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<u>A</u>	<u>29 August 2025</u>	<u>DCO Application</u>
<u>B</u>	<u>26 February 2026</u>	<u>Deadline 1</u>

National Highways

Draft 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

3.1 Description of the Project/Development

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.

4. Stakeholder InterestsRole

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.

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	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in 6.15 Environmental Statement Chapter 2 – (Key Legislation and Planning Policy Context [APP126].) and Section 16.2 of Chapter 16 – (Traffic and Transport [APP-271].) of the ES.</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>National Highways <u>agree that the relevant policy and legislation in respect of position is subject to review of the final version</u> of the <u>SRN has been appropriately considered</u> ES.</p>	<p><u>Under Discussion</u> <u>Agreed</u></p>
EIA – Approach and Methods				
5.1.2	Study Area	<p>The study area was agreed through 6.19 the EIA Scoping Report [APP-288, APP-290, APP-291, APP-292, APP-293, APP-294, APP-295, APP-296] and 6.20 Scoping Opinion [APP-297] received from the Planning Inspectorate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>National Highways <u>considers that additional junctions may be adversely impacted and may need to be assessed</u> <u>agree with National Grid's position.</u></p>	<p><u>Agreed</u> <u>Under Discussion</u></p>

ID	Matter	National Grid's Position	National Highways' Position	Status
5.1.3	Data sources	Sufficient desktop and survey data has been collected to inform the assessment as presented within 6.15 Environmental Statement Section 16.4 of Chapter 16 (Traffic and Transport [APP-271]. <u>National Grid will provide) of the survey data to National Highways for review. ES</u>	National Highways <u>has requested sight position is subject to review of the survey data for review final version ES.</u>	Under Discussion
5.1.4	Assessment methodology	The methodology for assessing Traffic and Transport was outlined through the 6.19 EIA Scoping Report [APP-288, APP-290, APP-291, APP-292, APP-293, APP-294, APP-295, APP-296] and 6.20 Scoping Opinion [APP-297] received from the Planning Inspectorate.	National Highways <u>has a number of outstanding queries regarding the assessment methodology, agree with National Grid's position.</u>	Agreed Under Discussion
5.1.5	Key parameters and assumptions	Key parameters and assumptions associated with the Traffic and Transport assessment are summarised in 6.15 Environmental Statement Section 16.4 of Chapter 16 (Traffic and Transport [APP-271].) of the ES. The key parameters and assumptions presented are considered appropriate. <u>National Grid will continue to engage with National Highways regarding the required information.</u>	National Highways <u>has requested further information regarding position is subject to review of the methodology and details of all assumptions used, including trip generation and assignment final version of the ES.</u>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
EIA – Baseline Conditions				
5.1.6	Baseline conditions and receptors	<p>The baseline conditions and receptors for Traffic and Transport are presented in 6.15 Environmental Statement Section 16.5 of Chapter 16 –(Traffic and Transport [APP-271].) of the ES. The baseline conditions and receptors presented are considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>National Highways position is subject to review of the <u>traffic survey data. National Highways also requires further justification for some junctions having been excluded from final version of the assessment ES.</u></p>	Under Discussion
EIA – Embedded, Standard and Additional Mitigation Measures				
5.1.7	Embedded mitigation	<p>Embedded mitigation measures, designed as an inherent part of the Project relevant to Traffic and Transport effects, are set out in Section 16.6.15 Environmental Statement of Chapter 16 –(Traffic and Transport [APP-271]. 7.3) of the ES. This includes the Outline Construction Management Plan [APP-309] CTMP (document reference 7.3) 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.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways is not yet satisfied that all the potential impacts of the project on the SRN have been assessed and therefore cannot be certain that additional mitigation is not yet required. National Highways also has further questions of the Applicant regarding the assessment of proposed mitigation. National Highways position is subject to review of the final version of the ES.</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
5.1.8	Standard mitigation	<p>Standard mitigation measures to reduce potential Traffic and Transport effects during construction are summarised in Section 16.6.15 Environmental Statement of Chapter 16 - (Traffic and Transport [APP-271]) of the ES and set out in 7.2 the Outline Code of Construction Practice [APP-300] CoCP (document reference 7.2). The standard mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>National Highways position is <u>reserved until subject to review of the results final version of the traffic modelling are understood and agreed</u> ES.</p>	Under Discussion
5.1.9	Additional mitigation	<p>The consideration of additional mitigation measures are presented in Section 16.6.15 Environmental Statement of Chapter 16 - (Traffic and Transport [APP-271]) of the ES. Additional mitigation is considered appropriate and adequate, in terms of its nature and scale, to address potential effects.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>National Highways position is <u>reserved until subject to review of the results final version of the traffic modelling are understood and agreed</u> ES.</p>	Under Discussion
EIA – Assessment Conclusions				
5.1.10	Construction effects	<p>The assessment of effects during construction is presented in 6.15 Environmental Statement</p>	<p>National Highways position is reviewing <u>subject to review of the traffic</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>Section 16.7 (Residual Effects) of Chapter 16 (Traffic and Transport [APP-271]) of the ES. The assessment of effects during construction presented is considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>modelling undertaken by final version of the Applicant in detail and discussions are ongoing ES.</u></p>	
Draft DCO / Outline Management Plans / Mitigation and Monitoring				
5.1.11	Outline CoCP	<p>The Outline CoCP includes all relevant construction related mitigation measures specified in 6.15 Environmental Statement Chapter 16 (Traffic and Transport [APP-271]) of the ES and is appropriate for managing construction impacts from the Project.</p> <p><u>National Grid will continue to engage with National Highways on this matter. Meeting held on 9th October to agree on the structure for the Outline CoCP.</u></p>	<p><u>The modelling and mitigation need to be agreed before National Highways can endorse position is subject to review of the outline CoCP final version of the ES.</u></p>	Under Discussion
Transport Assessment (TA) – Regulatory, Planning Policy Context and Guidance				
5.1.12	Policy and Legislation	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in 7.11 Transport Assessment Chapter 3 – Key Planning Policy Context [APP-333]. Chapter 3 of the TA</p>	<p><u>National Highways is content that all relevant policy, legislation and guidance has been considered. 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</u></p>	Under Discussion Agreed

ID	Matter	National Grid's Position	National Highways' Position	Status
		All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	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.	
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 routes that interact with the haul roads within the Order Limits and the PARs as presented within 7.11 Section 2.6 (Transport Assessment Chapter 2 – Project Description [APP-333], Study Area) of the TA. The Study Area is considered appropriate for the assessment. <u>National Grid will continue to engage with National Highways on this matter.</u>	National Highways considers <u>that some additional junctions should be included in the extent of the study area and assessed for as appropriately considered the construction impact of the project SRN.</u> National Highways needs final position is subject to agree the trip generation, trip distribution and trip assignment across review of the network as a whole before final version of the study area can be agreed TA.	Under Discussion
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 <u>7.11 Transport Assessment –</u>	<u>National Highways has asked for clarification of the HGV routes taken from ports/railheads to the PARS, and for the peak hour impact of HGVs travelling from the ports and railheads to the construction sites on the wider SRN to be assessed. Also, the impact of rail and</u>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>Appendix G – Multi-Modal Transport Report [APP-340]. Section 6.2 (Construction Traffic Generation and Routing – Multi-modal Assessment) of the TA.</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).</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>water transport on the construction vehicle trip distribution should be assessed. 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.</p>	
5.1.15	Junction Capacity Assessment Methodology	<p>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 <u>7.11 Transport Section 6.3 (Construction Traffic Assessment Chapter 6 – Methodology [APP-333].. Road-only Transport Scenario) of the TA.</u> 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 is approaching capacity, at capacity or over capacity, a traffic model is required. The capacity assessment methodology used is</p>	<p><u>National Highways considers that additional junctions need to be assessed. 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.</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>		
5.1.16	Junction Modelling	<p>The methodology used for undertaking junction assessments is presented in 7.11 Transport Section 6.3 (Construction Traffic Assessment Chapter 6 – Methodology [APP-333] (Road-only Transport Scenario)) of the ES. The assessment methodology used is considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways has reviewed the construction of the models and outstanding queries remain in respect of Galley's Corner, the Asda Roundabout, A14 J55, A12 J26, and M25 J30. National Highways needs to agree the trip generation, trip distribution and trip assignment across the network before the development trips used in the model can be agreed. 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.</u></p>	Under Discussion
5.1.17	Assessment of Walkers, Cyclist and Horse Riders (WCH)	<p>The assessment of WCH impacts as a result of the Project is presented 7.11 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 Assessment [APP-333]. Construction Effects of Chapter 16 – Traffic and Transport (document reference 6.16.A4).</p>	<p>National Highways understands <u>understand</u> 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 requires <u>would seek</u> a WCHAR report and GG104 Risk Assessment for any <u>relevant</u> locations on the SRN <u>where a change to the</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>The assessment methodology used is considered appropriate.</p> <p><u>A WCHAR has been prepared and will be submitted to National Highways for the following locations where changes to the Strategic Road Network are proposed:</u></p> <ul style="list-style-type: none"> <u>A120/ Bentley Road</u> <p><u>A12 on slip at the A12 Ipswich Road/B1070 junction.</u></p>	<p>layout, ideally before submission of the highway is proposed.DCO.</p>	
5.1.18	Impact on Parking	<p>The methodology for the assessment of impact to on-street parking is presented within <u>7.11 Transport Assessment ChapterSection 6 – Methodology [APP-333]..5 (on-Street Parking) of the TA.</u> This includes 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.</p>	<p>National Highways is content with the Applicant's approach. The methodology for assessing impacts on parking and loading are stated as set out within the ES Chapter, which is not available at the time of writing and therefore subject to review.</p>	Under Discussion Agreed
5.1.19	Road Safety	<p>An assessment on Road Safety has been undertaken that thoroughly identifies the potential impact of the Project as set out in <u>7.11 Transport Assessment ChapterSection 4 – Existing (Baseline Transport Conditions [APP-333]..) of the TA.</u> Collisions clusters have been identified along road links forming the PARs, based on existing baseline</p>	<p><u>National Highways has requested a more in-depth review of collision clusters at SRN junctions. The collision assessment study area cannot be agreed until the full impacts on the SRN are understood. Any junctions expected to experience more than 30 development trips in a peak hour should be included. The collision analysis should cover</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>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 7.11 (Transport Assessment, Chapter 7 – Transport Assessment [APP-333],) of the TA, will be highlighted within the Driver's pack as part of mitigation measures secured within 7.3 Outline Construction Management Plan [APP-309], the CTMP (document reference 7.3). The assessment methodology used is considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>a five year (60 month) excluding data gathered between March 2020 and September 2021. National Highways position is subject to review of the final versions of the ES and TA.</u></p>	
Transport Assessment – Mitigation Measures				
5.1.20	Mitigation Measures	<p>Mitigation measures include embedded, standard and additional mitigation identified within 7.11 Transport Assessment Chapter Section 2 – 2 (Project Description [APP-333],) of the TA and as reported within Section 16.6 of Chapter 16 Environmental Statement Chapter 16 – (Traffic and Transport [APP-271], 7.2) of the ES. This includes the Outline Code of Construction Practice [APP-300]</p>	<p>National Highways position is subject to <u>the completion review</u> of the <u>modelling assessment to understand the impacts of the development on the SRN during construction final versions of the ES and mitigation measures that are required</u>TA.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>and 7.3 CoCP (document reference 7.2), Outline Construction Management Plan [APP-309]. This includes 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.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>		
Transport Assessment – Baseline Conditions				
5.1.21	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.</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	National Highways position is subject to review of the final versions of the final versions of the ES and TA.	Under Discussion
5.1.21	Baseline Conditions	<p>The baseline conditions and sensitive receptors for Traffic and Transport are presented in <u>7.11 Transport Assessment Chapter Section 4 – (Existing Baseline Transport Conditions [APP-333].) of the TA</u> and are considered appropriate.</p>	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
<p style="text-align: center;"><u>National Grid will continue to engage with National Highways on this matter.</u></p>				
<p>Transport Assessment – Future Baseline Conditions</p>				
5.1.22	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 7.11 Transport Assessment Chapter 5 – (Future Baseline [APP-333]..) 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.</p>	<p>National Highways agrees that position is subject to review of the approach is appropriate ES and considers 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.</p>	<p>Under Discussion <u>Agreed</u></p>
5.1.23	Cumulative Developments	<p>The committed developments included within the cumulative assessment for the future baseline year are presented in 7.11 Transport Assessment Chapter 5 – (Future Baseline [APP-333]..) 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.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways has queried the omission of Bathside Bay, Tendring/Colchester Borders Garden Community, and Norfolk Vanguard and Boreas Windfarms from the assessment. Confirmation from the relevant LPAs that all committed development has been included in the assessment. National Highways has also requested the turning movement at each SRN junction associated with each committed development.</u> National Highways position is subject to review of the ES and TA. Notwithstanding the ongoing review of the outstanding documents,</p>	<p>Under Discussion</p>

ID	Matter	National Grid's Position	National Highways' Position	Status
			National Highways consider the use of known committed developments and planned transport interventions as acceptable and appropriate.	
Transport Assessment – <u>Construction</u> Trip Generation				
5.1.24	Key Assumptions	Key assumptions associated with the Traffic and Transport assessment are summarised in Section 16.16 Environmental Statement 4 of Chapter 16 – (Traffic and Transport [APP-271]) of the Environmental Statement (ES) and Section 6.2 of Chapter 6 of the Transport Assessment . The key assumptions presented are considered appropriate. <u>National Grid will continue to engage with National Highways regarding the required information.</u>	National Highways <u>has requested further information in respect of</u> position is subject to review of the <u>assumptions related to final versions of the trip generation</u> ES and TA.	Under Discussion
5.1.25	Methodology	The methodology for assessing the technical information received from the technical teams and generating the trip estimate is found within 7.11 Transport Assessment Chapter Section 6 – (Methodology [APP-333]) of the TA is considered suitable and robust. <u>National Grid will continue to engage with National Highways regarding the required information.</u>	National Highways <u>has requested further information in respect of</u> position is subject to review of the <u>methodology related to final versions of the trip generation</u> ES and TA.	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
5.1.26	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 <u>7.11 Transport Assessment Chapter Section 6 – Methodology [APP-333].2 (Construction vehicles overview)</u> of the TA. The trip generation is considered appropriate. <u>National Grid will continue to engage with National Highways regarding the required information.</u></p>	<p>National Highways <u>has requested further information relating to SRN junctions review of the final versions of the ES and a more detailed hourly breakdown</u>TA.</p>	Under Discussion
5.1.27	Construction Workforce Trips	<p>Overhead Line, cabling and substation workforce trips have been estimated based on shared occupancy as presented in <u>within 7.11 Transport Assessment Chapter 6 – Methodology [APP-333]. Section 6.3 (Construction Staff Overview)</u> of the TA. <u>7.3Aa Outline Construction Traffic Management Plan – Appendix B – Outline Construction Worker Workers Travel Plan [APP-311](CWTP)</u> has been prepared as part of the DCO application. <u>This and is contained as</u></p>	<p>National Highways <u>has requested clarification position is subject to review of the 1.3 person per vehicle factor. final versions of the ES and TA.</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>an appendix 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.</p> <p><u>National Grid will continue to engage with National Highways regarding the required information.</u></p>		
Transport Assessment – Conclusions				
5.1.28	Overall Impact of the Project	<p>The conclusions of the Transport Assessment are presented within 7.11 Transport Assessment Chapter Section 8 – (Conclusion [APP-333].) of the TA. The conclusions are considered appropriate.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>The conclusions cannot be agreed until all the issues raised above are closed out.</u> National Highways position is subject to review of the final versions of the ES and TA.</p>	Under Discussion
Outline Construction Transport Management Plan (CTMP)				
5.1.29	Project Team Roles and Responsibilities	<p>The Project Teams Roles and Responsibilities are set out in 7. Section 3 Outline of the Construction Traffic Transport Management Plan [APP-309]. (CTMP). These are</p>	<p>National Highways agree with National Grid's position set out within Section 3 of the Outline Construction Transport Management Plan.</p>	Agreed

ID	Matter	National Grid's Position	National Highways' Position	Status
		considered clear and sufficient for the delivery of the Project.		
5.1.30	Pre and Post Construction Surveys	<p>Details of the proposed Pre and Post Construction surveys are set out in 7.3 Outline Construction Traffic Management Plan [APP-309] Section 5.2 of the CTMP and connect to the mitigation measures detailed within 7.2 the Outline Code of Construction Practice [APP-300]. (OCOCP).</p> <p>These pre- and post-construction surveys are appropriate for the Project.</p>	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 ALL movements, such as the A120 / Bentley Road access to the EACN and site access points such as the temporary access from the A120 west of Marks Tey.	Agreed
5.1.31	Traffic Management Measures	<p>Details of the proposed traffic management measures are set out in 7.3 Outline Construction Traffic Management Plan [APP-309] 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.</p>	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
5.1.32	Implementation/ Enforcement	<p>The implementation and enforcement process is set out in 7.3 Outline Construction Traffic Management Plan [APP-309] Section 6 of the CTMP. This process is appropriate and</p>	National Highways consider <u>consider</u> the enforcement reasons identified for non-compliance of the CTMP to be comprehensive, however, it is unknown what	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		adequate for the Project. <u>National Grid will continue to engage with National Highways on this matter.</u>	measures would be taken for persistent enforcement breaches. National Highways wishes would want to agree the controls that are included within the CTMP.	
Outline Construction Worker Travel Plan (OCWTP)				
5.1.33	Policy	The policy context, including legislation and guidance considered in the development of the document is set out in <u>7.3 Outline Construction Traffic Management Plan – Appendix B – Outline Construction Worker Travel Plan [APP-311]. Section 4 of the OCWTP.</u> All relevant legislation, policy, and guidance have been identified and appropriately considered to inform the OCWTP .	National Highways agrees with National Grid's position set out within the Outline Construction Worker Travel Plan section 4.	Agreed
5.1.34	Site Accessibility Review	The Site Accessibility review is captured within <u>7.3 Outline Construction Traffic Management Plan – Appendix B – Outline Construction Worker Travel Plan [APP-311]. Section 5 of the CWTP.</u> This review is appropriate for the Project.	National Highways agrees with National Grid's position regarding site accessibility.	Agreed
5.1.35	Targets, Strategy, and Measures	Targets, are set out within Section 6 of the CWTP. Strategy and Measures are set out within <u>7.3 Outline Construction Traffic Management Plan – Appendix B – Outline</u>	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	<u>Agreed Under Discussion</u>

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>Construction Worker Travel Plan [APP-311]Section 8 of the CWTP.</p> <p>The construction targets set out are 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><u>National Grid will continue to engage with National Highways regarding the required information.</u></p>	<p>proposed development. <u>National Highways requires clarification of the 1.3 per person per car minimum occupancy.</u></p>	
5.1.36	Monitoring and Review	<p>The proposed monitoring and review process is set out in 7.3 Outline Construction Traffic Management Plan – Appendix B – Outline Construction Worker Travel Plan [APP-311].Section 9 of the CWTP. This is suitable and appropriate, given the present stage of Project development.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p>The monitoring and review processes set out in Section 9 are considered acceptable for the proposed development, <u>subject to the 1.3 person per vehicle target being agreed.-</u> National Highways <u>requestsrequest</u> to be consulted when reviewing monitoring results, for areas that impact the SRN, such as the EACN. National Highways <u>wisheswould want</u> to agree the controls that are included within the CWTP.</p>	Under Discussion
Construction Trip Generation				
5.1.38	Key Assumptions	<p>Key assumptions associated with the Traffic and Transport assessment are summarised in</p>	<p>National Highways position is subject to review of the final versions of the ES and TA.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		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.		
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				
5.1.37	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 <u>7.3 Outline Construction Traffic Management Plan [APP-309]</u> . 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
5.1.38	Primary Access Route Selection	Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the <u>7.3 Outline Construction Management Plan – Access Plans</u> within <u>Appendix C – Indicative Highway Mitigation Plans [APP-312, APP-313,</u>	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
		<p>APP-314, APP-315, APP-316, APP-317, APP-318, APP-319]. B 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 7.3 Outline Construction Traffic Management Plan [APP-309]. CTMP.</p>		
5.1.39	Construction Access from National Highways Infrastructure	<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 7.3 Outline Construction Traffic Management Plan [APP-309]Schedule 9 – Access to Works and further located in the Construction Access Plans within Appendix B of the CTMP.</p> <p>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.</p> <p>The requirement for the construction access in this location has been discussed with National Highways, and is considered suitable in</p>	<p>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.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>principle, in line with Department for Transport (DfT) Circular 01/2022. A technical note setting out this rationale was shared with National Highways in September 2024 and accepted in principle in October 2024.</p> <p>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 Stage 1 RSARSA1 will be addressed in consultation with National Highways.</p> <p>National Grid will continue to engage with National Highways on this matter.</p>		
5.1.40	Proposed Mitigations Impacting National Highways Infrastructure	<p>Mitigation measures proposed on the Public Highway are described in 7.3 Outline Construction Traffic Management Plan [APP-309], Section 5 of the CTMP, and are further set out in the following 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 - Streets Subject to Temporary Alteration of Layout. 	<p>The principle of the proposed mitigation at three locations on the SRN (including Copdock) 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.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>Of these, two locations have been identified impacting the Strategic Road Network:</p> <ul style="list-style-type: none"> • Permanent modification of the A12(N)/B1070 merge slip, near Holton St Mary in Suffolk. • Permanent modification of the A120(E)/Bentley Road merge slip near Little Bentley, Essex. <p>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 <u>Stage 1 RSAs</u> will be addressed in consultation with National Highways as the Overseeing Authority.</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways cannot yet be certain that mitigation at other locations is not required until the junction modelling assessments are complete.</u></p>	
5.1.41	Traffic Management	<p>Traffic Management measures proposed on the Public Highway are described in <u>7.3 Outline Construction Traffic Management Plan [APP-309]</u> Section 5 of the CTMP and further set out in <u>Schedule 5 - Streets Subject to Streetworks of the Draft Development Consent Order [APP-056]</u>. These are suitable and sufficient for the delivery of the Project.</p>	<p><u>The measures proposed need to be discussed and agreed with NH. It is noted that interventions to address any non-compliances will be agreed with the Local Highways Authority. Please can the Applicant confirm that this is intended to include National Highways.</u></p>	Agreed Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>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.</p> <p>National Grid will continue to engage with National Highways as the proposed Traffic 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).</p> <p><u>Corrective actions to address any non-compliances will be agreed with National Highways where these relate to the SRN.</u></p>	<p>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</p>	
5.1.42	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 Plan (document reference 2.4) [APP-025 to APP-032 inclusive], Plans, 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 	<p>National Highways considers this isare not yet agreedaware of any requirement for TROs or TTROs on the SRN and requiresthe 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.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<ul style="list-style-type: none"> • 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. <p>These are suitable and sufficient for the delivery of the Project.</p> <p>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).</p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>		
Abnormal Indivisible Load (AIL) Access				
5.1.43	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 <u>7.3 Outline Construction Traffic Management Plan [APP-309], Section 5 of the CTMP</u>, and further detailed within the <u>7.3 Outline Construction Traffic Management Plan –</u></p>	<p><u>National Highways considers this to be agreed. 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</u></p>	<p><u>Under Discussion Agreed</u></p>

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>Appendix A - AIL Access Strategy [APP-310]. (Appendix A of the CTMP). A draft version of the AIL Access Strategy was shared with National Highways in March 2025.</p> <p>This approach, in principle, is suitable for AIL access for the Project at the current stage of project development.</p>	<p>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/.</p>	
5.1.44	Abnormal Indivisible Load (AIL) Access Routes	<p>Routes proposed to be utilised by Abnormal Indivisible Loads (AILs) are shown in 7.3 Outline Construction Traffic Management Plan – Appendix A -the AIL Access Strategy [APP-310]. (Appendix A of the CTMP).</p> <p>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.</p> <p>These routes are considered to be feasible, and reasonable for the current stage of project development.</p>	<p><u>National Highways considers this to be agreed.</u> Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a government <u>Water Preferred Policy</u>, 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/.</p>	Agreed Under Discussion
5.1.45	Abnormal Indivisible Load (AIL) Structural Investigations	<p>Routes proposed to be utilised by Abnormal Indivisible Loads (AILs) are shown in 7.3 Outline Construction Traffic Management Plan – Appendix A -the AIL Access Strategy [APP-310]. (Appendix A of the CTMP). National</p>	<p><u>National Highways considers this to be agreed.</u> Discussions regarding the AIL Access Strategy remain ongoing. National Highways advised that National Highways follows a</p>	Agreed Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p>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 <u>7.3 Outline Construction Traffic Management Plan – Appendix A</u> the AIL Access Strategy [APP-310].(Appendix A of the 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 supersede requirements for formal application ahead of any AIL movements undertaken by the Project. The relevant process is set out <u>in 7.3 Outline Construction Traffic Management Plan – Appendix A</u> within Section 6 of the AIL Access Strategy [APP-310].(Appendix A of the CTMP).</p>	<p>government <u>Water Preferred Policy</u>, which means we would expect the loads to arrive via the nearest suitable port of entry. National Highways requires ALL 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/.</p>	

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		<p>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.</p>		
5.1.46	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 7.3 Construction Traffic Management Plan – Appendix C – Indicative Highway Mitigation Plans [APP-312 to APP-320 inclusive]. 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.</p> <p>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.</p>	<p>No mitigation measures are currently required on the SRN for AILs. 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/.</p>	Agreed Under Discussion

ID	Matter	National Grid's Position	National Highways' Position	Status
5.1.47	<u>Protective provisions</u>	<p><u>Proposed provisions for the protection of National Highways are set out in Part 5 of Schedule 16 of 3.1 Draft Development Consent Order [APP-056];</u></p> <p><u>National Grid will continue to engage with National Highways to develop the protective provisions to an agreed position.</u></p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways does not consider that the proposed protective provisions included within the draft DCO provide adequate protection in respect of the safe operation of the SRN. National Highways has provided its standard form of protective provisions as part of its Relevant Representation and wishes to discuss these with the Applicant.</u></p>	<u>Under Discussion</u>
5.1.48	<u>Compulsory Acquisition of land and property</u>	<p><u>The 4.3 Book of Reference [APP-064] contains 154 plots of land interests owned or occupied by National Highways for the purposes of its undertakings.</u></p> <p><u>National Grid will continue to engage, on a plot by plot basis, with National Highways regarding its land interests to enable National Highways to carry out its statutory duties notwithstanding the compulsory acquisition of any land/rights by National Grid.</u></p> <p><u>National Grid will continue to engage with National Highways on this matter.</u></p>	<p><u>National Highways objects to the compulsory acquisition of operational land to ensure that the safe and efficient operation of the SRN can be maintained by NH. Some of the plots pertain to operational Highway and compulsory acquisition of such land is unacceptable and would prevent NH from discharging its statutory duties.</u></p> <p><u>The land information provided in the Book of Reference is in a format which makes it extremely and disproportionately onerous for NH to check the ownership status of each land parcel, given the large number of plots involved. We received the information in the appropriate format on 10 February, which will enable us to identify accurately the status of each parcel of National Highways land. We</u></p>	<u>Under Discussion</u>

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			<p><u>will then be able to engage with the Applicant on the implications of their land requirements and discuss appropriate mechanisms to enable access/transfer of ownership, if acceptable.</u></p>	
5.1.49	<u>Overhead Lines</u>	<p><u>The route of the Electricity Transmission cable is proposed to cross the NH Strategic Road Network (SRN) in four locations:</u></p> <ul style="list-style-type: none"> <u>• A14 – between Creeting St Peter and Creeting St Mary</u> <u>• A12 – North of J29</u> <u>• A120 – between Coggeshall and Marks Tey</u> <u>• A12 – South of J14</u> <p><u>National Grid notes National Highways' requirements and will engage with National Highways as part of the preparation of Section 169 Agreements and Approvals in Principle for the proposed overhead line crossings of the SRN.</u></p>	<p><u>A Section 169 Agreement with an Approval in Principle by National Highways is required for the sections of overhead lines crossing over the top of the SRN.</u></p>	<u>Under Discussion</u>
5.1.50	<u>Underground crossings</u>	<p><u>Along the route of the Electricity Transmission cable, there is one underground crossing proposed to cross the (SRN) A12, north of Langham.</u></p> <p><u>National Grid notes National Highways' requirements and will engage with National</u></p>	<p><u>For the section of underground cabling crossing the A12 an Approval in Principle by National Highways is required.</u></p> <ul style="list-style-type: none"> <u>• NH only permits Trenchless Crossing techniques on the SRN, with Horizontal Directional Drilling the preferred method.</u> 	<u>Under Discussion</u>

ID	Matter	National Grid's Position	National Highways' Position	Status
		<p><u>Highways as part of the preparation of an Approval in Principle for the proposed underground crossing of the A12.</u></p>	<ul style="list-style-type: none"> • <u>NH are unable to determine the geotechnical risks on the A12. Any proposed directional drilling under the SRN will require compliance with The Design Manual for Roads and Bridges (DMRB) Chapter CD622 (Managing Geotechnical Risk).</u> • <u>NH advises the Applicant to review the requirements of CD622, which can be found on the Standards for Highways website. Consideration should also be given to the potential impact of drilling upon other SRN assets, such as drainage, with evidence provided for NH's review. Additional asset impact may require further approval processes. NH's standard protective provisions (as appended in Appendix 1) secure these approvals and requirements.</u> • <u>All cable works will require monitoring and assurance, with safety risks assessed for monitoring, and survey works within the proximity of the A12 live carriageway.</u> 	

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: _____

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