

AENC-NG-CNS-REP-0220

# Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.3.4 Draft Statement of Common Ground - Lower Thames Crossing

Final Issue A

February 2026

Planning Inspectorate Reference: EN020027

nationalgrid

# Contents

---

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Overview	1
1.2	Project Description	1
1.3	Format and Structure of this Document	2
<b>2</b>	<b>Record of Key Engagement</b>	<b>3</b>
2.1	Summary of Key Engagement	3
<b>3</b>	<b>Matters Agreed, Not Agreed or Under Discussion</b>	<b>5</b>
3.1	Overview	5
3.2	Project development, description and design	6
<b>4</b>	<b>Confirmation of Agreement</b>	<b>33</b>

---

Table 2.1	Summary of engagement between National Grid and LTC	3
Table 3.1	Agreement status for matters presented in Section 3	5
Table 3.2	Matters Agreed, Not Agreed or Under Discussion in relation to project development, description and design matters	6

---

Abbreviations	34
---------------	----

---

# 1 Introduction

## 1.1 Overview

- 1.1.1 This draft Statement of Common Ground (SoCG) has been prepared by National Grid Electricity Transmission plc (referred to as National Grid within this document) and National Highways (Lower Thames Crossing). It identifies areas of the Norwich to Tilbury Development Consent Order (DCO) application (the Application) where matters are agreed, under discussion or not agreed between the parties.
- 1.1.2 This SoCG has been structured to reflect topics of the Application which are relevant to National Highways, specifically in relation to the interface with the Lower Thames Crossing Project. A separate SoCG has been prepared for wider National Highways matters. The following bullet points present the topics covered in this document:
- Project design and construction programme, and the order limits
  - Ecology and Biodiversity
  - Traffic and Transport
  - Cumulative Effects
  - Development Consent Order
  - Other Consents

## 1.2 Project Description

- 1.2.1 The Project is a proposal by National Grid to upgrade the electricity transmission system in East Anglia between Norwich and Tilbury, comprising:
- A new 400 kilovolt (kV) electricity transmission connection of approximately 180 km overall length from Norwich Main Substation to Tilbury Substation via Bramford Substation, a new East Anglia Connection Node (EACN) Substation and a new Tilbury North Substation, including:
    - Approximately 159 km of new overhead line supported on approximately 509 pylons, either standard steel lattice pylons (approximately 50 m in height) or low height steel lattice pylons (approximately 40 m in height) and some of which would be gantries (typically up to 15 m in height) within proposed Cable Sealing End (CSE) compounds or existing or proposed substations
    - Approximately 21 km of 400 kV underground cabling, some of which would be located through the Dedham Vale National Landscape (an Area of Outstanding Natural Beauty (AONB1))
  - Up to seven new CSE compounds (with permanent access) to connect the overhead lines to the underground cables
  - Modification works to connect into the existing Norwich Main Substation and a substation extension at the existing Bramford Substation

- A new 400 kV substation on the Tendring Peninsula, referred to as the EACN Substation (with a new permanent access). This is proposed to be an Air Insulated Switchgear (AIS) substation
  - A new 400 kV substation to the south of Orsett Golf Course in Essex, referred to as the Tilbury North Substation (with a new permanent access). This is proposed to be a Gas Insulated Switchgear (GIS) substation
  - Modifications to the existing National Grid Electricity Transmission overhead lines to facilitate the connection of the existing network into the new Tilbury North Substation to provide connection to the Tilbury Substation
  - Ancillary and/or temporary works associated with the construction of the Project.
- 1.2.2 In addition, third party utilities diversions and/or modifications would be required to facilitate the construction of the Project. There would also be land required for environmental mitigation and Biodiversity Net Gain (BNG).
- 1.2.3 As well as the permanent infrastructure, land would also be required temporarily for construction activities including, for example, working areas for construction equipment and machinery, site offices, welfare, storage and temporary construction access.
- 1.2.4 The Project would be designed, constructed and operated in accordance with applicable health and safety legislation. The Project will need to comply with design safety standards including the Security and Quality of Supply Standard (SQSS), which sets out the criteria and methodology for planning and operating the National Electricity Transmission System (NETS). This informs a suite of National Grid policies and processes, which contain details on design standards required to be met when designing, constructing and operating assets such as those proposed for the Project.

## 1.3 Format and Structure of this Document

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

## 2 Record of Key Engagement

### 2.1 Summary of Key Engagement

2.1.1 National Grid has engaged with National Highways (Lower Thames Crossing, LTC) on the Project throughout the pre-application process.

Table 2.1 Summary of engagement between National Grid and LTC

Date	Format	Topic/Description
April 2022 to August 2023	Meetings	National Grid (NG) 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 and the proposed LTC
August 2023	Meeting	Discussions held around the development of a number of Traffic and Transport aspects relating to the Strategic Road Network.
March 2024	Meeting	Discussions continued around the development of a number of Traffic and Transport aspects relating to the Strategic Road Network.
Spring 2025	Consultation	Targeted consultation by NG on the proposed changes to the connection at Tilbury
April 2025	Letter	Letter from National Highways (NH) setting out matters to be discussed further, specific to the Lower Thames Crossing Interface and set out in a Statement of Common Ground.
5 <sup>th</sup> August 2025	Meeting	Meeting to discuss letter received from NH in April 2025, and to introduce Scenario B
15 <sup>th</sup> September 2025	Meeting	Meeting to introduce respective land and property teams and discuss high level issues relating to land acquisition and engagement with landowners
23 <sup>rd</sup> October 2025	Meeting	Meeting to discuss the overlapping land plots
14 <sup>th</sup> November 2025	Letter	Request from NH for NG to remove Scenario A and proceed only with Scenario B

<b>Date</b>	<b>Format</b>	<b>Topic/Description</b>
27 <sup>th</sup> November 2025	Meeting	Discussions concerning the provision of replacement ancient woodland and nitrogen deposition compensation planting
15 <sup>th</sup> December 2025	Letter	V2 Draft HoT shared with NH
18 <sup>th</sup> December 2026	E-mail	E-mail from NG covering the programme of engagement, matters raised in RRs, SoCGs and LTC's request for overlay plans
23 <sup>rd</sup> December 2026	E-mail	E-mail containing NGNG project updates and related maps
6 <sup>th</sup> January 2026	Meeting	Meeting to review GIS data and to discuss the format of overlay plans
9 <sup>th</sup> January 2026	E-mail	E-mail from NH linking to their requirements register, containing details regarding their Stamford Road Bridge/JJY change
9 <sup>th</sup> January 2026	E-mail	Version 1 Overlay Maps shared with NH
13 <sup>th</sup> January 2026	E-mail	Confirmation from NG that their Rule 6 letter has been published on the PINS site
14 <sup>th</sup> January 2026	E-mail	NG informed LTC of their intention to proceed with Scenario B only
20 <sup>th</sup> January 2026	E-mail	Version 2 Overlay Maps shared with NH
21 <sup>st</sup> January 2026	Meeting	Workshop to discuss programme, interfaces and environmental mitigation and compensation
27 <sup>th</sup> January 2026	Meeting	Meeting between legal teams to discuss DCO drafting and a potential side agreement
2 <sup>nd</sup> February 2026	Meeting	Meeting to follow-up on workshop actions and for NH to present their draft programme
3 <sup>rd</sup> February 2026	E-mail	NH shared their draft construction programme with NG
5 <sup>th</sup> February 2026	E-mail	Version 3 Overlay Maps shared with NH
10 <sup>th</sup> February 2026	Meeting	Meeting to discuss potential network interfaces

# 3 Matters Agreed, Not Agreed or Under Discussion

## 3.1 Overview

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

Table 3.1 Agreement status for matters presented in Section 3

Status	Description
Not Agreed	Indicates a final position, where it has not been possible to resolve the issue to the agreement of both parties and there remains a difference of opinion.
Under Discussion	Indicates where issues are the subject of active on-going discussion.
Agreed	Indicates where an issue has been agreed or resolved satisfactorily to the agreement of both parties.
Agreed*	Indicates where an issue has been agreed or resolved satisfactorily to the agreement of both parties, however the stakeholder would like to see this change reflected in updated DCO documents.

- 3.1.3 Engagement will continue as the Project develops and progresses through the various stages of the DCO process.
- 3.1.4 Table 3.1 provides the matters agreed, not agreed or under discussion in relation to the various topics.

## 3.2 Project development, description and design

Table 3.2 Matters Agreed, Not Agreed or Under Discussion in relation to project development, description and design matters

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
<b>Needs Case</b>				
3.2.1	Need for the Project	The Applicant welcomes National Highways' (NH's) support for the Project.	NH recognises the need for the Norwich to Tilbury (NTT) Project and supports the Project in principle, notwithstanding the need to resolve matters of overlap between the Projects.	<b>Agreed</b>
<b>Programme</b>				
3.2.2 (RR Matter 1)	Programme	As the Project proposals were being refined, the finalised construction timelines were not available to include in the consultation materials. Updated information about the construction of the project was included within the DCO submission. To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with NH on 23rd December 2025, and more detailed draft programme on 21st January 2026. NH shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. The Applicant is committed to working with NH	The LTC and NTT Projects continue to engage and share programme information regarding specifics of each other's interfacing proposals. The LTC has notified of those matters which require further details to be provided, and those matters which NTT have to resolve before the LTC can be satisfied that impacts to its own programme are either mitigated, removed or acceptable. NH remain concerned that its booked outages, required to undertake its own diversions of the NGET networks, potentially conflict with those outages proposed by the NTT Project to achieve its own required completion dates. The movement or resequencing of those key dates would give rise to a	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>potentially significant delay [up to 2 years estimated] to the LTC Project delivery, resulting in a significant increase to the cost of the LTC Project. LTC and NTT continue to engage on this matter.</p> <p>NH maintains its position of objection until all of the programme related matters are satisfactorily resolved.</p>	
<p>3.2.3 (RR matter 1)</p>	<p>Overlap of Order Limits</p>	<p>The Applicant acknowledges the overlap of Order Limits between the Projects and supports NH's proposals to work collaboratively to resolve these interfaces.</p> <p>To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with NH on 23rd December 2025, and more detailed draft programme on 21st January 2026. NH shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. The Applicant has also shared overlay plans to further support these discussions.</p> <p>The Applicant is committed to collaborative engagement with NH to ensure both Projects can proceed, which includes fortnightly meetings between both parties.</p>	<p>In principle, absent a detailed construction programme and further detailed drawings, NH objects to the Order Limits as proposed [AS-012] owing to the perceived overlapping between the two Projects and the potential impediment to the design development and delivery of the LTC. However, owing to the overlap in working areas and works required to the same powerlines resulting in those overlaps in the Order Limits, NH and the Applicant should develop proposals together ensuring that both can be delivered concurrently.</p>	<p><b>Under Discussion</b></p>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.4 (RR matter 14)	Works to UKPN routes	<p>UK Power Networks are aware of the construction period overlaps between both Projects, the required UK Power Networks works and the potential opportunity this presents to them to detail a holistic design.</p> <p>A tripartite discussion will be facilitated to further consider UK Power Networks' network impact of the full diversionary works required.</p> <p>As detailed in matter 3.2.3, the Applicant and NH have shared their draft construction programmes to support this discussion.</p>	<p>NH requires works to UKPN's PAB Route (PAB12 through PAB19 – Work No OH5), NTT to PAB20 to PAB23 [APP-133, APP-134]. Owing to the proposed construction period overlaps of both Projects, NH would welcome joint discussions with UK Power Networks, the owner of the PAB Route, to realise any opportunities that may exist to undertake both works at the same. NH require details from NTT regarding how this specific matter will be managed with UKPN owing to the development of its own proposals with UKPN for its own works.</p>	Under Discussion
3.2.5 (RR matter 14)	Outages, Programme	<p>The Applicant is in consultation with the utility asset owners and will continue to coordinate their requirements with the developing detailed design of the LTC Project in order to reach satisfactory working solutions for both Projects with reference to permanent assets and phasing of the works. As detailed in matter 3.2.3, both parties have shared their draft construction programmes to support this discussion.</p>	<p>NH shall not facilitate any NTT required outages on utility networks, or to third party infrastructure required by both projects without prior discussion between the parties and being afforded the opportunity to consider those impacts on the delivery of its own programme of works.</p>	Under Discussion
3.2.6 (RR Matter 1)	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p>	<p>NH is concerned regarding the Order Limits as shown at Buckingham Hill Road [APP-134] insofar that they overlap with LTC's proposed Work Nos E21 and E26 – further details</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>regarding construction proposals and timings are required.</p>	
3.2.7 (RR Matter 1)	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>NH is concerned regarding the Order Limits as shown at Hoford Road [APP-134] insofar that they overlap with LTC's proposed Work Nos E23 and E24 and E25 – further details regarding construction proposals and timings are required.</p>	<b>Under Discussion</b>
3.2.8	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of</p>	<p>Primary Access Bellmouth TN-B015 and TN-B016 on Muckingford Road [APP-134] require further coordination with NH owing to them conflicting with Work Nos 6B, MU35 and MU36 as shown on Sheet 24 of the LTC DCO Works Plans.</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.9 (RR matter 19)	Works plans	fortnightly technical meetings to resolve these interfaces.	NTT are requested to submit information to NH now for NH to undertake its own assessment of the risk to LTC's programme of works, including any abortive works already undertaken, to agree compensation provisions for LTC and safeguard the investment of its private investors	<b>Under Discussion</b>

### Overlay Plans

3.2.10	Works plans (RR matter 18)	<p>The Applicant acknowledges the request for overlay drawings to support coordinated interface management between the Project and the Lower Thames Crossing, and to mitigate the risk of abortive works.</p> <p>The Applicant agrees to providing appropriate overlay drawings, prepared using available information on both projects, to support coordinated delivery.</p> <p>A meeting between the Applicant and NH was held on 6th January 2026 to agree the scope and format of the overlay plans. The Applicant subsequently shared a first draft on</p>	<p>NH requires the production of a series of drawings showing the NGET Norwich to Tilbury (NTT) proposals overlaid on to the LTC Works Plans (2.6 and 2.17) and General Arrangement drawings (2.5) to ascertain the potential impacts of each other being delivered concurrently and to mitigate the potential of NH undertaking abortive works. Those proposals contained within the NTT application may be mis-interpreted by NH and a key matter missed. NH requires the production of a series of drawings for consultation specific to the proposed amendments to the LTC</p>	<b>Under Discussion</b>
--------	----------------------------	--	--	-------------------------

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		9th January, a second draft on 20th January, and a third draft on 5 <sup>th</sup> February 2026.	DCO granted 25 March 2025 proposed by the Applicant. NH welcomes the overlay plans provided by the Applicant, which are currently being reviewed.	
<b>Design</b>				
3.2.11	Order Limits, Design, Construction Traffic	The Applicant notes NH's comments on this matter.	The omission in land and proposed works south of Tilbury Railway towards Tilbury Substation at 2024, omitting interfaces with the LTC's Station Road and Northern Tunnel Entrance Compound's and Works such as the installation of utility connections and diversion of existing utility network's is welcomed by NH. It is furthermore welcomed that the revised proposals omit the proposed Primary Access Roads using the A0189, Fort Road and a section of Cooper Shaw Road omitting overlapping construction traffic accessing the site(s) via Station Road or via the Port of Tilbury access road.	<b>Agreed</b>
3.2.12 (RR matter 8)	Gas Insulated Switchgear Substation (GIS)	The Applicant considers that the selection of the site for the proposed new Tilbury North Substation has been appropriately evidenced and justified in Section 11.4 of 5.15 Design Development Report [APP-122]. The Applicant acknowledges the impact on NH's Nitrogen Deposition	NH requires further evidence regarding the site selection process for the revised 400kV Gas Insulated Switchgear (GIS) substation than that contained within the Design Development Report [APP-122] owing to its proposed location within NH's required environmental mitigation land and potential of requiring modifications	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		(NDep) mitigation area, which is detailed in matter 3.2.40.	<p>to NH's access road from Brentwood Road and adjacent landscape proposals. Acknowledging commentary is provided for the sites shown in Figure 3 – Tilbury North Substation Options; it is not clear that sufficient weight was afforded to LTC in the option selection process; was consideration given to a site north of the A13 (i.e. pylon TB253) or immediately south of the A13 (i.e. pylon TB255) that would be determined a reasonable alternative whilst limiting the impacts to NH's environmental proposals and still achieving the same need case, albeit at an increased cost to NTT.</p> <p>NH does however acknowledge that the GIS design is smaller in comparison to an Air Insulated Substation therefore reducing the potential of impacts to the NH's proposals if Site 3 is to be progressed.</p>	
3.2.13 (RR matter 11)	Undergrounding the ZB Route	<p>The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes NH's willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.</p> <p>The Applicant received a letter from NH on 14th November, requesting</p>	<p>NH requires further evidence regarding the decision to underground sections of the ZB Route oppose to the YYJ Route and alternatives considered that resulted in a lengthy construction programme, significant overlapping of the Order Limits and the requirement for ZB017T to be located within the proposed</p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.14 (RR Matter 17)	Design, Programme	<p>that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference. This matter has therefore been resolved.</p> <p>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</p>	<p>southbound carriageway of the proposed A122.</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B. NH considers this matter to be agreed, subject to NTT's application documents being updated to reflect this.</p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.15 (RR matter 13)	Design, Programme, Order Limits	<p>The Applicant acknowledges the interface between the Project in these locations.</p> <p>The Applicant is committed to working with NH to support effective planning and sequencing of works in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this.</p> <p>The NTT proposals [APP-133, APP-134] give rise to other concerns of NH including, works to and on the overhead lines from Hoford Road west which will interface with multiple works of the LTC including the diversion of other utility networks, the construction of the A13/A1089/A122 junction and the construction of the revised A1013 Stanford Road. Whilst the works at Muckingford Road may not have a direct interface with the NH's proposals, there are overlapping working areas at Coal Road and Linford Road which will require coordination to ensure they are free from impediment for the delivery of the LTC Project. NH requires further detail from NTT regarding these matters.</p>	<b>Under Discussion</b>
3.2.16 (RR matter 16)	Design, Programme	<p>The Applicant acknowledges the request for further information regarding the construction and operation of the YYJ circuit sections referenced (YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD) and welcomes NH's engagement on how the delivery of</p>	<p>NH requires further information regarding the construction and operation of lines YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD and how those proposals could impact the development of LTC's proposals and safe delivery and operation of its own project. NH</p>	<b>Agreed*</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>these elements of the Project may interact with the delivery and safe operation of the Lower Thames Crossing.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference. These elements relate to Scenario A, which the Applicant proposes to no longer progress. This matter has therefore been resolved.</p> <p>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</p>	<p>requires the two projects to develop a construction programme that mitigates impacts on both parties so far as reasonably practicable, including the undertaking of works in advance of a perceived logical sequence to return land to LTC for the construction of its project.</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this.</p>	
3.2.17 (RR matter 23)	Operational Impacts	<p>The Applicant acknowledges the request to ensure that the new overhead line is constructed in a manner that will not impede the operation of the A122 and understands that a catenary support system is typically used to achieve this in similar circumstances elsewhere on the network. The Applicant supports this objective and confirms that it is the intention that the crossing of the A122 will be designed and constructed in such a way as to avoid impeding the future</p>	<p>NH expects NTT to construct the new overhead powerlines in such a manner that future operation and maintenance of those networks does not impede the operation of the A122. Whilst further details would be required to demonstrate this, a catenary support system is assumed suffice (and typical for these instances elsewhere on the network).</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter is agreed, subject to NTT's</p>	<b>Agreed*</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>operation of the road. The specific crossing protection solution, including use of a catenary support system where appropriate, will be determined through detailed design and will be discussed with NH through ongoing technical engagement and programme coordination to ensure that a suitable solution is agreed.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference. This matter has therefore been resolved.</p> <p>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</p>	<p>application documents being updated to reflect this.</p>	
3.2.18 (RR matter 17)	Undergrounding YYJ	<p>The Applicant acknowledges the request for further information regarding the proposed undergrounding of the YYJ route. To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with NH on 23rd December 2025, and more detailed draft programme on 21st January 2026. NH shared their draft</p>	<p>NH requires further details regarding the implications (such as protective covenants) of installing the YYJ route underground so it can develop its own construction, landscaping, planting and maintenance proposals accordingly [APP-134].</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>		
3.2.19 (RR matter 17)	Proposed works to ZB and YYJ	<p>The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes NH's willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference. This matter has therefore been resolved. The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline</p>	<p>NH requires information from NGET/NTT as to the implications these proposals have on its own consented works, Work No OH6 and OH7 owing to restringing and conductor replacement proposed from towers ZB14 and YYJ124, with earthing works proposed at ZB13 and YYJ125 including those works which if undertaken in accordance with the LTC DCO and its proposed construction programme, would result in abortive works and not represent value for money to the public purse.</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this.</p>	Agreed*
3.2.20 (RR matter 3)	Access to the proposed substation via Brentwood Road	The Applicant acknowledges the interface between the Projects in this location and is committed to working	The proposed access at Brentwood Road for access to the proposed Tilbury North Substation [APP-133] as shown on Sheet C would conflict with NH's Compound CA6 – the Brentwood	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>Road Compound (Work No CA06) and the proposed Brentwood Road construction (Work No 6D). It would also conflict with the alignment of utility diversions promoted as Work No MU40 and MU41. The alignment proposed by the Applicant is unacceptable to NH owing to the potential of impact to programme delivery however acknowledges it is a matter that could be developed between the parties.</p>	
3.2.21 (RR matter 4)	Location of proposed temporary tower ZB17T	<p>The Applicant acknowledges the request regarding the siting of temporary pylon ZB17T and the importance of mitigating potential impacts on the delivery of the A122. The Applicant is committed to working with NH through programme coordination and technical engagement to ensure that the construction and removal of ZB17T is appropriately sequenced and coordinated with NH's delivery requirements.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with National Highways' preference. This matter has therefore been resolved. The</p>	<p>Proposed temporary tower ZB17T is located in the proposed A122 southbound carriageway. Absent a detailed construction programme from NTT, NH must assume that the tower will be constructed and occupy the area, and exclude LTC from the construction of its works, including for the adjoining spans (ZB18-ZB17T-ZB16) for the period of 2027 through 2031. Whilst NH strongly objects to the imposition of this constraint on the delivery of its own works and requires NTT to reconsider the siting of ZB17T, in agreement with NH, to a site that mitigates the potential of impact to the delivery of the A122, NH acknowledges NTT's own technical constraints when undertaking these works. As such, NTT are requested to continue to work with NH to develop proposals that mitigate or omit the</p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.22 (RR matter 20)	Design, Consent, Costs	<p>The Applicant acknowledges NH's request that the installation of any crossing protection within LTC's Order Limit Boundary (OLB) for the purposes of constructing the Project should be subject to agreement with NH, and that NH reserves the right to require different or additional crossing protection where this is necessary to accord with the development of the Lower Thames Crossing. The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>perceived constraint on NH's own programme of works. NH also requires NTT to remove any temporary foundations installed and reinstatement of that land to such condition as was first occupied by NTT that interface with or are in proximity of the LTC's proposed alignment or ancillary works horizontally and vertically, as to be agreed between the parties.</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this.</p> <p>NH reserves the right for NTT to install different or additional crossing protection to that shown [APP-133] to accord with the development of the LTC at NTTs expense. The siting of crossing protection inside of the LTCs Order Limit Boundary for the purpose of constructing NTT is subject to agreement with NH.</p>	<p><b>Under Discussion</b></p>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.23 (RR matter 5)	Works plans-overlapping proposals at Gammonfields Travellers Site	<p>The Applicant agrees in principle to work with NH to ensure that these matters are appropriately addressed, and that any necessary adjustments or clarifications are identified through ongoing technical engagement and programme coordination. This will include ensuring that the proposals fully reflect and respect the rights and facilities afforded under the LTC DCO and that any potential discrepancies are resolved in coordination with NH. The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant informed the Planning Inspectorate on 9th February of its intention to proceed solely with Scenario B in the vicinity of the proposed Tilbury North substation site. Under the Scenario B design, no works are required to be carried out as part of the Norwich to Tilbury Project to the west of the A1013 Stanford Road. Consequently, no access is required from the A1013 west of the A1089; the site access and crossover points west of the A1089 are not required; and no works are proposed in the vicinity of the Gammonfields Traveller Site (LTC Work No. 7R). Therefore, the interaction between the two schemes</p>	<p>The proposals of NTT as shown within their application [APP-133, APP-134] do not accord with the proposals of the LTC (2.6 Works Plans Sheets 28 &amp; 29) within this region. Whilst NH acknowledges consultation is undertaken regarding the site as existing and for those consented developments only, the proposals at Sheet D do not reflect the site as proposed nor the rights and facilities that are to be afforded to NTT as part of the LTC DCO by virtue of Work No OH6 and OH7. No further comments are provided regarding the NTT proposed Order Limits and working proposals where it interfaces with the proposed relocated Gammonfields Traveller Site (Work No 7R as shown on 2.6 Works Plans Sheet 29) at this time as NTT have provided assurances that the removal of Scenario A will resolve this matter. NH will continue to work with NTT to develop proposals that ensure the delivery of both Projects in this region and that the residents of the proposed site are suitably considered. NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter can be agreed, subject to NTT's application documents being updated to reflect this.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>at this location is removed. The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</p>		
3.2.24 (RR matter 6)	Design, Order Limits	<p>The Applicant is continuing to coordinate with NH regarding the relative timings of works. TN-B001A is an optional access point if the planned schedule for NH's works in this area is behind NTT program. If NH's works require the relocation of the Traveller Site and these works are scheduled ahead of the NTT project, then an alternative bellmouth access has been identified, TNB001B.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference. In the Scenario B design, the Project requires no works in the vicinity of the Gammonfields Traveller Site (LTC Work No. 7R) therefore this interaction between the two schemes is removed and this matter is agreed. The Applicant will work with the ExA to update the relevant application</p>	<p>Crossover Bellmouth TN-B001 (North) on Long Lane conflicts with the proposed LTC relocated Gammonfields Traveller Site (LTC DCO Work No 7R as shown on 2.6 Works Plans Sheet 29) and requires amending. Furthermore, NH's current position regarding the relocation of the Gammonfield Way Travellers site (LTC DCO Work 7R) is that NH require the land of, and suitable working around the GWT site to construct and then the occupation of that site without any impediment from NTT.</p> <p>NTT have provided assurances that the removal of Scenario A will resolve this matter. NH will continue to work with NTT to develop proposals that ensure the delivery of both Projects in this region and that the residents of the proposed site are suitably considered.</p> <p>NH welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter can be agreed, subject to</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.25 (RR Matter 18)	Design information	<p>documents at an appropriate future deadline.</p> <p>At a workshop held on the 5<sup>th</sup> August 2025 the Applicant presented to NH alternative option 'Scenario B'.</p> <p>The Applicant received a letter from NH on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with NH's preference.</p> <p>A meeting between the Applicant and National Highways was held on 6th January 2026 to agree the scope and format of the overlay plans. The Applicant subsequently shared a first draft on 9th January, and a second draft on 20th January.</p>	<p>NTT's application documents being updated to reflect this.</p> <p>NH welcomes the work that NG have undertaken in the months since receiving NH's consultation comments in March 2025. NH request the GIS data of Scenario B (or plans showing Scenario B revised proposals and indicative temporary working areas associated with them) and a cross section of the cable swathe working area and typical cable layout for the consideration of NH.</p>	Under Discussion

### Environmental Impacts

3.2.26 (RR Matter 8)	NDep Compensation	<p>The Applicant acknowledges the potential effect on NH's proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of NH's Project Air Quality Action Plan (PAQAP) report has been undertaken and following the same criteria as detailed within the PAQAP, a suitable alternative location has been identified. This alternative site allows for the same area of tree/grassland mitigation</p>	<p>The location of the 400kV GIS substation as proposed in the NTT application [APP-134] conflicts with the delivery of compensatory habitat secured by the consented LTC DCO. Appendix 5.6 Project Air Quality Action Plan (PAQAP) sets out NH's approach in relation to the finding that there is a possibility of degradation of habitat quality on a number of ecological designated sites affected by the LTC, due to an increase in</p>	Under Discussion
----------------------	-------------------	---	---	------------------

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>planting to be undertaken in a location close to the LTC Project, within the same key 'cluster' and importantly with connectivity to the wider ecological network. This alternative site, located to the west of Orsett Golf Course, has been included within the Project's Order Limits and appropriate rights sought through the draft DCO for long-term planting.</p> <p>This approach was presented to NH initially on 27th November 2025 and was discussed in more detail on 21st January 2026. The Applicant has committed to share a technical note on this topic with NH. Conversations are also progressing between legal teams on suitable drafting to enable NH to remain compliant with their DCO.</p>	<p>nitrogen deposition. The PAQAP sets out NH's robust consideration of making the environmental impacts of the LTC acceptable in environmental terms. It concludes that the way to do this is to provide compensatory habitat and consequently sets out the detailed methodology and assessment of how areas for compensatory habitat are to be located and assessed. One of the compensation areas identified as being required is the Hoford Road site. The NG proposed GIS substation is located in this parcel of land, substantially impacting on the NH's ability to provide compensatory habitat. The commitment for the NH to provide this is found in the LTC Outline Landscape and Ecology Management Plan, a certified document, compliance with which is secured through Requirement 5 of the LTC DCO. The proposed location of the substation is therefore inconsistent with NH's obligations under the LTC DCO and its inability to provide this compensatory area would mean that it would be in breach of the LTC DCO. NH therefore need to understand why the Applicant proposes for the substation to be in this parcel of land specifically. Additionally, NH needs to understand the Applicant's proposals in respect of the reduction in</p>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.27 (RR matter 10)	Orsett Golf Course	The Applicant acknowledges the potential effect on NH's proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of NH's PAQAP report has been undertaken and following the same criteria as detailed within the PAQAP, a suitable alternative location has been identified. This alternative site allows for the same area of tree/grassland mitigation planting to be undertaken in a location close to the LTC Project, within the same key 'cluster' and	<p>compensation provided by LTC project – including:</p> <p>the provision of an appropriate alternative compensatory area (and the methodology for its selection) in another location in its DCO Order Limits, should the substation remain in its current proposed location; and how the Applicant proposes ensuring that LTC is not put in breach of its DCO obligations (e.g. by securing appropriate amendments to the LTC DCO commitments through the NTT DCO).</p> <p>The LTC have not been provided with NTT's technical note on this matter at this time and remains in objection to NTT's Tilbury North Substation site for these reasons.</p> <p>NH and NTT require further discussions regarding those areas around the proposed substation [APP-134] and the Orsett Golf Course to ensure proposals for 'environmental areas' promoted by NTT align with the commitments and requirements of the LTC DCO and achieve the intended function as promoted by NH. Where LTC's proposals cannot be delivered in accordance with NTT's proposals, NH requires NTT to determine how those impacts will be mitigated.</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.28 (RR matter 9)	Environmental area north of Brentwood Road	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>The proposed environmental area promoted north of ZB17T at Brentwood Road is the site of NH's LTC Compound CA6 – the Brentwood Road Compound (Work No CA06) [APP-134]. It will be occupied by NH during the construction of the LTC and as such may not be available for NTT in accordance with their programme of works. NTT are to obtain all relevant consents from the relevant landowner for those areas of land to be returned to the landowner upon completion of the LTC construction. NTT are to ensure their proposals accord with the</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		The Applicant and NH are also seeking to agree a landowner /third party engagement strategy which will assist with conflicting land rights.	protective / restrictive covenants afforded the utility network owners once their assets have been diverted into the region as part of NH's works. NH will not commit to a date at which to vacate the location at this stage of its design development however NH will work with NG where reasonable and feasible to ensure the projects can progress together.	

### Land & Property

3.2.29 (RR matter 15)	Land & Property	The Applicant acknowledges the complexities of the overlapping land rights required to deliver both projects. The Applicant's Lands team will continue to engage with NH's Lands team regarding a landowner engagement strategy that suits both projects. Heads of terms correspondence was first issued to NH for comment and review before being issued to affected landowners, to ensure consistent messaging between both Projects.	To ensure the delivery of both Projects, NH requires further information from NTT with regards to Land and Property matters. These matters include rights sought, CPO powers, overlapping land, conflicting land use, temporal use of the land, rights for NGET over land to be acquired by NH, and details regarding how those rights and provisions will be considered/managed where the two proposals are for differing needs that cannot co-exist (such as planting versus permanent infrastructure). NH requires the inclusion of suitable protocols with the NTT DCO for the management of these matters.	<b>Under Discussion</b>
3.2.30 (RR matter 15)	Land & Property	The Applicant acknowledges the complexities of the overlapping land rights required to deliver both projects. The Applicant's Lands team	NH and NTT have overlapping demands on third party land [AS-012] which may give rise to ambiguity for those landowners. At the earliest	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>will continue to engage with NH's Lands team regarding a landowner engagement strategy that suits both projects. Heads of terms correspondence was first issued to NH for comment and review before being issued to affected landowners, to ensure consistent messaging between both projects.</p>	<p>opportunity, NH requires NTT to engage and agree a landowner engagement strategy.</p>	
3.2.31 (RR matter 14)	Design, Programme, Consents	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>The proposed permanent access route from Brentwood Road [APP-134] requires coordinating between NH and NTT to ensure a solution is promoted that affords the requirements for both projects whilst ensuring that access to Brook Farm and the gas infrastructure is maintained during construction and operation of both projects.</p>	<b>Under Discussion</b>
3.2.32 (RR matter 7)	Haul Roads	<p>The Applicant acknowledges the interface between the Projects in relation to haul roads and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p>	<p>Haul roads proposed by NTT [APP-133] require coordination with the NH – they conflict with the proposals of the LTC such as the construction of Brentwood Road, the A122 or the diversion of existing utility assets required by the LTC Project. NH would be keen to develop a proposal that achieves the needs of NH and NTT and affords those diversions of those same lines required by NH (Work No</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>OH6 as shown on sheets 24, 27, 28, 29, 33 and 34 of the works plans and OH7 as shown on sheets 24, 27, 28, 29, 33, 35, 38 and 41 of the works plans) to mitigate impacts to third party land, archaeology and the environment reducing environmental effects and costs associated with haul roads for both parties.</p> <p>A further review of this matter is required once documents relating to Scenario B have been received.</p>	
3.2.33 (RR matter 19)	Interfaces at Brentwood Road	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>NH, to mitigate specific interfaces at Brentwood Road if both Projects were to be delivered at the same time, would prefer the Primary Access Route (PAR) at Buckingham Hill Road to be developed [APP-133]. If both Projects were to be delivered at differing times, assuming the LTC would be constructed first, a PAR via Brentwood Road could be coordinated with agreed modifications to the site from Brentwood Road, to be consented by NTT.</p>	<b>Under Discussion</b>
3.2.34 (RR matter 14)	Shared access areas	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft</p>	<p>NH and NTT require a coordinated approach to shared access areas (or those in proximity), or those parts of the Local Road Network (LRN) intended to be utilised by both the LTC and NTT, or in instances where either are promoting works that would</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>construction programme to enable interfaces to be fully understood. The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces. The Applicant has attended the previous two instances of NH's LTC Traffic Management Forum.</p>	<p>impede the use of the LRN for other users with an aim to mitigate those impacts on others such as the A1013 Stanford Road, Buckingham Hill Road, Hoford Road, Brentwood Road, Muckingford Road, Heath Road and Gammonsfield Way. The LTC Control Plan requires the establishment of a Traffic Management Forum to which NTTT will be an attendee for any instances where the two overlap. NH require commitment from NTT that they will attend those forums to ensure these matters are managed with the local authority and affected parties accordingly. NH require a commitment from NTT that they will work with NH so that the provisions of Schedule 2 Part 1 Requirement 18 in relation to the Operation of Orsett Cock Roundabout can be complied with.</p>	
3.2.35 (RR matter 21)	Utility Diversions	<p>The Applicant is aware of the utility network diversions between Muckingford Road and Long Lane proposed to be undertaken as part of the LTC Project and confirms that those diversionary works have been taken into account in the development of both Scenario A and Scenario B (noting the intention is to now progress the latter).</p>	<p>NH has consented provisions to divert existing utility networks between Muckingford Road and Long Lane. NTT will have to consider the diversions of those assets in their developing designs [APP-133] or provide suitable provisions acceptable by the asset owner in consultation with NH, to discuss any associated impacts as part of their Consent.</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.36 (RR matter 14)	Design, Programme	<p>Whilst further engagement with NH is required in order to ensure appropriate temporal coordination of works during construction, the Applicant considers that, in principle, those diversions are capable of co-existing satisfactorily alongside the Project proposals.</p>	<p>Routes across site from TN-B004A on Heath Road to Crossover Bellmouths TN-B005 and TN-B006 on Hornsby Lane [APP-133] require coordinating with the significant amount of utility works required by NH around Hornsby Lane to ensure no impediment to the delivery of the LTC.</p>	<b>Under Discussion</b>
3.2.37 (RR matter 14)	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>Primary Access Bellmouth TN-B014 on Buckingham Hill Road [APP-133] is to be coordinated with NH to ensure any impediment to vehicle movements on Buckingham Hill Road are mitigated so far as reasonably practicable.</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		fortnightly technical meetings to resolve these interfaces.		
<b>Consents</b>				
3.2.38 (RR matter 24)	Consents	<p>The Applicant is committed to engaging with NH to ensure that any areas of overlap, potential conflict or required modifications are identified, discussed and managed in a coordinated manner. This will be supported through a series of fortnightly technical meetings between the parties, alongside meetings between the respective legal teams with a view to reaching, and appropriately documenting, the agreed solution.</p>	<p>Information relating to the LTC DCO and the requirement to modify or amend it for the benefit of NTT is not explicitly and completely communicated. Any and all modifications required to the LTC DCO are to be developed, agreed and consented by the Applicant as part of the NTT DCO. At the earliest opportunity, NTT are to commence engagement with NH regarding proposed protective provisions required to deliver NTT that overlap, conflict or modify the proposals of LTC. These provisions are to be contained within the NTT DCO to adequately manage the interface with the LTC.</p> <p>The parties have discussed including suitable drafting within the NTT DCO to amend the obligations of NH under the LTC DCO. The NTT DCO will also need to address how NH will take on powers to enter on to, develop, operate and own the replacement habitat site(s). NH will be providing suggested drafting to NTT at the earliest opportunity to address these matters.</p>	<b>Under Discussion</b>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.39 (RR matter 22)	Design, Programme, Consent	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with NH to reach a resolution on this matter.</p> <p>The Applicant has provided overlay plans to NH, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</p> <p>Conversations are also progressing between legal teams on suitable drafting to enable NH to remain compliant with their DCO.</p> <p>The Applicant acknowledges NH's request for a cost recovery agreement, and this is reflected in matter 3.2.40.</p>	<p>The site of the proposed Tilbury North Compound [APP-134] and other work areas prevent the early establishment of environmental areas by NH. This is in contrast to the LTC DCO [REAC LV029] and gives rise to potential abortive works. NH requires a detailed construction programme and overlay of working areas so it can programme those works accordingly and omit the instances of abortive works. NTT are to fund NH's specialists review of any proposed replacement site.</p>	Under Discussion
<b>Cost Recovery</b>				
3.2.40 (RR Matter 25)	Request for Cost Recovery Agreement	<p>The Applicant notes NH's request for a cost recovery agreement. This matter was discussed at a meeting between the parties on 6th January 2026, and the Applicant awaits a breakdown of projected costs from NH in order to progress this matter.</p>	<p>NH will incur costs as a result of its engagement in the NTT DCO process and will seek to recover these under the Infrastructure Planning (Fees) Regulations 2010.</p> <p>NH will also incur additional construction costs as a result of the NTT Project. Both of these matters require discussion with the Applicant at the earliest opportunity.</p>	Under Discussion

# 4 Confirmation of Agreement

This is an agreed draft Statement of Common Ground with matters outstanding. National Grid and Lower Thames Crossing (National Highways) agree that it is an accurate description of the matters raised and the current status of each matter.

Signed for and on behalf of National Grid:

.....

Date:

.....

Signed for and on behalf of National Highways (LTC):

.....

Date:

.....

# Abbreviations

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

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

Registered in England and Wales  
No. 4031152  
[nationalgrid.com](http://nationalgrid.com)