

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

**Application by National Grid Electricity Transmission Plc for an Order granting Development
Consent for the National Grid Norwich to Tilbury Project**

Planning Inspectorate Reference Number: EN020027

Deadline 3: Examining Authority's Written Questions 1 (ExQ1)

1 INTRODUCTION

- 1.1 This document is submitted for Deadline 3 on behalf of National Highways ("NH") in respect of an application by National Grid Electricity Transmission Plc ("Applicant") for an order granting development consent for the National Grid Norwich to Tilbury Project ("DCO"). The Applicant seeks development consent for proposed authorised development described in Schedule 1 of the draft DCO ("Authorised Development"). This document sets out the Examining Authority's Written Questions 1 (ExQ1) that are directly specifically to NH and NH's response to the same.

EXQ1	Question to:	Question:	NH Response
DCO 1.A42	All local authorities, highway authorities and statutory undertakers	<p>Article 58 (Application, disapplication and modification of legislative provisions)</p> <p>The ExA would ask for comments in regard to the disapplication and modification of certain public general legislation (See provisions set out in article 58(1) and the public general legislation listed at schedule 17 of the draft DCO), especially in regard to the Highways Act 1980 and the Land Drainage Act 1991.</p>	<p>The Highways Act 1980 disapplication states: "Sections 141 (restriction on planting of trees etc. in or near carriageway), 169 (control of scaffolding on highways) and 171 (control of deposit of building materials and making of excavations in streets) of the 1980 Act will not apply to the extent such operations or works are required for the purposes of, or in connection with, the construction and maintenance of the authorised development."</p> <p>NH's Relevant Representation addressed this point and said "This article refers to Schedule 17 which seeks to exclude the provisions of the Highways Act 1980 in relation to the sections set out in Schedule 17. No explanation is provided in the Explanatory Memorandum seeking to justify the exclusion of the noted sections in the Highways Act 1980. In any event, NH objects to the disapplication of the Highways Act 1980 in this regard. NH must have control over the operations being carried out on its network. This is critical from a safety perspective and to maintain the integrity of the asset".</p>
TT 1.9	National Highways	<p>Baseline data – 9</p> <p>In the applicants response to RRs [REP1-132] in reply to your request for microsimulation modelling (paragraph 4.2.29 of your RR [RR-2657]) it considers the local junction modelling undertaken to be proportionate. Please can you confirm if you now accept this in light of further meetings which the applicant has detailed.</p>	<p>NH does not agree with the applicant's position not to use microsimulation to model the impact of the proposed development at the A120 / Long Green / B11018 / Crossing Road (Galley's Corner), A120 / A131 / B1256 (Marks Farm), and B1018 / Millenium Way roundabouts. This is due to the forecast volume of additional traffic associated with the proposed development and the duration of the impact. Further discussion is required with the applicant and this is being scheduled for as soon as practicable.</p>

EXQ1	Question to:	Question:	NH Response
TT 1.20	National Highways	<p>Cumulative impacts</p> <p>Are there any specific impacts from other projects which you consider could cause additional impacts and risk to the proposed development and do you consider these have these been addressed adequately by the applicant?</p>	<p>NH has considered the applicant's response provided within document [REP1-132] regarding the exclusion of Tendring Colchester Borders Garden Community, Norfolk Vanguard Wind Farm and Norfolk Boreas Wind Farm, and confirm that the exclusion of these projects is supported based on the rationale provided. NH also considers that the traffic associated with Bathside Bay will have been included within the background traffic growth to an extent.</p> <p>NH notes that the Roads Investment Strategy 3: 2026-2031 was published on 26 March 2026 and includes funding for a large renewal of the concrete road on the A120 Wix Bypass. Whilst the project had not been confirmed prior to submission, NH wishes to highlight the potential for both schemes' delivery programmes to overlap. National Highways recommends liaising with the Concrete Roads team (via the NH Norwich to Tilbury DCO project team) to establish programme timings and seek to manage any interaction.</p>
TT 1.28	National Highways	<p>Walking, cycling and horse-riding – 1</p> <p>Please confirm if you consider there are any outstanding parts of your highway network that require a Walking, Cycling and Horse-riding assessment review. If so, please list these and give the status of discussions with the applicant regarding this.</p>	<p>NH notes that a WCHAR has been prepared for the following locations where permanent changes to the Strategic Road Network are proposed:</p> <ul style="list-style-type: none"> • A120/ Bentley Road • A12 on slip at the A12 Ipswich Road/B1070 junction. <p>NH require any temporary works in place for 6 months or longer to be treated as permanent and therefore require a WCHAR or a WCHAR exemption note, if appropriate.</p> <p>The WCHARs have yet to be issued to National Highways. Once issued, NH will complete a review of the documents and will liaise</p>

EXQ1	Question to:	Question:	NH Response
			with the applicant to address any comments that have been raised.
TT 1.36	National Highways	<p>Outline construction traffic management plan - 2</p> <p>For the avoidance of doubt, please detail any matters in the outline CTMP [APP-309] which you consider requires amending and your proposed amendment. This could be in the form of a schedule or tracked changed version of the outline CTMP.</p>	<p>NH welcomes the applicant's confirmation within their REP1-132 to include National Highways as a consultee. However, NH requires this is formally changed and that NH is explicitly referenced within the documents and the requirements of the DCO.</p> <p>Reference to the A12 Widening Scheme should be removed as these works are not proceeding at this time. This section should be amended to include recently announced schemes, such as the Wix Bypass Concrete Road Renewal Scheme.</p> <p>Table 5.9 outlines the proposed Junction Capacity Mitigation Measures. Whilst the modelling that supports these proposals remains unagreed, the level of impact is not fully understood and the required mitigation cannot be agreed.</p>
TT 1.38	National Highways	<p>Statements of common ground</p> <p>In the SoCG with National Highways [REP1-048] a number of statements suggest that you are awaiting further information following requests to allow you to further consider the applicant submission. Please can you state if this additional information is now available to you and if not, what timescales you require to ensure an adequate response to any outstanding matters or concerns. Please can all local highway authorities address this same question.</p>	<p>NH's view is that there are still a number of outstanding matters where information is required to provide sufficient assurance that that the proposed development will not have an adverse impact on the SRN.</p> <p>A meeting between NH and the applicant has been proposed to progress the Statement of Common Gound but a date has not yet been agreed.</p> <p>When the information is provided, NH can provide a response within 3 weeks. However, should further modelling be required, sufficient time will be needed for the applicant to undertake the modelling process and for NH to validate the work.</p>