

AENC-NG-CNS-REP-0220

# Norwich to Tilbury

**Volume 8: Examination Documents**

**Document: 8.3.4 Draft Statement of Common Ground - Lower Thames  
Crossing - Tracked Changes Version**

**Final Issue B**

**May 2026**

**Planning Inspectorate Reference: EN020027**

**nationalgrid**

# Revision History

<u>Version</u>	<u>Date</u>	<u>Submitted at</u>
<u>A</u>	<u>26 February 2026</u>	<u>Deadline 1</u>
<u>B</u>	<u>12 May 2026</u>	<u>Deadline 4</u>

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# 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 Summary of matters under discussion

1.2.1 As requested by the Examining Authority, the below table provides an ‘at a glance’ summary of matters which are under discussion, together with a deadline by which such matters are expected to be resolved.

<u>SoCG ID</u>	<u>Summary of matter under discussion</u>	<u>Deadline for resolution</u>
<u>Programme</u>		
<u>3.2.2 Programme</u> <u>3.2.3 Overlap of Order Limits</u>	<u>The parties continue to engage on project interfaces. The Applicant has provided Scenario B GIS layers to support this understanding, and regular (fortnightly) meetings between the parties to progress the specific interfaces are ongoing.</u> <u>The Applicant acknowledges LTC’s request for further programme detail and will provide this when available. Both parties anticipate that appropriate provisions to manage the interface can be agreed at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>

<u>SoCG ID</u>	<u>Summary of matter under discussion</u>	<u>Deadline for resolution</u>
<u>3.2.4- Works to UKPN Routes</u>	<u>Both parties require works to UK Power Networks' (UKPN) PAB route. A tripartite discussion will be facilitated to consider the network impacts and diversion requirements. Both parties believe that appropriate terms can be agreed to regulate this interface, at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.5- Outages Programme</u>	<u>The Applicant is in consultation with the utility asset owners and will continue to coordinate their requirements with LTC's detailed design to reach satisfactory working solutions for permanent assets and phasing of the works. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.6, 3.2.7, 3.2.8- Design, Programme</u>	<u>These matters relate to overlapping Order Limits at Buckingham Hill Road, Hoford Road and Muckingford Road. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.9, 3.2.10- Works Plans</u>	<u>This matter relates to the provision of plans showing the geographical overlap between the Projects and the exchange of programme information. The Applicant issued updated GIS layers on 27<sup>th</sup> April 2026 to reflect the Scenario B updates, and awaits LTC's review of this information, in addition to updated plans to be submitted into the examination at Deadlines 4 and 5. The Applicant has provided their draft programme to LTC and has committed to share more detailed information when it becomes available.</u>	<u>Resolution likely by Deadline 7</u>
<b><u>Design</u></b>		
<u>3.2.15- Design, Programme, Order Limits</u>	<u>This matter relates to overlapping working areas for utility diversions. The Applicant provided updated GIS layers to LTC on 27<sup>th</sup> April 2026 to reflect the Scenario B updates and awaits LTC's review of this information. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.18- Undergrounding YYJ- Restrictive Covenants</u>	<u>This matter relates to restrictive covenants associated with the undergrounding of the YYJ route to allow LTC to develop its construction and landscaping proposals. Discussions on this matter are ongoing, with discussions most recently held on 6<sup>th</sup> May 2026. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.20- Access to the proposed substation via Brentwood Road</u>	<u>This matter relates to both parties' use of Brentwood Road. A meeting is scheduled for 11<sup>th</sup> May to further progress this matter. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>

<u>SoCG ID</u>	<u>Summary of matter under discussion</u>	<u>Deadline for resolution</u>
<u>3.2.22- Design, Consent, Costs</u>	<u>This matter relates to crossing protections. This matter will be addressed through detailed design, however, both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.25- Design information</u>	<u>This matter relates to the spatial and temporal interfaces between the Projects. The Applicant provided updated GIS layers to LTC on 27<sup>th</sup> April 2026 to reflect the Scenario B updates, and awaits LTC's review of this information, in addition to updated plans to be submitted into the examination at Deadlines 4 and 5. The Applicant has provided their draft programme to LTC and has committed to share more detailed information when it becomes available. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<b><u>Environmental Impacts</u></b>		
<u>3.2.26- NDep Compensation</u> <u>3.2.27- Orsett Golf Course</u> <u>3.2.28- Environmental area north of Brentwood Road</u>	<u>These matters relate to the Applicant's impact on LTC's Nitrogen Deposition (NDep) and ancient woodland compensation areas. Natural England has confirmed acceptance of the Applicant's approach. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<b><u>Land and Property</u></b>		
<u>3.2.29- Land and property</u>	<u>This matter relates to the overlapping land rights required by both parties. Updated Land Plans will be submitted into the examination at Deadline 5. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.30- Land and property</u>	<u>This matter relates to coordination of engagement with affected landowners. Ways of working have been agreed between the parties. This matter will be reviewed following the submission of updated land plans into the examination at Deadline 5.</u>	<u>Resolution likely by Deadline 6</u>
<b><u>Traffic and Transport</u></b>		
<u>3.2.31- Design, Programme, Consents</u>	<u>This matter relates to maintaining access throughout the construction phase. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u>	<u>Resolution likely by Deadline 7</u>
<u>3.2.32- Haul roads and construction roads</u>	<u>This matter relates to the location of haul roads. LTC will review the updated GIS layers provided to LTC on 27<sup>th</sup> April 2026 to reflect the Scenario B updates, in addition to updated plans to be submitted into the examination at Deadlines 4 and 5.</u>	<u>Resolution likely by Deadline 6</u>

<u>SoCG ID</u>	<u>Summary of matter under discussion</u>	<u>Deadline for resolution</u>
<a href="#"><u>3.2.33- Interfaces at Brentwood Road</u></a>	<a href="#"><u>This matter relates to both parties' use of Brentwood Road. A meeting is scheduled for 11<sup>th</sup> May to further progress this matter. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u></a>	<a href="#"><u>Resolution likely by Deadline 7</u></a>
<a href="#"><u>3.2.35- Utility Diversions</u></a> <a href="#"><u>3.2.36- Design, Programme</u></a>	<a href="#"><u>These matters relate to utility diversions and overlapping working areas at Muckingford Road, Long Lane, Heath Road and Hornsby Lane. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u></a>	<a href="#"><u>Resolution likely by Deadline 7</u></a>
<a href="#"><u>3.2.41- Impact of Construction Traffic at Orsett Cock Roundabout</u></a>	<a href="#"><u>This matter relates to the impact of construction traffic at Orsett Cock. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.</u></a>	<a href="#"><u>Resolution likely by Deadline 7</u></a>
<a href="#"><u>3.2.37- Design, Programme</u></a>	<a href="#"><u>This matter relates to the location of bellmouth TN-B014 on Buckingham Hill Road. A meeting is scheduled for 11<sup>th</sup> May 2026 to discuss the access strategy. The Applicant believes that this will resolve this matter.</u></a>	<a href="#"><u>Resolution likely by Deadline 5</u></a>
<b><u>Consents</u></b>		
<a href="#"><u>3.2.38- Consents</u></a> <a href="#"><u>3.2.39- Design, Programme, Consent</u></a>	<a href="#"><u>These matters relate to modifications to LTC's DCO. The Applicant understands LTC's emerging preferences as regards the inclusion of additional drafting within the draft DCO. In principle, the Applicant has no concerns with the suggestions made by LTC in that respect. Engagement is ongoing, most recently on 6<sup>th</sup> May 2026, and the Applicant believes that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.</u></a>	<a href="#"><u>Resolution likely by Deadline 7</u></a>
<a href="#"><u>3.2.40- Request for Cost Recovery Agreement</u></a>	<a href="#"><u>This matter relates to LTC's request for a Cost Recovery Agreement. The Applicant received a breakdown of projected costs on 29<sup>th</sup> April 2026 and is reviewing this data.</u></a>	<a href="#"><u>Resolution likely by Deadline 5</u></a>

## **1.3** ~~1.2~~ **Project Description**

**1.3.1** ~~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.

1.3.2 ~~4.2.2~~ 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).

1.3.3 ~~4.2.3~~ 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.

1.3.4 ~~4.2.4~~ 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.

## 1.4 ~~1.3~~ Format and Structure of this Document

1.4.1 ~~4.3.1~~ 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 <del>National Highways (NH)</del> <a href="#">Lower Thames Crossing (LTC)</a> 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 <del>NH</del> <a href="#">LTC</a> 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 <del>NH</del> <a href="#">LTC</a> 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 <a href="#">NHLTC</a>
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 <a href="#">NHLTC</a> 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 <a href="#">NHLTC</a>
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 <a href="#">NHLTC</a>
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 <a href="#">NHLTC</a> to present their draft programme
3 <sup>rd</sup> February 2026	E-mail	<a href="#">NHLTC</a> shared their draft construction programme with NG
5 <sup>th</sup> February 2026	E-mail	Version 3 Overlay Maps shared with <a href="#">NHLTC</a>
10 <sup>th</sup> February 2026	Meeting	Meeting to discuss potential network interfaces
<a href="#">16<sup>th</sup> February</a>	<a href="#">Meeting</a>	<a href="#">Meeting to provide an update on previous actions including outages, ecological mitigation, draft survey programmes and LTC's proposed design refinements</a>

<b>Date</b>	<b>Format</b>	<b>Topic/Description</b>
<a href="#"><u>2<sup>nd</sup> March 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting to provide an update on actions and Tilbury North substation site selection</u></a>
<a href="#"><u>3<sup>rd</sup> March 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Landowner engagement meeting to discuss overlapping land rights and communications with landowners</u></a>
<a href="#"><u>6<sup>th</sup> March 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Joint meeting with LTC and NE to discuss ancient woodland and nitrogen deposition alternative compensation sites and the Tilbury North Substation Site Selection</u></a>
<a href="#"><u>27<sup>th</sup> March 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting to present the updated permanent design, and to provide an update following the PAG Outage Meeting. The Applicant also shared updated CAD drawings detailing the permanent design.</u></a>
<a href="#"><u>10<sup>th</sup> April 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting to discuss the timetable for production of the SoCG</u></a>
<a href="#"><u>13<sup>th</sup> April 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting to discuss the examination programme and future meeting schedule</u></a>
<a href="#"><u>27<sup>th</sup> April 2026</u></a>	<a href="#"><u>E-mail</u></a>	<a href="#"><u>The Applicant shared the full set of GIS data which will inform the updated plans to be submitted into the examination at Deadline 4</u></a>
<a href="#"><u>28<sup>th</sup> April 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting to present NTT plans for Scenario B and interfaces with the LTC and its construction programme.</u></a>
<a href="#"><u>28<sup>th</sup> April 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting between the Applicant, LTC and NE to discuss the suitability of the alternative proposed sites in relation to the Nitrogen Deposition compensation.</u></a>
<a href="#"><u>6<sup>th</sup> May 2026</u></a>	<a href="#"><u>Meeting</u></a>	<a href="#"><u>Meeting between the Applicant and LTC and their respective legal teams to discuss ancient woodland and NDep compensation.</u></a>

[2.1.2](#) [In addition to the interactions listed above, since 27<sup>th</sup> January 2026, National Grid's and LTC's legal teams have been meeting on a regular basis to discuss the legal mechanisms for protections for the LTC. Discussions are ongoing.](#)

# 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~~ Table 3.2

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 Table 3.2 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 <b>National Highways' (NH's)</b> <a href="#">the Lower Thames Crossing (LTC)'s</a> support for the Project.	<b>NH/LTC</b> 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.	Agreed
<b>Programme</b>				
3.2.2 (RR Matter 1)	Programme	<p>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.</p> <p>To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with <b>NH/LTC</b> on 23rd December 2025, and more detailed draft programme on 21st January 2026. <b>NH/LTC</b> shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. <b>The Applicant is</b> <a href="#">An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B]. The Applicant</a></p>	<p>The LTC and NTT Projects continue to engage and share programme information regarding specifics of each other's interfacing proposals, <del>but</del> <a href="#">albeit LTC are still awaiting a programme which relates to "Scenario B" proposal only.</a></p> <p>The LTC has notified <b>NTT</b> 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. <a href="#">The LTC remains concerned about the absence of this information and the ability to conclude matters within the examination timeline.</a></p> <p><b>NH/LTC</b> remain concerned that its booked outages, required to undertake its own diversions of the NGET networks, <b>potentially</b> conflict with those outages proposed by the NTT Project to achieve its own required completion dates. The movement or resequencing of those</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><u>acknowledges LTC's request for more detailed programme information and confirms its intention to share this information when it becomes available. The Applicant has explained that this level of programme detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO Projects. System outages are ultimately determined by the National Energy System Operator (NESO), and where there are conflicting outage proposals, these are resolved through the Preliminary Allocation Group (PAG) process. This matter was raised at the PAG meeting held on 25<sup>th</sup> March 2026. Discussions on this matter are ongoing. With regard to LTC's concerns regarding works to other utility networks, and siting of access roads, the Applicant is confident that there is sufficient flexibility within the DCO to allow the Projects to coexist. These matters can be resolved through collaborative working and coordination during the detailed design of the Project. A meeting is scheduled for 11<sup>th</sup> May to discuss the Applicant's access strategy.</u></p> <p><u>The Applicant is committed to working with NH<del>LTC</del> through a series of fortnightly technical meetings to resolve these interfaces between the Projects.</u></p>	<p>key dates would give rise to a 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.</p> <p><u>Furthermore, absent details of the "Scenario B only" NTT Programme, LTC are concerned that its works to other utility networks in the 2027 to 2029 period spanning from Muckingford Road to the A1089 are subject to an interface with NTT, which cannot be coordinated or for which adequate provisions cannot be agreed between the parties.</u></p> <p><u>The LTC and NTT do not currently agree on the level of programme detail that is required between the parties to resolve existing matters. However, they continue to engage on this matter.</u></p> <p><del>NH</del><u>LTC</u> maintains its position of objection until all of the programme related matters are satisfactorily resolved.</p>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.3 (RR matter 1)	Overlap of Order Limits	<p>The Applicant acknowledges the overlap of Order Limits between the Projects and supports <a href="#">NH's LTC's</a> proposals to work collaboratively to resolve these interfaces. To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with <a href="#">NH LTC</a> on 23rd December 2025, and more detailed draft programme on 21st January 2026. <a href="#">NH LTC</a> shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. <a href="#">An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B].</a> The Applicant has <del>also</del> shared overlay plans to further support these discussions, <a href="#">including a CAD drawing detailing the permanent design, shared on 27<sup>th</sup> March 2026. The Applicant also shared the full set of GIS layers on 27<sup>th</sup> April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p> <p>The Applicant is committed to collaborative engagement with <a href="#">NH LTC</a> 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, <a href="#">NH LTC</a> 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.</p> <p>However, owing to the overlap in working areas <del>and being largely due to</del> works required to <del>the same parallel</del> powerlines <del>resulting in those overlaps in the Order Limits, NH and the local highway, LTC</del> and the Applicant should develop proposals together ensuring that both can be delivered concurrently.</p> <p><a href="#">The LTC believes that NTT have sought to resolve some interfacing issues (such as ancient woodland and NDep mitigation) however has not sufficiently considered the presence of LTC and delivery of both projects in the context of access routes and working areas.</a></p> <p><a href="#">LTC welcomes the decision to move to scenario B and acknowledges that NTT has provided some GIS data on 27 April, but cannot determine whether this and other concerns have been resolved until full plans, absent scenario A, have been shared and assessed.</a></p>	Under Discussion

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 <a href="#">NH/LTC</a> have shared their draft construction programmes to support this discussion.</p> <p><u><a href="#">The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</a></u></p>	<p><a href="#">NH/LTC</a> 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, <a href="#">NH/LTC</a> 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. <del>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.</del></p> <p><u><a href="#">LTC believes that this matter can be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties.</a></u></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><u><a href="#">The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</a></u></p>	<p><a href="#">NH/LTC</a> 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> <p><u><a href="#">LTC believes that this matter can be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties.</a></u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
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 <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood. <a href="#">An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B].</a></p> <p><a href="#">As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed programme information and confirms its intention to share this information when it becomes available. The Applicant has explained that this level of programme detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO Projects.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces <a href="#">and anticipates that appropriate terms can be agreed to regulate this interface.</a></p>	<p><a href="#">NHLTC</a> 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 regarding construction proposals and timings are required.</p> <p><a href="#">NTT provided further GIS information 27<sup>th</sup> April 2026 to LTC. LTC are currently reviewing this information. Programme information from NTT is not currently available. LTC look forward to receiving this at the earliest opportunity. It is not possible to resolve any temporal conflicts at this stage without the programme information. LTC need clarification of NTT's proposed DCO Scenario B drawings and the planned programme so that spatial and temporal clashes can be identified and resolved. LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
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 <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood. <a href="#">An outline programme is also presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B].</a></p> <p><a href="#">As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed programme information and confirms its intention to share this information when it becomes available. The Applicant has explained that this level of programme detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO Projects.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces <a href="#">and anticipates that appropriate terms can be agreed to regulate this interface.</a></p>	<p><a href="#">NHLTC</a> 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> <p><a href="#">NTT provided further GIS information 27<sup>th</sup> April 2026 to LTC. LTC are currently reviewing this information.</a></p> <p><a href="#">Programme information from NTT is not currently available. LTC look forward to receiving this at the earliest opportunity. It is not possible to resolve any temporal conflicts at this stage without the programme information.</a></p> <p><a href="#">It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</a></p> <p><a href="#">LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.8	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood. <a href="#">An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B].</a></p> <p><a href="#">As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed programme information and confirms its intention to share this information when it becomes available.</a></p> <p><a href="#">The Applicant has explained that this level of programme detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO Projects.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>Primary Access Bellmouth TN-B015 and TN-B016 on Muckingford Road [APP-134] require further coordination with <a href="#">NHLTC</a> owing to them conflicting with Work Nos 6B, MU35 and MU36 as shown on Sheet 24 of the LTC DCO Works Plans.</p> <p><a href="#">NTT provided further GIS information 27<sup>th</sup> April 2026 to LTC. LTC are currently reviewing this information and are awaiting the provision of a programme for these works.</a></p> <p><a href="#">Programme information from NTT is not currently available. LTC look forward to receiving this at the earliest opportunity. It is not possible to resolve any temporal conflicts at this stage without the programme information.</a></p> <p><a href="#">It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</a></p> <p><a href="#">LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.9 (RR matter 19)	Works plans	<p>To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with <a href="#">NHLTC</a> on 23rd December 2025, and more detailed draft programme on 21st January 2026. <a href="#">NHLTC</a> shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. <del>The Applicant has also shared overlay plans to further support these discussions.</del> <a href="#">An outline programme is also presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B].</a></p> <p><a href="#">As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed programme information and confirms its intention to share this information when it becomes available. The Applicant has explained that this level of programme detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO Projects.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p>	<p>NTT are requested to submit information to <a href="#">NHLTC</a> now for <a href="#">NHLTC</a> 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.</p> <p><a href="#">The LTC has received information on the 27<sup>th</sup> April 2026 from NTT. The LTC is still awaiting a programme from NTT that reflects Scenario B proposals. Once such programme information has been provided the LTC shall review and provide details regarding the overlapping works. LTC shall remain in objection regarding the proposed works until it has been provided with the information to appropriately review the proposed works and their impact upon the LTC, and, where needed, until adequate provisions have been agreed between the parties to resolve matters.</a></p>	Under Discussion

Overlay Plans

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
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 <a href="#">NHLTC</a> 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, a second draft on 20th January, and a third draft on 5<sup>th</sup> February 2026. <a href="#">The Applicant shared a CAD drawing detailing the permanent design, on 27<sup>th</sup> March 2026.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p>	<p><a href="#">NHLTC</a> 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 <a href="#">NHLTC</a> undertaking abortive works. Those proposals contained within the NTT application may be misinterpreted by <a href="#">NHLTC</a> and a key matter missed. <a href="#">NHLTC</a> requires the production of a series of drawings for consultation specific to the proposed amendments to the LTC DCO granted 25 March 2025 proposed by the Applicant.</p> <p><del>NH welcomes the overlay plans provided by the Applicant, which are currently being reviewed.</del> <a href="#">LTC has historically welcomed the provision of overlay plans provided by the Applicant. However, LTC requires a full series of drawings reflecting the "Scenario B only" proposals before it can consider the effects fully.</a></p>	Under Discussion
<b>Design</b>				
3.2.11	Order Limits, Design, Construction Traffic	The Applicant notes <a href="#">NH'sLTC's</a> 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	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			<p>utility network's is welcomed by <a href="#">NHLTC</a>. It is furthermore welcomed that the revised proposals omit the proposed Primary Access Roads using the <del>A0189</del><a href="#">A1089</a>, 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.</p>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.12 (RR matter 8)	Gas Insulated Switchgear Substation (GIS)	<p>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]. <a href="#">A meeting was held on 2<sup>nd</sup> March to answer LTC's questions on this topic, and to confirm that consideration was given to a site north of the A13 (pylon TB253) and south of the A13 (pylon TB255). These locations were not included in the Design Development Report [APP-122] as they were deemed to be less favourable than the options presented.</a></p> <p>The Applicant acknowledges the impact on <a href="#">NH's LTC's</a> Nitrogen Deposition (NDep) mitigation area, which is detailed in matter <a href="#">3.2.40-3.2.26</a></p>	<p><del>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 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.</del></p> <p><a href="#">NTT have engaged with the LTC regarding the site selection process for the revised 400kV Gas Insulated Switchgear (GIS) substation owing to its proposed location within LTC's required environmental mitigation land and potential of requiring modifications to LTC's access road from Brentwood Road and adjacent landscape proposals.</a></p> <p><a href="#">NTT have provided (via that engagement) further explanations as to why an array of other sites and network configurations were or could have been considered and discounted.</a></p>	<p><b>Under Discussion</b> <a href="#">Agreed</a></p>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			<p><del>NH does however acknowledge</del> <u>LTC acknowledges</u> that the GIS design is smaller in comparison to an Air Insulated Substation therefore reducing the potential of impacts to the <del>NH's LTC's</del> proposals <del>if Site 3 is to be progressed.</del></p> <p><u>LTC is satisfied that the line of enquiry has been answered by NTT regarding the siting of the GIS substation "Tilbury North". The LTC considers that the NDep mitigation area queries are dealt with at another matter (3.2.26) and both proposals have been developed and agreed with all relevant parties such that this matter can be agreed.</u></p>	
3.2.13 (RR matter 11)	Undergrounding the ZB Route	The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes <del>NH's</del> <u>LTC's</u> willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.	<del>NH</del> <u>LTC</u> 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	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant received a letter from <a href="#">NH_LTC</a> 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 <a href="#">NH's_LTC's</a> preference. This matter has therefore been resolved.</p> <p><del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</del> <a href="#">Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</a></p>	<p>ZB017T to be located within the proposed southbound carriageway of the proposed A122. <a href="#">NH_LTC</a> welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B. <a href="#">NH_LTC</a> considers this matter to be agreed, subject to NTT's application documents being updated to reflect this.</p>	
3.2.14 (RR Matter 17)	Design, Programme	<p>The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes <a href="#">NH's_LTC's</a> willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.</p> <p>The Applicant received a letter from <a href="#">NH_LTC</a> 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 <a href="#">NH's_LTC's</a> preference. This matter has therefore been resolved.</p> <p><del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</del> <a href="#">Updated plans reflecting</a></p>	<p>The proposals of NTT have a significant overlap with the LTC's proposed works, including Work No OH7 which is the diversion and restringing of those same ZB Routes. In December 2025, the LTC Project obtained consents from the SoS which means work to the NGET YYJ Route are no longer required <del>more so than</del> <a href="#">more so than</a> the need to install protection of that network during the LTC construction. <a href="#">NH_LTC</a> requires further information regarding the works of both projects so it can assess the impacts however remains optimistic that these can be mitigated collaboratively. <a href="#">NH_LTC</a> welcomes an opportunity to work with NGET ESO &amp; NTT to understand if any opportunities arise regarding programme sequencing or omission of abortive works to benefit the public purse.</p> <p><a href="#">NH_LTC</a> welcomes the Applicant's decision to discount Scenario A and proceed with Scenario</p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<a href="#">Scenario B will be submitted into the Examination at Deadlines 4 and 5.</a>	B and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this.	
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 <a href="#">NHLTC</a> to support effective planning and sequencing of works in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces <a href="#">and anticipates that appropriate terms can be agreed to regulate this interface.</a></p>	<p>The NTT proposals [APP-133, APP-134] give rise to other concerns of <a href="#">NHLTC</a> 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 <a href="#">NH'sLTC's</a> 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.</p> <p><a href="#">NH</a></p> <p><a href="#">The LTC still</a> requires further detail from NTT regarding these matters <a href="#">before it can commence agreeing provisions that would move this matter to agreed.</a></p>	Under Discussion
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 <a href="#">NH'sLTC's</a> engagement on how the delivery of these elements of the Project may interact with the delivery and safe operation of the Lower Thames Crossing.</p>	<p><a href="#">NHLTC</a> 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. <a href="#">NHLTC</a> 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</p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant received a letter from <a href="#">NH/LTC</a> 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 <a href="#">NH's/LTC's</a> preference. These elements relate to Scenario A, which the Applicant proposes to no longer progress. This matter has therefore been resolved.</p> <p><del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</del> <a href="#">Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</a></p>	<p>advance of a perceived logical sequence to return land to LTC for the construction of its project.</p> <p><a href="#">NH/LTC</a> 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 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</p>	<p><a href="#">NH/LTC</a> 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><a href="#">NH/LTC</a> 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*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#">NH_LTC</a> through ongoing technical engagement and programme coordination to ensure that a suitable solution is agreed.</p> <p>The Applicant received a letter from <a href="#">NH_LTC</a> 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 <a href="#">NH's_LTC's</a> preference. This matter has therefore been resolved.</p> <p><del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline.</del> <u>Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</u></p>		
3.2.18 (RR matter 17)	Undergrounding YYJ – <a href="#">Restrictive Covenants</a>	<p>The Applicant acknowledges the request for further information regarding the proposed undergrounding of the YYJ route.</p> <p>To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with <a href="#">NH_LTC</a> on 23rd December 2025, and more detailed draft programme on 21st January 2026. <a href="#">NH_LTC</a> shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces.</p>	<p><a href="#">NH_LTC</a> requires further details regarding the implications (such as protective <a href="#">/ restrictive covenants</a>) of installing the YYJ route underground so it can develop its own construction, landscaping, <del>and</del> <a href="#">and</a> planting <del>and maintenance</del> proposals accordingly [APP-134]. <u><a href="#">in order that it can comply with the requirements in the LTC DCO.</a></u></p> <p><u><a href="#">Furthermore, LTC require specific details relating to the operation and maintenance of the NGET apparatus insofar that they interface with the LTC Project such that both parties can discuss and agree suitable protective provisions.</a></u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant is committed to working with <a href="#">NH/LTC</a> through a series of fortnightly technical meetings to resolve these interfaces <u>and anticipates that appropriate terms can be agreed to regulate this interface.</u></p>	<p><u>It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</u></p> <p><u>LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</u></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 <a href="#">NH's/LTC's</a> willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.</p> <p>The Applicant received a letter from <a href="#">NH/LTC</a> 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 <a href="#">NH's/LTC's</a> preference. This matter has therefore been resolved. <del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline</del> <u>Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</u></p>	<p><a href="#">NH/LTC</a> 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><a href="#">NH/LTC</a> 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*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.20 (RR matter 3)	Access to the proposed substation via Brentwood Road	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is <del>committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</del> <u>confident that there is suitable flexibility within their proposals to reach agreement on this matter and has scheduled a meeting on 11<sup>th</sup> May 2026 to discuss the access strategy.</u> <u>The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</u></p>	<p>The proposed access at Brentwood Road for access to the proposed Tilbury North Substation [APP-133] as shown on Sheet C would conflict with <del>NH's</del><a href="#">LTC's</a> Compound CA6 – the Brentwood Road Compound (Work No CA06) <u>(construction commences Q4 2026)</u> 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.</p> <p>The alignment proposed by the Applicant is unacceptable <del>to NH owing to the potential of impact to programme delivery and incompatible with the LTC in its current proposal</del> however <del>acknowledges</del> it is a matter that <del>could be</del> <u>can be collaboratively</u> developed between the parties: <u>if NTT obtain suitable flexibility within their consent.</u></p> <p><u>LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</u></p>	Under Discussion
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 <a href="#">NHLTC</a> through programme coordination and technical engagement to ensure that the construction and removal</p>	<p>Proposed temporary tower ZB17T is located in the proposed A122 southbound carriageway. Absent a detailed construction programme from NTT, <a href="#">NHLTC</a> 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 <a href="#">NHLTC</a></p>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>of ZB17T is appropriately sequenced and coordinated with <a href="#">NH'sLTC's</a> delivery requirements.</p> <p>The Applicant received a letter from <a href="#">NHLTC</a> 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. <del>The Applicant will work with the ExA to update the relevant application documents at an appropriate future deadline</del> <a href="#">Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</a></p>	<p>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 <a href="#">NHLTC</a>, to a site that mitigates the potential of impact to the delivery of the A122, <a href="#">NHLTC</a> acknowledges NTT's own technical constraints when undertaking these works. As such, NTT are requested to continue to work with <a href="#">NHLTC</a> to develop proposals that mitigate or omit the perceived constraint on <a href="#">NH'sLTC's</a> own programme of works. <a href="#">NHLTC</a> 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><a href="#">NHLTC</a> 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>	
3.2.22 (RR matter 20)	Design, Consent, Costs	<p>The Applicant acknowledges <a href="#">NH'sLTC's</a> request that the installation of any crossing protection within LTC's Order <del>Limit Boundary (OLB)</del> <a href="#">Limits</a> for the purposes of constructing the Project should be subject to agreement with <a href="#">NHLTC</a>, and that <a href="#">NHLTC</a> reserves the right to require different or additional crossing protection where this is necessary to accord with the</p>	<p><a href="#">NHLTC</a> 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 <del>NTT's</del> <a href="#">NTT's</a> expense. The siting of crossing protection inside of the LTCs Order Limit Boundary for the purpose of constructing NTT is subject to agreement with <a href="#">NHLTC</a>.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>development of the Lower Thames Crossing. The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces <u>and anticipates that appropriate terms can be agreed to regulate this interface.</u></p>	<p><u>LTC propose developing this matter at the detailed design stage of the NTT Project in collaboration with NGET. LTC believe adequate provisions can be agreed between the parties at this time, secured within an agreement between the parties which will result in this matter being agreed.</u></p>	
3.2.23 (RR matter 5)	Works plans-overlapping proposals at Gammonfields Travellers Site	<p>The Applicant agrees in principle to work with <a href="#">NHLTC</a> 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 <a href="#">NHLTC</a>.</p> <p>The Applicant received a letter from <a href="#">NHLTC</a> 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</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 <a href="#">NHLTC</a> 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. <a href="#">NHLTC</a> 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><u>Following further engagement between Deadline 3 and Deadline 4 between the parties, NTT have demonstrated how they propose to undertake</u></p>	<p><b>Under Discussion</b> <u>Agreed</u></p>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>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 at this location is removed. The Applicant will <del>work with the ExA to</del> update the relevant application documents at <del>an appropriate future deadline</del> <u>Deadlines 4 and 5.</u></p>	<p><u>the works in a manner that omits the interface with Gammonsfields Traveller Site.</u>  <del>NH</del> <u>Accordingly, LTC</u> 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>	
3.2.24 (RR matter 6)	Design, Order Limits	<p>The Applicant is continuing to coordinate with <u>NH/LTC</u> regarding the relative timings of works. TN-B001A is an optional access point if the planned schedule for <u>NH's/LTC's</u> works in this area is behind NTT program. If <u>NH's/LTC's</u> 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 <u>NH/LTC</u> 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 <u>NH's/LTC's</u> 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 <del>work</del></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, <u>NH's/LTC's</u> current position regarding the relocation of the Gammonfield Way Travellers site (LTC DCO Work 7R) is that <u>NH/LTC</u> 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. <u>NH/LTC</u> 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><u>Following further engagement between Deadline 3 and Deadline 4 between the parties, NTT have demonstrated how they propose to undertake the works in a manner that omits the interface with Gammonsfields Traveller Site.</u></p>	<p><del>Under Discussion</del> <u>Agreed</u></p>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><del>with the ExA to</del> update the relevant application documents at <del>an appropriate future deadline</del> <a href="#">Deadlines 4 and 5</a>.</p>	<p><del>NH</del><a href="#">Accordingly, LTC</a> 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>	
3.2.25 (RR Matter 18)	Design information	<p>At a workshop held on the 5<sup>th</sup> August 2025 the Applicant presented to <a href="#">NH/LTC</a> alternative option 'Scenario B'.</p> <p>The Applicant received a letter from <a href="#">NH/LTC</a> 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 <a href="#">NH's/LTC's</a> 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. <a href="#">CAD files have also been shared, including a typical cable layout.</a></p> <p><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</a></p> <p><a href="#">The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</a></p>	<p><del>NH</del><a href="#">LTC</a> welcomes the work that NG have undertaken in the months since receiving <a href="#">NH's/LTC's</a> consultation comments in March 2025. <a href="#">NH/LTC</a> 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 <a href="#">NH/LTC</a>.</p> <p><a href="#">Information is being provided by NTT via regular engagement between the parties which is currently being reviewed by LTC. The LTC welcome this ongoing approach to resolve matters.</a></p> <p><a href="#">Programme information from NTT is not currently available. LTC look forward to receiving this at the earliest opportunity. It is not possible to resolve any temporal conflicts at this stage without the programme information</a></p> <p><a href="#">It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</a></p> <p><a href="#">The LTC believe this matter can be agreed subject to the provision and review of requested information, and where relevant, those proposals</a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			<a href="#">being reflected within the NTT application documents.</a>	
<b>Environmental Impacts</b>				
3.2.26 (RR Matter 8)	NDep Compensation	<p>The Applicant acknowledges the potential effect on <a href="#">NH'sLTC's</a> proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of <a href="#">NH'sLTC's</a> 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 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 <a href="#">NHLTC</a> initially on 27th November 2025 and was discussed in more detail on 21st January 2026. <del>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.</del></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 <a href="#">NH'sLTC's</a> 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 nitrogen deposition. The PAQAP sets out <a href="#">NH'sLTC's</a> 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.</p> <p>The NG proposed GIS substation is located in this parcel of land, substantially impacting on the <a href="#">NH'sLTC's</a> ability to provide compensatory habitat. The commitment for the <a href="#">NHLTC</a> 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</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#">A technical note detailing the site selection process for the alternative nitrogen deposition and ancient woodland compensation was shared with LTC and Natural England on 3<sup>rd</sup> March 2026, and meetings were held to discuss this on 6<sup>th</sup> March and 27<sup>th</sup> April.</a></p> <p><a href="#">Natural England has confirmed their acceptance of this approach, as detailed in matter 3.3.38 in 5.9.13 Draft Statement of Common Ground - Natural England [Revision C].</a></p> <p><a href="#">The Applicant is aware of LTC's emerging preferences as regards the inclusion of additional drafting within the draft DCO. The Applicant notes that matters of detailed drafting remain subject to ongoing discussion between the parties, most recently on 6<sup>th</sup> May 2026, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.</a></p>	<p>therefore inconsistent with <a href="#">NH's LTC's</a> 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.</p> <p><del>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</del> <a href="#">Discussions about this have been ongoing between the parties in order that LTC fully understands</a> the Applicant's proposals in respect of the reduction in 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><a href="#">Through legal meetings between NTT and LTC, discussions have also taken place in relation to ensuring that LTC is permitted to take on any replacement sites that are to be alternatives to those secured by the LTC DCO, and in order to address the fact that LTC is not put in breach of its DCO obligations. LTC has shared suggested amendments to the draft NTT DCO with the Applicant. However, discussion cannot progress further without greater clarity being given in relation to the locations of alternative habitat sites and the management regime for those</a></p>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			<p><u>sites. To aid these discussions and to provide greater clarity, LTC requests that the Applicant clearly sets out in its documentation before the examination: the location of the alternative sites and details in relation to their management.</u></p> <p><del>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.</del> <u>LTC confirms that a virtual meeting was held on 28<sup>th</sup> April 2026 between the Applicant, LTC and Natural England to discuss the suitability of the alternative proposed sites in relation to the Nitrogen Deposition compensation in particular. LTC understands that Natural England is content with the alternative sites proposed.</u></p>	
3.2.27 (RR matter 10)	Orsett Golf Course	<p>The Applicant acknowledges the potential effect on <del>NH's</del><u>LTC's</u> proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of <del>NH's</del><u>LTC's</u> 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 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</p>	<p><del>NH</del><u>LTC</u> 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 <del>NH</del><u>LTC</u>. Where LTC's proposals cannot be delivered in accordance with NTT's proposals, <del>NH</del><u>LTC</u> requires NTT to determine how those impacts will be mitigated.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>and appropriate rights sought through the draft DCO for long-term planting.</p> <p>This approach was presented to <del>NH</del><a href="#">LTC</a> initially on 27th November 2025 and was discussed in more detail on 21st January 2026. <del>The Applicant has committed to share a technical note on this topic with NH by 13th February 2026. Conversations are also progressing between legal teams on suitable drafting to enable NH to remain compliant with their DCO.</del></p> <p><u><a href="#">A technical note detailing the site selection process for the alternative nitrogen deposition and ancient woodland compensation was shared with LTC and Natural England on 3<sup>rd</sup> March 2026, and a meeting was held to discuss this on 6<sup>th</sup> March and 27<sup>th</sup> April.</a></u></p> <p><u><a href="#">Natural England has confirmed their acceptance of this approach, as detailed in matter 3.3.38 in 5.9.13 Draft Statement of Common Ground - Natural England [Revision C].</a></u></p> <p><u><a href="#">The Applicant is aware of LTC's emerging preferences as regards the inclusion of additional drafting within the draft DCO. The Applicant notes that matters of detailed drafting remain subject to ongoing discussion between the parties, most recently on 6<sup>th</sup> May 2026, with the intention that a developed solution can be</a></u></p>		

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#">agreed upon and submitted into the Examination at or before Deadline 7.</a></p>		
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 <a href="#">NHLTC</a> to support effective coordination in this area. The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood. The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces. The Applicant and <a href="#">NHLTC</a> are also seeking to agree a landowner /third party engagement strategy which will assist with conflicting land rights.</p> <p><a href="#">A technical note detailing the site selection process for the alternative nitrogen deposition and ancient woodland compensation was shared with LTC and Natural England on 3<sup>rd</sup> March 2026, and a meeting was held to discuss this on 6<sup>th</sup> March.</a></p> <p><a href="#">The Applicant is aware of LTC's emerging preferences as regards the inclusion of additional drafting within the draft DCO.</a></p> <p><a href="#">The Applicant notes that matters of detailed drafting remain subject to ongoing discussion between the parties, most recently on 6<sup>th</sup> May, with the</a></p>	<p>The proposed environmental area promoted north of ZB17T at Brentwood Road is the site of <a href="#">NH's LTC's</a> Compound CA6 – the Brentwood Road Compound (Work No CA06) [APP-134]. It will be occupied by <a href="#">NHLTC</a> 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 protective / restrictive covenants afforded the utility network owners once their assets have been diverted into the region as part of <a href="#">NH's LTC's</a> works. <a href="#">NHLTC</a> will not commit to a date at which to vacate the location at this stage of its design development however <a href="#">NHLTC</a> will work with NG where reasonable and feasible to ensure the projects can progress together.</p> <p><a href="#">LTC believe that this matter can be agreed subject to demonstration by NTT within their application documents that suitable provisions have been made that are agreeable to the relevant other parties and are compatible with the requirements and proposals of the LTC (or suitable other provisions made via the NTT DCO). Where required, other provisions can be agreed between LTC and NTT secured via agreements between the parties.</a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<a href="#"><u>intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.</u></a>		
<b>Land &amp; Property</b>				
3.2.29 (RR matter 15)	Land & Property	<p>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 <a href="#"><u>NH'sLTC's</u></a> Lands team regarding a landowner engagement strategy that suits both projects. Heads of terms correspondence was first issued to <a href="#"><u>NHLTC</u></a> for comment and review before being issued to affected landowners, to ensure consistent messaging between both Projects.</p> <p><a href="#"><u>The Applicant has provided overlay plans to LTC, detailing the impacted land plots, alongside the class of rights. Discussions between the parties are ongoing regarding the temporal and spatial interfaces between the projects, which would identify the most appropriate party to undertake the works referenced.</u></a></p> <p><a href="#"><u>The Applicant is aware of LTC's emerging preferences as regards the inclusion of additional drafting within the draft DCO. In principle, the Applicant has no concerns with the suggestions made by LTC in that respect. The Applicant notes that matters of detailed drafting remain subject to further discussion between the parties.</u></a></p>	<p>To ensure the delivery of both Projects, <a href="#"><u>NHLTC</u></a> 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 <a href="#"><u>NHLTC</u></a>, 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).</p> <p><a href="#"><u>NHLTC</u></a> requires the inclusion of suitable protocols with the NTT DCO for the management of these matters.</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#">with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.</a></p> <p><a href="#">Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.</a></p>		
3.2.30 (RR matter 15)	Land & Property	<p>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 <a href="#">NH'sLTC's</a> Lands team regarding a landowner engagement strategy that suits both projects. Heads of terms correspondence was first issued to <a href="#">NHLTC</a> for comment and review before being issued to affected landowners, to ensure consistent messaging between both projects.</p> <p><a href="#">Ways of working were discussed at a meeting held on 2<sup>nd</sup> March 2026 and have been agreed between the parties.</a></p>	<p><a href="#">NHLTC</a> and NTT have overlapping demands on third party land [AS-012] which may give rise to ambiguity for those landowners. At the earliest opportunity, <a href="#">NHLTC</a> requires NTT to engage and agree a landowner engagement strategy.</p>	Under Discussion
<b><a href="#">Traffic and Transport</a></b>				
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 <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft</p>	<p>The proposed permanent access route from Brentwood Road [APP-134] requires coordinating between <a href="#">NHLTC</a> 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>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>construction programme to enable interfaces to be fully understood.</p> <p><u>The Applicant will ensure that access to Brook Farm, the gas infrastructure, compound CA6, the LTC works and the emergency accesses to the operational A122 is maintained throughout construction. Should short-duration closures be required, the Applicant will work with LTC to ensure alternative access is available.</u></p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p><u>It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</u></p> <p><u>Vehicular and pedestrian access to CA6, the LTC works and the emergency accesses to the operational A122 must also be maintained at all times.</u></p>	
3.2.32 (RR matter 7)	Haul <a href="#">Roads and Construction</a> Roads	<p>The Applicant acknowledges the interface between the Projects in relation to haul roads and is committed to working with <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood. <u>As detailed in matter 3.2.3, the Applicant also shared the full set of GIS layers on 27th April 2026, which will inform the updated plans to be submitted into the examination at Deadline 4.</u></p> <p><u>The Applicant has scheduled a meeting on 11<sup>th</sup> May 2026 to discuss the access strategy.</u></p>	<p>Haul roads proposed by NTT [APP-133] require coordination with the <a href="#">NHLTC</a> – 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. <a href="#">NHLTC</a> would be keen to develop a proposal that achieves the needs of <a href="#">NHLTC</a> and NTT and affords those diversions of those <u>same neighbouring</u> lines required by <a href="#">NHLTC</a> (Work No <del>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</del> <u>OH7 as amended, as contained within the Stanford Road amendment locatable at Page 8 of the LTC Register of Requirements</u>) to mitigate impacts to third party land, archaeology and the environment reducing</p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces.</p>	<p>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 <a href="#">NHLTC</a> to support effective coordination in this area. The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p><u><a href="#">The Applicant is committed to working with LTC, however due to uncertainty with construction programmes, cannot commit to exclusively use Buckingham Hill Road at this time. The Applicant has scheduled a meeting on 11<sup>th</sup> May 2026 to discuss the access strategy.</a></u></p> <p><u><a href="#">As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27<sup>th</sup> April 2026, which will inform the updated</a></u></p>	<p><u><a href="#">NHLTC, in order</a></u> 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> <p><u><a href="#">A further review of this matter is required once documents relating to Scenario B have been received.</a></u></p> <p><u><a href="#">LTC acknowledges that NTT has provided some GIS data on 27<sup>th</sup> April, but cannot determine whether this and other concerns have been resolved until full plans, absent scenario A, have been shared and assessed.</a></u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><u>plans to be submitted into the examination at Deadline 4.</u></p> <p><del>The Applicant is committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</del> <u>The Applicant will continue to engage on this matter through the development of detailed design.</u></p>		
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 <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces. The Applicant has attended the previous two instances of <a href="#">NH's LTC</a> <a href="#">LTC's</a> Traffic Management Forum.</p>	<p><a href="#">NHLTC</a> 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 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 <del>NTT</del> <a href="#">NTT</a> will be an attendee for any instances where the two overlap.</p> <p><a href="#">NHLTC</a> require commitment from NTT that they will attend those forums to ensure these matters are managed with the local authority and affected parties accordingly.</p>	<a href="#">Agreed</a>
<a href="#">3.2.41</a>	<a href="#">Impact of Construction Traffic at Orsett</a>	<a href="#">The Applicant commits to further engagement with LTC regarding construction traffic, including through a series of fortnightly technical meetings.</a>	<a href="#">NHLTC</a> require a commitment from NTT that they will work with <a href="#">NHLTC</a> so that the provisions of Schedule 2 Part 1 Requirement 18 in relation	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
	<a href="#"><u>Cock Roundabout</u></a>	<a href="#"><u>The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</u></a>	<p>to the Operation of Orsett Cock Roundabout can be complied with.</p> <p><a href="#"><u>This commitment should address the risk that NTT construction traffic could create operational problems for the LTC when combined with LTC-related traffic during the combined construction period.</u></a></p> <p><a href="#"><u>The LTC believe that this matter can be agreed between the parties and secured via a legally binding agreement.</u></a></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>Whilst further engagement with <a href="#"><u>NHLTC</u></a> 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><a href="#"><u>NHLTC</u></a> 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 <a href="#"><u>NHLTC</u></a>, to discuss any associated impacts as part of their Consent.</p> <p><a href="#"><u>During engagement it has been apparent that NTT have considered the "where" of the proposed utility diversions however NTT is yet to demonstrate that adequate provisions exist that provide solutions to conflicts arising from the "when" of the overlapping LTC works which would result in a delay to either of the Projects. The majority of the diversions for LTC, and access to them, within the overlapping areas are proposed between 2027 through 2029 and are within overlapping land which the LTC would secure, and then transfer occupancy to the relevant utility company to undertake those works. This would exclude parties from specific</u></a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			<p><u>areas of the site (as is typical) resulting in clear management zones, roles and responsibilities in accordance with the CDM Regs. This arrangement between LTC and the utility companies would give rise to a potential need to modify parts of the proposals of NTTs as currently presented.</u></p> <p><u>The LTC re-affirms that this is a requirement of NTT to resolve via its application or via other means.</u></p> <p><u>Absent Scenario B specific design and programme information the LTC cannot develop suitable provisions with NTT, its own Delivery Partners or with the relevant utility companies to resolve this matter.</u></p>	
3.2.36 (RR matter 14)	Design, Programme	<p>The Applicant acknowledges the interface between the Projects in this location and is committed to working with <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is <del>committed to working with NH through a series of fortnightly technical meetings to resolve these interfaces.</del> <u>confident that there is suitable flexibility within their proposals to reach agreement on this matter and has scheduled a meeting on 11<sup>th</sup> May 2026 to discuss the access strategy.</u></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 <a href="#">NHLTC</a> around Hornsby Lane to ensure no impediment to the delivery of the LTC.</p> <p><u>It is not clear how NTT have planned to accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access.</u></p> <p><u>LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</u></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#">The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</a></p>		
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 <a href="#">NHLTC</a> to support effective coordination in this area.</p> <p>The Applicant has provided overlay plans to <a href="#">NHLTC</a>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with <a href="#">NHLTC</a> through a series of fortnightly technical meetings to resolve these interfaces, <a href="#">including a meeting scheduled for 11<sup>th</sup> May 2026 to discuss the access strategy.</a></p>	<p>Primary Access Bellmouth TN-B014 on Buckingham Hill Road [APP-133] is to be coordinated with <a href="#">NHLTC</a> to ensure any impediment to vehicle movements on Buckingham Hill Road are mitigated so far as reasonably practicable.</p>	Under Discussion
<b>Consents</b>				
3.2.38 (RR matter 24)	Consents	<p>The Applicant is committed to engaging with <a href="#">NHLTC</a> 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><a href="#">The Applicant is aware of LTC's emerging preferences as regards the inclusion of</a></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 <a href="#">NHLTC</a> 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>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<p><a href="#"><u>additional drafting within the draft DCO. In principle, the Applicant has no concerns with the suggestions made by LTC in that respect. The Applicant notes that matters of detailed drafting remain subject to ongoing discussion between the parties, most recently on 6<sup>th</sup> May 2026, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.</u></a></p>	<p>The parties have discussed including suitable drafting within the NTT DCO to amend the obligations of <b>NHLTC</b> under the LTC DCO. The NTT DCO will also need to address how <b>NHLTC</b> will take on powers to enter on to, develop, operate and own the replacement habitat site(s). <b>NHLTC</b> will be providing suggested drafting to NTT at the earliest opportunity to address these matters.</p>	
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 <b>NHLTC</b> to reach a resolution on this matter.</p> <p>The Applicant has provided overlay plans to <b>NHLTC</b>, alongside their draft construction programme to enable interfaces to be fully understood.</p> <p>The Applicant is committed to working with <b>NHLTC</b> through a series of fortnightly technical meetings to resolve these interfaces. Conversations are also progressing between legal teams on suitable drafting to enable <b>NHLTC</b> to remain compliant with their DCO. <a href="#"><u>The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</u></a></p> <p>The Applicant acknowledges <b>NH'sLTC's</b> 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 <b>NHLTC</b>. This is in contrast to the LTC DCO [REAC LV029] and gives rise to potential abortive works. <b>NHLTC</b> requires a detailed construction programme and overlay of working areas <a href="#"><u>reflective of Scenario B</u></a> so it can programme those works accordingly and omit the instances of abortive works.</p> <p>NTT are to fund <b>NH'sLTC's</b> specialists review of any proposed replacement site.</p> <p><a href="#"><u>The LTC welcome the provision of information by NTT on the 26<sup>th</sup> April 2026 and is currently reviewing its content to ascertain if it contains the details required on which to develop its own proposals.</u></a></p> <p><a href="#"><u>LTC believes that this matter has the potential to be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties, but further technical information is required from the Applicant to confirm this position.</u></a></p>	Under Discussion

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
<b>Cost Recovery</b>				
3.2.40 (RR Matter 25)	Request for Cost Recovery Agreement	The Applicant notes <del>NH's</del> <u>LTC's</u> request for a cost recovery agreement. This matter was discussed at a meeting between the parties on 6th January 2026, <del>and the</del> <u>The</u> Applicant <del>awaits</del> <u>received</u> a breakdown of projected costs from <del>NH in order to progress this matter</del> <u>LTC on 29th April 2026 and is reviewing this data</u> .	<p><del>NH</del><u>LTC</u> 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><del>NH</del><u>LTC</u> 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. <u>Anticipated external legal costs were provided to NTT on the 06 February 2026 and anticipated costs incurred by LTC's contractors in engaging in the DCO (not design rework) were provided 29 April 2026. Until the plans/programme requested throughout this SoCG have been provided and assessed, the level of potential design rework is unknown. LTC acknowledges that NTT has provided some GIS data on 27<sup>th</sup> April, but cannot determine whether this and other concerns have been resolved until full plans, absent scenario A, have been shared and assessed.</u></p> <p><u>Subject to provision of the required information from NTT, those proposals of NTT being reflected within the application, and where required agreements being entered between the parties, LTC believe this matter could be agreed.</u></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:

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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

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Format changes	0
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