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Norwich to Tilbury

Volume 5: Reports and Statements

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1. Introduction

1.1 Overview

1.1.1 This draft Statement of Common Ground (SoCG) has been prepared by National Grid Electricity Transmission plc (referred to as National Grid within this document) and Thurrock Council (TC). It identifies areas of the Norwich to Tilbury Development Consent Order (DCO) application (the Application) where matters are agreed, under discussion or not agreed between the parties.

1.1.2 This SoCG has been structured to reflect topics of the Application which are relevant to Thurrock Council. The applicable matters considered within this SoCG apply to Thurrock Council's statutory remit. The following bullet points present the topics included in this SoCG (they are also presented in Section 3):

- Project development, description and design
- Ecology and Biodiversity
- Contaminated Land, Geology and Hydrogeology
- Health and Wellbeing (including Air Quality and Noise and Vibration)
- Historic Environment
- Hydrology, Land Drainage and Flood Risk
- Landscape and Visual
- Socio-economics, Recreation and Tourism
- Traffic and Transport
- Public Rights of Way (PRoW)
- Cumulative Effects
- Development Consent Order Other Matters

1.2 Project Description

1.2.1 The Project is a proposal by National Grid to upgrade the electricity transmission system in East Anglia between Norwich and Tilbury, comprising:

1.2.2 A new 400 kilovolt (kV) electricity transmission connection of approximately 180 km overall length from Norwich Main Substation to Tilbury Substation via Bramford Substation, a new East Anglia Connection Node (EACN) Substation and a new Tilbury North Substation, including:

- Approximately 159 km of new overhead line supported on approximately 509 pylons, either standard steel lattice pylons (approximately 50 m in height) or low height steel lattice pylons (approximately 40 m in height) and some of which would be gantries (typically up to 15 m in height) within proposed Cable Sealing End (CSE) compounds or existing or proposed substations

- Approximately 21 km of 400 kV underground cabling, some of which would be located through the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB1))
- 1.2.3 Up to seven new CSE compounds (with permanent access) to connect the overhead lines to the underground cables
 - 1.2.4 Modification works to connect into the existing Norwich Main Substation and a substation extension at the existing Bramford Substation
 - 1.2.5 A new 400 kV substation on the Tendring Peninsula, referred to as the EACN Substation (with a new permanent access). This is proposed to be an Air Insulated Switchgear (AIS) substation
 - 1.2.6 A new 400 kV substation to the south of Orsett Golf Course in Essex, referred to as the Tilbury North Substation (with a new permanent access). This is proposed to be a Gas Insulated Switchgear (GIS) substation
 - 1.2.7 Modifications to the existing National Grid Electricity Transmission overhead lines to facilitate the connection of the existing network into the new Tilbury North Substation to provide connection to the Tilbury Substation
 - 1.2.8 Ancillary and/or temporary works associated with the construction of the Project.
 - 1.2.9 In addition, third party utilities diversions and/or modifications would be required to facilitate the construction of the Project. There would also be land required for environmental mitigation and Biodiversity Net Gain (BNG).
 - 1.2.10 As well as the permanent infrastructure, land would also be required temporarily for construction activities including, for example, working areas for construction equipment and machinery, site offices, welfare, storage and temporary construction access.
 - 1.2.11 The Project would be designed, constructed and operated in accordance with applicable health and safety legislation. The Project will need to comply with design safety standards including the Security and Quality of Supply Standard (SQSS), which sets out the criteria and methodology for planning and operating the National Electricity Transmission System (NETS). This informs a suite of National Grid policies and processes, which contain details on design standards required to be met when designing, constructing and operating assets such as those proposed for the Project.

1.3 Format and Structure of this Document

- 1.3.1 This SoCG is structured as follows:
 - **Section 2** provides a summary of the key engagement undertaken to date with Thurrock Council.
 - **Section 3** summarises the key matters and captures the status of each issue / matter
 - **Section 4** includes the sign off sheet

2. Record of Key Engagement

2.1 Introduction

2.1.1 National Grid has engaged with Thurrock Council on the Project throughout the pre-application process. This has included:

- Non-statutory consultation in Spring 2022 and Summer 2023
- Statutory consultation in Spring 2024
- Targeted consultations in Spring 2025
- Regular meetings with lead officers about the Project as a whole
- Regular ‘Thematic Group’ meetings bringing together host authorities to discuss specific topics
- One to one / small group technical meetings on specific detailed matters
- Sharing of papers and documentation at key stages

2.1.2 Further details on National Grid’s engagement with stakeholders is provided in the Consultation Report and the Environmental Statement.

2.2 Summary of Key Engagement

2.2.1 Table 2.1 provides an overview of the key engagement that has taken place between National Grid and Thurrock Council.

Table 2.1 Summary of Key Engagement between National Grid and Thurrock Council

Date	Format	Topic/Description
General		
May 2022	Meeting	Informal project catch-up.
September 2022	Meeting	All host authority workshop.
November 2022	Meeting	Briefings on issued response to questions from OffSET with all host authorities.
November 2022	Meeting	All host authority workshop.
January 2023	Meeting	All host authority workshop.
February 2023	Meeting	Pre-consultation session with all host authorities.
March 2023	Meeting	All host authority workshop.

Date	Format	Topic/Description
May 2023	Meeting	All host authority workshop.
June 2023	Meeting	Non-statutory consultation preferred alignment briefing to all host authorities.
July 2023	Meeting	All host authority workshop.
September 2023	Meeting	All host authority workshop.
November 2023	Meeting	All host authority workshop.
December 2023	Email Correspondence	National Grid issued the draft Statement of Community Consultation (SoCC) to all host authorities for comment.
January 2024	Meeting	All host authority workshop.
February 2024	Meeting	Statutory consultation preferred alignment briefing to all host authorities.
March 2024	Meeting	All host authority workshop.
March 2024	Email Correspondence	National Grid issued the SoCC to all host authorities for statutory consultation.
May 2024	Meeting	All host authority workshop.
September 2024	Email Correspondence	National Grid issued the draft Outline Code of Construction Practice (CoCP) to all host authorities for comment.
October 2024	Meeting	National Grid held a meeting to discuss comments from stakeholders on draft versions of the Outline Landscape and Ecological Management Plan (LEMP) and Outline CoCP.
November 2024	Meeting	Meeting to provide project and design update
November 2024	Meeting	All host authority workshop
November 2024	Meeting	Meeting to discuss approach to targeted consultations
January 2025	Meeting	All host authority workshop
January 2025	Meetings	Two meetings to provide project and design update
January 2025	Meeting	National Grid held a meeting to discuss comments from the second iteration of the oCoCP and oLEMP

Date	Format	Topic/Description
January 2025	Email Correspondence	National Grid issued the second iteration of the draft Outline Code of Construction Practice (CoCP)
January 2025	Email Correspondence	National Grid issued the draft Statement of Common Ground (SoCG)
March 2025	Meeting	Meeting to discuss the second iteration of the Outline Code of Construction Practice (oCOCP) and Outline Landscape and Ecological Management Plan (oLEMP)
March 2025	Meeting	All host authority workshop
May 2025	Email Correspondence	National Grid issued an updated iteration of the draft Outline Code of Construction Practice oCoCP
May 2025	Email Correspondence	National Grid issued a new appendix to the draft Outline Code of Construction Practice (oCoCP) - Appendix H, Draft Greenhouse Gas Reduction Strategy
May 2025	Email Correspondence	National Grid issued the Long List of Other Developments
May 2025	Meeting	All host authority workshop
June 2025	Email Correspondence	National Grid issued draft DCO, explanatory memorandum and draft requirements
July 2025	Meeting	All host authority workshop
August 2025	Email Correspondence	National Grid issued draft Heads of Terms for Biodiversity Net Gain (BNG) and off-site tree provision
August 2025	Meeting	Meeting to provide project and design update
September 2025	Meeting	All host authority workshop
November 2025	Meeting	All host authority workshop
December 2025	Meeting	Meeting to discuss change application
January 2026	Meeting	Meeting to progress Statement of Common Ground
January 2026	Meeting	All host authority workshop
Ecology and Biodiversity		
July 2022	Email Correspondence	National Grid shared the Biodiversity Assessment Methodology and Arboriculture Assessment Methodology for review ahead of the Thematic Group meeting.

Date	Format	Topic/Description
July 2022	Meeting	Ecology and Biodiversity Thematic Group meeting - National Grid presented on the Biodiversity Assessment Methodology and Arboriculture Assessment Methodology and sought feedback from Thurrock Council and other authorities.
August 2023	Meeting	National Grid discussed the potential off-site scheme/initiatives for BNG.
March 2024	Meeting	Biodiversity Thematic Group to discuss the methodology and scope of ecology surveys outside the remit of Natural England.
May 2024	Technical Note	National Grid issued a technical note to all host authorities outlining survey methods and the scope of surveys for species outside the remit of Natural England for agreement / comment.
May 2024	Meeting	Optional Thematic Group call.
July 2024	Email Correspondence	National Grid shared the Badger Report for information after it had been requested by Thurrock Council.
September 2024	Email Correspondence	National Grid shared the Outline Landscape and Ecological Management Plan (oLEMP)
October 2024	Meeting	National Grid hosted a meeting to discuss comments from stakeholders on draft versions of the Outline LEMP and CoCP.
January 2025	Meeting	National Grid held a meeting to discuss comments from stakeholders on proposed mitigation for species outside the remit of Natural England
January 2025	Meeting	National Grid held a meeting to discuss comments received on the draft Biodiversity Net Gain Report
January 2025	Email Correspondence	National Grid shared the second iteration of the Outline Landscape and Ecological Management Plan (oLEMP)
January 2025	Email Correspondence	National Grid issued a technical note to all host authorities outlining the protected species proposed mitigation measures for agreement/comment
January 2025	Email Correspondence	National Grid issued the Biodiversity Net Gain Assessment Strategy
March 2025	Email Correspondence	National Grid issued the draft Arboriculture Impact Assessment (AIA)
April 2025	Meeting	Meeting to discuss comments from stakeholders on second iteration of proposed mitigation for species outside the remit of Natural England.

Date	Format	Topic/Description
May 2025	Meeting	Meeting to discuss the updated Proposed Protected Species Mitigation document
May 2025	Email Correspondence	National Grid shared a new appendix to the Outline Landscape and Ecological Management Plan (oLEMP) – Appendix D, Outline Landscape Proposals.
September 2025	Meeting	Optional Thematic Group Meeting to discuss the Ecology section of the ES for Essex South.
January 2026	Meeting	National Grid hosted a meeting discuss the Ecology aspects of the Statement of Common Ground.
Contaminated Land, Geology and Hydrogeology		
August 2022	Email Correspondence	National Grid issued a draft Geology and Hydrogeology Assessment Methodology to all host authorities.
September 2023	Email Correspondence	National Grid issued a draft Geology and Hydrogeology Assessment Methodology to the Lead Local Flood Authorities (LLFA).
Health and Wellbeing (including Air Quality and Noise and Vibration)		
September 2022	Email Correspondence	National Grid issued the Health and Wellbeing Assessment Methodology to all host authorities.
September 2022	Email Correspondence	National Grid issued the proposed methodology and scope of the Noise and Vibration assessment for review and comment.
September 2023	Technical Note	National Grid issued a Health and Wellbeing technical note on the proposed approach to the Environmental Impact Assessment (EIA), including guidance, study area, scope, and assessment methodology.
September 2023	Email Correspondence	<p>Thurrock Council provided the following feedback:</p> <p>Signposted to the WHIASU guidance, particularly in relation to consideration of potentially vulnerable groups.</p> <p>Provided examples of other baseline metrics which could be used to inform the assessment.</p> <p>Requested that consideration of potential health effects to arise during operational stage is given.</p>
September 2024	Meeting	National Grid held a meeting to discuss and agree the proposed assessment scope and methodology for the Health and Wellbeing chapter of the ES.
October 2024	Technical note	National Grid issued a refreshed Health and Wellbeing technical note on the proposed approach to the Environmental Impact Assessment (EIA), including

Date	Format	Topic/Description
		guidance, study area, scope, and assessment methodology.
November 2025	Meeting	Optional Thematic Group Meeting to discuss the Health and Wellbeing section of the ES for Essex South.
January 2026	Meeting	National Grid hosted a meeting discuss the Health and Wellbeing of the Statement of Common Ground.
Historic Environment		
July 2022	Email Correspondence	National Grid issued a document detailing the scope and methodology for the Historic Environment assessment and baseline to all host authorities and Historic England.
July 2022	Meeting	Historic Environment Thematic Group to discuss the proposed approach for the EIA assessment.
September 2022	Meeting	National Grid presented an updated approach to defining study areas, scoping of walkover and scoping of historic buildings to consider in the assessment, in response to feedback received.
January 2023	Email Correspondence	National Grid issued the plans showing the proposed viewpoint locations for landscape and heritage ahead of the Thematic Group meeting in February 2023 to all host authorities.
February 2023	Meeting	National Grid held a meeting with all host authorities to discuss landscape and heritage viewpoints.
June 2023	Technical Note	National Grid issued a technical note to Historic England and host authorities (including Thurrock Council) to agree methodology for the selection of viewpoints for the Historic Environment assessment.
September 2023	Meeting	Historic Environment Thematic Group meeting to discuss the proposed heritage viewpoint methodology with all host authorities and Historic England.
November 2023	Meeting	Historic Environment Thematic Group meeting to discuss the proposed locations of heritage viewpoints with host authorities and Historic England. Feedback was received from stakeholders regarding proposed viewpoints and additional viewpoints were proposed.
November 2023	Meeting	Meeting with archaeological advisors to discuss the approach to geophysical survey and trial trenching.
November 2023	Meeting	Historic Environment Thematic Group meeting to discuss proposed locations of heritage viewpoints with

Date	Format	Topic/Description
		all host authorities and Historic England. Viewpoint locations shared in PDF and shapefile.
January 2024	Email Correspondence	National Grid shared the updated viewpoints (including ZTV) for feedback from all host authorities, Natural England and Historic England.
March 2024	Meeting	National Grid held an Archaeology Working Group Meeting.
March 2024	Technical Note	National Grid shared the Historic Environment Desk-Based Assessment for review and comment.
March 2024	Email Correspondence	National Grid responded to feedback received on viewpoints.
May 2024	Meeting	Optional Statutory Consultation Thematic Group call.
May 2024	Technical Note	National Grid shared the WSI for Monitoring GI works under archaeological supervision with Archaeology Working Group Members for review and approval.
June 2024	Technical Note	National Grid shared the overarching WSI for the Archaeological Trial Trenching with the Archaeology Working Group Members for review and approval.
June 2024	Technical Note	National Grid shared the Site Specific WSI for the EACN (Site 001) with the Archaeology Working Group Members (including Thurrock Council) for information.
June 2024	Meeting	Archaeology Working Group Meeting.
July 2024	Meeting	Archaeology Working Group Meeting.
August 2024	Meeting	Archaeology Working Group Meeting.
September 2024	Meeting	Archaeology Working Group Meeting
October 2024	Meeting	Historic Environment Thematic Group Meeting.
October 2024	Meeting	Archaeology Working Group Meeting.
October 2024	Email Correspondence	National Grid shared the Setting survey locations with stakeholders.
November 2025	Meeting	Technical focus meeting to discuss the ongoing archaeology work on site.
December 2025	Meeting	Archaeology Working Group Meeting
December 2025	Email Correspondence	National Grid re-issued the overarching Written Scheme of Investigation (WSI) for Archaeological Trial Trenching

Date	Format	Topic/Description
January 2025	Meeting	Archaeology Working Group Meeting
February 2025	Email Correspondence	National Grid issued Historic Environment Viewpoints information
February 2025	Meeting	Archaeology Working Group Meeting
February 2025	Meeting	Historic Environment Thematic Group Meeting regarding Historic Environment Viewpoints
February 2025	Email Correspondence	National Grid issued a draft Historic Baseline Report including Annex C and Annex D for agreement/comment
February 2025	Meeting	Meeting to discuss draft Heritage Baseline Report
March 2025	Email Correspondence	National Grid issued updated Historic Environment Viewpoints information
March 2025	Meeting	Archaeology Working Group Meeting
April 2025	Email Correspondence	National Grid issues the Draft Outline Mitigation Strategy and draft Outline Written Scheme of Investigation (WSI) for post-consent stage of the project
April 2025	Meeting	Archaeology Working Group Meeting
May 2025	Meeting	Technical focus meeting to discuss ongoing archaeology work on site
May 2025	Meeting	Archaeology Working Group Meeting
June 2025	Meeting	Archaeology Working Group Meeting
June 2025	Meeting	National Grid shared the Archaeological Fieldwork Summary.
June 2025	Technical Note	National Grid issued a SSWSI for Site 16.
July 2025	Meeting	Archaeology Working Group Meeting
August 2025	Meeting	Archaeology Working Group Meeting
August 2025	Technical Note	National Grid issued a SSWSI for Site 15.
September 2025	Meeting	Archaeology Working Group Meeting
September 2025	Technical note	National Grid shared Priority Geophys Prelim Grayscales with stakeholders for consideration
October 2025	Meeting	Archaeology Working Group Meeting

Date	Format	Topic/Description
October 2025	Meeting	Optional Thematic Group Meeting to discuss the Heritage section of the ES for Essex South and Thurrock
November 2025	Meeting	Archaeology Working Group Meeting
November 2025	Technical Note	National Grid shared shapefiles of the Phase 2 Geophysical Survey with the priority survey areas
December 2025	Meeting	Archaeology Working Group Meeting
December 2025	Technical Note	National Grid shared the WSI for the Phase 2 Geophysical Survey
January 2026	Meeting	Meeting to discuss the heritage aspects of the Statement of Common Ground with Essex Place Services.
January 2026	Meeting	Meeting to discuss the heritage aspects of the Statement of Common Ground
January 2026	Meeting	Meeting to discuss the archaeology aspects of the Statement of Common Ground with Essex Place Services.
January 2026	Meeting	Archaeology Working Group Meeting
February 2026	Meeting	Archaeology Working Group Meeting
February 2026	Email Correspondence	National Grid shared the Supplementary Environmental Information submitted to PINS on the geophysical survey and archaeological trial trenching completed to date with the Archaeology Working Group Stakeholders.
Hydrology, Land Drainage and Flood Risk		
June 2022	Email Correspondence	National Grid circulated the draft Hydrology and Land Drainage Assessment Methodology for review and discussion ahead of the Hydrology and Land Drainage Thematic Group.
July 2022	Meeting	National Grid presented the EIA approach at the Hydrology and Land Drainage Thematic Group to the Environment Agency and all host authorities.
May 2023	Technical Note	National Grid issued a technical note for comment, which set out the approach to preparing the Flood Risk Assessment (FRA).
March 2024	Technical Note	National Grid issued the Flood Risk Assessment Screening Report for comment.

Date	Format	Topic/Description
May 2024	Meeting	Drainage / watercourse discussion.
September 2024	Technical Note	National Grid issued the Works In, Over and Under Watercourses Technical Note and the Surface Water Management Principles Technical Note.
October 2024	Meeting	National Grid held a meeting to discuss comments from stakeholders on the principles for surface water drainage design for above ground infrastructure and watercourse crossing designs for the Project.
October 2024	Meeting	Hydrology and Land Drainage Thematic Group Meeting
January 2025	Email Correspondence	National Grid issued the Draft Flood Risk Assessment (FRA) for agreement/comment
January 2025	Meeting	National Grid held a meeting to discuss comments raised from the draft Flood Risk Assessment (FRA)
March 2025	Email Correspondence	National Grid issued Draft Flood Risk Assessment (FRA) for agreement/comment
October 2025	Meeting	Optional Thematic Group Meeting to discuss the Hydrology and Land Drainage section of the ES with Chelmsford.
November 2025	Meeting	Optional Thematic Group Meeting to discuss the Hydrology and Land Drainage section of the ES specifically flood risk.
February 2026	Meeting	Meeting to discuss the Hydrology and Land Drainage sections of the Statement of Common Ground.
Landscape and Visual		
July 2022	Meeting	Landscape and Visual Thematic Group Meeting. National Grid shared the Landscape and Visual Impact Assessment (LVIA) Methodology and Arboricultural Assessment Methodology for review.
January 2023	Email Correspondence	National Grid issued plans showing proposed viewpoint locations for review and comment to all host authorities.
February 2023	Meeting	National Grid held a Landscape and Visual Thematic Group Meeting to discuss proposed viewpoint locations in Thurrock. National Grid sought agreement on the viewpoint locations to include in the Preliminary Environmental Information Report (PEIR) and the ES.
April 2023	Meeting	National Grid held a meeting to discuss stakeholder's feedback on EIA viewpoints previously shared.

Date	Format	Topic/Description
May 2023	Meeting	National Grid presented and discussed the responses to the feedback on the viewpoint locations received from the February meeting. Stakeholders provided feedback on updated and additional viewpoint locations at the meeting and in subsequent correspondence.
May 2023 – March 2024	Email Correspondence	National Grid shared information, responded to further feedback on viewpoint locations received from the May 2023 meeting, and reviewed subsequent feedback received up to March 2024 with the aim to agree viewpoint locations for the PEIR and ES (based on the information available at this date).
August 2023	Email Correspondence	National Grid issued wirelines and photomontages and proposed the approach to Zone of Theoretical Visibility (ZTV) mapping for comment.
January 2024	Email Correspondence	National Grid shared the updated landscape viewpoints (and the ZTV) and sought feedback from all host authorities.
March 2024	Meeting	National Grid responded to feedback received on viewpoints.
May 2024	Meeting	Optional Statutory Consultation Thematic Group call.
September 2024	Email Correspondence	National Grid shared the Draft Landscape and Visual Methodology, Proposed LVIA Viewpoints (excel spreadsheet) and Proposed LVIA Viewpoints (map) ahead of the Landscape Thematic Group Meeting.
September 2024	Meeting	National Grid held a Landscape Thematic Group Meeting to find agreement on the LVIA methodology and the format/presentation of photomontages and/or wirelines which will form part of the DCO application.
September 2024	Email Correspondence	National Grid shared the shapefiles for the landscape viewpoints and order limits with Thurrock Council and other stakeholders following the Landscape Thematic Group Meeting.
September 2024	Email Correspondence	National Grid shared the draft Outline LEMP and Sample Mitigation Drawings ahead of the draft Outline LEMP and Outline CoCP discussion.
October 2024	Meeting	National Grid held a focus meeting to discuss the National Landscape.
October 2024	Email Correspondence	National Grid shared the Draft mitigation drawings with stakeholders

Date	Format	Topic/Description
October 2024	Email Correspondence	National Grid shared the National landscape setting study with stakeholders
October 2024	Email Correspondence	National Grid shared updated viewpoint information data following from the landscape thematic workshops
December 2024	Meeting	Meeting to agree photography locations and photomontages for the ES
March 2025	Email Correspondence	National Grid issued an update on LVIA Viewpoints and Methodology
October 2025	Meeting	Optional Thematic Group Meeting to discuss the Landscape and Visual section of the ES for Essex South.
January 2026	Meeting	Meeting to discuss the Landscape and Visual sections of the Statement of Common Ground.
Socio-economics, Recreation and Tourism		
July 2022	Email Correspondence	National Grid issued the assessment methodology to stakeholders for review ahead of the Thematic Group Meeting in July 2022.
July 2022	Meeting	National Grid held a Socio-economic, Recreation and Tourism Thematic Group Meeting to seek feedback on the proposed approach to the Socio-economics, Recreation and Tourism assessment prior to formal submission of the Scoping Report to the Planning Inspectorate. This meeting was attended by several stakeholders, including Thurrock Council.
June 2023	Technical Note	National Grid issued a Technical Note setting out the study area and methodology for assessing businesses where visual impacts are a potential operational consideration, and Public Right of Way (PRoW) during construction and operation.
August 2023	Meeting	National Grid held a Socio-economic, Recreation and Tourism Thematic Group Meeting to discuss the study area and methodology for assessing businesses.
April 2024	Technical Note	National Grid shared an updated technical note with all host authorities to demonstrate how their feedback had been considered in developing the PEIR.
September 2024	Meeting	Meeting to discuss and agree the Scope and Methodology for the updated Socio-economics, Recreation and Tourism Technical note on the ES Chapter.
November 2024	Meeting	National Grid held a follow up meeting to discuss and agree the Scope and Methodology for the updated

Date	Format	Topic/Description
		Socio-economics, Recreation and Tourism Technical note on the ES Chapter.
March 2025	Technical Note	National Grid issued the third Technical Note for Socio-economics, Recreation and Tourism
September 2025	Meeting	Optional Thematic Group Meeting to discuss the Socio-economics, Recreation and Tourism section of the ES for Essex South.
Traffic and Transport		
June 2022	Technical Note	National Grid issued a Technical Note setting out the proposed Traffic and Transport assessment methodology.
July 2022	Meeting	National Grid held the Local Highway Authority Thematic Group Meeting to discuss the proposed EIA methodology for the Traffic and Transport assessment.
September 2022	Meeting	National Grid held a Local Highway Authority Thematic Group Meeting
December 2022	Meeting	National Grid held a Transport Working Group to discuss the assessment of routes for construction traffic.
August 2023	Meeting	National Grid held a Transport Working Group to discuss the highways assessment and methodology, survey requirements, road safety audit requirements and trip regeneration methodology.
August 2023	Meeting	Meeting discussing link sensitivity, traffic counts, Abnormal Indivisible Loads (AILs), and data and underlying assumptions behind traffic and workforce calculations.
September 2023	Meeting	National Grid held a Transport Working Group Regional Meeting.
November 2023	Meeting	National Grid held a Transport Working Group meeting with the Local Highways Authorities.
November 2023	Meeting	National Grid held a PRow Thematic Group Meeting.
January 2024	Meeting	National Grid discussed the Draft Outline Construction Traffic Management Plan (CTMP) at the Transport Working Group.
March 2024	Document	PAR information shared with Thurrock Council.
March 2024	Meeting	National Grid held a Transport Working Group Regional Meeting to discuss project updates and

Date	Format	Topic/Description
		reviews of work to date, the transport assessment in the PEIR and primary access routes.
April 2024	Meeting	National Grid held a Transport Working Group Meeting to discuss updates to the transport assessment, multi-modal transport considerations and AIL routing with the local highway authorities.
June 2024	Meeting	National Grid held a Transport Working Group Regional Meeting to discuss statutory consultation, sensitive junctions, AIL routing, updates on the multi-modal report and road safety audit process, speed surveys, and visibility splays, mitigation and traffic management. Highway boundary information had been passed from Thurrock Council to NG for processing.
July 2024	Email Correspondence	National Grid issued the Proposed Abnormal Indivisible Load (AIL) Routes for comment.
August 2024	Meeting	National Grid held a Transport Working Group LHA Engagement Meeting with Thurrock Council to discuss traffic impacts from removal of stone haul roads post-construction. Highways mitigation plans for PARS were presented and routes that were not within public highway discussed.
August 2024	Meeting	National Grid held a Transport Working Group LHA AIL Route Discussion Meeting with Thurrock Council.
August 2024	Meeting	Meeting to discuss PRow survey locations.
October 2024	Meeting	National Grid held a Transport Working Group Regional Meeting. General structure and content of TA was presented. National Grid provided an overview of the initial capacity assessment methodology.
October 2024	Meeting	National Grid held a Transport Working Group Regional Meeting to discuss highways mitigation design and RSA progress, updates to CTMP and CWTP, and multi-modal plans.
December 2024	Meeting	National Grid held an LHA Engagement Meeting to discuss potential changes following statutory consultation, visibility splays and traffic management methodology for agreement in SoCG, access for existing utilities and AIL assessments to include impacts with/without LTC works taking place.
January 2025	Meeting	National Grid presented work in progress draft of Transport Assessment. Ran through methodology of junction sifting process, junction assessment methodology and cumulative assessment.

Date	Format	Topic/Description
February 2025	Meeting	National Grid presented examples of the likely environmental mitigation measures for junctions and Primary Access Routes predominately where WCH Amenity raised from detailed assessment within ES. Red Amber Green (RAG) strategy presented for junction mitigation.
February 2025	Email Correspondence	National Grid issued the Mitigation and Junction RAG Strategy
February 2025	Email Correspondence	National Grid issued the Draft Transport Assessment and Figures
March 2025	Meeting	National Grid presented examples of the likely environmental mitigation measures predominately for WCH Amenity on Primary Access Routes.
March 2025	Meeting	Presented draft work in progress TA report and noted suggested changes by Thurrock.
April 2025	Meeting	National Grid presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary).
April 2025	Meeting	National Grid held a Thurrock Council AIL Workshop with police and Thurrock Council present.
May 2025	Meeting	Presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary).
June 2025	Meeting	National Grid held a Regional Stakeholder Meeting with Thurrock Council. The proposed Statement of Common Ground and principals for Traffic Regulation Orders were discussed.
June 2025	Meeting	National Grid held a Regional Stakeholder Meeting with Thurrock Council. Progress with Road Safety Audits, Statements of Common Ground, and Traffic Modelling were discussed.
August 2025	Meeting	National Grid held a Local Highway Authority Thematic Group Meeting with Thurrock Council.
August 2025	Meeting	National Grid held a Regional Stakeholder Meeting with Thurrock Council present. Progress with Road Safety Audits, Traffic Modelling and DCO Documentation were discussed.

Date	Format	Topic/Description
October 2025	Meeting	National Grid held a Local Highway Authority Thematic Group Meeting with Thurrock Council.
October 2025	Meeting	National Grid held a Regional Stakeholder Meeting with Thurrock Council present. Progress with Road Safety Audits, Traffic Modelling and DCO Documentation were discussed.
November 2025	Meeting	Optional Thematic Group Meeting to discuss the Traffic, Transport and PRoW section of the ES.
December 2025	Meeting	National Grid held a Local Highway Authority Thematic Group Meeting with Thurrock Council. Thurrock Council introduced the team from Tetra Tech who would be acting as a consultant for highways matters going forward.
February 2026	Meeting	National Grid held a meeting with Thurrock Council to discuss Statements of Common Ground and to review their updated comments.
February 2026	Meeting	National Grid held a meeting with Thurrock Council to discuss further discuss Statements of Common Ground matters and updated positions from both parties.

3. Matters Agreed, Not Agreed or Under discussion

3.1 Overview

- 3.1.1 This chapter details the matters relevant to Thurrock Council which have been agreed, not agreed or are under discussion between the parties. Matters are arranged by topic (using broad headings, or EIA chapter headings where appropriate) and each matter is given a unique reference number to aid identification.
- 3.1.2 The red, amber, green status shows the level of agreement with Thurrock Council. Descriptions of the different levels are summarised in Table 3.1.

Table 3.1 Agreement status for matters presented in Section 3

Status	Description
Not Agreed	Indicates a final position, where it has not been possible to resolve the issue to the agreement of both parties and there remains a difference of opinion.
Under discussion	Indicates where issues are the subject of active on-going discussion.
Agreed	Indicates where an issue has been agreed or resolved satisfactorily to the agreement of both parties.

- 3.1.3 Engagement will continue as the Project develops and progresses through the various stages of the DCO process.
- 3.1.4 Table 3.3 to Table 3.13 provides the matters agreed, not agreed or under discussion in relation to the various topics.

3.2 Project development, description and design

Table 3.2 Matters Agreed, Not Agreed or Under Discussion in Relation to Project Development, Description and Design Matters

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Strategic options/needs case				
3.2.1	Needs case	<p>Norwich to Tilbury is being proposed because the existing network in East Anglia doesn't have sufficient capacity to manage the expected (and in some cases, contracted) increase in offshore wind farms (and interconnectors) needing to connect to the grid as part of the Government's target of reaching net zero by 2050. The project sits alongside other work to reinforce and upgrade the existing network in East Anglia.</p> <p>Norwich to Tilbury is listed as a key project in Appendix 2 of the NESO Clean Power 2030 Report.</p> <p>Updated position (February 2026):</p> <p>National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1). National Grid welcomes continued engagement with Thurrock Council on this matter.</p>	<p>Thurrock Council considers that the existence of a national need does not override the requirement to minimise harm to local communities and environments or to demonstrate that the chosen solution represents the least-harmful means of meeting that need.</p>	Under discussion
3.2.2	Project timing	<p>Timing for the project is driven by the needs case – when offshore wind farms are contracted to connect to the UK network – the first of which are contracted to connect in 2030. National Grid is legally obliged (under our Transmission Owner License) to provide capacity at the dates formally agreed in contracts with energy generators (or customers) by NESO.</p>	<p>Thurrock Council considers that the timing of the Project in relation to other developments, together with its cumulative impacts and the necessary community mitigation measures, should be fully discussed and appropriately developed prior to construction.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Appendix 2 of the NESO Clean Power 2030 Report shows that the constraint costs associated with a delay to the project timing as being between £2.7 and £2.8 billion.</p> <p>Updated position (February 2026): National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1).</p>		
3.2.3	Onshore route	<p>An onshore route allows for greater energy capacity and connectivity to feed into the grid. In assessing offshore options to deliver the same capacity as an onshore overhead line, we would need to build three subsea cables and associated infrastructure, which would add significant cost and not meet the needs case for Norwich to Tilbury.</p> <p><u>Updated Strategic Options and Backcheck Review documents</u> published at each consultation compare the environmental, technical, socioeconomic and financial implications for alternative routes, including offshore alternatives.</p> <p>Updated position (February 2026): National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1).</p>	Thurrock Council accepts the Project in principle however, the Council maintains its opposition to the Project pending resolution of the issues it has raised in its Relevant Representation.	Under discussion
3.2.4	Predominantly overhead line route	<p>Norwich to Tilbury has been designed in line with policy statement EN-5 (which covers the development of new energy infrastructure) which concludes that in most cases, the government expects that overhead lines will be appropriate and should be used as standard to reinforce the grid.</p>	Thurrock Council accepts the Project in principle however, the Council maintains its opposition to the Project pending resolution of the issues it has raised in its Relevant Representation.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Updated Strategic Options and Backcheck Review documents published at each consultation compare the environmental, technical, socioeconomic and financial implications for alternative routes, including underground alternatives.</p> <p>The work undertaken shows that undergrounding, including using HVDC cables, would be significantly more expensive and have environmental impacts and present engineering challenges. Due to the higher price that would be involved in an underground alternative, we do not believe that this would be the most suitable option as all costs ultimately go onto domestic energy bills.</p> <p>Updated position (February 2026): National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1).</p>		
Project development process - Design				
3.2.5	Green Belt	<p>National Grid has considered the effects on the Green Belt and all of the options connecting into Tilbury identified in the Corridor and Preliminary Routeing and Siting Study (CPRSS) would result in new and upgraded infrastructure in the Green Belt.</p> <p>As part of the DCO application, the Planning Statement will include an assessment of the Project against relevant Green Belt policy.</p>	<p>Thurrock Council Response to Statutory Consultations (July 2024):</p> <p>The council requests that NG undertake a detailed assessment of the cumulative impact further energy infrastructure will have on the openness and visual harm in the Green Belt, evaluating the impacts of overgrounding versus undergrounding the cabling.</p> <p>Thurrock Council acknowledges that National Grid has assessed the impact the Project will have on the openness</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			and visual harm of the Green Belt against relevant Green Belt policy.	
Project development process - Consultation				
3.2.6	2022 non-statutory consultation	<p>Non-statutory consultation took place between 21 April 2022 – 16 June 2022. Details of this consultation are outlined in the Consultation Strategy, and responses to feedback received during consultation are included in the Feedback Report.</p> <p>The non-statutory consultation was undertaken in accordance with the published Consultation Strategy.</p>	The council acknowledges that the 2022 non-statutory consultation was conducted in line with the Consultation Strategy.	Agreed
3.2.7	2023 non-statutory consultation	<p>Non-statutory consultation took place between 27 June 2023 – 21 August 2023. Details of this consultation are outlined in the Consultation Strategy, and responses to feedback received during consultation are included in the Feedback Report.</p> <p>The non-statutory consultation was undertaken in accordance with the published Consultation Strategy.</p>	The council acknowledges that the 2023 non-statutory consultation was conducted in line with the Consultation Strategy.	Agreed
3.2.8	2024 statutory consultation	<p>Statutory Consultation took place from Wednesday 10 April 2024 to 26 July 2024 (the end date was extended from 18 June 2024 due to the general election.) Details of this consultation are outlined in the Statement of Community Consultation (SoCC). Responses to feedback received during statutory consultation are contained within the Consultation Feedback Report [APP-066].</p> <p>The statutory consultation was undertaken in accordance with the published SoCC.</p>	<p>The council acknowledges that the 2024 statutory consultation was conducted in line with the Statement of Community Consultation.</p> <p>The council would like to have sight of (a draft of the) Feedback Report before submission of the application. National Grid has communicated that the Feedback Report will be shared only after submission.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.2.9	2025 targeted consultation	<p>Targeted consultations for Essex and Thurrock took place from 25 February 2025 – 27 March 2025, with an additional targeted consultation regarding the connection to Tilbury taking place from 18 March 2025 – 17 April 2025. Details of these consultations are outlined in the Targeted Consultation Strategy and associated targeted consultation leaflets and environmental implications of change documents. Responses to feedback received during targeted consultation are contained within the Consultation Feedback Report [APP-066].</p> <p>The targeted consultations were undertaken in accordance with the published Targeted Consultation Strategy.</p> <p>The approach to targeted consultation was undertaken in accordance with Section 50 of the Planning Act 2008 and associated guidance: Planning Act 2008: Pre-application stage for Nationally Significant Infrastructure Projects (April 2024).</p>	<p>The council acknowledges that the 2025 targeted consultation was conducted in line with the Targeted Consultation Strategy.</p>	Agreed
Other matters as required				
3.2.10	Community Benefits	<p>Updated position (February 2026):</p> <p>Socio-economic impacts on the local economy, including impacts on local businesses, residents and the tourism sector are assessed in 6.15 Environmental Statement Chapter 15 - Socio-economics, Recreation and Tourism [APP-265]. The chapter concludes that there would be no significant impacts on the local economy as a result of the Project.</p> <p>In addition to the ES, the Applicant is committed to providing a coordinated local and regional</p>	<p>Thurrock Council Response to Targeted Consultations (01/05/2025):</p> <p>The council encourages National Grid to engage positively with the government's new guidance on community funds for transmission infrastructure in order to work closely with partners to deliver social value and long-term benefits for Thurrock's communities, especially those most affected by the works.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>approach to community benefits. The Government has published its guidance on community funds for transmission infrastructure (DESNZ, 2025). The Applicant is committed to working with Ofgem, industry partners, local communities and their representatives to ensure community benefits are delivered fairly and effectively, driving lasting, positive change for the people and places integral to our developing electricity network.</p> <p>This would be delivered outside the development consent process, since it is not a material consideration in the decision on the Project or a matter to be secured as part of the Development Consent Order (DCO), as per the Community Funds for Transmission Infrastructure: Guidance (DESNZ, 2025) 14. Therefore, any community benefit or investment would be captured under the National Grid Community Grant Scheme and dealt with separately to the EIA.</p>	<p>The council awaits details from National Grid's Community Benefits team regarding engagement with the new guidance.</p>	
3.2.11	Household Waste Recycling Centre	<p>Position added February 2026:</p> <p>The scaffolding is required to support catch nets to ensure the road can remain open during the installation of the overhead wires. Exact arrangements can only be confirmed when the final positioning of the pylons to either side of the road is established. The plans currently show a scaffolding extent that allows for the pylons to move within the full limits of deviation (LoD) to both sides of the indicated centreline. The actual scaffolding requirement will be more limited and is likely to be positioned outside the HWRC. When combined with pragmatic measures where appropriate to temporarily modify HWRC site</p>	<p>Thurrock Council notes National Grid's clarification regarding:</p> <ul style="list-style-type: none"> • The purpose of the proposed scaffolding and its intention to keep the adjacent road open during installation of the overhead wires; • That the extent of scaffolding shown on the submitted plans reflects the full Limits of Deviation and that the final scaffolding arrangement is anticipated to be more limited and likely to be located outside the Linford Household Waste Recycling Centre (HWRC). 	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>activities, we would not expect site operations to be materially affected.</p> <p>The permanent access requirement is intended to provide a guaranteed route to ensure maintenance inspections (typically by operatives in 4X4 vehicles) can be completed. However normal practice is to agree specific route and access arrangements prior to an individual visit so that the current site circumstances can be responded to with flexibility in the specific route.</p>	<p>However, Thurrock Council considers that insufficient certainty has been provided to conclude that HWRC operations will not be materially affected. The HWRC is a well-used facility serving residents, and even temporary disruption to access, circulation, boundaries, or operational areas could have a significant impact on site functionality, safety, and customer experience.</p> <p>The Council requires confirmation of:</p> <ul style="list-style-type: none"> • Whether any temporary or permanent works, including scaffolding, access routes, or associated activities, would be located inside or outside the HWRC boundary and perimeter fencing. • The potential impacts on vehicular access to the HWRC, including the resident entrance and internal circulation. • Any implications for existing infrastructure, including site boundaries, containers, and operational areas. <p>In respect of permanent access, Thurrock Council acknowledges National Grid's need to secure access for future maintenance and inspection activities. However, the Council requires clarity on the location of the proposed access route, and how access will be managed in practice, particularly given the operational constraints of a busy HWRC.</p>	

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			While the Council notes National Grid's intention to agree specific access arrangements prior to individual visits, this does not remove the need for certainty regarding the extent of land take, the position of access routes, and any permanent implications for the site.	
3.2.12	Chapel Farm	<p>Position added February 2026:</p> <p>The potential requirement at Chapel Farm; and thus overlap of the Project Order Limits with the Council's development proposals; related to the area required for the installation of the overhead wires, the so called 'stringing or pulling zone'. This requirement only arose when the original proposals by LTC was to divert the two existing overhead lines (ZB and YYJ).</p> <p>We have been advised by LTC that a proposed modification to their DCO, that does not require the diversion of the YYJ or ZB overhead lines at Chapel Farm, has been accepted. This means that the land at Chapel Farm will not now be required to be crossed by the Norwich to Tilbury Project.</p>	Thurrock Council considers that this position should be reflected clearly in the Order Limits and associated plans to provide certainty that no temporary or permanent works, including stringing or pulling activities, will take place within Chapel Farm land. Subject to this clarification, this matter is agreed	Under discussion

3.3 Ecology and Biodiversity

Table 3.3 Matters Agreed, Not Agreed or Under Discussion in relation to Ecology and Biodiversity

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.3.1	Policy and legislation	The policy context, legislation and guidance considered when undertaking the Ecology and Biodiversity assessment is presented in Chapter 2	All relevant legislation, policy and guidance has been identified and	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>(Key Legislation and Planning Policy Context) [APP-126] and Section 8.2 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	appropriately considered to inform the assessment.	
EIA – Approach and Methods				
3.3.2	Study area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.3.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 8.4 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026].	Sufficient desktop and survey data has been collected to inform the assessment.	Agreed
3.3.4	Assessment Methodology	The assessment methodology was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The assessment methodology was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.3.5	Survey Methodology	The methodology for assessing Ecology and Biodiversity relevant to Thurrock Council was agreed through a Technical Note outlining survey methods and the scope of surveys for species outside the remit of Natural England.	The methodology for assessing Ecology and Biodiversity relevant to Thurrock Council was agreed through a technical note outlining survey methods and the scope of surveys for species outside the remit of Natural England.	Agreed
3.3.6	Key parameters and assumptions	Key parameters and assumptions associated with the Ecology and Biodiversity assessment are summarised in Section 8.4 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026]. The key parameters and assumptions presented are considered appropriate.	The key parameters and assumptions presented are considered appropriate.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Baseline Conditions				
3.3.7	Baseline conditions and receptors	The baseline conditions and receptors for Ecology and Biodiversity are presented in Section 8.5 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026]. The baseline conditions and receptors presented are considered appropriate.	The baseline conditions and receptors presented are considered appropriate.	Agreed
EIA – Embedded, Standard and Additional Mitigation Measures				
3.3.8	Embedded mitigation	Embedded mitigation measures, designed as an inherent part of the Project relevant to Ecology and Biodiversity effects, are set out in Section 8.6 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] . Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects. January 2025, National Grid issued a Technical Note to all host authorities outlining the protected species proposed mitigation measures for agreement/comment.	Chapter 8 of the ES recognises the effects of the proposal on part of the proposed LTC tree planting mitigation for effects on Rainbow Shaw.	Agreed
3.3.9	Standard mitigation	Standard mitigation measures to reduce potential Ecology and Biodiversity effects during construction are summarised in Section 8.6 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] and set out in the Outline CoCP [APP-300] . The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed
3.3.10	Additional mitigation	The consideration of additional mitigation measures are presented in Section 8.6 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] . Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Assessment Conclusions				
3.3.11	Construction effects	The assessment of effects during construction is presented in Section 8.7 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] . The assessment of effects during construction presented is considered appropriate.	Thurrock Council agrees that there are no effects on the Thames Estuary & Marshes SPA/Ramsar/Mucking Flats SSSI. Restoration measures in Buckingham Hill & Linford Pit must recognise the potential for natural regeneration in these sites.	Agreed
3.3.11	Construction effects (LTC interaction)	The assessment of effects during construction is presented in Section 8.7 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] . The assessment of effects during construction presented is considered appropriate. National Grid has confirmed discussions with LTC are ongoing and a draft SOCG with LTC will be submitted at Deadline 1. National Grid will continue to engage with Thurrock Council on this matter.	The applicant must ensure any works within Blackshots Nature Area LWS aligns with LTC impacts & mitigation. Confirmed in meeting to discuss the Statement of Common Ground on 26th January that this matter is still under discussion.	Under Discussion
3.3.12	Operational (and maintenance) effects	The assessment of effects during operation (and maintenance) is presented in Section 8.7 of Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] . The assessment of effects during operation (and maintenance) presented is considered appropriate.	The assessment of effects during operation (and maintenance) presented is considered appropriate.	Agreed
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.3.13	Outline CoCP	The Outline CoCP [APP-300] includes all relevant construction related mitigation measures specified in Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] and is appropriate for managing construction impacts from the Project.	It is considered that the approach to date is appropriate based on the information provided.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Meeting held in October 2024 to agree on the structure for the Outline CoCP.</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline CoCP.</p> <p>A further iteration of the Outline CoCP was issued in May 2025 following the meeting and feedback in writing.</p>		
3.3.14	Outline LEMP	<p>The Outline LEMP [APP-300] includes all relevant operational related mitigation measures specified in Chapter 8 (Ecology and Biodiversity) of the ES [AS-026] and is appropriate.</p> <p>Meeting held in October to agree on the structure for the Outline LEMP.</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline LEMP.</p> <p>A further iteration of the Outline LEMP was issued in May 2025 following the meeting and feedback in writing.</p> <p>Updated position (February 2026):</p> <p>Natural regeneration within local wildlife sites is identified within the Outline LEMP [APP-300] as a suitable reinstatement method. Full details will be included in the final LEMP for Thurrock Council's review on the reinstatement at local wildlife sites in order to discharge the requirement.</p>	<p>There is an assumption that mitigation will typically include reseeding/replanting. So long as care is taken re. species choice/ seed mix, if this is the case Thurrock Council does not raise an in principle objection. Buckingham Hill, Linford Pit and possibly Mucking Heath LWSs should be included in the sites identified for natural regeneration of grassland (9.5.3) as these sites have evolved naturally and presence of bare ground and early successional habitat is an important component of the sites' value.</p>	Agreed
Other matters as required				
3.3.15	Biodiversity Net Gain (BNG) Approach and Assessment)	<p>National Grid will deliver at least 10 % BNG with wider environmental and societal benefits on its construction projects. The Biodiversity Net Gain Report [APP-299] sets out the approach to BNG.</p> <p>Offsite BNG will be secured by a legal agreement and delivered through collaboration with partners</p>	<p>The BNG approach presented follows national guidance.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>and purchased from commercially registered providers.</p> <p>National Grid shared the Biodiversity Net Gain strategy with stakeholders in January 2025.</p>		
3.3.16	Biodiversity Net Gain (BNG) (Delivery Mechanism)	National Grid will deliver biodiversity units onsite through replacement planting and onsite mitigation in the form of habitat creation and enhancement secured through the Outline LEMP [AS-046]. 10% BNG is not fully achievable onsite so offsite biodiversity units will be required. Offsite BNG will be secured by a legal agreement. The Heads of Terms for which was shared with the stakeholders in August 2025. Discussions with stakeholders are ongoing.	Thurrock Council continues to engage with the applicant on this matter and a potential unilateral undertaking.	Under Discussion
3.3.17	Draft Arboricultural Impact Assessment (AIA)	<p>National Grid issued the draft AIA in March 2025.</p> <p>The AIA was submitted as part of the draft DCO as 13.6 Environmental Statement Appendix 13.6: Arboricultural Impact Assessment [APP-236].</p>	<p>Email from Thurrock Council on 28th April 2025:</p> <p>The draft report and plans confirm that the scheme would have limited impacts on trees (loss of 10 Category B trees in Thurrock). The categorisation of the trees (B, C & U) looks appropriate.</p> <p>The Tree Schedule is currently being prepared and the report notes that replacement tree planting ratios have yet to be finalised.</p> <p>Thurrock Council have no concerns with the approach taken – it broadly follows BS5837:2012.</p>	Agreed

3.4 Contaminated Land, Geology and Hydrogeology

Table 3.4 Matters Agreed, Not Agreed or Under Discussion in Relation to Contaminated Land, Geology and Hydrogeology

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.4.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Contaminated Land, Geology and Hydrogeology assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) {APP-126} and Section 9.2 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>The ES makes reference to minerals safeguarding policy in NPS EN-1, and includes the NPPF and the Minerals Core Strategy in lists of policy, although it doesn't go into detail of the mineral safeguarding policy.</p>	Agreed
EIA – Approach and Methods				
3.4.2	Study area	<p>The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	<p>The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	Agreed
3.4.3	Data sources	<p>Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 9.4 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181].</p>	<p>Sufficient desktop and survey data has been collected to inform the assessment.</p>	Agreed
3.4.4	Assessment methodology	<p>The methodology for assessing Contaminated Land, Geology and Hydrogeology was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	<p>The methodology for assessing Contaminated Land, Geology and Hydrogeology was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			Stakeholder comments received during the 2024 Statutory Consultation stated that Thurrock Council were in agreement with the methodology proposed for the risk assessment and management of potentially contaminated land (outlined in the PEIR).	
3.4.5	Key parameters and assumptions	Key parameters and assumptions associated with the Contaminated Land, Geology and Hydrogeology assessment are summarised in Section 9.4 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP_181] . The key parameters and assumptions presented are considered appropriate.	The key parameters and assumptions presented are considered appropriate.	Agreed
EIA – Baseline Conditions				
3.4.6	Baseline conditions and receptors	The baseline conditions and receptors for Contaminated Land, Geology and Hydrogeology are presented in Section 9.5 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181] . The baseline conditions and receptors presented are considered appropriate.	The baseline conditions and receptors presented are considered appropriate.	Agreed
EIA – Embedded, Standard and Additional Mitigation Measures				
3.4.7	Embedded mitigation	Embedded mitigation measures, designed as an inherent part of the Project relevant to Contaminated Land, Geology and Hydrogeology effects, are set out in Section 9.6 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181] . Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.4.8	Standard mitigation	<p>Standard mitigation measures to reduce potential effects during construction are summarised in Section 9.6 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181] and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>This matter remains under discussion pending review of the potential for incidental extraction at the substation. The Applicant will continue to engage with Thurrock Council on this matter.</p>	<p>Regarding the safeguarding of mineral resources, Thurrock Council feel that an incidental extraction scheme should be considered (or at least not completely discounted at this stage) in respect of resources that may underly the new substation in Section H. This area of the Order Limit appears to coincide with a Mineral Safeguarding Area (MSA) for sand and gravel. It is understood that the substation would be 300m x 340m, so 102,000m² (10.2 hectares).</p> <p>The Qualitative Minerals Resource and Infrastructure Assessment (that is appended to the chapter) states an incidental extraction scheme is not viable. There are references made (in paragraphs 9.5.28, 9.5.30, 9.5.34, 9.5.40, 9.5.43, 9.5.44, and 9.5.46 & 9.6.4) that incidental extraction would lead to engineering requirements, additional cost, storage of significant overburden, and increased timescales. We consider incidental extraction to be when minerals are <i>incidentally</i> encountered during construction works and are recovered and put to beneficial use either on or off site.</p> <p>These materials would be encountered and need to be managed anyway, whether they contain minerals or not, and whether they are recovered for beneficial use (mineral) or removed from site as muckaway (non-mineral).</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			<p>No additional amount of material would be generated in an incidental scheme to a standard development with no underlying minerals, so there would be no increased storage requirement. Likewise, material would only be encountered that requires removal/management anyway so there would be no increased engineering requirement. There would be no notable increase in cost or timescales.</p> <p>Thurrock Council consider that the implementation (or at least further consideration, pending site investigation work) of an incidental extraction scheme, for the land that coincides with the new substation, would help to mitigate the impact on mineral resources/ Mineral Safeguarding Areas, and is not an unreasonable request.</p> <p>It is considered that this would be a more sustainable approach, and indeed one which is a fairly standard practice, and is not onerous to the developer.</p>	
3.4.9	Additional mitigation	The consideration of additional mitigation measures are presented in Section 9.6 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181] . Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Assessment Conclusions				
3.4.10	Construction effects	<p>The assessment of effects during construction is presented in Section 9.7 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181]. The assessment of effects during construction presented is considered appropriate.</p> <p>Updated position (February 2026):</p> <p>This matter remains under discussion pending review of the potential for incidental extraction at the substation. The Applicant will continue to engage with Thurrock Council on this matter.</p>	<p>The assessment of effects on mineral resources is presented in paragraphs 9.7.37 – 9.7.41. It is considered that this should reflect an incidental extraction scheme for the new substation in Section H (Thurrock). This would look to recover any incidentally encountered sand and gravel for beneficial use, where viable.</p>	Under discussion
3.4.11	Operational (and maintenance) effects	<p>The assessment of effects during operation (and maintenance) is presented in Section 9.7 of Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181]. The assessment of effects during operation (and maintenance) presented is considered appropriate.</p>	<p>The assessment of effects during operation (and maintenance) presented is considered appropriate.</p>	Agreed
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.4.12	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant construction mitigation measures specified in Chapter 9 (Contaminated Land, Geology and Hydrogeology) of the ES [APP-181] and is appropriate for managing construction impacts from the Project.</p> <p>Meeting held on 9th October 2024 to agree on the structure for the Outline CoCP [APP-300].</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline CoCP [APP-300].</p> <p>A further iteration of the Outline CoCP [APP-300] was issued in May 2025 following the meeting and feedback in writing.</p>	<p>It is considered an incidental approach to minerals extraction, for the new substation in Order Limit Section H (Thurrock), should be included as mitigation, to recover suitable sand and gravels, if and where viable.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Updated position (February 2026): This matter remains under discussion pending review of the potential for incidental extraction at the substation. The Applicant will continue to engage with Thurrock Council on this matter.</p>		
Other matters as required				

3.5 Health and Wellbeing (including Air Quality and Noise and Vibration)

Table 3.5 Matters Agreed, Not Agreed or Under Discussion in Relation to Health and Wellbeing

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.5.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Health and Wellbeing assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126], Section 10.2 of Chapter 10 (Health and Wellbeing) [APP-192], Section 7.2 of Chapter 7 (Air Quality) [APP-147], and Section 14.2 of Chapter 14 (Noise and Vibration) [APP-256] of the ES.</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p> <p>Thurrock Council comments are noted, and the Applicant will continue to engage on this matter.</p>	<p>The ES makes reference to Thurrock's Health and Wellbeing Strategy but it does not reference Health in All Policies Approach to Healthy Place-Shaping guidance or any of the JSNAs.</p> <p>Thurrock Council requires further information about how these documents have been used to inform the Health and Wellbeing Chapter of the ES and the assessment of health and wellbeing itself, including wider determinants of health.</p>	Under discussion
EIA – Approach and Methods				
3.5.2	Study area	<p>The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	<p>The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p>	Agreed
3.5.3	Data sources	<p>Sufficient desktop data has been collected to inform the assessment as presented within Section 10.4 of Chapter 10 (Health and Wellbeing), Section 7.4 of Chapter 7 (Air Quality) and Section 14.4 of Chapter 14 (Noise and Vibration) of the ES.</p>	<p>Chapter 10 of the ES (Health and Wellbeing) has used sufficient desk based data.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.5.4	Assessment methodology	<p>A meeting was held in September 2024 to agree the assessment methodology of the Health and Wellbeing ES chapter.</p> <p>National Grid issued the Health and Wellbeing Technical Note – Refreshed Approach on the 9th October 2024.</p> <p>National Grid issued responses to Thurrock's comments on the technical note in an email dated 8th May 2025.</p> <p>Updated position (February 2026):</p> <p>The main construction noise and vibration assessment considers the proposed locations of the pylon working areas, as shown on Figure 4.1: Proposed Project Design of the ES (6.4.F1 Environmental Statement (ES) Figure 4.1: Proposed Project Design [APP-133]).</p> <p>However, the Limit of Deviation (LoD) for overhead lines (and associated pylons) is considered in Section 9 of Chapter 14: Noise and Vibration of the ES (6.14 Environmental Statement Chapter 14: Noise and Vibration [APP-256]). It is stated and agreed that movement within the LoD would lead to changes in construction noise and vibration levels (increasing if movement is towards noise sensitive receptors (NSRs), and reducing if further away), without mitigation. However, the mitigation measures would vary accordingly to ensure that significant effects are avoided and adverse effects minimised in line with policy (EN1, Noise Policy Statement for England, the NPPF and Planning Practice Guidance for Noise).</p> <p>It should also be considered that the LoD includes the conductors and the associated conducted</p>	<p>There is no requirement in the CoCP that the worst-case receptor distance within the LoD must be assessed. A 50m change would absolutely be significant and there is currently no commitment to reassess noise/vibration significance if final pylon positions move closer to dwellings. The assessment envelope cannot reasonably be described as worst case if it does not explicitly model that closer distance scenario, require reassessment where receptors fall closer than assumed.</p> <p>Community engagement needs to be drawn through into the Health and Wellbeing Chapter, as raised in the council's relevant representation.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>swing, as shown in 2.6.2 Design and Layout Plans – Overhead Lines [APP-042]. As such, in practice, pylons could not be constructed on the outer extremities of the LoD. There are additional constraints, such as roads and buildings, that fall within the LoD due to the conductor span, but where pylons could not be built, as well as pylon location constraints at 'bends' in the route that then inform the locations of subsequent pylons. As such, pylon locations are considerably more constrained in practice than is indicated by the LoD.</p> <p>The LoD was reviewed through the EIA process when producing the ES and there are no locations where movement towards the edge of the LoD, and towards NSRs, would lead to any likely significant adverse effects with the implementation of standard mitigation measures.</p> <p>Furthermore, the Main Works Contractor(s) would undertake detailed construction noise and vibration assessments based on their specific methodologies, as per commitment NV05 within the Outline Code of Construction Practice (7.2 Outline Code of Construction Practice [APP-300]) for each specific pylon location, based on its proposed location within the LoD following detailed design processes. Based on the outcome of these assessments, specific mitigation measures would be identified and implemented for each pylon such that significant adverse effects are avoided. These measures would be documented in the Noise and Vibration Management Plan (NVMP) (which would be updated from the Outline NVMP submitted as part of the Development Consent Order (DCO) application – (7.2 Outline Code of Construction</p>		

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Practice Appendix F – Outline and Vibration Management Plan [APP-306]).</p> <p>In relation to community engagement, National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1).</p>		
3.5.5	Key parameters and assumptions	<p>Key parameters and assumptions associated with Health and Wellbeing are summarised in Section 10.4 of Chapter 10 (Health and Wellbeing), Section 7.4 of Chapter 7 (Air Quality) and Section 14.4 of Chapter 14 (Noise and Vibration) of the ES. The key parameters and assumptions presented are considered appropriate.</p> <p>Thurrock Council comments are noted, and the Applicant will continue to engage on this matter.</p>	<p>While we welcome many of the additional topics we requested during the EIA Scoping for Health and Wellbeing Chapter have been included, assessment of the cumulative health impacts and focus on climate and sustainability have not been included, nor has any rationale been provided for why this is the case. While we note that a Cumulative Impact Chapter has been submitted as part of the ES submission, no information from this assessment has been brought forward into the Health and Wellbeing Chapter. It is still our view that these topics should be included as part of the Health and Wellbeing Assessments, and we would ask that this is actioned.</p>	Under discussion
EIA – Baseline Conditions				
3.5.6	Baseline conditions and receptors	<p>The baseline conditions and receptors for Health and Wellbeing are presented in Section 10.5 of Chapter 10 (Health and Wellbeing), Section 7.5 of Chapter 7 (Air Quality) and Section 14.5 of Chapter 14 (Noise and Vibration) of the ES. The baseline conditions and receptors presented are considered appropriate.</p>	<p>Thurrock Council requires further information about how Thurrock's Health and Wellbeing Strategy and JSNAs have been fed into / inform the Health and Wellbeing chapter including baseline and assessment.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Updated position (February 2026): National Grid provided a response to this matter at Deadline 1 through the relevant representations process (document reference 8.4.1)</p>		
EIA – Embedded, Standard and Additional Mitigation Measures				
3.5.7	Embedded mitigation	<p>Embedded mitigation measures, designed as an inherent part of the Project relevant to Health and Wellbeing effects, are set out in Section 10.6 of Chapter 10 (Health and Wellbeing), Section 7.6 of Chapter 7 (Air Quality) and Section 14.6 of Chapter 14 (Noise and Vibration) of the ES. Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026): The Applicant is committed to minimising disruption on local highway networks (including to healthcare facilities and other services / amenities) and acknowledges the need to mitigate impacts where possible. 7.3 Outline Construction Traffic Management Plan [APP-309] includes details on contingency routes, should the need arise. However, it should also be noted that access to properties and facilities will be maintained throughout construction which may include the use of appropriate, signed diversion routes and temporary access arrangements. Emergency vehicles accessing the construction corridor will be able to do so through crossover points as well as the site access points as both have been designed to allow for emergency vehicles to access the haul roads.</p>	Thurrock Council has ongoing concerns (which have been highlighted in each of its responses to the applicant) about the potential cumulative construction impacts on transport routes and access to healthcare facilities and other services / amenities, particularly in relation to the potential overlap in construction timelines with the LTC.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.5.8	Standard mitigation	<p>Standard mitigation measures to reduce potential effects during construction are summarised in Section 10.6 of Chapter 10 (Health and Wellbeing), Section 7.6 of Chapter 7 (Air Quality), Section 14.6 of Chapter 14 (Noise and Vibration) of the ES and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>No significant health and wellbeing impacts have been identified in the assessment set out in ES Chapter 10: Health and Wellbeing [APP-192] and as such there is no requirement for monitoring measures. However, the Applicant recognises that uncertainty while the Project is developed may cause anxiety. The Applicant has sought to reduce potential effects on communities and residents through routing and design. The Applicant has also sought to reduce concern or uncertainty about the proposals through making timely design decisions and engaging with the people and stakeholders throughout the development of the Project. The Project team will continue to engage with people potentially affected during progress of the Project, through the use of a dedicated project phone line and email address. This would enable concerns to be raised and discussed at an early opportunity and provide a regular point of contact to respond to queries and concerns.</p> <p>Noise and vibration monitoring would be undertaken by the contractor if required. This may form part of the standard noise management practices and part of best practicable means</p>	<p>A dedicated project website has been proposed for keeping residents and other stakeholders updated during the construction period which is welcome. However, Thurrock Council requires further information about whether there are plans to disseminate information in alternative forms, such as through paper copies. Thurrock Council has some concerns that for residents who experience digital exclusion (for example, don't have access to the internet and / or the skills and confidence to access websites) may be disadvantaged in receiving updates. This requires further consideration to reduce health inequalities and enhance health equity.</p> <p>Routine noise/vibration monitoring is not currently proposed, but monitoring (either pre-agreed or reactive) will be done as needed. Routine monitoring is recommended, even informally (e.g., listening checks), with detailed records maintained and available on request.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.5.9	Additional mitigation	<p>(BPM) and may form part of Section 61 agreements, though consultation with the local authority.</p> <p>The consideration of additional mitigation measures are presented in Section 10.6 of Chapter 10 (Health and Wellbeing), Section 7.6 of Chapter 7 (Air Quality) and Section 14.6 of Chapter 14 (Noise and Vibration) of the ES. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>Resident concerns, feelings and perceptions of safety as relate to EMFs is something the Applicant has considered throughout the Project. The Applicant operate a public EMF helpline available for residents to contact and discuss any aspects of EMF as well as a website, www.emfs.info to provide factual information about EMFs from electricity infrastructure. Both the EMF helpline and website have been available throughout the consultation period and will continue to address any concerns. Whilst we welcome the proposal that the Applicant may look to deliver a dedicated programme of communication and scientific information relating to EMFs, the provision of one to one conversations via the helpline and information on the website provide this service for local residents. If residents require further information via workshops, the Applicant would welcome discussions about what this will look to deliver, to who and how often will communication be shared to facilitate these events.</p>	<p>Resident concerns, feelings and perceptions of safety as relate to EMFs – while we welcome the proposal that National Grid may look to deliver a dedicated programme of communication and scientific information relating to EMFs, we require more information about what this will look to deliver, to who and how often will communications be shared. It is our view that given the size and nature of the proposed development that further mitigation should be delivered to support residents to feel more informed and in control as relates to EMFs. We would recommend that consideration be given to National Grid delivering a series of workshops for local residents who may be impacted by the project to learn about EMFs.</p> <p>The other mitigation proposed in Chapter 10 of the ES is considered appropriate.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Assessment Conclusions				
3.5.10	Construction effects	<p>The assessment of effects during construction is presented in Section 10.7 of Chapter 10 (Health and Wellbeing), Section 7.7 of Chapter 7 (Air Quality) and Section 14.7 of Chapter 14 (Noise and Vibration) of the ES. The assessment of effects during construction presented is considered appropriate.</p> <p>Updated position (February 2026):</p> <p>The assessment of emissions from construction traffic is described in section 7.4 EIA Approach and Methods of Chapter 7 (Air Quality). Results of the assessment are discussed in Section 7.7 of Chapter 7 (Air Quality) and Appendix 7.3: Air Quality Assessment Results. 59 sensitive human receptor locations were selected to be representative of potential for air pollution exposure. These are shown in Figure 7.5 - Air Quality Affected Road Network. The modelling results predicted negligible changes in pollutant concentrations for NO₂, PM₁₀ and PM_{2.5} at these receptor locations. Whilst it is not possible to assess every sensitive receptor including public rights of way, the receptors selected are considered to be representative of the potential impacts and no likely significant effects are predicted, with the overall conclusions being negligible.</p>	<p>Thurrock Council has ongoing concerns about the impact of diversions and temporary or permanent closures of Public Rights of Ways (PRoWs) and the potential of these closures to change residents' behaviour (leading some to engage less frequently in leisure and recreation activities along these routes / becoming less physically active). While some information about these closures is outlined within the ES Health and Wellbeing Chapter and we note the inclusion of a PRoW Management Plan as part of submission, we require further clarity on the description of a closure being for the "duration of works"- could you clarify the timing of and length of closure for this description? Furthermore, how have cumulative impacts of PRoW closures and diversions been considered, when reviewed in conjunction with the impacts from LTC?"</p> <p>A low proportion of the construction jobs are expected to be filled by people who live locally (10% across the entire project footprint) compared to a proposed 90% of construction roles being recruited from outside of local areas. Impacts on healthcare facilities do not appear to have been assessed as part of the Health and Wellbeing Chapter and require further consideration. It</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			<p>would be helpful if National Grid could provide further information about what health infrastructure and welfare facilities will be provided for construction workers within each of the Construction Compounds in Thurrock.</p> <p>There is potential for construction traffic to have a significant negative impact on local air quality. Any potential impact on public rights of way or air quality will also cause issues for public health in the borough. The applicant has not yet provided sufficient information to adequately assess these impacts, and so Thurrock Council is not satisfied that they will be effectively avoided or mitigated.</p>	
3.5.11	Operational (and maintenance) effects	<p>The assessment of effects during operation (and maintenance) is presented in Section 10.7 of ES Chapter 10 (Health and Wellbeing) [APP-192], Section 7.7 of ES Chapter 7 (Air Quality) [APP-147] and Section 14.7 of ES Chapter 14 (Noise and Vibration) [APP-256]. The assessment of effects during operation (and maintenance) presented is considered appropriate.</p> <p>Thurrock Council comments are noted, and the Applicant will continue to engage on this matter.</p>	<p>Thurrock Council remains concerned that community engagement and feedback has not been drawn through into the assessment and in turn conclusions reached. Thurrock Council requires further information about how the relevant Thurrock guidance including JSNAs have fed into the assessment.</p>	Under discussion
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.5.12	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant mitigation measures specified in ES Chapter 10 (Health and Wellbeing) [APP-192], ES Chapter 7 (Air Quality) [APP-147] and ES Chapter 14 (Noise and Vibration) [APP-256] and is</p>	<p>There is brief reference to community engagement, through use of a dedicated telephone line in which residents can raise concerns. However, more detail, and a more structured complaints and</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>appropriate for managing construction impacts from the Project.</p> <p>Updated position (February 2026): Commitment GG30 within the Outline CoCP [APP-300] includes active community liaison, including advance notification of disruptive activities, provision of contact details, and a formal complaints handling process. Thurrock Council comments are noted, and NG will continue to engage on this matter.</p>	<p>communication procedure (response times and escalation route) would be beneficial.</p> <p>Thurrock Council is happy to signpost to relevant training / information if this is of interest.</p>	

Other matters as required

3.6 Historic Environment

Table 3.6 Matters Agreed, Not Agreed or Under Discussion in Relation to Historic Environment

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.6.1	Policy and legislation (Archaeology)	<p>The policy context, legislation and guidance considered when undertaking the Historic Environment assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 11.2 of Chapter 11 (Historic Environment) of the ES [APP-208].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p> <p>Updated position (February 2026): Further discussions will take place following National Grid's review of Thurrock Council's Local</p>	<p>Thurrock Council (Archaeology) is currently reviewing the relevant documentation. The ES Chapter 11.2 looks to contain all relevant legislation, policy and guidance.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		Impact Report (LIR). National Grid will continue to engage with Thurrock Council on this matter.		
3.6.2	Policy and legislation (Built Heritage)	<p>The policy context, legislation and guidance considered when undertaking the Historic Environment assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 11.2 of Chapter 11 (Historic Environment) of the ES [APP-208].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p> <p>Updated position (February 2026):</p> <p>National Grid notes the LPAs request for further clarity in relation to non-designated heritage assets. All non-designated heritage assets were assessed to determine their value in accordance with the Scoping Report (6.19 Scoping Report [APP-288 – APP-296]), Scoping Opinion (6.20 Scoping Opinion [APP-297]) and the methodology set out in Chapter 11: Historic Environment of the ES (6.11 Environmental Statement Chapter 11- Historic Environment [APP-208]). Those assets assessed to have a low or negligible value and located outside the Order Limits did not have a settings assessment undertaken. As they would not experience physical impacts there is no potential for significant effects as a result of change to setting for assets of these values. While some harm would still be possible, given their value and nature of potential impacts this would be at the very lowest end of the harm scale. In NPS (EN-1) instructions regarding the Applicant's assessment at paragraph 5.9.9 states 'The applicant should</p>	<p>Query raised with National Grid regarding Paragraph 11.4.25 on page 26 of Document 6.11 Environmental Statement Chapter 11 – Historic Environment - that the settings of all Low value non-designated heritage assets (which include locally listed buildings) have not been assessed which would not appear to be in accordance with paragraph 5.9.7 of the Department for Energy Security and Net Zero Overarching National Policy Statement for Energy (EN-1).</p> <p>Thurrock Council (Built Heritage) advises that based on a further review of the identification and assessment of the value of NDHA buildings in Document: 6.11.A1 Environmental Statement Appendix 11.1 Historic Environment Baseline Report [APP-209] we are able to agree this matter.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		undertake an assessment of any likely significant heritage impacts of the proposed development as part of the EIA, and describe these along with how the mitigation hierarchy has been applied in the ES and in several places refers to detail being proportionate to the importance/significance of the heritage asset'. The Project therefore considers that it has appropriately complied with relevant policy in the NPS (EN-1) regarding assessment of impacts to non-designated heritage assets.		
EIA – Approach and Methods				
3.6.3	Study area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate. The study area was also agreed through subsequent thematic group meetings where further comments were addressed.	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate. The study area was also agreed through subsequent thematic group meetings where further comments were addressed.	Agreed
3.6.4	Data sources (Built heritage)	Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 11.4 of Chapter 11 (Historic Environment) of the ES [APP-208] . Updated position (February2026): Non-designated historic buildings were identified in addition to those included in the HER and Local Lists. This was primarily through historic mapping. The methodology for desk-based research and walkover included identification of any previously unknown heritage assets, including historic buildings. The Historic Environment Baseline Report (6.11.A1 Environmental Statement Appendix 11.1 - Historic Environment Baseline	This matter is agreed.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Report [APP-209] is organised geographically and by period and includes baseline information on non-designated historic buildings. All assessed heritage assets were referred to in text either by their NHLE number in the case of designated assets, or a Project ID number for non-designated assets. The baseline report and assessment tables are not structured by asset type as some heritage assets can contain both above ground built elements and archaeological remains.</p>		
3.6.5	Data sources (archaeology) - Desktop	<p>Sufficient desktop data has been collected to inform the assessment as presented within Section 11.4 of Chapter 11 (Historic Environment) of the ES [APP-208].</p>	<p>Thurrock Council has reviewed the relevant documentation and confirms that sufficient desktop data has been collected (agreement confirmed during meeting January 2026.)</p>	Agreed
3.6.6	Data sources (archaeology) – survey data	<p>Sufficient survey data has been collected to inform the assessment as presented within Section 11.4 of Chapter 11 (Historic Environment) of the ES [APP-208]. National Grid will continue to engage on this matter.</p>	<p>Thurrock Council notes the fieldwork proposed prior to application has not been completed and the impact of this to inform the assessment is under review. This matter remains under discussion</p>	Under discussion
3.6.7	Assessment methodology (Built heritage)	<p>The Scoping Opinion stated: <i>“The Applicant should make effort to discuss and agree relevant non-designated heritage assets for assessment and the detailed assessment methodology with relevant local planning authorities.”</i></p> <p>Thurrock Council raised at statutory consultation that they did not agree with the values assigned to listed buildings as set out in the PEIR. Thurrock Council requested that all designated heritage assets should be categorised as ‘high value’ and that some non-designated heritage assets should be considered of medium value as they may be of</p>	<p>Thurrock Council raised at statutory consultation that they were awaiting further engagement with National Grid to agree the methodology/selection process for viewpoint assessments. At this stage, the methodology for the assessment of heritage specific viewpoints presented in March 2023 is felt to be insufficient in scope, with limited information given on the reasons for inclusion/ omission of numerous assets.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>regional importance. National Grid's methodology already accounts for non-designated heritage assets being assigned a range of values, including some which are considered medium value. There is precedent for the approach to designated heritage assets and professional judgement is always used when assigning these values. Therefore, as per the Scoping Opinion report, the majority of Grade II listed buildings will remain medium value assets.</p> <p>Updated position (February 2026): National Grid position regarding non-designated heritage assets is as outlined in section 3.6.1 (Policy and Legislation) above.</p>	This matter is agreed.	
3.6.8	Assessment methodology (Archaeology)	The methodology for assessing Historic Environment was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Thurrock Council is in agreement with this matter.	Agreed
3.6.9	Key parameters and assumptions (Built heritage)	Key parameters and assumptions associated with the Historic Environment assessment are summarised in Section 11.4 of Chapter 11 (Historic Environment) of the ES [APP-208] . The key parameters and assumptions presented are considered appropriate.	Thurrock Council (Built Heritage) is in agreement with the matter following review of the ES.	Agreed
3.6.10	Key parameters and assumptions (Archaeology)	<p>Key parameters and assumptions associated with the Historic Environment assessment are summarised in Section 11.4 of Chapter 11 (Historic Environment) of the ES [APP-208]. The key parameters and assumptions presented are considered appropriate.</p> <p>February 2025, National Grid issued Historic Environments (HE) Viewpoints information and held a thematic group meeting on the topic.</p>	Thurrock Council (Archaeology) is currently reviewing the ES Chapter. Until the completion of intrusive field evaluation there is not agreement with the statement under 11.4.33 that " <i>The information obtained to date provides sufficient detail to characterise the likely nature and extent of any currently unrecorded remains.</i> "	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		March 2025, National Grid issued an updated version of the Historic Environment (HE) Viewpoints information.		
EIA – Baseline Conditions				
3.6.11	Baseline conditions and receptors (Built Heritage)	The baseline conditions and receptors for Historic Environment are presented in Section 11.5 of Chapter 11 (Historic Environment) of the ES [APP-208] . The baseline conditions and receptors presented are considered appropriate. Further detail relevant to this section are outlined in section 3.6.3 (Data Sources).	<u>This matter is agreed.</u>	Agreed
3.6.12	Baseline conditions and receptors (Archaeology)	The baseline conditions and receptors for Historic Environment are presented in Section 11.5 of Chapter 11 (Historic Environment) of the ES [APP-208] . The baseline conditions and receptors presented are considered appropriate. February 2025, National Grid issued a draft Historic Baseline Report including Annex C and Annex D for agreement/comment and held a meeting on the topic.	Thurrock Council agreed this matter during call in January 2026.	Agreed
EIA – Embedded, Standard and Additional Mitigation Measures				
3.6.13	Embedded mitigation	Embedded mitigation measures, designed as an inherent part of the Project relevant to Historic Environment effects, are set out in Section 11.6 of Chapter 11 (Historic Environment) of the ES [APP-208] . Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects. Matter remains under discussion for archaeology. Updated position (February 2026):	The embedded and mitigation measures are acceptable in principle, however, the residual effects of the proposals at both Construction and Operation and Management phases of the project include a Mid level of less than substantial harm to the significance of some designated heritage assets. Following our review and assessment of NG's conclusions on the impacts of the project on heritage assets, for each	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>5.15 Design Development Report [APP-122] provides an explanation of the main changes in the route alignment, infrastructure siting and technology incorporated into the Project following review and consideration of the feedback received to the 2024 statutory consultation and to the targeted consultations held in 2025. 5.15 Design Development Report [APP-122] addresses the main changes requested and those changes raised by a larger number of respondents, but which may not have led to a change of Project design. In all cases, factors relevant to the change have been considered (which can be multiple and potentially conflicting) and a balanced decision made taking into account environmental (including the historic environment) and socio-economic effects, engineering feasibility and risks, cost and programme amongst other factors.</p>	<p>designated heritage asset where a Mid Level of less than substantial harm has been identified to its significance at the Operation and Maintenance phase of the project we would request further details are provided by National Grid regarding the embedded mitigation measures that have been employed, for example, the selected overhead line routes and pylon locations and whether or what, if any, alternatives were assessed prior to the submitted project design.</p> <p>Further time is needed to review 5.15 Design Development Report [APP-122] but we note this refers only to changes requested to the route alignment which were made before the final ES.</p>	
3.6.14	Standard mitigation (Built heritage)	<p>Standard mitigation measures to reduce potential effects during construction are summarised in Section 11.6 of Chapter 11 (Historic Environment) of the ES [APP-208] and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>Regarding commitment H06 the term 'appropriate' in this context refers to the reinstatement of landscape features (such as hedgerows, fences, walls, and earthworks) in a manner that is sensitive to the local character, setting, and historic significance of the area. The general</p>	<p>We recommend that standard mitigation measure H06 is further expanded to clarify the definitions of 'appropriate' replacements, and ask for the relevant local authorities to be contacted before such elements are removed, in order to discuss the manner of replacement as well as the extent of any removals of fences, walls, etc.</p> <p>We also recommend expansion of H07, to create a hotline or method of contact for building owners who are concerned about the effects of construction vibration on their buildings as works are</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>approach and reinstatement plans can be found in Section 9 of 7.4 Outline Landscape and Ecological Management Pan [APP-321]. Specifically, this means:</p> <p>Replacement features will be of a similar type, scale, and material to those lost, wherever possible, reflecting the character and function of the original feature.</p> <p>Design and siting will be informed by local landscape character assessments, historic environment records, and where relevant, consultation with Local Planning Authorities and heritage specialists.</p> <p>Species selection for replanting (e.g., hedgerows) will seek to match historic or locally appropriate species mixes, and construction/restoration of walls or banks will use traditional techniques and materials where feasible</p> <p>If retention of a feature is not possible, the replacement or reinstatement will be designed to ensure that the heritage, ecological, and landscape value is maintained, or where possible, enhanced.</p> <p>Regarding H07 6.14 Environmental Statement Chapter 14 - Noise and Vibration [APP-256] did not identify any heritage assets in Colchester, Braintree, Brentwood, Basildon or Thurrock that would be impacted by the Project. The vibration assessment identified one historic structure, the grade II listed Little Bromley War Memorial (1493299), in Tendring that has potential to be impacted. As this is not a residence the current approach in H07 and the associated NV04 is considered to be appropriate.</p>	<p>undertaken to allay fears and allow the monitoring of effects.</p> <p>This matter is agreed with regards to commitment H06.</p> <p>Whilst we understand that the anticipated effects of construction vibration on designated heritage assets are limited to the Grade II listed Little Bromley War Memorial (1493299) in Tendring District (which is not a dwelling) we would still recommend expansion of H07, to create a hotline or method of contact for building owners who are concerned about the effects of construction vibration on their buildings as works are undertaken to allay fears and allow the monitoring of effects.</p>	

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.6.15	Standard mitigation (Archaeology)	Standard mitigation measures to reduce potential effects during construction are summarised in Section 11.6 of Chapter 11 (Historic Environment) of the ES [APP-208] and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Thurrock Council (Archaeology) agreed this matter during call held January 2026.	Agreed
3.6.16	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 11.6 of Chapter 11 (Historic Environment) of the ES [APP-208]. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026): Matter will remain under discussion for archaeology until the outline AMS WSI is finalised.</p>	<p>We understand that no additional mitigation is proposed. It is agreed that in many cases, the introduction of measures such as additional planting to screen the proposed development in views from, towards and including built heritage assets would not be desirable where it would have the effect of curtailing or truncating views across an open agrarian landscape setting which contributes to the understanding of an asset's historic function and which helps reveal its architectural interest.</p> <p>The requirement for additional mitigation for archaeology is agreed. The effectiveness of this will depend on the methodologies proposed in the Outline AMS-WSI and so agreement on this document is key to achieving successful mitigation.</p> <p>Thurrock Council noted during call in January 2026 that this matter is not relevant for Built Heritage.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Assessment Conclusions				
3.6.17	Construction effects (Built Heritage)	The assessment of effects during construction is presented in Section 11.7 of Chapter 11 (Historic Environment) of the ES [APP-208] . The assessment of effects during construction presented is considered appropriate.	This matter is agreed.	Agreed
3.6.18	Construction effects (archaeology)	The assessment of effects during construction is presented in Section 11.7 of Chapter 11 (Historic Environment) of the ES [APP-208] . The assessment of effects during construction presented is considered appropriate.	This section is currently under review (Thurrock Council Archaeology) Email 4th Nov 2024 - Archaeology – consultants not assessing significant areas of 132 kV or 400kV cable undergrounding or overhead line tower locations intrusively prior to submission. Email 6th Nov 2024 – further discussion required regarding vibration assessments. Following review of the ES, TC confirmed agreement on this matter during call in January 2026.	Agreed
3.6.19	Operational (and maintenance) effects (Built Heritage)	The assessment of effects during operation (and maintenance) is presented in Section 11.7 of Chapter 11 (Historic Environment) of the ES [APP-208] . The assessment of effects during operation (and maintenance) presented is considered appropriate.	With regards to the EIA Assessment Conclusions (3.6.12 and 3.6.13), Thurrock Council would expect that in due course the overall assessment of the harm to individual heritage assets arising from the scheme should be shown in the SoCG under Matters Agreed and Matters Not agreed (as applicable). Based on a desk based review of the NG assessments for the Conservation Area and the Grade II* and Grade II listed buildings, the	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			assessments of harm to significance are agreed. This matter is agreed.	
3.6.20	Operational (and maintenance) effects (archaeology)	The assessment of effects during operation (and maintenance) is presented in Section 11.7 of Chapter 11 (Historic Environment) [APP-208] of the ES. The assessment of effects during operation (and maintenance) presented is considered appropriate.	Following review of the ES, Thurrock Council confirmed agreement on this matter during call in January 2026.	Agreed
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.6.21	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant construction mitigation measures specified in Chapter 11 (Historic Environment) of the ES [APP-208] and is appropriate for managing construction impacts from the Project.</p> <p>Meeting held in October 2024 to agree on the structure for the Outline CoCP.</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline CoCP.</p> <p>A further iteration of the Outline CoCP was issued in May 2025 following the meeting and feedback in writing.</p> <p>Updated position (February 2026):</p> <p>See 3.6.14 and 3.6.15 for current position.</p> <p>Discussion will be progressed following review of the LIR.</p>	<p>In document 6.14 Environmental Statement Chapter 14 - Noise and Vibration NG have identified the potential for damage to a total of five buildings or structures due to construction vibration from potential compaction activities. None of these are located in Thurrock.</p> <p>No structures or buildings have been identified where there is the potential for damage from vibration from potential piling activities in any project section. (Built Heritage) See 3.6.14 for current position.</p> <p>This section is currently under review (Thurrock Council Archaeology). Further comments will be included within the LIR which require action.</p>	Under discussion
Other matters as required				
3.6.22	Overarching Written Scheme of	National Grid shared overarching WSIs in March – June 2024 and December 2024.	The scope and methodology of the overarching WSI for pre-consent geophysical surveys and archaeological	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
	Investigation (WSIs) for pre-consent geophysical surveys and archaeological trial trenching.	The scope and methodology of the overarching WSI for pre-consent geophysical surveys and archaeological trial trenching is considered appropriate and proportionate to the level of evaluation required.	trial trenching is considered appropriate and proportionate to the level of evaluation required.	
3.6.23	Site specific Written Schemes of Investigation (WSIs) for pre-consent archaeological trial trenching.	The scope and methodology of WSIs for archaeological trial trenching is considered appropriate and proportionate to the level of evaluation required. Updated position (February 2026): There are still addenda to site specific WSIs forthcoming that have yet to be issued.	The scope and methodology of WSIs for archaeological trial trenching is considered appropriate and proportionate to the level of evaluation required.	Agreed
3.6.24	Outline Archaeological Mitigation Strategy and Outline WSI.	The contents of the Outline Archaeological Mitigation Strategy and Outline WSI (AMS-OWSI) is considered appropriate and proportionate to the level of evaluation required. National Grid issued the Outline AMS-OWSI for the post-consent stage of the project in April 2025. Discussion will be progressed following review of the LIR.	The Outline AMS-WSI is currently not agreed, further comments will be provided in the Local Impact report (TC Archaeology).	Under discussion
3.6.25	Programme for completion of archaeological fieldwork	A summary of the progress to date and future programme for the archaeological evaluation fieldwork for the Project was presented in the technical note: 'Summary of Archaeological Fieldwork - Progress and Programme', issued on the 27 June 2025. A phased approach to archaeological evaluation is being undertaken. The Project has defined 'priority areas' on the basis of the likely scale of impact on archaeological remains, flexibility in	The programme for archaeological fieldwork is considered appropriate and proportionate to the level of evaluation required.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>design and construction programme. A proportion of the evaluation of 'priority areas' was complete at submission with the rest proposed to be completed pre examination. Evaluation of 'non priority areas' is proposed to be undertaken following completion of 'priority areas'.</p> <p>The programme for archaeological fieldwork is considered appropriate and proportionate to the level of evaluation required.</p>		
3.6.26	Supplementary Environmental Information	<p>National Grid sought agreement on the approach to Supplementary Environmental Information in the technical note: 'Summary of Archaeological Fieldwork - Progress and Programme', issued on the 27 June 2025.</p> <p>Given the comments provided it is understood that Thurrock Council are in agreement with the part of the note that sets out the approach to supplementary information that will be provided for the DCO examination.</p>	Thurrock Council is in agreement with this matter.	Agreed

3.7 Hydrology, Land Drainage and Flood Risk

Table 3.7 Matters Agreed, Not Agreed or Under Discussion in Relation to Hydrology, Land Drainage and Flood Risk

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.7.1	Policy and legislation	The policy context, legislation and guidance considered when undertaking the Hydrology, Land Drainage and Flood Risk assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) and Section 9.2 of Chapter 12	The revisions to the sequential approach made in December 2024 have been considered as part of the FRA. All relevant legislation, policy and guidance has now been identified and	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		(Hydrology, Land Drainage and Flood Risk) of the ES. All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	appropriately considered to inform the assessment.	
EIA – Approach and Methods				
3.7.2	Study area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.7.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 12.4 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221].	Sufficient desktop and survey data has been collected to inform the assessment.	Agreed
3.7.4	Assessment methodology	The methodology for assessing Hydrology, Land Drainage and Flood Risk was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The methodology for assessing Hydrology, Land Drainage and Flood Risk was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.7.5	Key parameters and assumptions	Key parameters and assumptions associated with the Hydrology, Land Drainage and Flood Risk assessment are summarised in Section 12.4 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221]. The key parameters and assumptions presented are considered appropriate.	At this stage the key parameter and assumptions presented are appropriate, however Thurrock Council will require site specific mitigation to be provided (covered in rows 3.7.7 to 3.7.9 below).	Agreed
EIA – Baseline Conditions				
3.7.6	Baseline conditions and receptors	The baseline conditions and receptors for Hydrology, Land Drainage and Flood Risk are presented in Section 12.5 of Chapter 12	The baseline conditions and receptors presented are considered appropriate by Thurrock Council, but it is the	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>(Hydrology, Land Drainage and Flood Risk) of the ES [APP-221]. The baseline conditions and receptors presented are considered appropriate.</p> <p>Updated position (February 2026):</p> <p>National Grid will submit an updated SoCG with the Environment Agency at Deadline 1 (document reference 5.9.15).</p>	<p>responsibility of the Environment Agency to agree this.</p>	
EIA – Embedded, Standard and Additional Mitigation Measures				
3.7.7	Embedded mitigation	<p>Embedded mitigation measures, designed as an inherent part of the Project relevant to Hydrology, Land Drainage and Flood Risk effects, are set out in Section 12.6 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221]. Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>The Drainage Strategy is expected to be available at Deadline 1, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Awaiting the revised Environmental Statement</p> <p>Confirmed that this matter is under discussion - will be discussed further under review of the drainage strategy - 03/02.</p>	Under discussion
3.7.8	Standard mitigation	<p>Standard mitigation measures to reduce potential effects during construction are summarised in Section 12.6 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221] and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>The Drainage Strategy is expected to be available at Deadline 1, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Thurrock Council needs to see Site specific detail in order to determine if standard mitigation is appropriate and adequate.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.7.9	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 12.6 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221] and set out in the Outline CoCP [APP-300]. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026):</p> <p>The Drainage Strategy is expected to be available at Deadline 1, and National Grid will continue to engage with TC on this matter.</p>	<p>Thurrock Council needs to see Site specific detail in order to determine if standard mitigation is appropriate and adequate. Thurrock Council needs to understand the cumulative impacts of the project with regard to LTC.</p>	Under discussion
EIA – Assessment Conclusions				
3.7.10	Construction effects	<p>The assessment of effects during construction is presented in Section 12.7 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221]. The assessment of effects during construction presented is considered appropriate.</p> <p>National Grid notes Thurrock Councils comments and will continue to engage regarding the cumulative effects with LTC.</p>	<p>Thurrock Council does not believe that the assessment of effects during construction is considered appropriate as the cumulative effect of the Lower Thames Crossing has not been covered in Section 12.7.</p>	Under discussion
3.7.11	Operational (and maintenance) effects	<p>The assessment of effects during operation (and maintenance) is presented in Section 12.7 of Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221]. The assessment of effects during operation (and maintenance) presented is considered appropriate.</p> <p>Updated position (February 2026):</p> <p>National Grid notes Thurrock Councils comments and will continue to engage regarding the cumulative effects of LTC.</p>	As ID3.7.10.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.7.12	Outline CoCP (including Flood Warning and Evacuation Plan)	<p>The Outline CoCP [APP-300] includes all relevant construction mitigation measures specified in Chapter 12 (Hydrology, Land Drainage and Flood Risk) of the ES [APP-221] and is appropriate for managing construction impacts from the Project.</p> <p>Updated position (February 2026):</p> <p>National Grid notes Thurrock Councils position. The Drainage Strategy is expected to be available at Deadline 1, and National Grid will continue to engage with TC on this matter..</p>	<p>The Outline CoCP does not include a drainage strategy in order for Thurrock Council to assess construction mitigation measures.</p>	Under discussion
Other matters as required				
3.7.13	Flood Risk Assessment (FRA)	<p>The scope, methodology, assessment and conclusions drawn in the FRA [APP-331] are considered appropriate and proportionate.</p> <p>Comments from Thurrock council will be taken on board for the next iteration of this document.</p> <p>Updated position (February 2026):</p> <p>National Grid notes the comments raised by Thurrock Council and will undertake the following actions:</p> <ol style="list-style-type: none"> 1. Figures will be provided to highlight further details regarding this matter. 2. Signposting to details on locations of compounds will be provided. 3. Details regarding this point will be covered within the Drainage Strategy. The Drainage Strategy is expected to be available at Deadline 1. 4. Excerpts of appropriate maps will be shared. 	<p>The flood risk for planning map has been updated in March 2025. Please ensure that Chapter 12 of the ES is updated with the current information.</p> <p>Due consideration for sequential approach shall be enumerated as part of the assessment in line with the revised NPPF as of December 2024.</p> <p>Thurrock Council requires the following details in order to consider if the FRA is appropriate and proportionate:</p> <ol style="list-style-type: none"> 1. Ordinary water courses pg 41 of 6.12. The Methodology is acceptable however we require more detail as to where they are located. 2. Locations of compounds and installations 3. Proposed surface water measures – We agree with the general measures 	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			<p>in the FRA – pg45 but more detail of individual sites and calculations is required as part of the drainage strategy</p> <p>4. Maps provided for high and medium risk are not clear.</p>	

3.8 Landscape and Visual

Table 3.8 Matters Agreed, Not Agreed or Under Discussion in Relation to Landscape and Visual

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.8.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Landscape and Visual assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 13.2 Chapter 13 (Landscape and Visual) of the ES [APP-266].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	All relevant legislation, policy and guidance have been considered.	Agreed
EIA – Approach and Methods				
3.8.2	Study area	The study area for assessing Landscape and Visual was agreed through the EIA Scoping Report and the Scoping Opinion received from the Planning Inspectorate and through subsequent thematic workshops.	Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground in January 2026 that this matter can be agreed	Agreed
3.8.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented	This was agreed but further discussion regarding Targeted Consultation Thurrock-3. Re need for additional	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		within Section 13.4 of Chapter 13 (Landscape and Visual) of the ES [APP-226] .	viewpoints and Cumulative Assessment re LTC and Major Housing Applications. Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground in January 2026 that this matter can be agreed.	
3.8.4	Assessment methodology (including LVIA methodology and viewpoints)	<p>The outline methodology for assessing Landscape and Visual was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.</p> <p>Meetings were held on the 25 September 2024 to seek to agree the detailed methodology as well as the number and location of viewpoints.</p> <p>March 2025, National Grid issued an update on the Landscape and Visual Impact Assessment (LVIA) Viewpoints and Methodology.</p>	This was agreed but further discussion regarding Targeted Consultation Thurrock-3. Re need for additional viewpoints and Cumulative Assessment re LTC and Major Housing Applications Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground in January 2026 that this matter can be agreed.	Agreed
3.8.5	Key parameters and assumptions	<p>Key parameters and assumptions associated with the Landscape and Visual assessment are summarised in Section 13.4 of Chapter 13 (Landscape and Visual) of the ES [APP-226]. The key parameters and assumptions presented are considered appropriate.</p>	Agreed.	Agreed
EIA – Baseline Conditions				
3.8.6	Baseline conditions and receptors	<p>The baseline conditions and receptors for Landscape and Visual are presented in Section 13.5 of Chapter 13 (Landscape and Visual) of the ES [APP-226]. The baseline conditions and receptors presented are considered appropriate.</p>	Agreed following suggested amendments to Viewpoints. However, further discussion regarding Targeted Consultation Thurrock-3 and the need for additional viewpoints and Cumulative Assessment re LTC and Major Housing Applications.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
			Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground in January 2026 that this matter can be agreed	
EIA – Embedded, Standard and Additional Mitigation Measures				
3.8.7	Embedded mitigation	Embedded mitigation measures, designed as an inherent part of the Project relevant to Landscape and Visual effects, are set out in Section 13.6 of Chapter 13 (Landscape and Visual) of the ES [APP-226] . Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed	Agreed
3.8.8	Standard mitigation	Standard mitigation measures to reduce potential Landscape and Visual effects during construction are summarised in Section 13.6 of Chapter 13 (Landscape and Visual) of the ES [APP-226] and set out in the Outline CoCP [AS-046]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	Agreed	Agreed
3.8.9	Additional mitigation	The consideration of additional mitigation measures are presented in Section 13.6 of Chapter 13 (Landscape and Visual) of the ES [APP-226] . Updated position (February 2026): No additional mitigation measures, beyond the embedded and standard measures identified, are proposed for landscape and visual.	Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground in January 2026 that this matter can be agreed. Thurrock noted that mitigation outside the order limits would not be possible and are content with this.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Assessment Conclusions				
3.8.10	Construction effects	The assessment of effects during construction is presented in Section 13.7 of Chapter 13 (Landscape and Visual) of the ES [APP-226] . The assessment of effects during construction presented is considered appropriate.	Previously agreed however, further discussion regarding Targeted Consultation Thurrock-3. Re need for additional viewpoints and Cumulative Assessment re LTC and Major Housing Applications. Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground on 29 th January 2026 that this matter can be agreed	Agreed
3.8.11	Operational (and maintenance) effects	The assessment of effects during operation (and maintenance) is presented in Section 13.7 of Chapter 13 (Landscape and Visual) of the ES [APP-226] . The assessment of effects during operation (and maintenance) presented is considered appropriate.	Previously agreed however, further discussion regarding Targeted Consultation Thurrock-3. Re need for additional viewpoints and Cumulative Assessment re LTC and Major Housing Applications. Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground on 29 th January 2026 that this matter can be agreed.	Agreed
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.8.12	Outline CoCP	The Outline CoCP [APP-300] includes all relevant construction related mitigation measures specified in Chapter 13 (Landscape and Visual) of the ES [APP-226] and is appropriate for managing construction impacts from the Project. Meeting held in October 2024 to agree on the structure for the Outline CoCP [APP-300]. Meeting held in March 2025 to discuss the second iteration of the Outline CoCP [APP-300].	Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground on 29 th January 2026 that this matter can be agreed. Thurrock noted that mitigation outside the order limits would not be possible and are content with this.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		A further iteration of the Outline CoCP [APP-300] was issued in May 2025 following the meeting and feedback in writing.		
3.8.13	Outline LEMP	<p>The Outline LEMP [AS-046] includes all relevant operational related mitigation measures specified in Chapter 13 (Landscape and Visual) of the ES [APP-226] and is appropriate.</p> <p>Meeting held in October 2024 to agree on the structure for the Outline LEMP [AS-046].</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline LEMP [AS-046].</p> <p>A further iteration of the Outline LEMP [AS-046] was issued in May 2025 following the meeting and feedback in writing.</p>	<p>The landscape proposals at the new Tilbury North substation are considered appropriate.</p> <p>Thurrock Council confirmed in a meeting to discuss the Statement of Common Ground on 29th January 2026 that this matter can be agreed.</p>	Agreed

Other matters as required

3.9 Socio-economics, Recreation and Tourism

Table 3.9 Matters Agreed, Not Agreed or Under Discussion in Relation to Socio-economics, Recreation and Tourism

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.9.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Socio-economics, Recreation and Tourism assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 15.2 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265].</p>	<p>Thurrock Council considers that the relevant legislation, policy and guidance have been identified and appropriately considered.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.		
EIA – Approach and Methods				
3.9.2	Study area	<p>The Scoping Opinion stated: “The Applicant should seek to agree the study area with the relevant local authorities”.</p> <p>A meeting was held on 14th November 2024 to seek to agree this point in the Scoping Opinion. Technical Notes were shared in June 2023 and April 2024.</p> <p>Following the meeting held on 14th November 2024, it was agreed that the study area for businesses would be expanded from 1km to 3km to take into account potential visual effects on businesses.</p> <p>A 3rd Technical Note was issued in March 2025 to seek to agree the study area and methodology.</p>	<p>E-mail from Thurrock Council dated 6th May 2025:</p> <p>Thurrock Council is in agreement with the study area and assessment criteria for socio-economics, recreation and tourism as laid out in the technical note received on 28th March 2025.</p>	Agreed
3.9.3	Data sources	<p>Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 15.2 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265].</p>	<p>Thurrock Council considers that sufficient desktop and survey data has been collected.</p>	Agreed
3.9.4	Assessment methodology	<p>The Scoping Opinion stated “<i>The Applicant should seek to agree the study area with the relevant local authorities</i>” and “<i>The ES should detail the criteria used to identify businesses likely to be affected and the Applicant should seek to agree these with relevant local authorities</i>”.</p> <p>A meeting was held on 14th November 2024 to seek to agree this point in the Scoping Opinion.</p>	<p>E-mail from Thurrock Council dated 6th May 2025:</p> <p>Thurrock Council is in agreement with the study area and assessment criteria for socio-economics, recreation and tourism as laid out in the technical note received on 28th March 2025.</p>	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Technical Notes were shared in June 2023 and April 2024.</p> <p>A 3rd Technical Note was issued in March 2025 to seek to agree the study area and methodology.</p>		
3.9.5	Key parameters and assumptions	<p>Key parameters and assumptions associated with the Socio-economics, Recreation and Tourism assessment are summarised in Section 15.4 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. The key parameters and assumptions presented are considered appropriate.</p>	<p>The key parameters and assumptions presented are considered appropriate.</p>	Agreed
EIA – Baseline Conditions				
3.9.6	Baseline conditions and receptors	<p>The baseline conditions and receptors for Socio-economics, Recreation and Tourism are presented in Section 15.5 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. The baseline conditions and receptors presented are considered appropriate.</p>	<p>The baseline conditions and receptors presented are considered appropriate.</p>	Agreed
EIA – Embedded, Standard and Additional Mitigation Measures				
3.9.7	Embedded mitigation	<p>Embedded mitigation measures, designed as an inherent part of the Project relevant to Socio-economics, Recreation and Tourism effects, are set out in Section 15.6 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Please see ID3.9.8 below.</p>	<p>Thurrock Council has outstanding concerns about the impact on businesses and raised the need for clear communication.</p>	Under discussion
3.9.8	Standard mitigation	<p>Standard mitigation measures to reduce potential Socio-economics, Recreation and Tourism effects during construction are summarised in Section</p>	<p>Thurrock Council expects the applicant to review the types of businesses and community facilities impacted and the access required by those businesses,</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>15.6 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265] and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026): The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion [APP-297]). Therefore, the financial effects on individual businesses was not assessed in Chapter 15: Socio-Economics, Recreation and Tourism [APP-265].</p>	<p>and to take responsibility for ensuring appropriate mitigation to avoid impact to people's livelihoods and wellbeing.</p> <p>Standard mitigation should include targeted grants for Orsett Golf Course, Thurrock Rugby Football Club, Langdon Hills GC, Dunton Hills Family Golf Centre, affected PRow's and cycling routes—covering temporary loss of amenity, alternative provision, extra staffing, marshalling, pitch reinstatement, turf repairs, and replacement of worn surfaces post-construction.</p>	
3.9.9	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 15.6 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>Updated position (February 2026): The financial effects on individual businesses are being addressed through separate discussions/negotiations which lie outside the scope of the ES (as agreed in the Scoping Opinion [APP-297]). Therefore, the financial effects on individual businesses was not assessed in</p>	<p>Thurrock Council expects the applicant to review the types of businesses and community facilities impacted and the access required by those businesses, and to take responsibility for ensuring appropriate mitigation to avoid impact to people's livelihoods and wellbeing.</p> <p>Additional mitigation measures should include an events support budget for costs to re-route or steward club fixtures, tournaments, fun-runs, and community days that clash with construction phases.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Chapter 15: Socio-Economics, Recreation and Tourism [APP-265].				
EIA – Assessment Conclusions				
3.9.10	Construction effects	<p>The assessment of effects during construction is presented in Section 15.7 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. The assessment of effects during construction presented is considered appropriate.</p> <p>Updated position (February 2026):</p> <p>The comment from Thurrock is a direct quote from ES Chapter 15 (Socio-economics, Recreation and Tourism) [APP-265]. The Applicant awaits further comment on this matter.</p>	<p>15.7.6 Until contracts are let for the construction work, it is not possible to know how much of the construction spend would be within the local economy (i.e. Wider Study Area). Given that much of the spend is anticipated to go to specialist contractors who may not be based in the local area, it is expected that direct impacts would be very low to low beneficial at best.</p>	Agreed
3.9.11	Operational (and maintenance) effects	<p>The assessment of effects during operation (and maintenance) is presented in Section 15.7 of Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. The assessment of effects during operation (and maintenance) presented is considered appropriate.</p> <p>Updated position (February 2026):</p> <p>The 7.6 Outline Public Rights of Way Management Plan [APP-329] sets out the proposed management measures for each affected recreational route and Open Access Land.</p>	<p>It is important that recreational routes and green spaces remain accessible to all, including wheelchair and pushchair users.</p>	Under discussion
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.9.12	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant construction related mitigation measures specified in Chapter 15 (Socio-economics, Recreation and Tourism) of the ES [APP-265]. and is appropriate for managing construction impacts from the Project.</p>	<p>A 24-hour emergency number (staffed or redirected) should be available for businesses and the public if issues arise with the works. This number should be made available to the Council's Emergency Planning Team together with a copy of the constructor's (when</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Meeting held in October 2024 to agree on the structure for the Outline CoCP [APP-300].</p> <p>Meeting held in March 2025 to discuss the second iteration of the Outline CoCP [APP-300].</p> <p>A further iteration of the Outline CoCP [APP-300] was issued in May 2025 following the meeting and feedback in writing.</p> <p>Updated position (February 2026):</p> <p>Communication method will be detailed in the CoCP during the discharge of requirements and detailed design stage.</p>	<p>appointed) own Business Continuity Plan.</p> <p>Confirmation is required that the applicant will communicate any temporary closures or diversions in multiple formats (e.g. easy read, translated), and of how they will do this.</p>	
Other matters as required				

3.10 Traffic and Transport

Table 3.10 Matters Agreed, Not Agreed or Under Discussion in relation to Traffic and Transport

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.10.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 16.2 of Chapter 16 (Traffic and Transport) of the ES [APP-271].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>Reference made to Thurrock Transport Strategy 2013-2026 but not to the emerging Thurrock Transport Strategy 2026-2040 (to be adopted mid-2026). Also, no references to Thurrock Local Transport Plan Vision 2050. To be interrogated and determined if this has an influence on the proposals.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Approach and Methods				
3.10.2	Study area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	<i>Understood Position from Response to January 2025 Draft SoCG:</i> The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.10.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 16.4 of Chapter 16 (Traffic and Transport) of the ES [APP-271] .	Limited surveys/primary data collection undertaken within the Thurrock road network (see Fig 16.4 pages 29 and 30: one ped count and one traffic count on A128, one junction count at site access 85, four PROW survey sites on pedestrian route). Existing models used in assessment should be validated against primary data.	Under discussion
3.10.4	Assessment methodology	The methodology for assessing Traffic and Transport was outlined through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Scoped in/scoped out details only in the scoping document, no methodology for assessment within scoping report. Does it follow 2023 ES guidance?	Under discussion
3.10.5	Key parameters and assumptions	Key parameters and assumptions associated with the Traffic and Transport assessment are summarised in Section 16.4 of Chapter 16 (Traffic and Transport) of the ES [APP-271] . The key parameters and assumptions presented are considered appropriate.	Assumptions list presented, a review required to verify its robustness. No evidence that the assumptions were agreed with LHA. Are the parameters and assumptions as per 2023 guidance?	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Baseline Conditions				
3.10.6	Baseline conditions and receptors	The baseline conditions and receptors for Traffic and Transport are presented in Section 16.5 of Chapter 16 (Traffic and Transport) of the ES [APP-271] . The baseline conditions and receptors presented are considered appropriate.	Do these correspond with accepted practice and latest guidance?	Under discussion
EIA – Embedded, Standard and Additional Mitigation Measures				
3.10.7	Embedded mitigation	Embedded mitigation measures, designed as an inherent part of the Project relevant to Traffic and Transport effects, are set out in Section 16.6 of Chapter 16 (Traffic and Transport) of the ES [APP-271] . This includes the Outline CTMP [APP-309] which includes all relevant construction related mitigation measures and traffic routing. Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects. National Grid will continue to engage with Thurrock Council on this matter.	Mitigation measures should include traffic management and controls and construction management principles. Embedded mitigation measures picked up through scheme following S1 RSA. Other mitigation evidenced through LHA dialogue such as additional pedestrian crossing facilities requested.	Under discussion
3.10.8	Standard mitigation	Standard mitigation measures to reduce potential Traffic and Transport effects during construction are summarised in Section 16.6 of Chapter 16 (Traffic and Transport) of the ES [APP-271] and set out in the Outline CoCP [APP-300] . The standard mitigation is considered appropriate and adequate, in terms of its	See comments for CTMP below.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>nature and scale, to address potential effects.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.10.9	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 16.6 of Chapter 16 (Traffic and Transport) of the ES [APP-271]. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	See comments for CTMP below.	Under discussion
EIA – Assessment Conclusions				
3.10.10	Construction effects	<p>The assessment of effects during construction is presented in Section 16.7 (Residual Effects) of Chapter 16 (Traffic and Transport) of the ES [APP-271]. The assessment of effects during construction presented is considered appropriate.</p>	Verification required if this is accepted practice.	Under discussion
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
3.10.11	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant construction related mitigation measures specified in Chapter 16 (Traffic and Transport) of the ES [APP-271] and is appropriate for managing construction impacts from the Project.</p> <p>Meeting held on 9th October to agree on the structure for the Outline CoCP [APP-300].</p>	Details commented upon below – may require amendments to wording within the ES chapter.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.		
Transport Assessment (TA) – Regulatory, Planning Policy Context and Guidance				
3.10.12	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in Chapter 3 of the Transport Assessment [APP-333].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>Noted</p> <p>For consideration in light of comments at 3.10.1</p>	Under discussion
Transport Assessment – Approach and Methods				
3.10.13	Study Area	<p>The study area comprises all roads along the PARs, Wider road network (SRN/MRN) that might experience changes in traffic patterns resulting from the Project, PRoW and WCH routes that interact with the haul roads within the Order Limits and the PARs as presented within Section 2.21 (Transport Assessment Study Area) of the Transport Assessment [APP-333]. The study area is considered appropriate.</p> <p>In February 2025 National Grid held a Transport Working Group Regional Meeting where they presented the draft Transport Assessment and ran through methodology of junction sifting process, junction assessment methodology and cumulative assessment.</p> <p>Thurrock Council comments are noted, and the meeting notes have been provided</p>	<p>Awaiting additional information following the February 2025 meeting. Evidence of discussion with LHA regarding local junctions/corridors which may require particular focus for impact assessment. Meeting notes required for review.</p> <p>A number of points were raised in this meeting to which further information was to be provided by National Grid.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>to Thurrock Council for review. National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.10.14	Multimodal Strategy	<p>A multi-modal assessment has been undertaken to examine opportunities to use rail and water-borne transport modes to supply materials for the construction of the Project and reduce movements on the wider highway network as presented within Appendix G (Multi-Modal Transport Report) of the Transport Assessment [APP-340].</p> <p>The multi-modal assessment is considered appropriate and sufficiently covers the need to consider transport impacts, as set out within the Overarching National Policy Statement (NPS) for Energy EN-1 (2023). Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid and additionally concern was raised about double handling of materials.</p> <p>No sufficient evidence provided whether rail and waterborne modes were sufficiently assessed, considered or agreed with LHA.</p>	Under discussion
3.10.15	Junction Capacity Assessment Methodology	<p>Preliminary junction capacity assessments has been undertaken to establish whether there is a requirement to carry out a full assessment of the junctions with a traffic model as presented Section 6.9 (Construction Traffic Assessment Methodology Road) of the Transport Assessment [APP-333]. This involved a preliminary assessment of the estimation of the volume to capacity (V/C) ratio that defines the performance threshold that classifies the operational status of each arm of the junction. If the junction V/C ratio</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid. Comments from meetings are required for better understanding of outcomes/discussions.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>is approaching capacity, at capacity or over capacity, a traffic model is required. The capacity assessment methodology used is considered appropriate.</p> <p>In February 2025, National Grid issued the Draft Transport Assessment and Figures</p> <p>In March 2025, National Grid presented the draft WIP TA report</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.10.16	Junction Modelling	<p>The methodology used for undertaking junction assessments is presented in Section 6.9 (Construction Traffic Assessment Methodology) of the ES [APP-333]. The assessment methodology used is considered appropriate.</p> <p>In February 2025, National Grid issued the Mitigation and Junction RAG Strategy</p> <p>In May 2025, National Grid held a meeting to presented results of the junction modelling assessments. Provided a recap on the junction selection process, assessment methodology, approach to mitigation, and proposed mitigation (where necessary).</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p>	<p>A number of points were raised meetings to which further information was to be provided by National Grid to further assess whether mitigation was appropriate.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.10.17	Assessment of WCH	<p>National Grid will continue to engage with Thurrock Council on this matter.</p> <p>The assessment of WCH impacts as a result of the Project is presented in Section 7.4 (Walkers, Cyclists and Horse riders network) of the TA [APP-333]. This is based on the assessment undertaken within Section 16.7 (Residual Effects) and Appendix 16.4: Traffic and Transport Construction Effects of Chapter 16 - Traffic and Transport (document reference 6.16.A4) [APP-275]. The assessment methodology used is considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review. National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid to further assess whether mitigation was appropriate.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions.</p>	Under discussion
3.10.18	Impact on Parking	<p>The methodology for the assessment of impact to on-street parking is presented within Section 6.16 (on Street Parking) of the TA [APP-333]. This includes a case-by-case assessment of temporary suspensions of formal and informal kerbside parking by the Project along Primary Access Routes and Abnormal Load. This methodology is considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p>	<p>Noted.</p> <p>No evidence of a schedule of suspensions agreed by LHA has been provided.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.		
3.10.19	Road Safety	<p>An assessment on Road Safety has been undertaken that thoroughly identifies the potential impact of the Project as set out in Section 4 (Baseline Conditions) of the TA [APP-333]. Collisions clusters have been identified along road links forming the PARs, based on existing baseline characteristics. A calculation of the accident rate per billion vehicle kilometres has been carried out on the road links forming the PARs to compare against the national statistics.</p> <p>Areas where potential road safety issues have been identified, as set out within Section 7 (Transport Assessment) of the TA [APP-333], will be highlighted within the Driver's pack as part of mitigation measures secured within the Outline CTMP (document reference 7.3) [APP-309]. The assessment methodology used is considered appropriate.</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings regarding Safety Audits and design to which further information was to be provided by National Grid.</p> <p>It appears that the assessments carried out to date are not considered sufficiently thorough e.g. lack of information on impacts on frontages and identification of critical features Designs prepared on OS mapping without regard to local environments.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Transport Assessment – Mitigation Measures				
3.10.20	Mitigation Measures	<p>Mitigation measures include embedded, standard and additional mitigation identified within Section 2.2 (Project Description) of the TA [APP-333] and as reported within Section 16.6 of Chapter 16 (Traffic and Transport) of the ES [APP-271]. This includes the Outline CoCP (document reference 7.2), Outline CTMP (document reference 7.3) [APP-300] and additional mitigation at junctions and specific areas to help reduce the impact on capacity and provide environmental mitigation measures to reduce the significance of effects of the Project. The measures presented are considered appropriate.</p> <p>In March 2025, National Grid held a meeting to present examples of the likely environmental mitigation measures following ES assessment of effects for junctions and Primary Access Routes. The meeting notes have been provided to Thurrock Council, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted but without fully understanding impact it is difficult to consider if mitigation is required.</p> <p>Further details in CTMP, may need referencing here.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Transport Assessment – Baseline Conditions				
3.10.21	Policy and Legislation	<p>The policy context, legislation and guidance considered when undertaking the Transport Assessment is presented in Chapter 3 (Key Planning Policy Context) of the TA [APP-333].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>Noted.</p> <p>See comment to 3.10.1</p>	Under discussion
3.10.22	Baseline conditions	<p>The baseline conditions and sensitive receptors for Traffic and Transport are presented in Section 4 (Existing Baseline Transport Conditions) of the TA [APP-333] and are considered appropriate.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid to further assess whether baseline conditions were appropriate.</p> <p>May need expanding to demonstrating better understanding of frontage and critical features.</p>	Under discussion
Transport Assessment – Future Baseline Conditions				
3.10.23	Growth Factors	<p>The future baseline traffic on the SRN / MRN has been estimated applying appropriate growth factors derived from TEMPro NTEM dataset v7.2 and are presented in Chapter 5 (Future Baseline) of the TA [APP-333]. Growth factors have been applied for the peak year of activity and therefore vary along PARs. This approach and the growth rate used is considered appropriate.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted.</p> <p>Needs further review and confirmation of methodology being fully robust.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.10.24	Cumulative Developments	<p>The committed developments included within the cumulative assessment for the future baseline year are presented in Chapter 5 (Future Baseline) of the TA [APP-333]. These have been derived through a review of local authority planning portals, information received from LPAs and identifying those developments that overlap with the peak year activity for each PAR. The developments included within the assessment are considered appropriate.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted but it was raised about the impact of LTC and further information is awaited.</p> <p>More evidence of LTC impacts being considered as it is a key/most significant committed development.</p>	Under discussion

Transport Assessment – Trip Generation

3.10.25	Key Assumptions	<p>Key assumptions associated with the Traffic and Transport assessment are summarised in Section 16.4 of Chapter 16 (Traffic and Transport) of the ES [APP-271] and Section 6.2 of Chapter 6 of the TA [APP-333]. The key assumptions presented are considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions.</p>	Under discussion
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ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.10.26	Methodology	<p>The methodology for assessing the technical information received from the technical teams and generating the trip estimate is found within Section 6 (Methodology) of the TA [APP-333] is considered suitable and robust.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions.</p>	Under discussion
3.10.27	Construction Vehicle Trips	<p>Trip generation estimation has been undertaken to evaluate the daily traffic levels associated with construction activities for both the OHL and cables and substations. The estimation is based on a worst-case scenario, identifying peak-day vehicle movements for each construction activity to ensure a robust and conservative impact. This is presented in Section 6.2 (Construction Vehicles Overview) of the TA [APP-333]. The trip generation is considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions. Profiles may be sufficient at this stage but emphasis needed to guarantee contractor assessment pre-works.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.10.28	Construction Workforce Trips	<p>Overhead Line, cabling and substation workforce trips have been estimated based on shared occupancy as presented in Section 6.4 (Construction Staff Overview) of the TA [APP-333].</p> <p>An Outline Construction Workers Travel Plan (CWTP) [APP-311] has been prepared as part of the DCO application and is contained as an appendix within the Outline CTMP (document reference 7.3) [APP-309]. The Outline CWTP will be developed into a final detailed CWTP by the Main Works Contractor(s) following the submission of the DCO application. The workforce trip generation is considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Comments from meetings are required for better understanding of outcomes/discussions. Some information contained within CWTP with mitigation</p>	Under discussion

Transport Assessment – Conclusions

3.10.29	Overall impact of the Project	<p>The conclusions of the Transport Assessment are presented within Section 8 (Conclusion) of the TA [APP-333]. The conclusions are considered appropriate.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Requires updating if changes made to TA.</p>	Under discussion
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ID	Matter	National Grid's Position	Thurrock Council's Position	Status
Outline Construction Traffic Management Plan (CTMP)				
3.10.30	Project Team Roles and Responsibilities	<p>The Project Teams Roles and Responsibilities are set out in Section 3 of the Outline CTMP [APP-309]. These are considered to be clear and sufficient for the delivery of the Project.</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted.</p> <p>Where and when project team members change this section should be updated within the CTMP in accordance with the stages identified in Section 1.7 - Process of the CTMP.</p>	Under discussion
3.10.31	Pre-and Post Construction Surveys	<p>Details of the proposed Pre and Post Construction surveys are set out in Section 5.2 of the Outline CTMP [APP-309] and connect to the mitigation measures detailed within the Outline Code of Construction Practice (oCOCP) [APP-300].</p> <p>These pre- and post-construction surveys are considered appropriate for the Project.</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted.</p> <p>Justification of approach and scope of all and any pre and post construction surveys will need to be agreed with Thurrock Council (TC), and as appropriate updates included within an updated CTMP. Once completed, all results of pre and post construction surveys will need to be shared with TC for review and comparative assessment. This extends to all works completed on or impacting the public highway.</p>	Under discussion
3.10.32	Traffic Management Measures	<p>Details of the proposed traffic management measures are set out in Section 5.8 of the Outline CTMP [APP-309]. These traffic management measures are considered to be appropriate and adequate in terms of nature and scale to address potential construction impacts.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid. All and any outstanding information requested by TC should be provided.</p> <p>All Traffic Management (TM) measures will need to be agreed by TC and the detail included within an updated CTMP. No movement of construction vehicles or works are to be undertaken</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>until full and agreements/ permissions are in place.</p> <p>To enable review, detailed TM plans and will need to be submitted to TC to provide sufficient detail to that submitted at this preliminary stage. Where appropriate, further discussions may be required.</p> <p>This may include, but not be exclusive to road closures, diversions, highways works, traffic management, temporary speed restrictions, temporary PRow closures, stopping up orders, Traffic Regulation Orders (TRO), Temporary Traffic Regulation Orders (TTRO) and information on planned AIL movements.</p>	
3.10.33	Implementation/ Enforcement	<p>The implementation and enforcement process set out in Section 6 of the Outline CTMP [APP-309] is considered to be appropriate and adequate for the Project. National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Noted. Enforcement processes will need to be agreed within a condition.</p>	Under discussion
Outline Construction Workers Travel Plan (CWTP)				
3.10.34	Policy	<p>The policy context, including legislation and guidance considered in the development of the document is set out in Section 4 of the Outline CWTP (Appendix B of the CTMP) [APP-311]. All relevant legislation, policy, and guidance have been identified and appropriately considered to inform the Outline CWTP [APP-311].</p>	<p>Noted. See comment to 3.10.1</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.		
3.10.35	Site Accessibility Review	<p>The Site Accessibility review is captured within Section 5 of the Outline CWTP [APP-311] (Appendix B of the CTMP). This review is appropriate for the Project.</p> <p>Meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	A number of points were raised in meetings to which further information was to be provided by National Grid.	Under discussion
3.10.36	Targets, Strategy, and Measures	<p>Targets are set out within Section 6 of the CWTP [APP-311] (Appendix B of the CTMP). Strategy and Measures are set out within Section 8 of the Outline CWTP [APP-311].</p> <p>The construction targets set out are considered to be relevant and achievable, given the present stage of Project development.</p> <p>The strategy and measures proposed to be implemented are suitable and appropriate for managing the anticipated construction staff travel impacts arising from the Project.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>Carry out further review of document and comment where these may be considered insufficient.</p>	Under discussion
3.10.37	Monitoring and Review	The proposed monitoring and review process is set out in Section 9 of the CWTP (Appendix B of the CTMP) . This is considered to be suitable and appropriate,	<p>Noted.</p> <p>Will need to be agreed within a condition.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>given the present stage of Project development.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>		
Construction Access Strategy and Design				
3.10.38	Construction Access Approach	<p>The approach for construction access for the Project is proposed to utilise designated routes for construction traffic on local roads. These are defined as 'Primary Access Routes' (PARs) within Section 5 of the Outline CTMP [APP-309]. This approach is considered to be suitable for construction traffic for the Project.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid. All and any outstanding information requested by TC should be provided.</p> <p>TC would like to see further validation that the routes selected are acceptable in terms of highways design and capacity assessments.</p>	Under discussion
3.10.39	Primary Access Route Selection	<p>Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the Construction Access Plans within Appendix C of the Outline CTMP [APP-312 to APP-320 inclusive]. These have been discussed with Thurrock Council during regular engagement meetings since September 2023. These PARs are considered to be suitable for use by the proposed construction traffic, considering the proposed mitigation measures detailed within the Outline CTMP [APP-309].</p>	<p>The PARs are noted as presented within the CTMP.</p> <p>A number of points were raised in meetings to which further information was to be provided by National Grid. All and any outstanding information requested by TC should be provided.</p> <p>TC would like to see further validation that the routes selected are acceptable in terms of highways design and capacity assessments.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review. National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.10.40	Construction Access and Crossover Design	<p>The proposed site access locations ('Access Bellmouths') and locations where construction traffic is proposed to cross the Public Highway ('Crossover Bellmouths') are set out in Schedule 9 – Access to Works of the Draft Development Consent Order [APP-056] and further shown in the Construction Access Plans within Appendix C of the Outline CTMP [APP-312 to APP-320 inclusive]. These locations are considered to be suitable for use by the proposed construction traffic as part of the Project.</p> <p>The designs of the proposed accesses in these locations have been based on the Design Manual for Roads and Bridges CD123, and Stage 1 Road Safety Audits (RSAs) have been undertaken for each proposed location, overseen by Thurrock Council. These locations are considered to be suitable in principle, and remaining comments arising from the Stage 1 RSAs will be addressed in consultation with Thurrock Council as the Overseeing Authority.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid. All and any outstanding information requested by TC should be provided. Through the RSA1 process the preliminary access and crossover bellmouth layouts have been reviewed. The audit identified a number of design issues raising safety concerns at the majority of the designed access locations, and as such TC (Overseeing Organisation) were not able to sign the designs off at RSA1 stage.</p> <p>The December 2025 copy of the RSA1 Designers Response report indicates that these safety issues have not been addressed.</p> <p>Agreed RSA cites that further design development is required and this with further information will be provided at the Detailed Design Stage. As such, TC are unable to sign off the RSA1 designs.</p> <p>Further work to preliminary designs audited is required to assure TC that the sites have been properly considered</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.	<p>(e.g. designs on OS mapping with no regard to frontage constraints / critical features.</p> <p>It is therefore expected that the Design Organisation/ Design and Build Contractor will undertake further design development on topographical survey information at the Detailed Design stage. Additionally, where further information may be required, this will be provided as appropriate to inform the detailed designs. These designs will be submitted to TC for review and subject to a combined Stage 1 / 2 RSA.</p>	
3.10.41	Highway Mitigation Design	<p>Mitigation measures proposed on the Public Highway are described in Section 5 of the Outline CTMP [APP-309], and are further set out in the following DCO Schedules [APP-056]:</p> <ul style="list-style-type: none"> • Schedule 6, Part 1 - Streets Subject to Permanent Alteration of Layout. • Schedule 6, Part 2 - Street Subject to Temporary Alteration of Layout. <p>These are considered to be suitable and sufficient for the delivery of the Project.</p> <p>Where measures have been identified which may require works outside of the Public Highway (categorised as 'Red' mitigations under Section 5.9 of the CTMP [APP-309]), specific designs have been developed for these locations. These designs were discussed with Thurrock Council during an engagement session in</p>	<p>Noted but without fully understanding impact it is difficult to consider if mitigation is required.</p> <p>A review of the Indicative Highways Mitigation Plans for Section H identifies only 'yellow' and 'orange' mitigation measures (one single orange). There are no 'red' mitigation measures in Section H. If the Design Organisation understand there to be 'red' mitigation measures identified within Thurrock road network please direct TC to the correct plan(s) within the Appendix C – Highways Mitigation Plans or wider CTMP submissions.</p> <p>All and any highway mitigation measures requiring modifications to, or works in the public highway, i.e. 'orange' and 'yellow' which may include</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>April 2025, and further to this Stage 1 Road Safety Audits have been undertaken for each location, overseen by Thurrock Council. These locations are considered to be suitable in principle, and remaining comments arising from the Stage 1 RSAs will be addressed in consultation with Thurrock Council as the Overseeing Authority.</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>road widening, creation of passing lanes, removal of street furniture/ modification to the public highway as described in Section 5.9, para 5.9.4 of the CTMP will require detailed design approval. As per comments to ID No: 3.10.40, no RSA1 sign off is provided for any designs submitted.</p> <p>Further work to preliminary designs audited is required to assure TC that the sites have been properly considered (e.g. designs on OS mapping with no regard to frontage constraints / critical features.)</p> <p>It is expected that the Design Organisation/ Design and Build Contractor will undertake further design development on topographical survey information at the Detailed Design stage. Additionally, where further information may be required, this will be provided as appropriate to inform the detailed designs. These designs will be submitted to TC for review and subject to a combined Stage 1 / 2 RSA.</p>	
3.10.42	Traffic Management	<p>Traffic Management measures proposed on the Public Highway are described in Section 5 of the Outline CTMP [APP-309] and further set out in Schedule 5 - Streets Subject to Streetworks of the draft DCO [APP-056]. These are considered to be suitable and sufficient for the delivery of the Project.</p>	<p>Noted but without fully understanding impact it is difficult to consider if the proposed Traffic management Measures are appropriate.</p> <p>As identified in TC responses to ID No 3.10.40 and 3.10.41 further information and design development is required for review.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Approaches to Traffic Management were discussed in principle during engagement session in June 2024, and further specific measures relating to highway mitigation design were discussed during an engagement session in April 2025.</p> <p>National Grid will continue to engage with Thurrock Council as the proposed Traffic Management measures are developed further, including through the Road Safety Audit process where these relate to proposed site access and crossover design (ID 3.10.40), and highway mitigation design (ID 3.10.41).</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Further work to preliminary designs audited is required to assure TC that the sites have been properly considered (e.g. designs on OS mapping with no regard to frontage constraints / critical features).</p> <p>The Design Organisation / Design and Build Contractor will undertake further design development at the Detailed Design stage. Additionally, where further information may be required, this will be provided as appropriate to inform the detailed designs. These designs will be submitted to TC for review and subject to a combined Stage 1 / 2 RSA.</p>	
3.10.43	Traffic Regulation Orders and Temporary Traffic Regulation Orders	<p>Proposed Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs) are shown in the Traffic Regulation Order Plans (document reference 2.4) [APP-025 to APP-032 inclusive], and set out in Schedule 13 of the draft DCO (document reference 3.1) [APP-056]:</p> <ul style="list-style-type: none"> • Part 1 - Temporary Restriction of Waiting and Restriction of Speed. • Part 2 - Permanent Restriction of Waiting and Restriction of Speed. • Part 3 – Temporary Restriction of Access. 	<p>Noted.</p> <p>As per response to ID No: 3.10.32, all Traffic TM measures including TROs and TTROs will need to be agreed by TC and the detail included within an updated CTMP. No movement of construction vehicles or works are to be undertaken until full and proper agreements/ permissions are in place. This may include discussion and development through to agreement via the Detailed Design and RSA process (Stage 1 / 2 as per responses to ID No: 3.10.40 and 3.10.41).</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<ul style="list-style-type: none"> Part 4 – Temporary no Overtaking Order. <p>These are considered to be suitable and sufficient for the delivery of the Project.</p> <p>National Grid will continue to engage with Thurrock Council as the proposed TROs and TTROs are developed further, including through the Road Safety Audit process where these relate to proposed site access and crossover design (ID 3.10.40), and highway mitigation design (ID 3.10.41).</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.10.44	Primary Access Route on Muckingford Road	<p>National Grid have engaged with Thurrock Council around the proposed Primary Access Route (PAR) running through Chadwell St Mary, utilising Marshfoot Road, Chadwell Hill, Linford Road, and Muckingford Road.</p> <p>As set out in Section 5.3 of the Outline CTMP [APP-309], this proposed PAR (H37-A2) would be utilised by light vehicle traffic only, with no use by construction HGVs. This arrangement is considered to provide an appropriate balance between the access requirements of the Project and concerns raised by Thurrock Council around the intensification of HGV traffic through Chadwell St Mary.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid.</p> <p>TT: All and any outstanding information requested by TC should be provided.</p> <p>In principle the use of these roads by LGVs may be appropriate. Subject to confirmation of forecast traffic flows and review and agreement of appropriate capacity assessment use of this route may be considered acceptable.</p> <p>Additionally, it is noted that CTMP, Table 5.1 – Anticipated vehicles per PAR shows Muckingford Road as H40-A1, opposed to H37-A2.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>Thurrock Council for their review. National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>It is therefore considered that the submission may potentially require updating.</p>	
3.10.45	Highway Mitigation Design on Hoford Road	<p>National Grid have engaged with Thurrock Council around the proposed Primary Access Route on Hoford Road, north of Linford. This route is shown as H36-A1 on the Construction Access Plans within Appendix C of the Outline CTMP [APP-320].</p> <p>As set out within Section 5.9 of the Outline CTMP [APP-309], construction of a permanent access to the proposed Tilbury North substation site is proposed to utilise a section of the Public Highway which is closed to motor traffic in the existing case. A design for the proposed permanent access utilising this section has been developed by National Grid, and includes the proposal for a separate facility for Non-Motorised Users to be provided adjacent to the carriageway for the duration of the construction works. This design was shared with Thurrock Council in April 2025. The arrangement is considered to be suitable, and the proposed temporary Non-Motorised User facility is considered to be appropriate to accommodate existing users of Hoford Road during the construction period.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p>	<p>A number of points were raised in meetings to which further information was to be provided by National Grid. All and any outstanding information requested by TC should be provided. The December 2025 RSA1 – Proposed Bellmouth access TN-B014 Buckingham Hill Road / Horford Road states 'No road safety related issues were identified for the preliminary design of this access bellmouth at the Stage 1 Road Safety Audit.</p> <p>However, 2.20.1: Problem 16 for the Hoford Road Junction with Buckingham Hill Road identifies design issues associated with pedestrian and cyclists visibility.</p> <p>This design has not been signed off at RSA1.</p> <p>Further work to preliminary designs audited is required to assure TC that this site has been properly considered and safety issues raised within the RSA1 have been considered and addressed within the design.</p> <p>The Design Organisation / Design and Build Contractor will be required to undertake further design development at the Detailed Design stage. These</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.	designs will be submitted to TC for review and subject to a combined Stage 1 / 2 RSA	
Abnormal Indivisible Load (AIL) Access				
3.10.46	Abnormal Indivisible Load (AIL) Access Approach	<p>The approach for Abnormal Indivisible Load (AIL) access to the Project is to utilise designated routes on the local and Strategic Road networks. This approach is set out within Section 5 of the Outline CTMP [APP-309], and further detailed within the AIL Access Strategy [APP-310] (Appendix A of the Outline CTMP). A draft version of the AIL Access Strategy was shared with Thurrock Council in March 2025.</p> <p>This approach, in principle, is considered to be suitable for AIL access for the Project at the current stage of project development.</p> <p>In March 2025, National Grid held a Traffic and Transport Working Group Meeting with Essex police to address updates to AIL routes in Essex and Thurrock.</p> <p>Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>Indicative AIL trip generation arrival and departure (delivery) movements on the PAR for the large mobile crane, cable drum and transformer are provided within Tables 5.2, 5.3 and 5.4 respectively of the AIL Access Strategy (Appendix A of the CTMP).</p> <p>It is noted these may be subject to change upon finalisation of the construction programme by the Main Works Contractor, and also final route selection.</p> <p>A full assessment would need to be undertaken of the impacts of the AIL movements in terms of capacity and potential mitigation requirements to determine the full impacts on the highway.</p> <p>This updated information would need to be included within an updated CTMP for review by TC to ensure that the access approach is suitable for use by AILs.</p> <p>Additional information will need to be provided for review by TC and agreements in place ahead of any works being undertaken.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.10.47	Abnormal Indivisible Load (AIL) Access Routes	<p>Routes proposed to be utilised by AILs are shown in the AIL Access Strategy [APP-310] (Appendix A of the Outline CTMP). These have been developed following consultations with Thurrock Council. As part of these consultations, draft route information was shared in July 2024 and April 2025. National Grid will continue to engage with Thurrock Council as the proposed AIL access routes are developed further, including with respect to the ongoing structural investigations.</p> <p>In March 2025, National Grid held a meeting with Essex Police on AIL updates. In April 2025, National Grid held a TC AIL Workshop with police and TC present. Thurrock Council comments are noted, and meeting notes have been provided to Thurrock Council for their review. National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>AIL route options are detailed within Section 4 of the CTMP. It is noted that discussions with statutory stakeholders are ongoing on the majority of route options, and in some instances further information is required, therefore routes for the various AIL load routes are yet to be fully assessed and finalised. As such it is considered that a full assessment of the impact can't be made within agreements in place and route finalisation.</p> <p>Additional information will need to be provided for review by TC, and appropriate stakeholders to ensure that the access approach is suitable for use by AILs. Agreements should be in place ahead of any works being undertaken. This updated information would need to be included within an updated CTMP for review by TC and appropriate stakeholders.</p>	Under discussion
3.10.48	Abnormal Indivisible Load (AIL) Structural Investigations	<p>Routes proposed to be utilised by Abnormal Indivisible Loads (AILs) are shown in the AIL Access Strategy [APP-310] (Appendix A of the Outline CTMP). National Grid have been consulting with Thurrock Council in relation to structures on the sections of the Local Road Network impacted by these proposed routes. As part of these consultations, draft route information was shared in July 2024 and April 2025, and information around</p>	<p>AIL route options are detailed within Section 4 of the CTMP. It is noted that discussions with statutory stakeholders are ongoing on the majority of route options, and in some instances further information is required. Therefore routes for the various AIL load routes are yet to be fully assessed and finalised. As such it is considered that a full assessment of the impact can't be made within</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>impacted structures requested. Specific concerns raised by Thurrock Council in relation to structures on the draft routes shared have been considered in the development of the proposals shown in the AIL Access Strategy [APP-310] (Appendix A of the Outline CTMP).</p> <p>Engagement with respect to impacted structures is anticipated to be ongoing in parallel with the Development Consent Order process. It is understood that any Approvals in Principle secured at the current stage of project development do not remove requirements for formal application ahead of any AIL movements undertaken by the Project. The relevant process is set out within Section 6 of the AIL Access Strategy [APP-310] (Appendix A of the CTMP).</p> <p>This approach is considered to establish in principle that the proposed AIL deliveries required for the Project are feasible, and that a suitable process is being undertaken in order to facilitate the anticipated formal AIL movement applications anticipated during construction of the Project.</p> <p>The AIL applications submitted prior to vehicle movements made by the Main Works Contractor will address structures affected, street furniture and any third-party land impacts as well as programming and operational arrangements to accommodate the movements with minimal impact on the network.</p>	<p>agreements in place and route finalisation.</p> <p>Additional information will need to be provided for review by TC and appropriate stakeholders to ensure that the appropriate assessment of structural impacts have been undertaken and the route(s) are suitable for use by AILs.</p> <p>This updated information would need to be included within an updated CTMP for review by TC and appropriate stakeholders.</p>	

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		National Grid will continue to engage with Thurrock Council on this matter.		
3.10.49	Abnormal Indivisible Load (AIL) Mitigation and Management Measures	<p>The locations of proposed mitigation measures associated with proposed AIL Routes are shown in the Construction Access Plans within Appendix C of the Outline CTMP [APP-312 to APP-320 inclusive]. These mitigation measures have been developed consistently with the wider Highway Mitigation approach for the Project (ID 3.10.41), and are considered to be suitable and sufficient for the delivery of the Project.</p> <p>Management measures relevant to AIL movements are discussed within Section 5.9 of the Outline CTMP [APP-310], and Section 6 of the AIL Access Strategy [APP-310] (Appendix A of the CTMP). This approach, in principle, is considered to be suitable for AIL access for the Project at the current stage of project development.</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>	<p>AIL route options are detailed within Section 4 of the CTMP. It is noted that discussions with statutory stakeholders are ongoing on the majority of route options, and in some instances further information is required. Therefore, routes for the various AIL load routes are yet to be fully assessed and finalised. As such it is considered that a full assessment of the impact can't be made within agreements in place and route finalisation. Once finalised and fully assessed and agreed, the additional information will need to be provided for review by TC and appropriate statutory undertakers for review to ensure that the access approach is suitable for use by AILs. These agreements must be in place ahead of any works being undertaken.</p> <p>This updated information would need to be included within an updated CTMP for review by TC and appropriate stakeholders.</p>	Under discussion

3.11 Public Rights of Way (PRoW)

Table 3.11 Matters Agreed, Not Agreed or Under Discussion in relation to Public Rights of Way

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
PRoW Assessment Chapter				
3.11.1	PRoW Separate Chapter	<p>As per the Scoping Opinion received from the Planning Inspectorate, National Grid has not included a separate PRoW chapter in the Environmental Statement (ES).</p> <p>Preparing a separate PRoW chapter is not standard practice (there are no previous examples) and would contain a lot of repetition. Multiple effects on single PRoWs will be assessed within the cumulative ES chapter.</p> <p>Note that an Outline Public Rights of Way Management Plan [APP-329] (item ID 3.11.3) has been prepared to set out the proposed approach to the management of PRoWs during construction of the Project.</p>	Thurrock Council agrees that a separate PRoW chapter is not needed in the ES.	Agreed
3.11.2	Types of PRoW	Types of PRoW intended to be considered as part of the Management Strategy were shared with Thurrock Council within Section 2.1 of the PRoW Methodology Statement document in April 2025. This list is considered to be suitable, and no additional PRoW types are required to be captured. The PRoW types intended to be considered are:	Diversion for Footpath 45(?) near Buckingham Hill Rd was raised in meetings – check if it is included in Outline Management Plans – otherwise agreed	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<ul style="list-style-type: none"> • Formally designated PRowS (footways, bridleways, restricted byways, and byways open to all traffic) • Permissive paths • Open access land • Cycle tracks, including the National Cycle Network • Other routes with public access. <p>This is set out in Section 1.4 of the Outline PRow Management Plan [APP-329].</p> <p>National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.11.3	Proposed Management Regime Approach	<p>The intended approach to management regimes to be considered as part of the Management Strategy were shared with Thurrock Council within Section 2.4 of the PRow Methodology Statement document in April 2025. This established the following hierarchy of management measures:</p> <ul style="list-style-type: none"> • PRowS to be kept upon existing alignments as a first preference, utilising management measures if required. • Where maintaining existing PRow alignments is not practicable, diversions along the shortest suitable route will be proposed. 	<p>Thurrock Council is happy with the proposed management regime approach as laid out in the PRow Management Plan.</p> <p>Concerns over specific proposals for Buckingham Hill Road crossing point. The proposals for the Hoford Road crossing point are not realistic where the road is too narrow.</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<ul style="list-style-type: none"> Where no suitable diversion routes are identified, PRow closures will be considered as a last resort. <p>This is set out in Section 3 of the Outline PRow Management Plan [APP-329].</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>		
3.11.4	Routes with Public Access Affected by the Proposed Development	<p>Routes with public access affected by the proposed development are shown in the Access, Rights of Way and Public Rights of Navigation Plans. Details of proposed management measures for each impacted route are shown in Section 4 of the Outline PRow Management Plan [APP-329]. These are considered to be suitable, in line with the Proposed Management Regime Approach (ID 3.11.3) set out above.</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>	Route diverted near Buckingham Hill Road is not shown in the Outline PRow Management Plan. Thurrock Council is not satisfied that it has received sufficient information on the impact on this route.	Under discussion
3.11.5	Reinstatement Approach	<p>All PRowS impacted by construction works will be reinstated to at least the same condition as prior to the works being undertaken. Pre- and Post-Condition Surveys will be undertaken in support of this, and any remediation works will be undertaken in consultation with Thurrock Council PRow Officers as well as impacted landowner(s).</p>	Thurrock Council requires clarification on whether everything will be returned to original condition or whether only works that are pre-agreed will be done.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>This is set out in Section 3 of the Outline PRow Management Plan [APP-329].</p> <p>Thurrock Council comments are noted, and National Grid will continue to engage with Thurrock Council on this matter.</p>		

3.12 Cumulative Effects

Table 3.12 Matters Agreed, Not Agreed or Under Discussion in Relation to Cumulative Effects

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
3.12.1	Policy and legislation	<p>The policy context, legislation and guidance considered when undertaking the Cumulative Effects assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 17.2 of Chapter 17 (Cumulative Effects) of the ES [APP-281].</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	Thurrock Council agrees that all relevant legislation, policy and guidance have been identified and appropriately considered to inform the assessment.	Agreed
EIA – Approach and Methods				
3.12.2	Study area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.12.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented within Section 17.4 and 17.5 of Chapter 17 (Cumulative Effects) of the ES [APP-281] .	Thurrock Council agrees sufficient desktop and survey data was collected to inform the assessment.	Agreed

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.12.4	Assessment methodology	The methodology for assessing Cumulative Effects was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	The methodology for assessing Cumulative Effects was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	Agreed
3.12.5	Key parameters and assumptions	Key parameters and assumptions associated with the Cumulative Effects assessment are summarised in Section 17.5 and 17.6 of Chapter 17 (Cumulative Effects) of the ES [APP-281] . The key parameters and assumptions presented are considered appropriate.	Thurrock Council agrees the key parameters and assumptions are appropriate.	Agreed
EIA – Baseline Conditions				
3.12.6	Baseline conditions and receptors	The baseline conditions and receptors for Cumulative Effects are presented within the environmental topic chapters (Chapters 6 – 16 of the ES). The baseline conditions and receptors presented are considered appropriate.	Thurrock Council agrees the baseline conditions and receptors are appropriate.	Agreed
EIA – Embedded, Standard and Additional Mitigation Measures				
3.12.7	Embedded mitigation	The assessment of cumulative effects considered the residual effects identified during construction and operation (and maintenance) within the environmental topic chapters (Chapters 6 – 16 of the ES). Embedded mitigation measures, designed as an inherent part of the Project are set out in the environmental topic chapters of the ES . Embedded mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects. See comments on embedded mitigation throughout this document.	Thurrock Council acknowledges the embedded mitigation measures are set out in the Environmental Statement and that it is National Grid's responsibility to ensure their implementation. We would also ask that National Grid considers the council's other statements in regard to mitigation that are discussed in the rest of this document.	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.12.8	Standard mitigation	<p>The assessment of cumulative effects considers the residual effects identified during construction and operation (and maintenance) within the environmental topic chapters (Chapters 6 – 16 of the ES). Standard mitigation measures to reduce potential Cumulative Effects during construction are summarised in the environmental topic chapters of the ES and set out in the Outline CoCP [APP-300]. The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>See comments on standard mitigation throughout this document.</p>	<p>Thurrock Council acknowledges the standard mitigation measures are set out in the Environmental Statement and that it is National Grid's responsibility to ensure their implementation. We would also ask that National Grid considers the council's other statements in regard to mitigation that are discussed in the rest of this document.</p>	Under discussion
3.12.9	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 17.4 and 17.5 of Chapter 17 (Cumulative Effects) of the ES [APP-281]. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p>See comments on additional mitigation throughout this document.</p>	<p>Thurrock Council acknowledges the additional mitigation measures are set out in the Environmental Statement and that it is National Grid's responsibility to ensure their implementation. We would also ask that National Grid considers the council's other statements in regard to mitigation that are discussed in the rest of this document.</p>	Under discussion
EIA – Assessment Conclusions				
3.12.10	Construction effects	<p>The assessment of effects during construction is presented in Section 17.4 and 17.5 of Chapter 17 (Cumulative Effects) of the ES [APP-281]. The assessment of effects during construction presented is considered appropriate.</p> <p>Correct section reference now added. Please review and pass back any comments.</p>	<p>Thurrock Council cannot review the construction effects in Section 17.7 of Chapter 17 (Cumulative Effects) of the ES as this section has not been provided.</p>	Under discussion
3.12.11	Operational (and	<p>The assessment of effects during operation (and maintenance) is presented in Section 17.4 and</p>	<p>Thurrock Council cannot review the operational (and maintenance) effects in</p>	Under discussion

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
	maintenance) effects	<p>17.5 of Chapter 17 (Cumulative Effects) of the ES [APP-281]. The assessment of effects during operation (and maintenance) presented is considered appropriate.</p> <p>Correct section reference now added. Please review and pass back any comments.</p>	Section 17.7 of Chapter 17 (Cumulative Effects) of the ES as this section has not been provided.	

Draft DCO / Outline Management Plans / Mitigation and Monitoring

3.12.12	Outline CoCP	<p>The Outline CoCP [APP-300] includes all relevant construction related mitigation measures specified in Chapter 17 (Cumulative Effects) of the ES [APP-281] and is appropriate for managing construction impacts from the Project.</p> <p>A meeting was held in October 2024 to agree on the structure for the Outline CoCP [APP-300].</p> <p>A meeting was held in March 2025 to discuss the second iteration of the Outline CoCP [APP-300].</p> <p>A further iteration of the Outline CoCP [APP-300] was issued in May 2025 following the meeting and feedback in writing.</p> <p>See comments on mitigation throughout this document.</p>	Thurrock Council acknowledges the construction related mitigation measures are set out in the Environmental Statement and the Outline CoCP and that it is National Grid's responsibility to ensure their implementation. We would also ask that National Grid considers the council's other statements in regard to mitigation that are discussed in the rest of this document.	Under discussion
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Other matters as required

3.13 Development Consent Order

Table 3.13 Matters Agreed, Not Agreed or Under Discussion in Relation to Development Consent Order

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
3.13.1	DCO Requirements	<p>The proposed construction core working hours (unless otherwise approved by the Local Planning Authority) are:</p> <ul style="list-style-type: none"> • Monday – Friday: 07:00 to 19:00 • Saturday, Sunday and bank holidays: 07:00 to 17:00 <p>Details relating to the proposed construction working hours and any associated restrictions are contained within 6.4 Environmental Statement Chapter 4 - Project Description [APP-130]. The working hours are secured through Requirement 7 of Schedule 3 of 3.1 draft Development Consent Order [APP-056].</p> <p>The construction works are largely linear and would not occur along the entire length of the Project for the full duration of the construction programme. Rather, there would be periods of higher and lower intensity working in each specific geographical area. Varying shift patterns for workers and construction crews means that downtime would occur at specific locations within the working week. These shift patterns would be rolling, and with workers not undertaking a five day working week, the days on which downtime may occur would vary from week to week, and working will not take place every weekend or bank holiday.</p> <p>The defined core working hours provides essential flexibility. Importantly, the core working hours</p>	<p>Core working hours</p> <p>4.1 Requirement 7 of Schedule 3 of the draft Development Consent Order (DCO) (APP-056 - Document 3.1 – Draft DCO) sets out the core working hours proposed by NG. These are 07:00 to 19:00 on Monday to Friday and 07:00 to 17:00 on Saturdays, Sundays, Bank Holidays, and other public holidays.</p> <p>4.2 The core working hours as proposed extend significantly beyond Thurrock Council's standard core working hours, which are 08:00 to 18:00 on Monday to Friday, 08:00 to 13:00 on Saturdays, and no works on Sundays, Bank Holidays, and other public holidays.</p> <p>4.3 The core working hours as proposed by NG are expected to cause noise and disruption to residents beyond what Thurrock Council considers reasonable. A Section 61 prior consent is recommended for extended or night-time work, especially near sensitive receptors and for particularly disruptive activities such as piling.</p>	

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>permit, but do not require, working on Sundays and bank holidays. This flexibility is critical to maintaining programme resilience, allowing the Project to respond to challenges that are often outside the control of the Applicant such as adverse weather, poor ground conditions, supply chain disruption, seasonal restrictions and access constraints.</p> <p>Maintaining programme resilience is also necessary to accommodate interface dependencies between activities and contractors, manage delays to one work element without causing consequential delay to the overall programme, and to enable safe and efficient sequencing of works where extended stoppages would be impractical or disruptive. Where progress can be recovered through limited additional working rather than prolonging the programme, this can reduce overall construction duration and avoid extended impacts on communities, traffic networks, landholdings, and the environment.</p> <p>A blanket prohibition on Sunday and bank holiday working would remove this necessary flexibility, increasing the risk of programme slippage, inefficient stop-start working, and a longer overall construction period, which would itself result in greater long-term exposure to construction impacts than occasional controlled working on those days. Such a restriction would also undermine the deliverability of this critical national priority project, where timely delivery is in the public interest.</p>		

ID	Matter	National Grid's Position	Thurrock Council's Position	Status
		<p>The assessment within the Environmental Statement (ES) (Volume 6 of the DCO application) is based on a set of parameters. These, this includes the core working hours for the construction phase of the Project.</p> <p>(6.14 Environmental Statement Chapter 14 - Noise and Vibration [APP-256]) assessed the impact to sensitive receptors from noise and vibration during the construction phase. The assessment concluded that, with the embedded mitigation and controls set out in 7.2 Outline Code of Construction Practice [APP-300], significant effects from noise and vibration during the construction phase are not anticipated. The measures set out within 7.2 Outline Code of Construction Practice CoCP [APP-300] will be secured via Requirement 4(a) (Construction Management Plans) of 3.1 Development Consent Order draft DCO [APP-056] within the final Code of Construction Practice.</p>		
3.13.2	DCO Wording			
	Other matters as required			

3.14 Other Matters

4. Confirmation of Agreement

The above SoCG is agreed between National Grid and Thurrock Council on the date specified below.

Signed for and on behalf of National Grid:

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Date:

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Signed for and on behalf of Thurrock Council:

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Date:

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Abbreviations

Abbreviation	Full Reference
AIL	Abnormal Indivisible Loads
AIS	Air Insulated Switchgear
AOD	Above Ordnance Datum
AONB	Area of Outstanding Natural Beauty
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CSE	Cable Sealing End
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EACN	East Anglia Connection Node
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
ES	Environmental Statement
GI	Ground Investigation
GW	Gigawatt
LLFA	Lead Local Flood Authority
LVIA	Landscape and Visual Impact Assessment
NCR	National Cycle Route
NETS	National Electricity Transmission System
NPSs	National Policy Statements
PEIR	Preliminary Environmental Information Report
PRoW	Public Right of Way
SoCG	Statement of Common Ground
SoCC	Statement of Community Consultation
SPZ	Source Protection Zone
WFD	Water Framework Directive
WSI	Written Scheme of Investigation
ZoI	Zone of Influence
ZTV	Zone of Theoretical Visibility

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