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1. Introduction

1.1 Purpose of this addendum

- 1.1.1 This document provides an addendum to **7.11.1 Transport Assessment Addendum [REP5-165]**, submitted in June 2026 to support the application for development consent under the Planning Act 2008 for the Norwich to Tilbury Project.
- 1.1.2 The purpose of this document is to provide an update on committed developments detailed within Section 4.2 and Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]** which should be considered in relation to the assessment of Traffic and Transport, and includes:
- Relevant applications identified that were submitted after 31 January 2026 up to the 8 May 2026 in alignment with **6.17.1 Environmental Statement Chapter 17 - Cumulative Effects – Response Update (Revision B)**.
 - Any committed developments where the application status has changed since being reported in Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]**.

2. Review of Committed Developments

2.1 Review criteria

2.1.1 The following general criteria should be met for developments to be included for review:

- Development is either committed (gained planning approval) or an active large scale project requiring EIA (where scoping has been submitted) or large scale development where a decision is pending
- Development is likely to generate traffic trips that are expected to significantly impact the Primary Access Routes PAR(s) and/or assessed junction(s)
- Traffic generated is likely to route along Project PAR(s) and/or assessed junction(s)
- Construction (or operation if development not included in TEMPro) traffic trips are likely to occur during the Project peak construction period
- Construction traffic details are publicly available and provided on relevant local authority planning portal.

2.1.2 The general criteria for developments to be excluded for review is as follows:

- Development is unlikely to generate additional traffic trips that would impact the PAR(s) and/or assessed junction(s) significantly (e.g. improvement works to a single dwelling)
- Development traffic trips unlikely to route along Project PAR(s) and/or assessed junction(s)
- No construction programme or details publicly available on relevant local authority planning portal
- Development application is Withdrawn or Refused
- Committed development is included in TEMPro (check is made to confirm if the site is included in the TEMPro National Trip End Model (NTEM) dataset v7.2), by reviewing the NTEM Planning Data Version 7.2 Guidance Note (DfT, 2017). This applies to committed developments that appear to be complete/operational (based on evidence such as satellite imagery). Should they be part of their associated local plan, then excluded to avoid any double counting.

2.1.3 The identified committed developments are specific for Traffic and Transport and therefore are not identical to the cumulative long list of other developments, within **6.17.1 Environmental Statement Chapter 17 - Cumulative Effects – Response Update (Revision B)**.

2.1.4 Section 2.2 sets out all the committed developments considered from a Traffic and Transport perspective within this review and Figure 5: Transport Assessment Committed Development Revision C presents all committed development considered up to 8 May 2026.

2.2 New committed developments

2.2.1 Table 2.1 to Table 2.3 presents the list of new committed developments identified for consideration in terms of the assessment of traffic between 1 February 2026 and 8 May 2026 reviewed using the criteria set out in Section 2.1.

2.2.2 It has been identified that there were:

- No new planning applications for NSIP/DCOs or highways schemes
- No new planning applications for committed developments were submitted within Suffolk
- One new planning application has been submitted within Norfolk – this has been excluded as the Norwich to Tilbury Project has been identified by this application to have potential to contribute to inter-project cumulative effects. Hence this new application will consider appropriate mitigation as part of its assessment if required (see Table 2.1)
- 14 new planning applications were submitted within Essex – all have been excluded due to one or more of the following reasons (see Table 2.2):
 - Associated traffic should already be captured in the existing baseline traffic used for the Norwich to Tilbury Project (e.g. no material change is expected to current operational vehicle movements)
 - The application is associated with an existing planning application (e.g. reserved matters) which has already been reviewed and considered in 7.11 Transport assessment [APP-333]
 - No overlap with the Project PARs or assessed junctions
 - Insufficient information regarding construction details including programme, routing and peak construction period to confirm overlap with the Project
 - The Project has been identified by the application to have potential to contribute to inter-project cumulative effects. Hence that application will consider appropriate mitigation as part of its assessment.
- Two new planning applications were submitted in Thurrock – these have been excluded as there is insufficient information regarding construction details including programme and peak construction period to confirm overlap with the Project's peak construction period. (see Table 2.3).

2.3 Status Update on committed developments

2.3.1 Table 2.4 presents those committed developments where there has been a change in the planning application status reported in Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]** in June 2026. A review of the available traffic information associated with the planning application has been undertaken to understand whether further assessment is required using the criteria set out in Section 2.1.

2.3.2 It was identified that the following five committed developments had an update to their status, which included:

- North Falls Offshore Windfarm DCO - this was included in the **7.11 Transport Assessment [APP-333]**, the status has changed from Decision Stage to Consented. From the Traffic and Transport perspective, the highways

consideration is unchanged and remains included in the Traffic and Transport assessment.

- Four applications, all within Essex, had a status change from pending/awaiting decision to approved - no further traffic information relating to construction details and programme has been provided. Hence the original summary within Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]** to exclude these applications from the traffic and transport assessment remains unchanged.

3. Summary

- 3.1.1 An update on committed developments detailed within Section 4.2 and Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]** which should be considered in relation to the assessment of Traffic and Transport has been undertaken and includes:
- Relevant applications identified that were submitted after 31 January 2026 up to the 8 May 2026 in alignment with **6.17.1 Environmental Statement Chapter 17 - Cumulative Effects – Response Update (Revision B)**.
 - Any committed developments where the application status has changed since being reported in Appendix B of **7.11.1 Transport Assessment Addendum [REP5-165]**.
- 3.1.2 It was found that no further assessment was required in relation to the new planning applications reviewed as:
- Associated traffic should already be captured in the existing baseline traffic used for the Norwich to Tilbury Project
 - No overlap with the Project PARs or assessed junctions
 - Insufficient information regarding construction details including programme, routing and peak construction period to confirm overlap with the Project
 - The Project has been identified by the application to have potential to contribute to inter-project cumulative effects. Hence the application will consider appropriate mitigation as part of their development.
- 3.1.3 Where there was a planning application status change for committed developments previously reviewed within and **7.11.1 Transport Assessment Addendum [REP5-165]** the highways considerations remain unchanged as insufficient traffic information has been provided. Therefore, no further assessments are required.
- 3.1.4 Where it has been identified that construction activities from committed developments may coincide with the Project, but construction details have not been provided, National Grid will ensure liaison takes place by the Main Works Contractor(s) with Local Highway Authorities, National Highways and other developments. This will provide a coordinated approach to construction traffic management where appropriate. This is detailed within **7.3 Outline Construction Traffic Management Plan Rev D [REP6-082]**.

Table 2.1 List of committed developments and transport schemes under consideration (Norfolk)

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
DC/26/01910 / DC/26/01983	Babergh District Council and Mid Suffolk District Council	Land Near Bramford Substation Suffolk	Request for Environmental Impact Assessment (EIA) Scoping Opinion - Construction and operation of a battery energy storage system (BESS) and associated works	EIA Required	EXCLUDE: No construction traffic details or routing has been provided at this stage; however, a Construction Traffic Management Plan (CTMP) is proposed as a mitigation measure. The CTMP will require approval from the Local Planning Authority and likely in consultation with the Local Highway Authority. The Project has also been identified by this application EIA Scoping Opinion Request as a development having the potential to contribute to inter-project cumulative effects. This application will therefore consider mitigation associated with any identified cumulative impacts. Based on the proposed traffic and transport study area, there is potential for traffic associated with this proposed development to overlap with the Project PAR 20 and PAR 21. Depending on the construction traffic distribution, some vehicles may pass through the following two junctions that have been assessed in 7.11 Transport Assessment [APP-333] and 7.11.1 Transport Assessment Addendum [REP5-165] . These are Site 26 A14 J52 Claydon Roundabout and Site 27 - B1113 Bramford Rd / Bramford Rd. These junctions are predicted to operate within capacity in all scenarios considered.

Table 2.2 List of committed developments and transport schemes under consideration (Essex)

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
ESS/13/26/TEN/S O	Essex County Council	Land north of Wick Lane, Ardleigh, CO7 7RE	EIA Screening Request: A northern extension to Crown Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the necessary associated infrastructure and access improvements	EIA required	EXCLUDE: Screening Request only, therefore insufficient traffic data and routing information at this stage, see related ESS/14/26/TEN/SPO.
ESS/14/26/TEN/S PO	Essex County Council	Land north of Wick Lane, Ardleigh, CO7 7RE	EIA Scoping Request: A northern extension to Crown Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the necessary associated infrastructure and access improvements	Opinion issued	EXCLUDE: The screening and scoping request includes the Project as a committed development. This application will therefore consider mitigation associated with any identified cumulative impacts. It also states in its screening and scoping opinion document that the volume of HGV generated by the development will be absorbed into the limits placed on the planning permission reference ESS/57/04/TEN. The vehicle trips associated with ESS/57/04/TEN is assumed to be captured within the existing baseline traffic for the Project.

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
ESS/15/26/CHL	Essex County Council	Land at Russell Green, Boreham Road, Chelmsford	Importation of 42,026 tonnes of inert waste material to stabilise former quarry face and restore former mineral site to a landscaped habitat mosaic and pond with associated improvements to existing site access.	Granted	EXCLUDE: Proposed development is temporary, set to take place over seven months, however, no construction dates are proposed. The construction route set out in the proposed development Construction Traffic Management Plan indicates that it does not overlap with the Project PARs, the closest PARs being PAR 44-48 to the construction route's north and west.
ESS/27/20/TEN/MA/1	Essex County Council	Land at Martells Quarry, Slough Lane, Ardleigh, Essex, CO7 7RU	Land at Martells Quarry (Landfill) – Amendment to Landfill Gas Infrastructure	Approved	EXCLUDE: NMA to ESS/27/20/TEN. No material change. ESS/27/20/TEN introduces an average of 30 HGV movements per day and was granted 31.01.2024, it is assumed that this will be part of the baseline traffic.
26/00424/TCBGC	Tendring District Council	Tendring Colchester Borders Garden Community Land East of Colchester, West of Elmstead Market and North of Wivenhoe Between A120, B1028 Colchester Road, B1027 Brightlingsea Road and Elmstead Road Essex	Hybrid planning application for a phased mixed-use development (creating a new garden community), comprising: Outline Planning Application (with all matters reserved) - Residential development (including care and older persons housing); employment including business, industry, research and development; a further education college, a secondary school, primary schools, special educational needs and early years facilities; student accommodation and associated uses; civic and neighbourhood centres containing a range of commercial, civic, cultural and community uses; a new country park provided along the salary brook corridor; new leisure uses and sports pitches, public open space and linked amenities; new cycleways and pedestrian routes, park and ride facility, multi-modal mobility hubs, access roads and associated highways improvements; associated infrastructure works; small ancillary agricultural structures will be demolished; and Full Planning application - Including residential and non-residential development, employment, car parking, meanwhile and community spaces, events spaces, strategic highway and transport infrastructure and associated utilities, landscaping, earthworks, drainage works and associated development.	Awaiting decision	EXCLUDE: According to ES Chapter 4 – Construction and site management, construction period to be 31 years, commencing at the end of 2026. Construction of the Detailed Component commencing in 2027 and site preparation complete in 2028. Daily construction traffic movements will be 100 HGVs and 400 LGVs. However, no further programme details are provided or indication of peak construction period, therefore it cannot be determined if the construction peak of this site will coincide with the Project construction peak. HGVs are assumed to use A12 and A133 to access the site. LGVs to have wider origins. Over a 10 hour day (08:00-18:00) the average HGV movements would be 10 per hour. The HGV construction route does not overlap with any Project PARs. Depending on the construction traffic distribution, some vehicles may pass through the following two junctions that have been assessed in 7.11 Transport Assessment [APP-333] , however this information is not available. These are Site 38 A120 Ardleigh Crown Interchange and Site 39 - A120 Harwich Road / Bentley Road Priority Junction. These junctions are predicted to operate over capacity in the future baseline with committed developments without the Project.
260386	Colchester City Council	Tendring Colchester Borders Garden Community, Land East of Colchester, West of Elmstead Market and North of Wivenhoe between, A120 and B1028 Colchester Road	Hybrid application for Tendring Colchester Borders Garden Community (Hybrid planning application (part full, part outline) for a phased mixed-use development (creating a new garden community)	Pending decision	EXCLUDE: Refer to 26/00424/TCBGC (Tendring District Council) as same application details.

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
		B1027 Brightlingsea Road and Elmstead Road			
260577	Colchester City Council	Land North of A120, Coggeshall Road, Marks Tey Colchester CO6 1LJ	Outline planning application for residential development of up to 134 homes and up to 350sqm (gross) of Class E floorspace, associated parking, landscaping, and infrastructure works with all matters reserved except for access.	Pending decision	EXCLUDE: No construction details or programme provided and hence cannot determine whether the construction peak of this site will coincide with the Project construction peak. Traffic associated of this site has potential to overlap with PAR 40 as the site is adjacent to it. A construction traffic management plan is recommended within the Transport Assessment Appendix C (AECOM review of the Access Feasibility Report (Appendix B)). It is therefore expected that its construction traffic management plan will consider mitigations arising from any identified cumulative impacts, which will require approval from the Local Planning Authority and likely in consultation with the Local Highway Authority.
260657	Colchester City Council	Land at, Earls Colne Road, Great Tey	Outline planning application for up to 150 no. residential dwellings, public open space, landscaping, a new vehicular access and all other associated works. All Matters Reserved, except access.	Pending decision	EXCLUDE: No construction programme or construction traffic details provided. Therefore it cannot be determined if the construction peak of this site will coincide with the Project construction peak. Traffic associated of this site has potential to overlap with PAR 39 and PAR 40 to access the strategic road network of A120 and A12. There is also potential for the associated traffic of this site to pass through the A120 Coggeshall Rd / Great Tey Rd priority junction, referenced as Site 47 and assessed in 7.11 Transport Assessment [APP-333] . The assessment indicates that the junction operates over practical capacity in the AM Peak when considering the future Base plus committed development scenario. The Transport Assessment indicates an assessment year of 2030 (outside of the peak construction year for the project), assuming the development will be operational at this time, therefore will not overlap with the Project construction peak.
26/00164/REM	Chelmsford City Council	Strategic Growth Site North Of Woodhouse Lane Broomfield Chelmsford Essex	Application for reserved matters relating to 20/02064/OUT (Outline application for residential development for up to 512 dwellings including affordable housing and custom build homes (Use Class C3), Local Centre (Use Classes E, F.1 and F.2), formal and informal open space, and associated infrastructure. All matters reserved except for primary access) for all matters (appearance, landscaping	Pending consideration	EXCLUDE: The outline application 20/02064/OUT has been included within 6.16 Transport Environmental Statement Chapter 16 - Traffic and Transport [APP-271] and 7.11 Transport Assessment [APP-333] .
26/00404/FUL	Chelmsford City Council	Land at Andrews Place Chelmsford	Redevelopment to provide 261 affordable homes (including reprovision of 69 existing dwellings), associated car parking, sustainable drainage systems, new public open spaces with biodiversity enhancements, and improved pedestrian and cycle connections. Highways stopping up under Section 247 of TCPA.	Pending consideration	EXCLUDE: No construction programme or construction traffic details provided. It cannot be determined if the construction peak of this site will coincide with the Project construction peak. Traffic accessing the site has potential to overlap with PAR 50, as the site is adjacent to this PAR. The Transport Assessment indicates an assessment year of 2030 (outside of the peak construction year for the Project), assuming the development will be

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
					operational at this time, the operational traffic will not overlap with the Project construction peak.
26/00399/DEM	Chelmsford City Council	Land At Andrews Place Chelmsford	Demolish 69 existing bungalows and 17 existing garages within red line area	Prior Approval Not Required	EXCLUDE: Demolition traffic has not been stated within the Demolition Strategy document; nor a programme of works including dates. Traffic accessing the site has potential to overlap with PAR 50, as the site is adjacent to this PAR. However, the traffic flows associated with these works are unlikely to be significant.
26/00296/OUT	Basildon Borough Council	Land North And South Of Dunton Road Laindon Essex	Outline planning application for: up to 1,100 residential dwellings (Class C2 and C3), business, retail, leisure and sports uses (Class E); primary school (Class F1); community uses (Class F2); hot food takeaway (Sui Generis), open space; vehicular accesses; associated infrastructure, groundworks and engineering operations; with all matters reserved except for access to the site.	Awaiting decision	EXCLUDE: No construction programme, or construction traffic details provided. As stated in the ES Chapter 8 Traffic and Transport, it is understood that no contractor has been appointed. However, the typical construction operations identifies the following assumptions: 14 HGVs per day and 113 staff (light) vehicles per day. Construction traffic assumed to route onto the A127 via the most direct routes which have potential to overlap with the Project on PAR 58 and PAR 60 and pass through two junctions that have been modelled in the DCO submission (referenced as Site 83 and Site 73, assessed in 7.11 Transport Assessment [APP-333]). The assessment indicates that both junctions generally operate within capacity for all scenarios considered and there is a negligible increase for the scenario including Committed Development and the Project during its peak construction period. As mitigation measure for the construction stage, the ES states that a CEMP and CTMP could be secured via a planning condition. Therefore, at this stage, there is insufficient information as to when the aforementioned traffic will be undertaken in terms of the project's peak hours and the project's peak construction period.
25/01338/FUL	Brentwood Borough Council	London Brentwood Commercial Park Tilbury Road West Horndon Essex CM13 3LR	Variation of condition 2 (approved documents) of application 23/00508/FUL (description amended to Full Planning application for general industrial and storage and distribution development, including ancillary office provision, with associated access, loading yards, vehicle and cycle parking, servicing, landscaping, and infrastructure, by 23/00508/NON/2), and variation of Condition 13 (limitation of use) inserted by application 23/00508/NON/2) to allow Unit 2 to be occupied as three units (2A, 2B and 2C) and used for Class B2 (general industrial) and / or B8 (storage and distribution) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any provision equivalent to that Class in Statutory Instrument revoking or re enacting that Order), only and for no other purposes	Approved	EXCLUDE: No construction programme, or construction traffic details provided. Therefore , it cannot be determined if the construction peak of this site will coincide with the Project construction peak. Based on the site location, HGV routes have potential to overlap with PAR 63 and use the junction referenced as Site 84 - A127 Southend Arterial Rd /A128 Tilbury Road roundabout, assessed in 7.11 Transport Assessment [APP-333]. The assessment indicates that the junction operates within capacity for all scenarios considered.

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status	Summary of Highways Consideration
26/00400/OUT	Brentwood Borough Council	Land South Of A127 East Of Childerditch Lane West Horndon Brentwood Essex CM13 3EH	Outline planning application with all matters reserved, except for means of access, comprising a range of interdependent uses to create a sustainable new settlement including community uses, a new primary school, a local centre with commercial/retail uses; flexible employment space; hotel use; mixed tenure residential development comprising up to 1,025 homes; creation of a new internal bus and active travel route; open space and public realm; new planting and landscaping, and ecological enhancement works; sustainable urban drainage systems; creation of a new vehicular access and pedestrian accesses into the site from the A127, Thorndon Avenue, and Childerditch Lane, and creation of a new vehicular, pedestrian and cycle network within the site; improvements to the existing highway and local road network; lighting; engineering works, infrastructure and associated facilities; including demolition of nos. 107 and 109 Thorndon Avenue; together with interim works or temporary structures required by the development and other associated works, including temporary meanwhile uses.	Pending Consideration	EXCLUDE: Peak construction year is expected to occur in 2029, with one of the proposed construction routes to overlap with PAR 63 and using the junction referenced as Site 84 - A127 Southend Arterial Rd /A128 Tilbury Road roundabout, assessed in 7.11 Transport Assessment [APP-333] . The assessment indicates that the junction operates within capacity for all scenarios considered. The Project has been identified as a cumulative scheme within this application. Therefore, it is expected that this development and its construction traffic management plan will consider mitigations arising from any identified cumulative impacts.

Table 2.3 List of committed developments and transport schemes under consideration (Thurrock)

Application Reference	Local Planning Authority (LPA)	Location/area /Name	Description	Status	Summary of Highways Consideration
26/00349/OUT	Thurrock Council	Land North Of A13 And Adjacent High Road North Stifford Grays Essex	Outline application for the erection of residential dwellings (50% affordable) together with associated access, parking, landscaping and infrastructure. All matters reserved except for access to the site (up to 126 dwellings).	Awaiting decision	EXCLUDE: No construction information provided. Junctions considered in the Transport Assessment for the development do not overlap with the Project PARs. The response from Highways consultee, Thurrock Highways Development Control states that a CEMP demonstrating the construction activities' impact on the wider highway network could be secured by planning condition. It is therefore expected that this development and its CEMP will consider mitigations arising from any identified cumulative impacts, which will require approval from the Local Planning Authority and further engagement with the Local Highway Authority.
26/00342/CV	Thurrock Council	Clearserve Rainbow Shaw Quarry Hoford Road West Tilbury Essex SS17 0PY	Application for the variation of condition no 1 of application 20/01297/CV [Application for the variation of condition no 1 of application 19/01276/CV to continue the importation of material for recycling or infilling void spaces until 31 March 2025, and for the restoration, landscaping and after use of the site to be completed in accordance with agreed details on or before 31 March 2026] to continue the importation of material for recycling or infilling void spaces until 31 March 2031, and for the restoration, landscaping and after use of	Approved	EXCLUDE: Site to generate up to 44 daily HGV movements for a four-year period between Q2 2026 and Q1 2032. A detailed programme is not provided, so it cannot be determined whether this peak traffic will coincide with the Project construction peak period. These movements have potential to overlap with PAR 65, however, 44 daily HGV movements equate to 4 movements per hour (development construction working hours 08:00-18:00), this is considered

Application Reference	Local Planning Authority (LPA)	Location/area /Name	Description	Status	Summary of Highways Consideration
			the site to be completed in accordance with agreed details on or before 31 March 2032		unlikely to significantly impact the highway network or generate significant effects.

Table 2.4 List of committed developments and transport schemes with an update in status post 31 January 2026

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status (Pre-1 February 2026)	Summary of Highways Consideration	New Status	Comments
EN010119	n/a [DCO]	North Falls Offshore Wind Farm	An offshore electricity generating station approximately 24.5 km from its nearest point at the Port of Lowestoft. It is estimated to have an installed capacity in excess of 100 MW and would principally comprise offshore wind turbines together with associated infrastructure (onshore and offshore) including a connection to the electricity transmission network and the new East Anglia Connection Noted (EACN) Substation.	Decision Stage	INCLUDE: If approval is granted, North Falls is proposed to start work in 2027 and become operational in 2030 and would connect to the Project EACN Substation via underground cables. A haul road is proposed, and it has been agreed that this would be utilised by the Project. Worst-case flows are with Five Estuaries (Scenario 2)	Consented	No change to Highways Consideration
260056	Colchester City Council [Essex]	Land North of, Wyvern Farm, London Road, Stanway Colchester	Application for Approval of Reserved Matters (relating to appearance, landscaping, layout and scale) for 526 dwellings, open space, drainage, infrastructure and associated ancillary works pursuant to Outline planning permission 212507	Pending decision	EXCLUDE: Refer to comment on 212507 in "Comments" column.	Approved	No change, Comment for application 212507: Future assessment year of 2028 used. Development therefore assumed to be complete during the Project peak construction year. Operational traffic included in TEMPRO.
24/00729/FULL	Basildon Borough Council [Essex]	Land To The East Of Lower Dunton Road Dunton Basildon Essex.	Redevelopment of the site to provide 146 residential dwellings (Class C3); provision of strategic landscape; provision of new vehicular and pedestrian access routes and associated infrastructure.	Pending	EXCLUDE: Assessed years for traffic flows are 2029 and 2034 which are outside the Project construction peak activity.	Approved	No change to Highways Consideration
21/01525/OUT	Brentwood Borough Council [Essex]	Entire Land East Of A128 South Of A127 Tilbury Road West Horndon Essex	Additional submission following EIA Regulation 25 information request: (Shortened description). Please refer to the application form for full description) Outline application with all matters reserved apart from Access, for: the construction of a Garden Community which includes up to 3,700 dwellings, 3 care homes, 5 gypsy/travellers pitches, secondary and primary schools, children's nurseries and creches. Employment hub, village centre and neighbourhood hubs, mobility hub, community sports hub, football, hub, cricket ground, green	Pending	EXCLUDE: Submitted Sept 2021 and documents being submitted in Feb 2025. Uncertainty on when the construction programme would commence, and no flows provided. Operation scenario tested was for 2033 therefore would not overlap with Project peak construction activity.	Approved	No change, Updated information: related application 21/01525/DHVCON/2 provides a Site Wide Phasing and Implementation Plan. The expected delivery of the first phase (of three) with eight sub-phases is between May 2029 and May 2032. This indicates that construction may overlap with the Project peak construction year. However, no

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status (Pre-1 February 2026)	Summary of Highways Consideration	New Status	Comments
			and blue infrastructure, sustainable drainage system, accesses to A128 Tilbury Road, footpath and cycle link to the A127 and other associated infrastructure and works including noise barrier, demolition of structures and undergrounding of the overhead lines				details on the construction routing and flow have been provided. Based on the site location, construction traffic has potential overlap with PAR 63 and use the junction referenced as Site 84 - A127 Southend Arterial Rd /A128 Tilbury Road roundabout, assessed in 7.11 Transport Assessment [APP-333] . The assessment indicates that the junction operates within capacity for all scenarios considered.
24/00980/OUT	Basildon Borough Council [Essex]	Land South Of London Road Billericay Essex	Demolition of existing buildings; Outline planning permission (all matters reserved except means of access) for the erection of up to 130 dwellings (Use Class C3) (including market and affordable dwellings) with access, parking, public open space and associated landscaping and infrastructure works	Awaiting decision	EXCLUDE: The Transport Assessment assumes the development to be operational in 2029. Therefore, during the peak Project construction year (2028) this development would be under construction. However, no construction details are provided.	Approved	No change. Updated information: The Decision Notice for this development as Condition 9 states that No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP), Site Waste Management Plan (SWMP) and Construction Logistics Plan (CLP) have been submitted to and approved in writing by the Local Planning Authority. The approved Plans shall be adhered to throughout the construction period. The Plans shall provide for construction traffic management and vehicle routing amongst a list of other items. The CLP for this development will therefore need to be agreed with the Local Planning Authority including taking into account any potential cumulative traffic effects with the Project construction peak. The construction route has potential to overlap with PAR 59 as the site is adjacent to it. Depending on the distribution, some construction traffic may use the junctions to the east of the development, referred to as Site 81 - A129 London Rd / Western Rd and Site 82 - A129

Application Reference	Local Planning Authority (LPA)	Location/area/ Name	Description	Status (Pre-1 February 2026)	Summary of Highways Consideration	New Status	Comments
							London Rd / Mountnessing Rd Priority Junction assessed in 7.11 Transport Assessment [APP-333] . The assessment of Site 81 indicates that it operates within capacity for all scenarios considered with minor mitigation including signalisation optimisation at this location. The assessment for Site 82 indicates the junction operates with some delays. It reaches practical capacity in the Future base and the practical capacity is exceeded when Committed developments and the Project flow are considered. The operation of this junction is proposed to be monitored.

Abbreviations

Abbreviation	Full Reference
BESS	Battery Energy Storage System
DCO	Development Consent Order
EACN	East Anglia Connection Node
ES	Environmental Statement
HGV	Heavy Goods Vehicle
km	Kilometre
LGV	Light Goods Vehicle
LPA	Local Planning Authority
NSIP	Nationally Significant Projects
PAR	Primary Access Routes
TA	Transport Assessment

Glossary

Term	Definition
Committed development	A development that has full or outline planning permission, or is allocated in an adopted development plan.
Construction Traffic Management Plan	Plan detailing the procedures, requirements and standards necessary for managing the traffic effects during construction of the Project so that safe, adequate and convenient facilities for local movements by all transport modes are maintained throughout the construction process.
Development Consent Order	A statutory instrument which grants consents and other rights to build a Nationally Significant Infrastructure Project, as defined by the Planning Act 2008.
Environmental Statement (ES)	The main output from the EIA process, an ES is the report required to accompany an application for development consent (under the Infrastructure Planning (EIA) Regulations 2017) to inform public and stakeholder consultation and the decision on whether a project should be allowed to proceed. The EIA Regulations set out specific requirements for the contents of an ES for Nationally Significant Infrastructure Projects.
Heavy Goods Vehicle	Goods vehicles weighing more than 3,500 kg.
Kilometre	1,000 metres
Light Goods Vehicles	Goods vehicle weighing 3,500 kg or less.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area.
Local Highway Authority	The public authority whose duty it is to maintain and protect the safety and usability of public roads.
Nationally Significant Infrastructure Project	Typically a large scale development of national importance that requires development consent from the Secretary of State, under the Planning Act 2008.
Primary Access Routes	Access routes on the public highway designated for use by construction vehicles (typically for HGVs) to travel from the strategic road network / major road network to the site access point.
Strategic road network	Comprises the motorway and trunk road network, managed by National Highways, as defined by the Department for Transport
Transport Assessment	Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport effects of the Project. It is separate to 6.16 Environmental Statement Chapter 16 - Traffic and Transport (Final Issue) [APP-271] .

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

Registered in England and Wales
No. 4031152
nationalgrid.com