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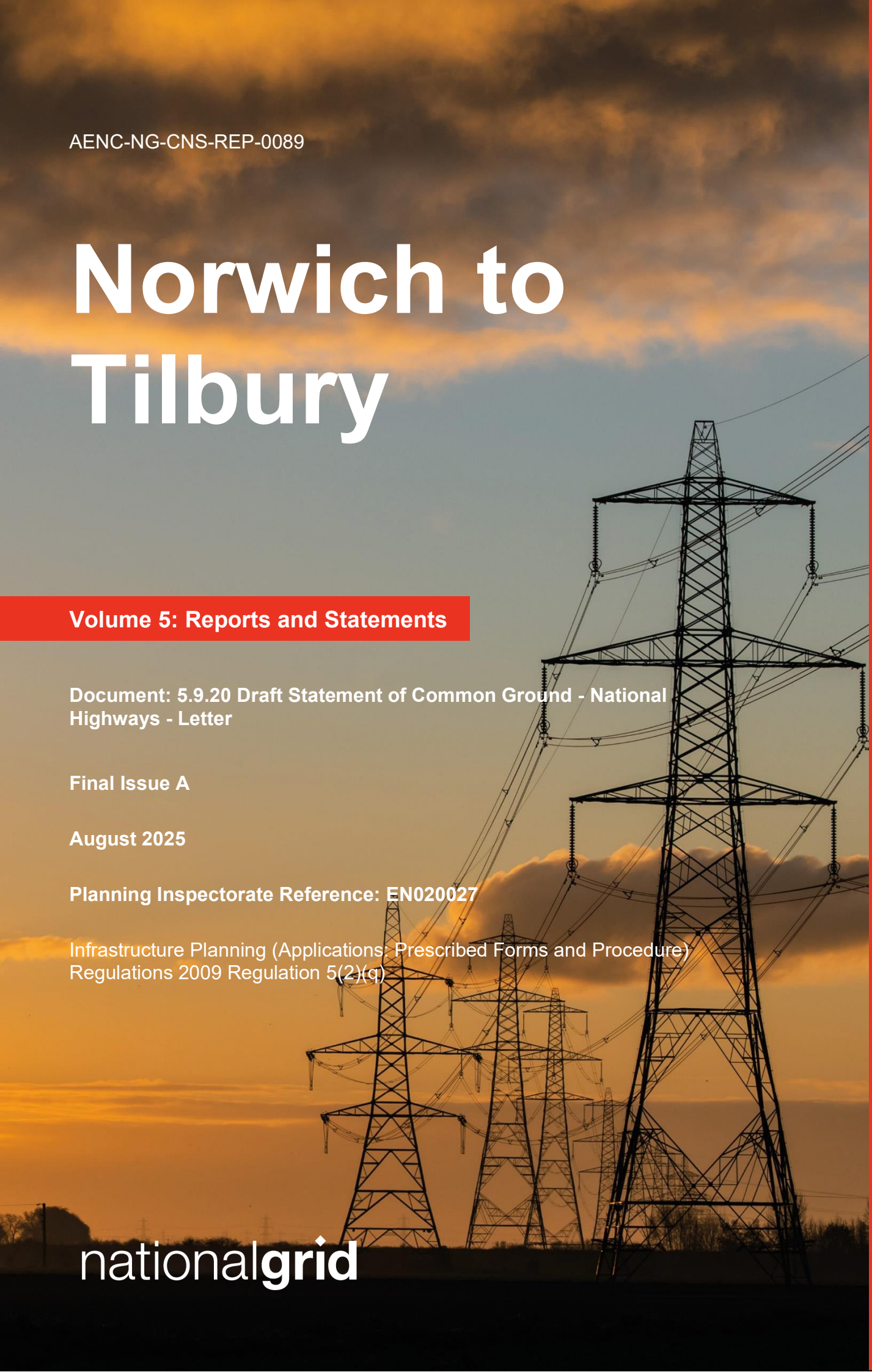

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National Highways Stakeholder Agreement
Norwich to Tilbury Statement of Common Ground

1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to outline the areas of agreement and any remaining points of discussion between National Grid and National Highways regarding transport impacts in relation to the proposed Norwich to Tilbury Project.

The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process.

2. Parties to the SoCG

This SoCG is agreed between National Grid and National Highways.

3. Background

National Grid Electricity Transmission plc ('National Grid') owns and maintains the national high voltage electricity transmission network throughout England and Wales. The transmission network connects the power from where it is generated to the regional Distribution Network Operators who then supply businesses and homes.

National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

National Grid has developed plans for Norwich to Tilbury (referred to as the 'Project'). The Project would support the UK's net zero target through the connection of new low carbon energy generation in East Anglia and by reinforcing the transmission network.

The Project comprises reinforcement of the transmission network between the existing Norwich Main Substation in Norfolk and Tilbury Substation in Essex, via Bramford Substation, the new East Anglia Connection Node (EACN) Substation and the new Tilbury North Substation.

The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new

reinforcements across the country, will meet this future energy transmission demand both in East Anglia and across the UK.

The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under statutory procedures set by government. NSIPs are projects of certain types, over a certain size, which are considered by the government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a Development Consent Order (DCO) that would grant development consent.

National Grid will submit an application for development consent to the Planning Inspectorate. The Examining Authority (consisting of one or more examining inspectors), after a period of public examination, would make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn would decide on whether development consent should be granted for the Project.

The Project is identified as critical to delivering a network which supports the clean power pathways for 2030 delivery.

The Planning Act 2008 places duties on National Grid as the DCO applicant to consult with prescribed or affected persons as well as to take account of responses to consultation and publicity. In accordance with these statutory requirements, National Grid has undertaken two non-statutory and one statutory consultation to inform its proposals, with further recent targeted consultations.

Further details of the Norwich to Tilbury proposed DCO can be found via the following weblink:

https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury

4. Stakeholder Role

National Highways is a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). As such, they have responsibilities for managing the SRN in accordance with the requirements of its licence and in general conformity with the requirements of the Highways Act 1980, and to satisfy the reasonable requirements of road safety. For the purposes of the Planning Act 2008 they are a statutory consultee for all proposed applications likely to affect the road or transport operation and/or planning on roads for which the strategic highways company is the highway authority.

National Highway's interest relates to the potential impact of the proposed development on the SRN, which, in the vicinity of this proposal includes the A47, A11, A14, A12, A120, A1089, and a section of the A13.

The chronology of National Grid's engagement with National Highways to date, and the relevant evolution of the Project's design is summarised as follows:

- 2022
  - National Grid presented information on how the Project was evolving from the evaluation of strategic options to a preliminary preferred graduated swathe within which new infrastructure (pylons and underground cables) could be located, and how access to this could be approached with respect to the Strategic Road Network;
  - Technical note shared setting out proposed Traffic and Transport Environmental Impact Assessment methodology;
  - Meeting held to discuss the assessment of routes for construction traffic.
- 2023
  - Discussions held around the development of a number of Traffic and Transport aspects relating to the Strategic Road Network, including:
    - Highways assessment methodology, baseline data and survey requirements;
    - Road Safety Audit requirements;
    - Project trip generation methodology;
    - Sensitivity of particular highway links and underlying assumptions for construction trip calculations;
    - Initial construction access route selection.
- 2024
  - Discussions continued around the development of a number of Traffic and Transport aspects relating to the Strategic Road Network, including:
    - Development of the draft Outline Construction Transport Management Plan (CTMP);
    - Development of the draft Transport Assessment (TA);
    - Proposed approaches to routing of Abnormal Indivisible Loads (AILs) during construction;
    - Proposed strategy relating to the use of multi-modal transport facilities;
    - Continued engagement around the progress of Road Safety Audits, including the submission of Road Safety Audit briefs for review by National Highways;
    - Junctions potentially sensitive to construction traffic impacts; and
    - Development of the Project following Statutory Consultation responses.
- 2025
  - Discussions continued around the development of a number of Traffic and Transport aspects relating to the Strategic Road Network, including:
    - Further development of the draft Transport Assessment (TA);
    - Assessments of junction impacts and mitigation measures;
    - Further development of Abnormal Indivisible Load (AIL) routes and measures;

- Development of proposed Traffic Regulation Orders and Temporary Traffic Regulation Orders.
- Initial development of items to be included within the Statement of Common Ground.

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5. Matters Agreed, Not Agreed or Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
EIA – Regulatory, Planning Policy Context and Guidance				
5.1.1	Policy and legislation	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**) and **Section 16.2** of **Chapter 16** (**Traffic and Transport**) of the **ES.** All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	National Highways position is subject to review of the final version of the ES.	Under Discussion
EIA – Approach and Methods				
5.1.2	Study Area	The study area was agreed through the EIA Scoping Report and Scoping Opinion received from the Planning Inspectorate.	National Highways agree with National Grid's position.	Agreed
5.1.3	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**	National Highways position is subject to review of the final version ES.	Under Discussion
5.1.4	Assessment methodology	The methodology for assessing Traffic and Transport was outlined through the EIA Scoping	National Highways agree with National Grid's position.	Agreed

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ID	Matter	National Grid's Position	National Highways' Position	Status
		Report and Scoping Opinion received from the Planning Inspectorate.		
5.1.5	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.** The key parameters and assumptions presented are considered appropriate.	National Highways position is subject to review of the final version of the ES.	Under Discussion
EIA – Baseline Conditions				
5.1.6	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.** The baseline conditions and receptors presented are considered appropriate.	National Highways position is subject to review of the final version of the ES.	Under Discussion
EIA – Embedded, Standard and Additional Mitigation Measures				
5.1.7	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.** This includes the **Outline CTMP** (document reference 7.3) which includes all relevant construction related mitigation measures and traffic routing. Embedded mitigation is considered appropriate and	National Highways position is subject to review of the final version of the ES.	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		adequate, in terms of its nature and scale, to address potential effects.		
5.1.8	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** and set out in the **Outline CoCP** (document reference 7.2). The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	National Highways position is subject to review of the final version of the ES.	Under Discussion
5.1.9	Additional mitigation	The consideration of additional mitigation measures are presented in **Section 16.6** of **Chapter 16** (**Traffic and Transport**) of the **ES.** Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.	National Highways position is subject to review of the final version of the ES.	Under Discussion
EIA – Assessment Conclusions				
5.1.10	Construction effects	The assessment of effects during construction is presented in **Section 16.7 (Residual Effects)** of **Chapter 16** (**Traffic and Transport**) of the **ES.** The assessment of effects during construction presented is considered appropriate.	National Highways position is subject to review of the final version of the ES.	Under Discussion

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Draft DCO / Outline Management Plans / Mitigation and Monitoring				
5.1.11	Outline CoCP	The Outline CoCP includes all relevant construction related mitigation measures specified in **Chapter 16** (**Traffic and Transport**) of the **ES** and is appropriate for managing construction impacts from the Project. Meeting held on 9th October to agree on the structure for the Outline CoCP.	National Highways position is subject to review of the final version of the ES.	Under Discussion
Transport Assessment (TA) – Regulatory, Planning Policy Context and Guidance				
5.1.12	Policy and Legislation	The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in **Chapter 3** of the **TA** All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	The TA has been prepared with relevant policy and regulation guidance, however no specific reference is made to the 'DfT Circular 01/2022'. The Circular sets out policy of the Secretary of State for Transport in relation to the SRN and provides relevant guidance to be taken into consideration within the assessment. National Highways therefore requests the inclusion of the document within the review.	Under Discussion
Transport Assessment – Approach and Methods				
5.1.13	Study Area	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	National Highways considers the extent of the study area has appropriately considered the impact on the SRN. National Highways	Under Discussion

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		routes that interact with the haul roads within the Order Limits and the PARs as presented within **Section 2.6 (Transport Assessment Study Area)** of the **TA**. The Study Area is considered appropriate for the assessment.	final position is subject to review of the final version of the TA.	
5.1.14	Multi-Modal Strategy	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 **Section 6.2 (Construction Traffic Generation and Routeing - Multi-modal Assessment)** of the **TA**. 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).	National Highways supports the principle of the Multi-Modal Strategy set out within the Draft TA however, National Highways final position is subject to review of the final version of the TA.	Under Discussion
5.1.15	Junction Capacity Assessment Methodology	Preliminary junction capacity assessments have 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 6.3 (Construction Traffic Assessment Methodology Road-only Transport Scenario)** of the **TA.** This involved a preliminary assessment of the estimation of the volume to	National Highways are currently reviewing modelling received from National Grid 23rd June 2025 therefore do not hold a definitive position at this stage. National Highways will advise on its position following completion of its review of the modelling.	Under Discussion

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		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 is approaching capacity, at capacity or over capacity, a traffic model is required. The capacity assessment methodology used is considered appropriate.		
5.1.16	Junction Modelling	The methodology used for undertaking junction assessments is presented in **Section 6.3 (Construction Traffic Assessment Methodology (Road-only Transport Scenario))** of the **ES**. The assessment methodology used is considered appropriate.	National Highways are currently reviewing modelling received from National Grid 23rd June 2025 therefore do not hold a definitive position at this stage. National Highways will advise on its position following completion of its review of the modelling.	Under Discussion
5.1.17	Assessment of Walkers, Cyclist and Horse Riders (WCH)	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**. 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).** The assessment methodology used is considered appropriate.	National Highways understand the assessment of the Walkers, Cyclist and Horse Riders Network has been made on the basis of IEMA Guidelines, which is an accepted approach. National Highways would seek a WCHAR report and GG104 Risk Assessment for any relevant locations on the SRN, ideally before submission of the DCO.	Under Discussion
5.1.18	Impact on Parking	The methodology for the assessment of impact to on-street parking is presented within **Section 6.5 (on Street Parking)** of the **TA**. This includes	The methodology for assessing impacts on parking and loading are stated as set out within the ES Chapter, which is not available	Under Discussion

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		a case-by-case assessment of temporary suspensions of formal and informal kerbside parking by the Project along PARs and Abnormal Load routes. This methodology is considered appropriate.	at the time of writing and therefore subject to review.	
5.1.19	Road Safety	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.** 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. Areas where potential road safety issues have been identified, as set out within **Section 7 (Transport Assessment)** of the **TA,** will be highlighted within the Driver's pack as part of mitigation measures secured within the **CTMP (document reference 7.3)**. The assessment methodology used is considered appropriate.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
Transport Assessment – Mitigation Measures				
5.1.20	Mitigation Measures	Mitigation measures include embedded, standard and additional mitigation identified	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion

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		within **Section 2.2 (Project Description)** of the **TA** and as reported within **Section 16.6** of **Chapter 16** (**Traffic and Transport**) of the **ES.** This includes the **Outline CoCP (document reference 7.2), Outline CTMP (document reference 7.3)** 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.		
Transport Assessment – Baseline Conditions				
5.1.21	Policy and Legislation	The policy context, legislation and guidance considered when undertaking the Transport Assessment is presented in **Chapter 3 (Key Planning Policy Context)** of the **TA.** All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	National Highways position is subject to review of the final versions of the final versions of the ES and TA.	Under Discussion
5.1.22	Baseline Conditions	The baseline conditions and sensitive receptors for Traffic and Transport are presented **in Section 4 (Existing Baseline Transport Conditions)** of the **TA** and are considered appropriate.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion

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Transport Assessment – Future Baseline Conditions				
5.1.23	Growth Factors	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.** 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.	National Highways position is subject to review of the ES and TA. Notwithstanding the ongoing review of the outstanding documents, National Highways consider the use of TEMPro NTEM dataset v7.2 as acceptable for forecasting future growth in the assessment years.	Under Discussion
5.1.24	Cumulative Developments	The committed developments included within the cumulative assessment for the future baseline year are presented in **Chapter 5 (Future Baseline)** of the **TA**. These have been derived through a review of local authority planning portals and 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.	National Highways position is subject to review of the ES and TA. Notwithstanding the ongoing review of the outstanding documents, National Highways consider the use incorporation of known committed developments and planned transport interventions as acceptable and appropriate.	Under Discussion
Transport Assessment – Trip Generation				
5.1.25	Key Assumptions	Key assumptions associated with the Traffic and Transport assessment are summarised in **Section 16.4** of **Chapter 16 (Traffic and Transport)** of the **Environmental Statement**	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		(ES) and **Section 6.2** of **Chapter 6** of the **Transport Assessment**. The key assumptions presented are considered appropriate.		
5.1.26	Methodology	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** is considered suitable and robust.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
5.1.27	Construction Vehicle Trips	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**. The trip generation is considered appropriate.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
5.1.28	Construction Workforce Trips	Overhead Line, cabling and substation workforce trips have been estimated based on shared occupancy as presented in **Section 6.3 (Construction Staff Overview**) of the **TA**. An **Outline Construction Workers Travel Plan (CWTP)** has been prepared as part of the DCO application and is contained as an appendix	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion

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		within the **Outline CTMP (document reference 7.3).** 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.		
Transport Assessment – Conclusions				
5.1.29	Overall Impact of the Project	The conclusions of the Transport Assessment are presented within **Section 8 (Conclusion)** of the **TA**. The conclusions are considered appropriate.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
Outline Construction Transport Management Plan (CTMP)				
5.1.30	Project Team Roles and Responsibilities	The Project Teams Roles and Responsibilities are set out in **Section 3** of the **Construction Transport Management Plan (CTMP)**. These are considered clear and sufficient for the delivery of the Project.	National Highways agree with National Grid's position set out within Section 3 of the Outline Construction Transport Management Plan.	Agreed
5.1.31	Pre and Post Construction Surveys	Details of the proposed Pre and Post Construction surveys are set out in **Section 5.2** of the **CTMP** and connect to the mitigation measures detailed within the **Outline Code of Construction Practice (OCOCP).** These pre- and post-construction surveys are appropriate for the Project.	National Highways agree with National Grid's position set out within Section 5.2 of the Outline Construction Transport Management Plan. National Highways request pre- and post- construction surveys on areas of the SRN highly trafficked for AIL movements, such as the A120 / Bentley Road access to	Agreed

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			the EACN and site access points such as the temporary access from the A120 west of Marks Tay.	
5.1.32	Traffic Management Measures	Details of the proposed traffic management measures are set out in **Section 5.8** of the **CTMP**. These traffic management measures are appropriate and adequate in terms of nature and scale to address potential construction impacts.	National Highways agree in principle with National Grid's position set out within Section 5.8 of the Outline Construction Transport Management Plan regarding Traffic Management. Where traffic Management is necessary on the SRN, a Roadspace Booking is required. This can be made via the Roadspace booking team on EastRegionRoadspace @nationalhighways.co.uk	Agreed
5.1.33	Implementation/ Enforcement	The implementation and enforcement process is set out in **Section 6** of the **CTMP**. This process is appropriate and adequate for the Project.	National Highways consider the enforcement reasons identified for non-compliance of the CTMP to be comprehensive however, it is unknown what measures would be taken for persistent enforcement breaches. National Highways would want to agree the controls that are included within the CTMP.	Under Discussion
Outline Construction Worker Travel Plan (OCWTP)				
5.1.34	Policy	The policy context, including legislation and guidance considered in the development of the document is set out in **Section 4** of the **OCWTP**. All relevant legislation, policy, and guidance	National Highways agrees with National Grid's position set out within the Outline Construction Worker Travel Plan section 4.	Agreed

ID	Matter	National Grid's Position	National Highways' Position	Status
		have been identified and appropriately considered to inform the **OCWTP**.		
5.1.35	Site Accessibility Review	The Site Accessibility review is captured within **Section 5** of the **CWTP**. This review is appropriate for the Project.	National Highways agrees with National Grid's position regarding site accessibility.	Agreed
5.1.36	Targets, Strategy, and Measures	Targets are set out within **Section 6** of the **CWTP**. Strategy and Measures are set out within **Section 8** of the **CWTP**. The construction targets set out are relevant and achievable, given the present stage of Project development. The strategy and measures proposed to be implemented are suitable and appropriate for managing the anticipated construction staff travel impacts arising from the Project.	National Highways agrees in principle with National Grid's position set out within the Outline Construction Worker Travel Plan. The strategies and measures set out in Section 8 are considered acceptable for the proposed development.	Agreed
5.1.37	Monitoring and Review	The proposed monitoring and review process is set out in **Section 9** of the **CWTP**. This is suitable and appropriate, given the present stage of Project development.	The monitoring and review processes set out in Section 9 are considered acceptable for the proposed development. National Highways request to be consulted when reviewing monitoring results, for areas that impact the SRN, such as the EACN. National Highways would want to agree the controls that are included within the CWTP.	Under Discussion

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Construction Trip Generation				
5.1.38	Key Assumptions	Key assumptions associated with the Traffic and Transport assessment are summarised in **Section 16.4** of **Chapter 16 (Traffic and Transport)** of the **Environmental Statement (ES)** and **Section 6.2** of **Chapter 6** of the **Transport Assessment**. The key assumptions presented are appropriate.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
5.1.39	Methodology	The methodology for assessing the technical information received from the technical teams and generating the trip estimate for use within the **Transport Assessment and Chapter 16 (Traffic and Transport)** section of the **ES** is suitable and robust.	National Highways position is subject to review of the final versions of the ES and TA.	Under Discussion
Construction Access Strategy and Design				
5.1.40	Construction Access Approach	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 **CTMP**. This approach is suitable for construction traffic for the Project.	National Highways consider the approach taken for selecting Primary Access Routes to be acceptable.	Accepted
5.1.41	Primary Access Route Selection	Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the **Construction Access Plans** within **Appendix B**	National Highways consider the approach taken for selecting Primary Access Routes to be acceptable.	Accepted

ID	Matter	National Grid's Position	National Highways' Position	Status
		of the **CTMP**. These have been discussed with National Highways during regular engagement meetings since September 2023. These PARs and their proposed interactions with the Strategic Road Network (SRN) are suitable for use by the proposed construction traffic, considering the proposed mitigation measures detailed within the **CTMP**.		
5.1.42	Construction Access from National Highways Infrastructure	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** and further located in the **Construction Access Plans** within **Appendix B** of the **CTMP**. Construction access is proposed to be taken directly from the Strategic Road Network in one location, from the A120 between Coggeshall and Marks Tey. This location is denoted as 'TB-B059' in the Project documentation. The requirement for the construction access in this location has been discussed with National Highways, and is considered suitable in principle, in line with Department for Transport (DfT) Circular 01/2022. A technical note setting out this rationale was shared with National	The principle of the access Bellmouth from the A120 between Coggeshall and Marks Tey is acceptable subject to completion of the Road Safety Audit stage 1 process and GG104 Risk Assessment.	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		Highways in September 2024 and accepted in principle in October 2024. The design of the proposed access in this location has been prepared based on the Design Manual for Roads and Bridges CD123, and Stage 1 Road Safety Audits (RSAs) have been undertaken for this proposed location, overseen by National Highways. This location is considered to be suitable in principle, and remaining comments arising from the RSA1 will be addressed in consultation with National Highways.		
5.1.43	Proposed Mitigations Impacting National Highways Infrastructure	Mitigation measures proposed on the Public Highway are described in **Section 5** of the **CTMP**, and are further set out in the following Schedules: • **Schedule 6, Part 1 - Streets Subject to Permanent Alteration of Layout.** • **Schedule 6, Part 2 - Streets Subject to Temporary Alteration of Layout.** Of these, two locations have been identified impacting the Strategic Road Network: • Permanent modification of the A12(N)/B1070 merge slip, near Holton St Mary in Suffolk.	The principle of the proposed mitigation on the SRN is acceptable subject to completion of the Road Safety Audit stage 1 process and GG104 Risk Assessment. Preliminary Design drawings for both locations have yet to be provided therefore National Highways will need to complete a compliance check with DMRB standards.	Under Discussion

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		• Permanent modification of the A120(E)/Bentley Road merge slip near Little Bentley, Essex. These designs were discussed with National Highways during an engagement session in April 2025, and further to this Stage 1 Road Safety Audits have been undertaken for each location, overseen by National Highways. These locations are suitable in principle, and remaining comments arising from the RSA1s will be addressed in consultation with National Highways as the Overseeing Authority.		
5.1.44	Traffic Management	Traffic Management measures proposed on the Public Highway are described in **Section 5** of the CTMP and further set out in **Schedule 5 - Streets Subject to Streetworks**. These are suitable and sufficient for the delivery of the Project. Approaches to Traffic Management were discussed in principle during engagement sessions in June 2024, and further specific measures relating to highway mitigation design were discussed during engagement sessions in April 2025. National Grid will continue to engage with National Highways as the proposed Traffic	National Highways agree in principle with National Grid's position set out within Section 5 of the Outline Construction Transport Management Plan regarding Traffic Management. Where Traffic Management is necessary on the SRN, a Roadspace Booking is required. This can be made via the Roadspace booking team on EastRegionRoadspace@nationalhighways.co.uk	Agreed

ID	Matter	National Grid's Position	National Highways' Position	Status
		Management measures are developed further, including through the Road Safety Audit process where these relate to proposed site access design **(ID 5.1.42)**, and highway mitigation design (**ID 5.1.43**).		
5.1.45	Traffic Regulation Orders and Temporary Traffic Regulation Orders	Proposed Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs) are shown in the **Traffic Regulation Order Plans**, and set out in **Schedule 13:** • **Part 1: Temporary restriction of waiting and restriction of speed** • **Part 2: Temporary restriction of access and restriction of movement** • **Part 3: Temporary no overtaking order** • **Part 4: Permanent restriction of waiting and restriction of speed.** These are suitable and sufficient for the delivery of the Project. National Grid will continue to engage with National Highways as the proposed TROs and TTROs are developed further, including through the Road Safety Audit process where these relate to proposed site access design **(ID 5.1.42)**, and highway mitigation design (**ID 5.1.43**).	National Highways are not aware of any requirement for TROs or TTROs on the SRN and the Traffic Regulation Order Plans set out in Schedule 13 are not available at the time of writing. National Highways consider this point outstanding and require further discussions.	Under Discussion

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ID	Matter	National Grid's Position	National Highways' Position	Status
Abnormal Indivisible Load (AIL) Access				
5.1.46	Abnormal Indivisible Load (AIL) Access Approach	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 **CTMP**, and further detailed within the **AIL Access Strategy (Appendix A** of the **CTMP)**. A draft version of the AIL Access Strategy was shared with National Highways in March 2025. This approach, in principle, is suitable for AIL access for the Project at the current stage of project development.	Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a government Water Preferred Policy, which means we would expect the loads to arrive via the nearest suitable port of entry. National Highways requires AIL routes to be submitted and agreed via the Electronic Service Delivery for Abnormal Loads (ESDAL). Further information can be found at https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system/.	Under Discussion
5.1.47	Abnormal Indivisible Load (AIL) Access Routes	Routes proposed to be utilised by Abnormal Indivisible Loads (AILs) are shown in the **AIL Access Strategy (Appendix A** of the **CTMP)**. These have been developed following consultations with National Highways. As part of these consultations, draft route information was shared in July 2024 and April 2025. These routes are considered to be feasible, and reasonable for the current stage of project development.	Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a government Water Preferred Policy, which means we would expect the loads to arrive via the nearest suitable port of entry. National Highways requires AIL routes to be submitted and agreed via the Electronic Service Delivery for Abnormal Loads (ESDAL). Further information can be found at https://nationalhighways.co.uk/road-	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
			safety/abnormal-loads-and-the-esdal-system/.	
5.1.48	Abnormal Indivisible Load (AIL) Structural Investigations	Routes proposed to be utilised by Abnormal Indivisible Loads (AILs) are shown in the **AIL Access Strategy (Appendix A** of the **CTMP).** National Grid have been consulting with National Highways 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 impacted structures requested. Specific concerns raised by National Highways in relation to structures on the draft routes shared have been considered in the development of the proposals shown in the **AIL Access Strategy** (**Appendix A** of the **CTMP**). 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 supersede 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 (Appendix A** of the **CTMP).**	Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a government Water Preferred Policy, which means we would expect the loads to arrive via the nearest suitable port of entry. National Highways requires AIL routes to be submitted and agreed via the Electronic Service Delivery for Abnormal Loads (ESDAL). Further information can be found at https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system/.	Under Discussion

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ID	Matter	National Grid's Position	National Highways' Position	Status
		The AIL application 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 arrangement to accommodate the movements with minimal impact on the network.		
5.1.49	Abnormal Indivisible Load (AIL) Mitigation and Management Measures	The locations of proposed mitigation measures associated with proposed AIL Routes are shown in the **Construction Access Plans** within **Appendix B** of the **CTMP**. These mitigation measures have been developed consistently with the wider Highway Mitigation approach for the Project (**ID 5.1.43**) and are suitable and sufficient for the delivery of the Project. Management measures relevant to AIL movements are discussed within **Section 5.3** of the **CTMP**, and **Section 6** of the **AIL Access Strategy (Appendix A** of the **CTMP).** This approach, in principle, is suitable for AIL access for the Project at the current stage of project development.	Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a government Water Preferred Policy, which means we would expect the loads to arrive via the nearest suitable port of entry. National Highways requires AIL routes to be submitted and agreed via the Electronic Service Delivery for Abnormal Loads (ESDAL). Further information can be found at https://nationalhighways.co.uk/road-safety/abnormal-loads-and-the-esdal-system/.	Under Discussion

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6. Signatures

This Statement of Common Ground is agreed upon by the undersigned parties:

For National Grid

Name: _____

Position: _____

Date: _____

For National Highways

Name: _____

Position: _____

Date: _____

National Grid plc
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