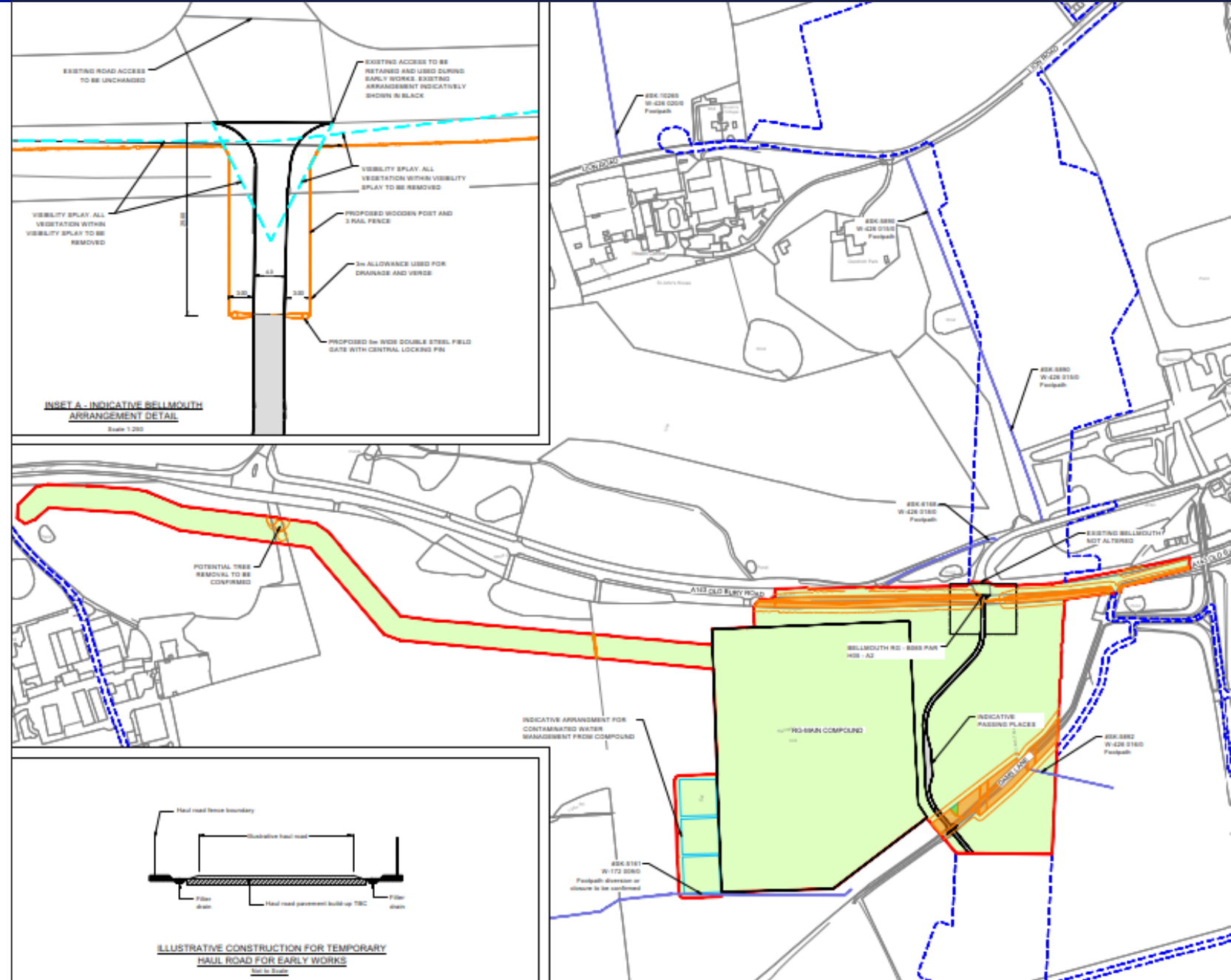


Potential tree removal

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

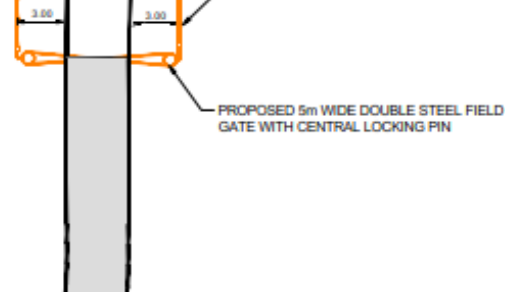
Legend

	Scheme order limits for GGP Norwich to Tilbury
	TCPA Boundary
	Public Right of Way (PRoW)
	PRoW temporary closure (Managed)
	Potential areas for topsoil stockpiles
	Root protection area
	Visibility splay
	Vegetation Potentially Affected
	Vegetation Unaffected



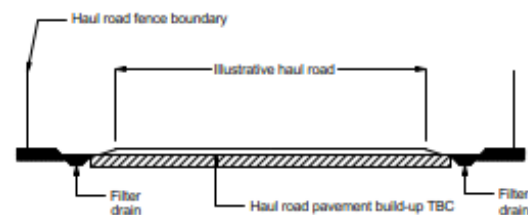
**INSET A - INDICATIVE BELLMOUTH
ARRANGEMENT DETAIL**

Scale 1:250



POTENTIAL TREE
REMOVAL TO BE
CONFIRMED

INDICATIVE ARRANGEMENT FOR
CONTAMINATED WATER
MANAGEMENT FROM COMPOUND



**ILLUSTRATIVE CONSTRUCTION FOR TEMPORARY
HAUL ROAD FOR EARLY WORKS**

Not to Scale

A143 OLD BURY ROAD

BELLMOUTH RG - B065 PAR
H05 - A2

INDICATIVE
PASSING PLACES

TRANS LANE

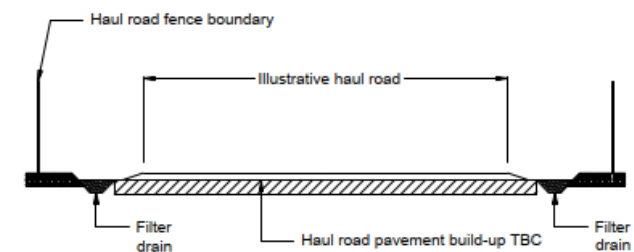
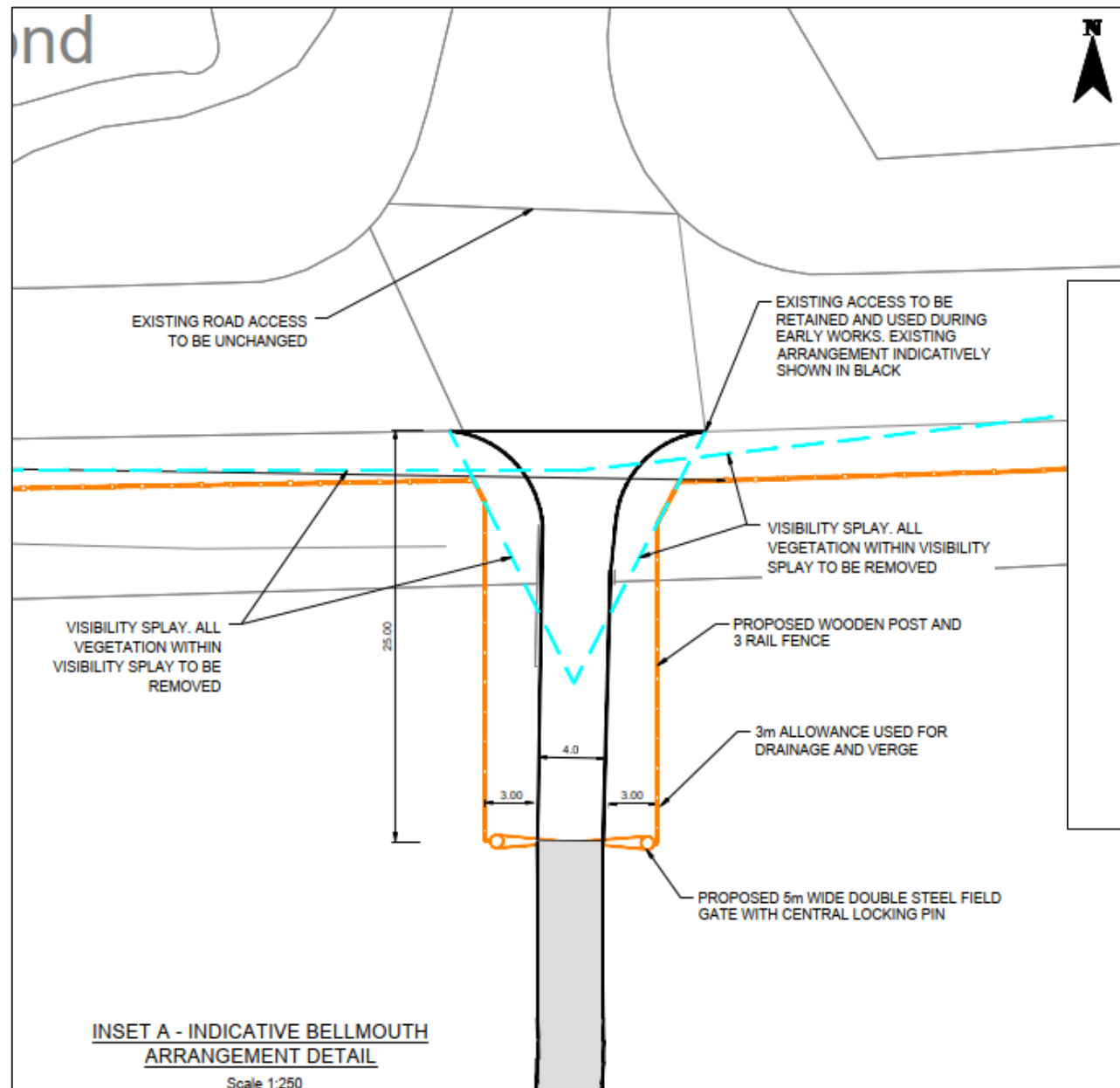
#SK:5892
W-426 016/0
Footpath

EXISTING BELLMOUTH
NOT ALTERED

#SK:5890
W-426 015/0
Footpath

#SK:5168
W-426 018/0
Footpath

#SK:5161
W-172 009/0
Footpath diversion or
closure to be confirmed



**ILLUSTRATIVE CONSTRUCTION FOR TEMPORARY
 HAUL ROAD FOR EARLY WORKS**

Not to Scale

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

Environmental Context

- The DCO for the wider NtoT Scheme has been submitted by NG. The ES has assessed these works as part of the wider scheme. No further effects are anticipated as a result of these EEW.
- Additional survey reports for ecology and cultural heritage will be submitted alongside the TCPA Application.
- The Site lies within Flood Zone 1, with some areas of surface water flood risk within the boundary.
- The Site is located within agricultural land situated along Old Bury Road within MSDC area to the east of Worham.
- Situated within South Norfolk and High Suffolk Claylands National Character Area (NCA).
- No designated landscapes have been identified in proximity to the Site.
- Two PRowWs intercepts the EEW (Footpath 6153 and Footpath 6150).
- Whilst the construction of the EEW will potentially result in environmental effects, given the temporary nature of the works and the mitigation measures to minimise potential impacts, these effects will not be significant.



TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

Ecological Context

- Four SSSI recorded within 1km of the Site, and Redgrave & South Lopham Fens Ramsar within 5km. Shadow HRA screening to be submitted with planning application.
- Minor tree and hedgerow loss will be required to facilitate the development. Ecological baseline surveys ongoing to inform design and mitigation.
- Trees with bat roosting suitability identified within the site, to be subject to aerial inspection surveys where impacts cannot be avoided. Bat activity surveys not proposed due to limited and temporary impacts.
- No badger setts identified within 30m of site, although incidental evidence of latrines and mammal runs recorded.
- Options and requirement for GCN mitigation currently being explored, including Low Impact Class Licence.
- Planning application will include ecological desk study and survey information within an Ecological Impact Assessment, with any appropriate mitigation.
- Three Veteran trees were recorded within the site, with one additional veteran tree recorded within 350m of the site.
- Biodiversity Net Gain (NPPF Paragraph 180(d): Biodiversity Net Gain is mandatory under the Environment Act 2021, requiring development to deliver a minimum 10% net gain, calculated using the statutory metric and secured for at least 30 years. The LPA will assess compliance with these requirements as part of the application.



TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

Key planning constraints and relevant national and local policies are summarised below:

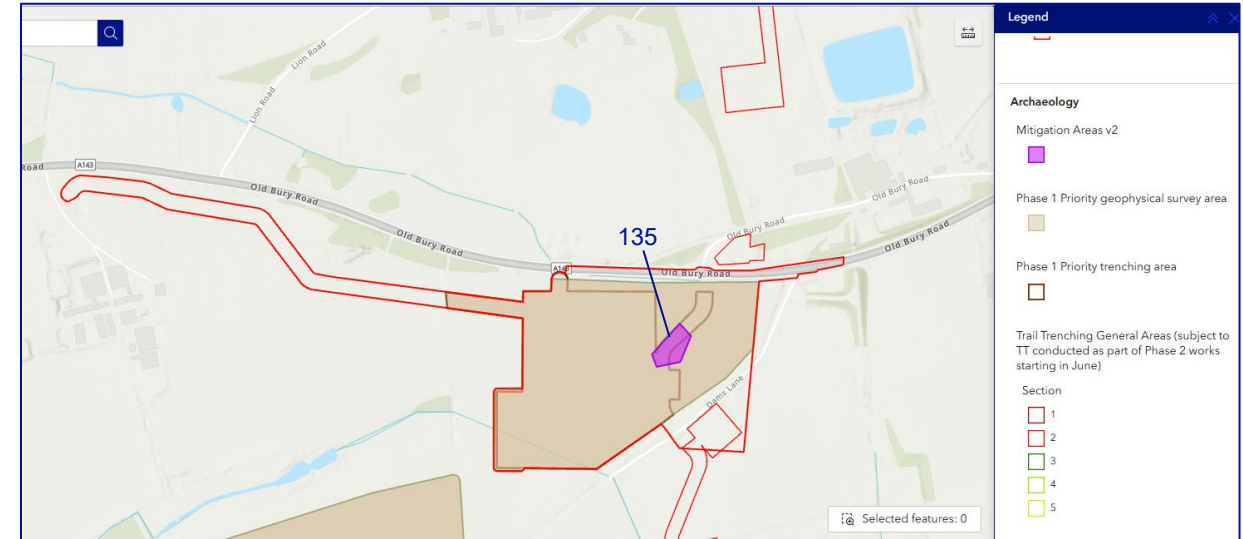
- **Protected Habitats Mitigation Zone** (SP08, LP16, SP09) - The site lies within the 5 km Impact Risk Zone of the Waveney & Little Ouse Valley Fens SAC and the Redgrave & South Lopham Fens Ramsar site.
- **Heritage** (LP19, NPPF 212-215) - The site is situated close to several designated heritage assets:
 - The Rookery (Grade II)
 - Ivy House (Grade II)
 - Barn at Rookery Farm (Grade II)
 - Thrandeston Conservation Area
- **SSSI** (SP08, LP16) - The site lies within 2 km of multiple designated SSSIs:
 - Gypsy Camp Meadows SSSI (~1 km)
 - Thrandeston SSSI (~1 km)
 - Burgate Wood SSSI (~2 km)
 - Wortham Ling SSSI (~2 km)
- **Settlement Boundaries** (LP24) - The compound is located near Wortham's adopted settlement boundary.

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

Cultural Heritage considerations are summarised below:

- **Evaluation:**

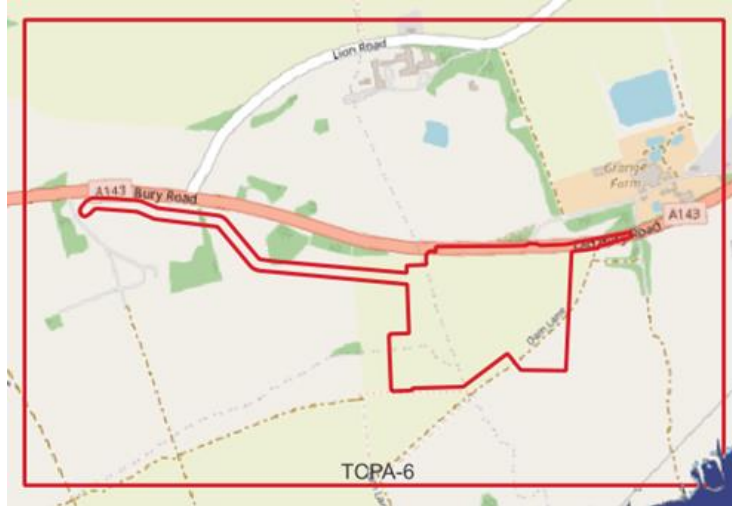
- **Geophysics:** This area has been evaluated by geophysical survey.
- **Trial Trenching:** The central area has been evaluated by trial trenching. Some of the remainder of the compound area (south of Dams Lane) will be subject to trial trenching in the Phase 2 trenching programme. The rest of the compound and the access track to the west has not been included and will require further trial trenching, which could be added to the Phase 2 work.



- **Mitigation:** The evaluation has resulted in mitigation area 135.
- **Recommendations:** This TCPA area will require a technical note detailing the archaeological information, results of the geophysics and any trenching results, as well as any recommendations for further work.

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

- **Flood Risk and Drainage considerations are summarised below:**
 - **Fluvial Flood Risk:** Located within FZ1
 - **Surface Water Flood Risk** Isolated pockets of surface water flood risk within boundary.
 - Potential to interact with watercourses which could require consent.
 - **Recommendations – Flood Risk:** This TCPA area will require a Flood Risk Assessment due to the size of the RLB.
 - **SuDS / Drainage:**
 - A high-level drainage design philosophy - commitment to SuDS hierarchy and no increase in flood risk (likely greenfield/Qbar discharge where appropriate).
 - Outline drainage approach for Bellmouths (permanent – simple highway drainage), Haul Roads (temporary – cross fall to swale / filter drains) and compounds (temporary) will consider a proportionate approach to storm return periods (to be discussed with the LLFA).
 - Proportionate water quality approach for haul road and exceedance routing to be considered in TCPA



Fluvial



Local Benefits

There will be comprehensive post development planting strategy for mitigation.

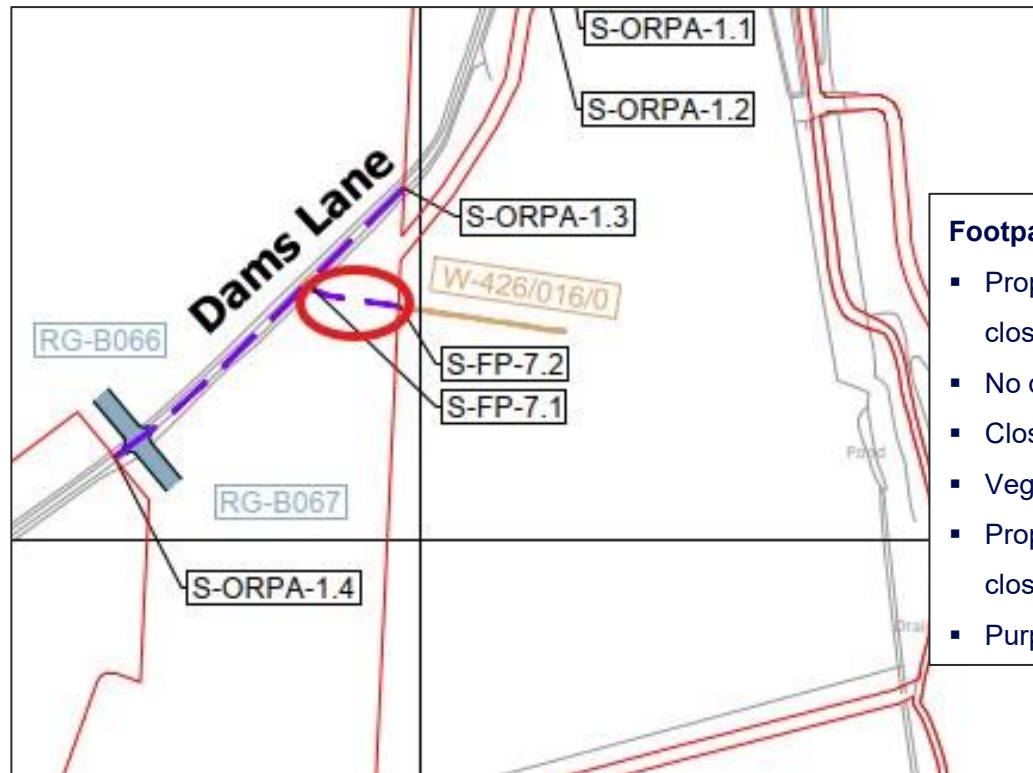
In all cases – there will be a post construction planting mitigation strategy and BNG enhancements delivered locally wherever possible.

Starting selected early works in advance of the main construction should help smooth out HGV traffic flows and potential disturbance to local residents over the programme duration.

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road

The proposed early enabling works will follow the strategy in the Outline PRoW Management Plan and Draft DCO.

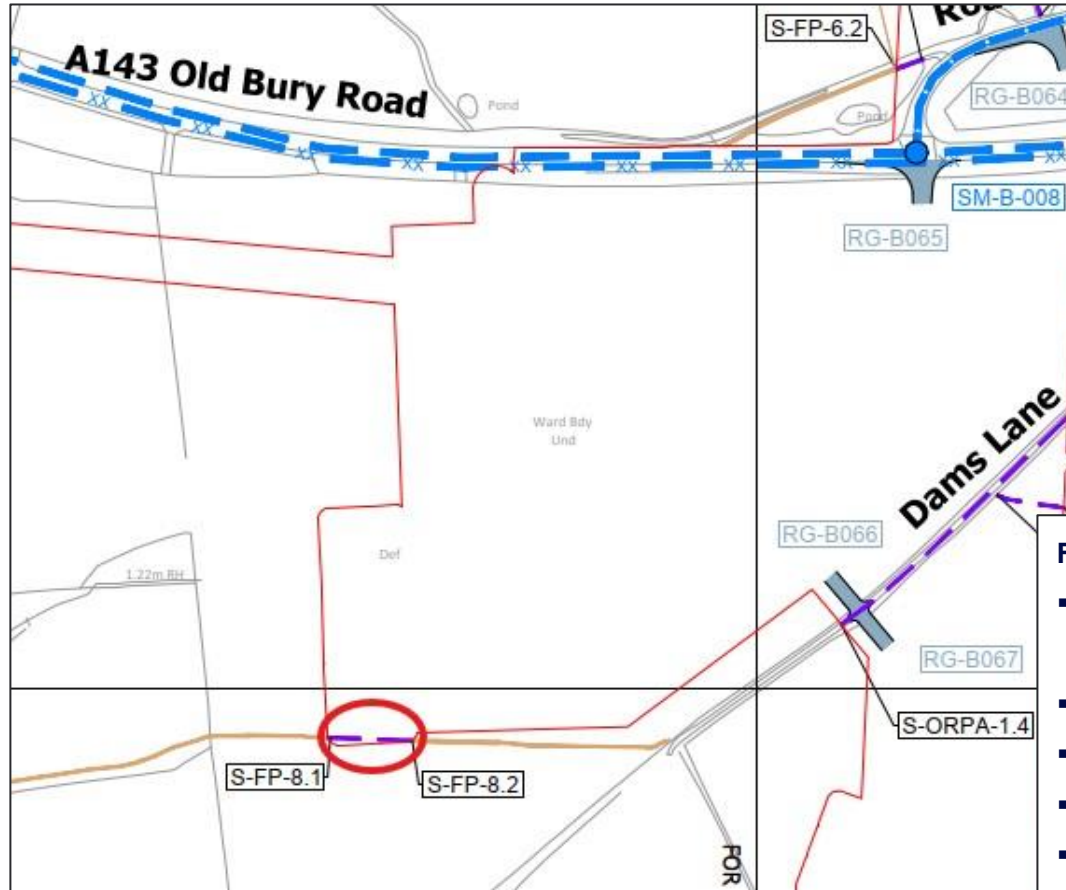
Where there are existing footpaths within the application boundary, these will either be closed temporarily during the works or closed with diversions or alternative arrangements.



Footpath W-426/016/0

- Proposed within the Outline PRoW Management Plan and Draft DCO to be temporarily closed.
- No diversion is to be provided.
- Closure between points S-FP-7.1 and S-FP-7.2.
- Vegetation clearance works are in the vicinity of this PRoW.
- Proposal: submission of a Temporary Traffic Regulation Order (TTRO) for the temporary closure.
- Purpose: enabling works to commence prior to DCO approval.

TCPA 1 – Main Works Compound and associated highway works, Old Bury Road



Footpath W-172/009/0

- Proposed within the Outline PRoW Management Plan and Draft DCO to be temporarily closed.
- No diversion is to be provided.
- Closure between points S-FP-8.1 and S-FP-8.2.
- No vegetation clearance works are in the vicinity of this PRoW.
- Proposal: submission of a Temporary Traffic Regulation Order (TTRO) for the temporary closure.
- Purpose: enabling works to commence prior to DCO approval.

The background image shows a lush green field in the foreground, with a large metal power line tower standing in the middle ground. Several power lines stretch across the sky from the tower towards the right. To the left of the tower, there are green trees. The sky is filled with soft, grey clouds.

03

TCPA 2: Bypass Haul Road and temporary bellmouths, Holton St Mary

Package 70

The Great Grid Upgrade

Norwich to Tilbury

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TCPA – 2

Package 60

TCPA 2

(H12-A2)

Permanent extension and widening of the A12 merge lane taper at Holton St Mary. Construction of a bypass haul road from the B1070 to route construction traffic to the north of Holton St Mary. Construction of Bellmouths JC-B022, JC-B014, JC-B015, JC-B016, and JC-B017.

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Planning application will include the following works

- **Construction of bellmouths**

 - JC-B022 located at B1070 (Hadleigh Road)

 - JC-B014 and JC-B015 located at Acacia Road

 - JC-B016 and JC-B017 located at B1070 (Road southwest from B1070)

- **Primary Access Route**

 - H12-A2

- **Highway works**

 - Permanent extension and widening of the A12 merge lane taper at Holton St Mary

 - Reconstruction of existing footway provision

- **Haul road**

 - Proposed bypass haul road from the B1070 to route construction traffic north of Holton St Mary

- **Highway mitigation compound**

 - At the A12 / B1070 junction

 - Used for activities associated with construction of the EEWs under TCPA-2

TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Works involved:

- Vegetation clearance
- New road surfacing
- Road markings
- Kerbing
- Drainage works
- Associated utility works

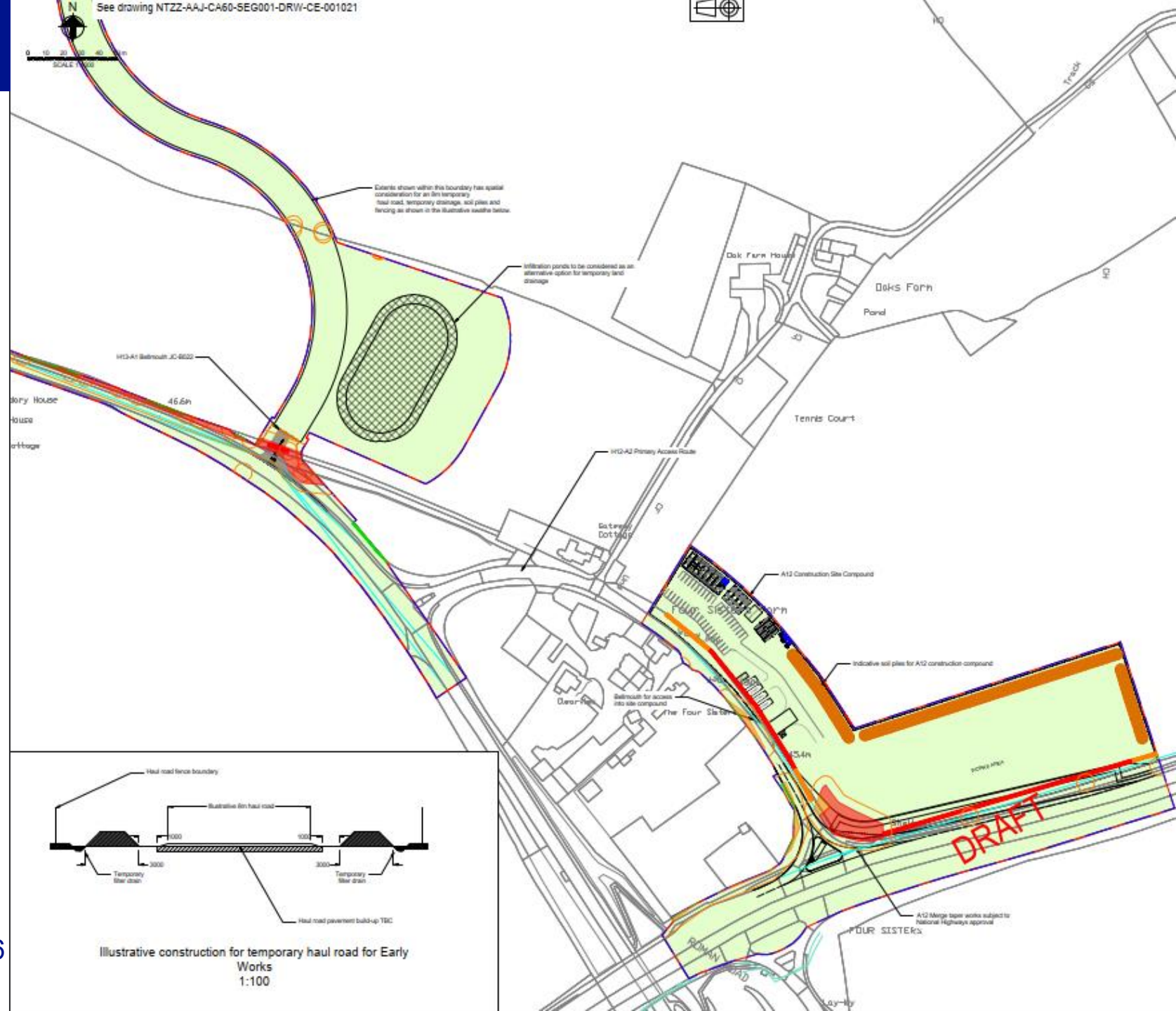
(scope subject to confirmation by construction partners)

Road Closures

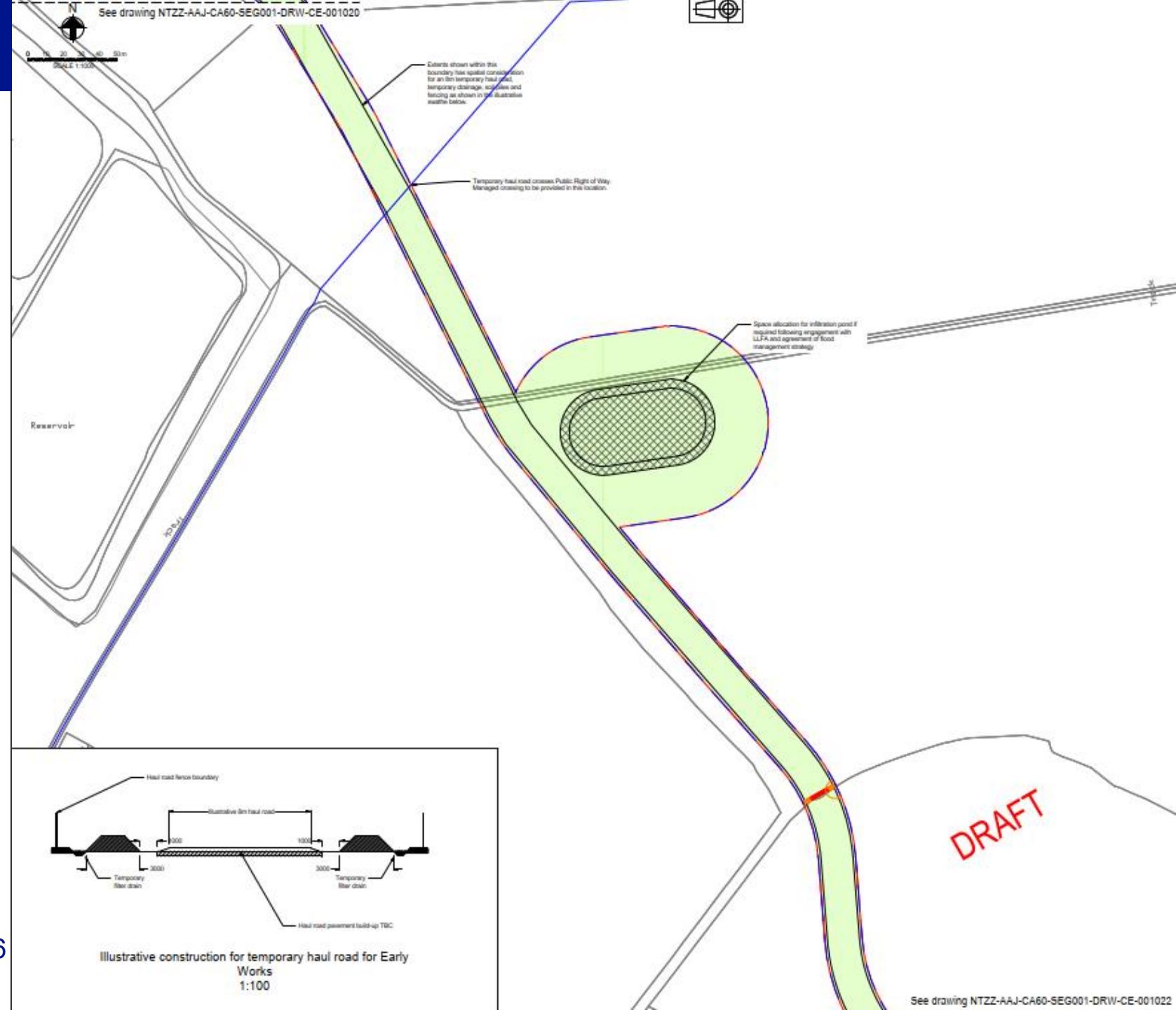
- Lane closure to allow for access works.



TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

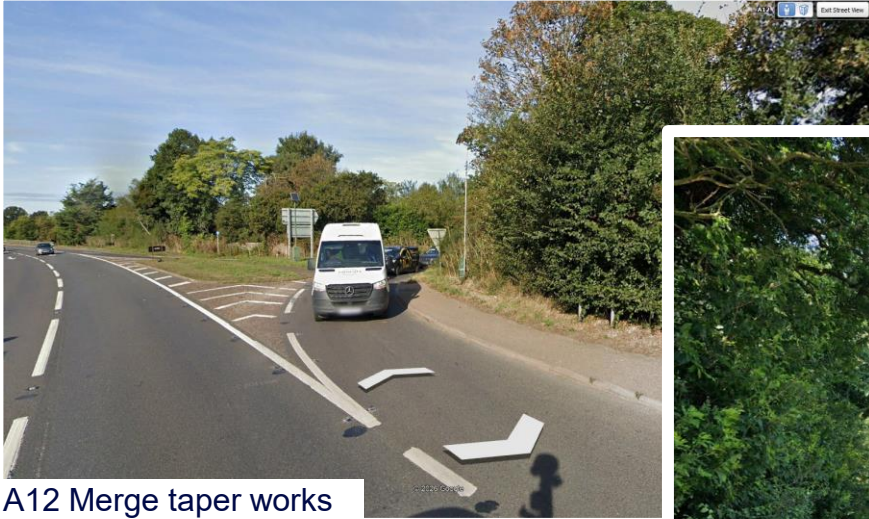


TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary



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TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary



A12 Merge taper works



Bellmouth for access into site compound



H13 – A1 Bellmouth JC – B022

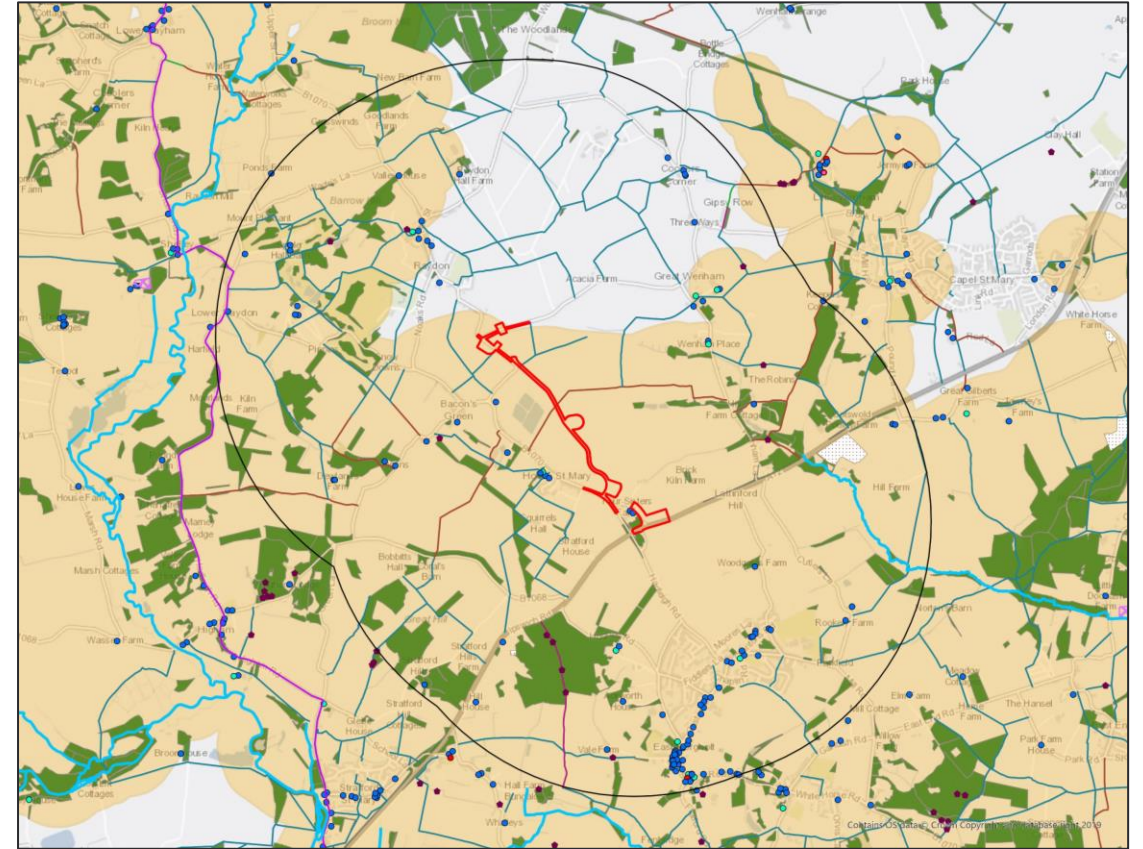


H12 – A12 Primary access route

TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Environmental Context

- The DCO for the wider NtoT Scheme has been submitted by NG. The ES has assessed these works as part of the wider scheme. No further effects are anticipated as a result of these EEW.
- Additional survey reports for ecology and cultural heritage will be submitted alongside the TCPA Application.
- The Site area is 10.97 ha.
- The Site lies in Flood Zone1, with small isolated pockets of surface water flood risk.
- The Site is located within agricultural land situated along B1070 Road to the southeast of Gateway Cottage.
- Situated within South Suffolk and North Essex Clayland National Character Area (NCA).
- Dedham Vale National Landscape and Suffolk Coast and Heaths National Landscape are in proximity to the EEW.
- Two PRowWs intercepts the EEW (Footpath 2910 and Bridleway 2913).
- Whilst the construction of the EEW will potentially result in environmental effects, given the temporary nature of the works and the mitigation measures to minimise potential impacts, these effects will not be significant.



TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Ecological Context

- There are no statutory designated sites within 2km of the EEW. Several County Wildlife Sites present within 2km, but impacts to these are considered unlikely with mitigation.
- Minor tree and hedgerow loss will be required to facilitate the development. Ecological baseline surveys ongoing to inform design and mitigation requirements.
- One TPO is located in proximity to the EEW on B1070 Hadleigh Road.
- Trees with bat roosting suitability are present. Trees with potential to be lost or directly impacted currently undergoing at-height inspections. Bat activity surveys not proposed due to limited, temporary impacts.
- A number of rabbit warrens are present along the scheme, with evidence of badger activity in wider area.
- Options and requirement for GCN mitigation currently being explored, including Low Impact Class Licence.
- Planning application will detail desk study and survey information within Ecological Impact Assessment reporting, with any appropriate mitigation.
- A 10% Biodiversity Net Gain will be required to facilitate the development. The details relating to Biodiversity Net Gain will be detailed within a Biodiversity Statement / Draft Biodiversity Net Gain plan and submitted alongside the planning application.



TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Key planning constraints and relevant national and local policies are summarised below:

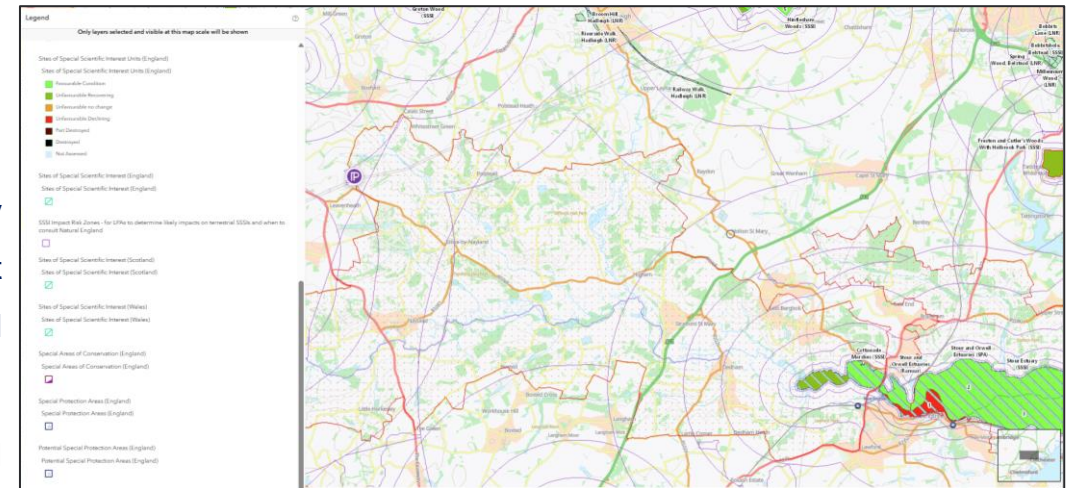
- **Protected Habitats Mitigation Zone** (SP08, LP16, SP09) - TCPA-2 lies within the Zone of Influence for the Stour and Orwell Estuaries SPA/Ramsar site and the Deben Estuary SPA/Ramsar site (13 km).
- **SSSI Impact Risk Zones** (SP08, LP16) - The site falls within SSSI Impact Risk Zones, requiring the LPA to determine likely impacts on terrestrial SSSIs and consult Natural England where necessary.
- **Biodiversity Net Gain** (NPPF Paragraph 180(d): Biodiversity Net Gain is mandatory under the Environment Act 2021, requiring development to deliver a minimum 10% net gain, calculated using the statutory metric and secured for at least 30 years. The LPA will assess compliance with these requirements as part of the application.
- **Heritage** (LP19; NPPF 212–215) - The compound lies close to several Grade II Listed Buildings:

Four Sisters Farmhouse Stratford St Mary - Listed Buildings - Grade II

Holton St Mary-Listed Buildings - Grade II

Additional Grade II listed buildings are located within 1 km of the site.

- **Settlement Boundaries** (LP24) - The compound is located near Holton St Mary's adopted settlement boundary.

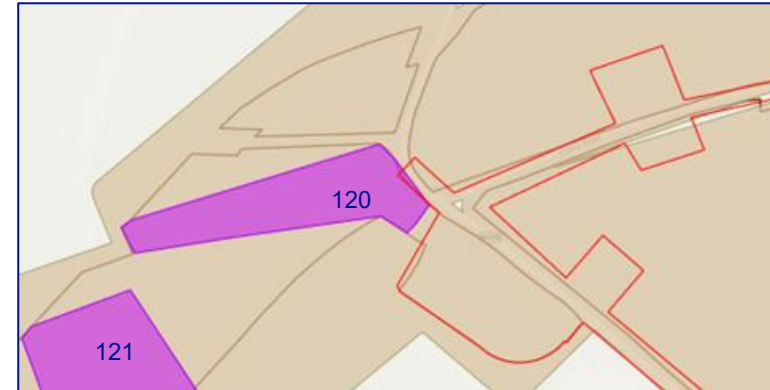
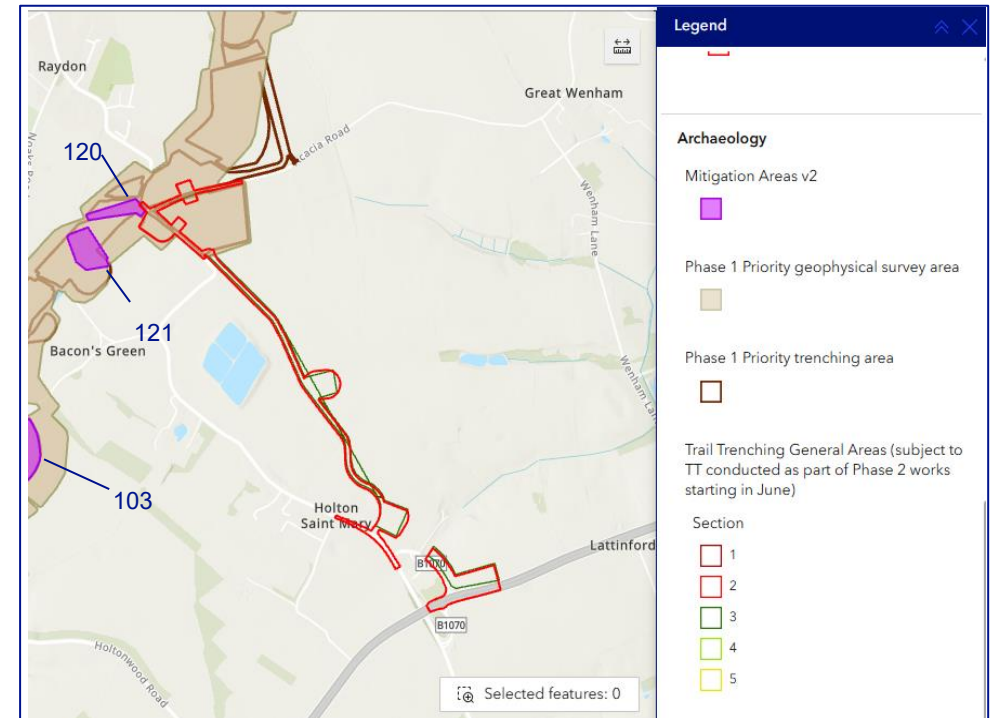


Site of Special Scientific Interest(SSSI) impact Risk Zone

TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Cultural Heritage considerations are summarised below:

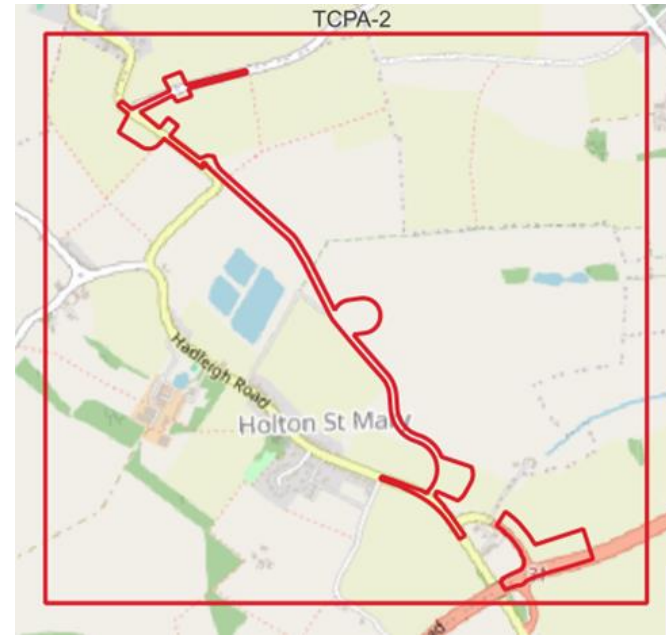
- **Evaluation:**
 - **Geophysics:** The area has been subject to geophysical survey and parts of the northern area have been trenched already.
 - **Trial Trenching:** The remainder of the areas will be subject to trial trenching in the Phase 2 trenching programme. If this is brought forward, results can be included within the planning application.
- **Mitigation:** Interacts slightly with mitigation area 120 but the TCPA should be amended to avoid this.
- **Recommendations:** This TCPA area will require a technical note detailing the archaeological information, results of the geophysics and any trenching results, as well as any recommendations for further work.



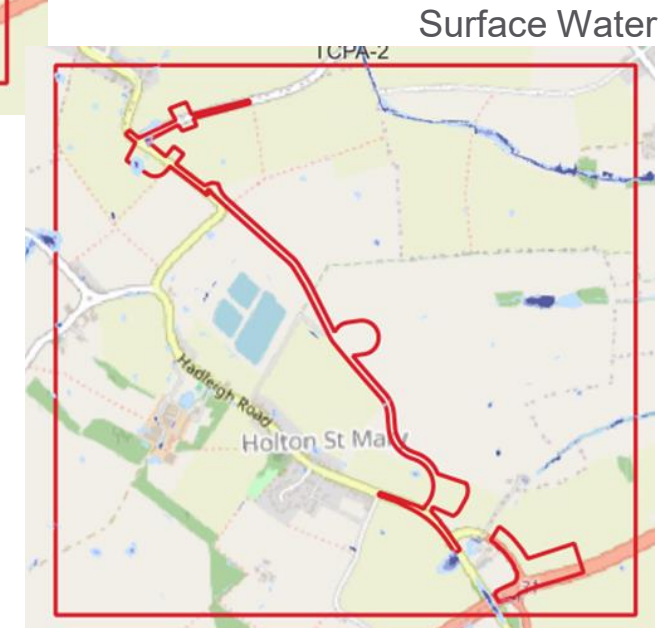
TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

Flood Risk and Drainage considerations are summarised below:

- **Fluvial Flood Risk:** Located within FZ1
- **Surface Water Flood Risk** Isolated pockets of surface water flood risk within boundary.
- **Recommendations – Flood Risk:** This TCPA area will require a Flood Risk Assessment due to the size of the RLB.
- **SuDS / Drainage:**
 - A high-level drainage design philosophy - commitment to SuDS hierarchy and no increase in flood risk (likely greenfield/Qbar discharge where appropriate).
 - Outline drainage approach for Bellmouths (permanent – simple highway drainage), road widening (permanent – simple highway drainage subject to Highways discussions), Haul Roads (temporary – cross fall to swale / filter drains) and compounds (temporary) will consider a proportionate approach to storm return periods (to be discussed with the LLFA).
 - Proportionate water quality approach for haul road and exceedance routing to be considered in TCPA



Fluvial



Local Benefits

The proposals will result in the widening of the A12 merge lane which will enhance road safety , making the access to the A12 much easier for all users with highway safety benefits.

There will be comprehensive post development planting strategy for mitigation.

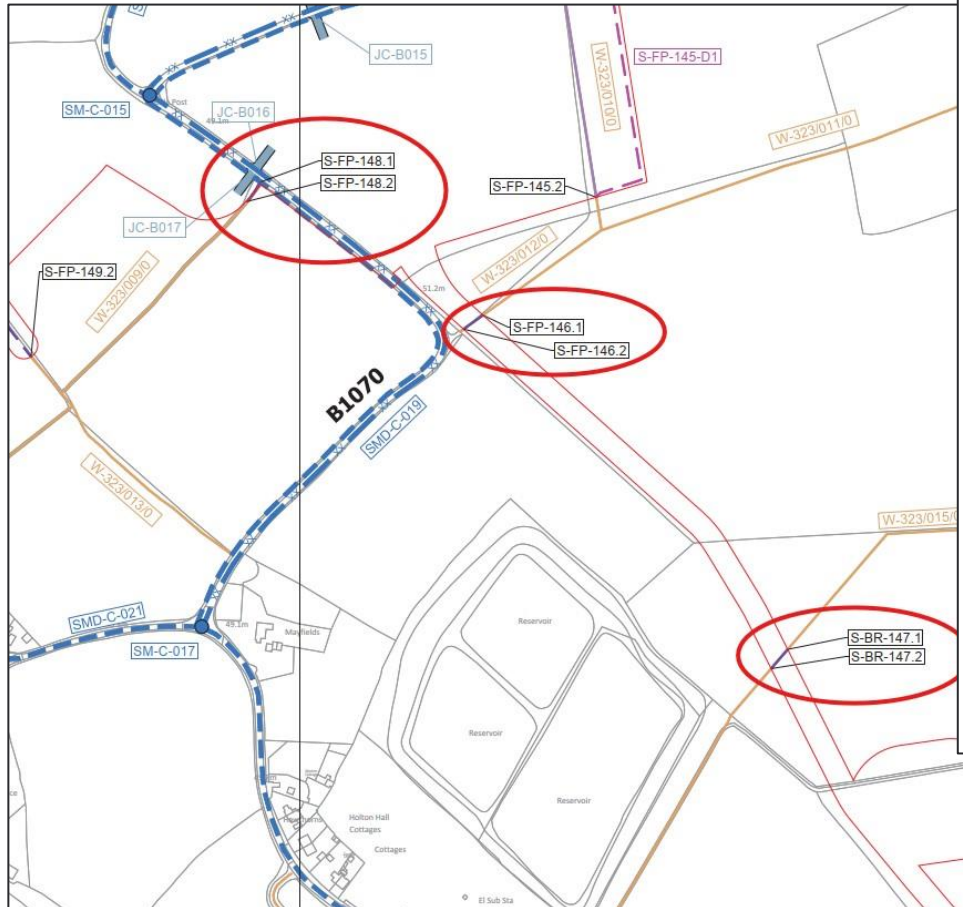
In all cases – there will be a post construction planting mitigation strategy and BNG enhancements delivered locally wherever possible.

Starting selected early works in advance of the main construction should help smooth out HGV traffic flows and potential disturbance to local residents over the programme duration.

TCPA 2 – Bypass Haul Road and temporary bellmouths, Holton St Mary

The proposed early enabling works will follow the strategy in the Outline PRoW Management Plan and Draft DCO.

Where there are existing footpaths within the application boundary, these will either be closed temporarily during the works or closed with diversions or alternative arrangements.



Footpath W-323/009/0

- Proposed temporary closure (no diversion) between points S-FP-148.1 and S-FP-148.2
- Location: Plan Section C, Sheet 7 (site access point)
- Small area of vegetation clearance works in vicinity
- TTRO to be submitted for temporary closure to allow enabling works prior to DCO approval

Footpath W-323/012/0

- Proposed temporary closure (no diversion) between points S-FP-146.1 and S-FP-146.2
- Location: Plan Section C, Sheet 8 (haul road)
- No vegetation clearance works in vicinity
- TTRO to be submitted for temporary closure to allow enabling works prior to DCO approval

Footpath W-323/015/0

- Proposed temporary closure (no diversion) between points S-BR-147.1 and S-BR-147.2
- Location: Plan Section C, Sheet 8 (haul road)
- No vegetation clearance works in vicinity
- TTRO to be submitted for temporary closure to allow enabling works prior to DCO approval.

EIA Screening and DCO

All of the early work sites are part of the current DCO considerations by the Planning Inspectorate and are detailed within the EIA submitted as part of the DCO application.

The early enabling works are not expected to constitute EIA development in their own right.

However, EIA Screening requests will be submitted for all applications over the Schedule 2 threshold.

Detailed supporting environmental surveys and reports will be submitted as part of Planning Applications.

TCPAs are separate from the main (DCO) consent decision and do not pre-determine its outcome

Programme

DCO Examination

Start of DCO
examination

10 February
2026

Closure of
Inquiry

10 August
2026

Expected
decision date

Feb/March
2027

TCPA Application Programme

Pre-
application
Feedback
Request

Stakeholder
Engagement

EIA Screening

Application
Submission

Determination

Pre-
commenceme
nt conditions
discharge

Secondary
Consents,
Licences and
Permits

**Commence
Works**

May /June 2026

May /June
2026

June 2026

July / August
2026

October –
November
2026

By January
2027

October
to Feb
2027

February
2027

| Norwich to Tilbury | June 2026

Programme | Mid Suffolk and Babergh
District Councils