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Norwich to Tilbury

Volume 8: Examination Documents

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

Final Issue C

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nationalgrid

Revision History

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<u>C</u>	<u>21 July 2026</u>	<u>Deadline 7</u>

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1 Introduction

1.1 Overview

- 1.1.1
- This ~~draft~~final 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
- The parties have continued to engage on all key matters and will continue to do so following the close of the Examination. Table 3.2 sets out the current status of those matters as at Deadline 7.
- 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.~~

SoCG ID	Summary of matter under discussion	Deadline for resolution
Programme		
3.2.2 Programme	The parties continue to engage on project interfaces.	Resolution
3.2.3 Overlap of Order Limits	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. 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	likely by Deadline 7

SoCG ID	Summary of matter under discussion	Deadline for resolution
	Deadline 7.	
3.2.4 Works to UKPN Routes	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.	Resolution likely by Deadline 7
3.2.5 Outages, Programme	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.	Resolution likely by Deadline 7
3.2.6, 3.2.7, 3.2.8 Design, Programme	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.	Resolution likely by Deadline 7
3.2.9, 3.2.10 Works Plans	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 th 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.	Resolution likely by Deadline 7
Design		
3.2.15 Design, Programme, Order Limits	This matter relates to overlapping working areas for utility diversions. The Applicant provided updated GIS layers to LTC on 27 th 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.	Resolution likely by Deadline 7
3.2.18 Undergrounding YYJ Restrictive Covenants	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 th May 2026. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.	Resolution likely by Deadline 7
3.2.20 Access to the proposed substation via	This matter relates to both parties' use of Brentwood Road. A meeting is scheduled for 11 th May to further progress this matter. Both parties believe that	Resolution likely by Deadline 7

SoCG ID	Summary of matter under discussion	Deadline for resolution
Brentwood Road	appropriate terms can be agreed to regulate this interface at or before Deadline 7.	
3.2.22 Design, Consent, Costs	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.	Resolution likely by Deadline 7
3.2.25 Design information	This matter relates to the spatial and temporal interfaces between the Projects. The Applicant provided updated GIS layers to LTC on 27 th 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.	Resolution likely by Deadline 7
Environmental Impacts		
3.2.26 NDep Compensation 3.2.27 Orsett Golf Course 3.2.28 Environmental area north of Brentwood Road	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.	Resolution likely by Deadline 7
Land and Property		
3.2.29 Land and property	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.	Resolution likely by Deadline 7
3.2.30 Land and property	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.	Resolution likely by Deadline 6
Traffic and Transport		
3.2.31 Design, Programme, Consents	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.	Resolution likely by Deadline 7
3.2.32 Haul roads and construction roads	This matter relates to the location of haul roads. LTC will review the updated GIS layers provided to LTC on 27 th April 2026 to reflect the Scenario B updates, in addition to updated plans to be submitted into the examination at	Resolution likely by Deadline 6

SoCG ID	Summary of matter under discussion	Deadline for resolution
	Deadlines 4 and 5.	
3.2.33 Interfaces at Brentwood Road	This matter relates to both parties' use of Brentwood Road. A meeting is scheduled for 11th May to further progress this matter. Both parties believe that appropriate terms can be agreed to regulate this interface at or before Deadline 7.	Resolution likely by Deadline 7
3.2.35 Utility Diversions 3.2.36 Design Programme	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.	Resolution likely by Deadline 7
3.2.41 Impact of Construction Traffic at Orsett Cock Roundabout	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.	Resolution likely by Deadline 7
3.2.37 Design Programme	This matter relates to the location of bellmouth TN-B014 on Buckingham Hill Road. A meeting is scheduled for 11th May 2026 to discuss the access strategy. The Applicant believes that this will resolve this matter.	Resolution likely by Deadline 5
Consents		
3.2.38 Consents 3.2.39 Design Programme, Consent	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 6th May 2026, and the Applicant believes that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7.	Resolution likely by Deadline 7
3.2.40 Request for Cost Recovery Agreement	This matter relates to LTC's request for a Cost Recovery Agreement. The Applicant received a breakdown of projected costs on 29th April 2026 and is reviewing this data.	Resolution likely by Deadline 5

1.3 Project Description

1.3.1 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 (~~AONB~~AONB))
- 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 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 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 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 Format and Structure of this Document

1.4.1 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 Lower Thames Crossing (LTC) setting out matters to be discussed further, specific to the Lower Thames Crossing Interface and set out in a Statement of Common Ground.
5 th August 2025	Meeting	Meeting to discuss letter received from LTC in April 2025, and to introduce Scenario B
15 th 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 rd October 2025	Meeting	Meeting to discuss the overlapping land plots
14 th November 2025	Letter	Request from LTC for NG to remove Scenario A and proceed only with Scenario B
27 th November 2025	Meeting	Discussions concerning the provision of replacement ancient woodland and nitrogen deposition compensation planting

Date	Format	Topic/Description
15 th December 2025	Letter	V2 Draft HoT shared with LTC
18 th 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 rd December 2026	E-mail	E-mail containing NGNG project updates and related maps
6 th January 2026	Meeting	Meeting to review GIS data and to discuss the format of overlay plans
9 th January 2026	E-mail	E-mail from LTC linking to their requirements register, containing details regarding their Stamford Road Bridge/JJY change
9 th January 2026	E-mail	Version 1 Overlay Maps shared with LTC
13 th January 2026	E-mail	Confirmation from NG that their Rule 6 letter has been published on the PINS site
14 th January 2026	E-mail	NG informed LTC of their intention to proceed with Scenario B only
20 th January 2026	E-mail	Version 2 Overlay Maps shared with LTC
21 st January 2026	Meeting	Workshop to discuss programme, interfaces and environmental mitigation and compensation
27 th January 2026	Meeting	Meeting between legal teams to discuss DCO drafting and a potential side agreement
2 nd February 2026	Meeting	Meeting to follow-up on workshop actions and for LTC to present their draft programme
3 rd February 2026	E-mail	LTC shared their draft construction programme with NG
5 th February 2026	E-mail	Version 3 Overlay Maps shared with LTC
10 th February 2026	Meeting	Meeting to discuss potential network interfaces
16 th February	Meeting	Meeting to provide an update on previous actions including outages, ecological mitigation, draft survey programmes and LTC's proposed design refinements
2 nd March 2026	Meeting	Meeting to provide an update on actions and Tilbury North substation site selection
3 rd March 2026	Meeting	Landowner engagement meeting to discuss overlapping land rights and communications with landowners
6 th March 2026	Meeting	Joint meeting with LTC and NE to discuss ancient

Date	Format	Topic/Description
		woodland and nitrogen deposition alternative compensation sites and the Tilbury North Substation Site Selection
27 th March 2026	Meeting	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.
10 th April 2026	Meeting	Meeting to discuss the timetable for production of the SoCG
13 th April 2026	Meeting	Meeting to discuss the examination programme and future meeting schedule
27 th April 2026	E-mail	The Applicant shared the full set of GIS data which will inform the updated plans to be submitted into the examination at Deadline 4
28 th April 2026	Meeting	Meeting to present NTT plans for Scenario B and interfaces with the LTC and its construction programme.
28 th April 2026	Meeting	Meeting between the Applicant, LTC and NE to discuss the suitability of the alternative proposed sites in relation to the Nitrogen Deposition compensation.
6 th May 2026	Meeting	Meeting between the Applicant and LTC and their respective legal teams to discuss ancient woodland and NDep compensation.
11th May 2026	Meeting	Meeting between the Applicant and LTC to discuss the Applicant's access strategy.
26th May 2026	Meeting	Meeting between the Applicant and LTC and their respective legal teams to discuss the Heads of Terms for the side agreement.
26th May 2026	Meeting	Meeting between the Applicant and LTC to discuss SoCG matters and LTC's request for a Cost Recovery Agreement.
29th May 2026	E-mail	The Applicant shared updated land plans for Section H with LTC in advance of their submission into the examination at Deadline 5.
3rd June 2026	Meeting	Meeting between the Applicant and LTC and their respective legal teams to discuss access matters within the Heads of Terms for the side agreement.
4th June 2026	Meeting	Meeting between the Applicant and LTC and their respective legal teams to discuss environment matters within the Heads of Terms for the side agreement.
15th June 2026	Meeting	Meeting between the Applicant and LTC to discuss land related matters.
17th June 2026	E-mail	The Applicant shared a plan including their proposed NDep compensation sites with LTC.

Date	Format	Topic/Description
<u>19th June 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC's respective Project Directors to discuss progress to date.</u>
<u>19th June 2026</u>	<u>E-mail</u>	<u>The Applicant shared a plan including the Primary Access Routes to the south of the A13 with LTC.</u>
<u>22nd June 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC's respective legal teams to discuss the drafting of the Heads of Terms for the Side Agreement.</u>
<u>1st July 2026</u> <u>2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC to discuss interfacing land plots</u>
<u>3rd July 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC's respective Project Directors to discuss progress to date.</u>
<u>6th July 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC to discuss matters relating to the SoCG</u>
<u>13th July 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC to discuss ongoing engagement requirements, and the programme for sharing detailed design information</u>
<u>17th July 2026</u>	<u>Meeting</u>	<u>Meeting between the Applicant and LTC to discuss the draft Protective Provisions LTC submitted at Deadline 6.</u>

2.1.2 In addition to the interactions listed above, since 27th January 2026, National Grid's and LTC's legal teams have been meeting on a ~~regular~~fortnightly 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~~blue* status shows the level of agreement with National Highways (lower Thames Crossing). Descriptions of the different levels are summarised in Table 3.1.

Table 3.1 Agreement status for matters presented in 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 <u>may be</u> agreed or resolved satisfactorily to the agreement of both parties, however the stakeholder would like to see this change reflected in updated DCO documents <u>subject to completion of a Side Agreement which makes further provision for this matter. The parties acknowledge the need for continued engagement to finalise the agreement.</u>

- 3.1.3 Engagement will continue as the Project develops and progresses through the various stages of the DCO process.
- 3.1.4 Table 3.2 provides the matters agreed, 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
Needs Case				
3.2.1	Need for the Project	The Applicant welcomes the Lower Thames Crossing (LTC)'s support for the Project.	LTC 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
Programme				
3.2.2 (RR Matter 1)	Programme	As the Project proposals were being refined, the finalised construction timelines were not available to include<u>for inclusion</u> in the consultation materials. Updated information about<u>relating to</u> the construction of the project was included within the DCO submission. To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with LTC on 23rd December 2025, and<u>followed by a</u> more detailed draft programme on 21st January 2026. LTC shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision BC]. The Applicant acknowledges LTC's request	The LTC and NTT Projects continue to engage and share<u>regarding</u> programme information regarding specifics of each other's interfacing proposals, albeit LTC are still awaiting a programme which relates to "Scenario B" proposal only. <u>Whilst the LTC appreciates the stage of design and programme development that the NTT is at, it is concerned that NTT's proposal as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296] shows that NTT works in the area of interface between the projects will commence in Q2 2027 – less than 12 months' time. By that time, LTC will have commenced a substantial quantum of works in that area.</u> The LTC has notified NTT 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 <u>Absent this information the LTC has no option but to continue</u>	Under-DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
	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 <u>The Applicant acknowledges LTC's concerns regarding its planned outages, however, 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.</u> This matter was raised at the <u>PAG discussed at a meeting held between the respective government departments on 25th March June 2026.</u> <u>Discussions on this matter are, and discussions remain ongoing.</u> 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 11th May to discuss the Applicant's access strategy. The Applicant is committed to working with LTC through a series of fortnightly technical	<u>with</u> its own programme are either mitigated, removed or acceptable. The LTC remains concerned about the absence of this information and the ability to conclude matters within the examination timeline of works, save for those such as the NDep compensatory works which are directly impacted by NTT. LTC remain concerned that its booked outages, required to undertake its own diversions of the NGET networks, conflict with those outages proposed by the NTT Project to achieve its own required completion dates. The movement or rescheduling of those 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. 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 Muckingsford 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. 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. LTC maintains its position of objection until all of the programme related matters are satisfactorily resolved. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with		

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		meetings to resolve interfaces between the Projects. The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	<u>the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
3.2.3 (RR matter 1)	Overlap of Order Limits	The Applicant acknowledges the overlap of Order Limits between the Projects and supports LTC's proposals to work collaboratively to resolve these interfaces. <u>The Applicant has developed the design to minimise interfaces wherever possible. For example, the Applicant received a letter from LTC on 14th November 2025, requesting that Scenario A be removed from the Project design, and that the Applicant proceed solely with Scenario B. The Applicant confirmed its intention to progress only Scenario B to LTC on 14th January 2026, and this was reflected in updated plans submitted into the Examination at Deadlines 4 and 5 (see 8.15.1 Proposed Project Design - Scenario 18 (Table 2.18) [REP4-314], 8.15.2 Proposed Project Design - Permanent Features - Scenario 18 (Table 2.18) [REP4-315], 8.15.3 Class of Rights Plans - Section H - Scenario 18 (Table 2.18) [REP4-317], 2.2 Land Plans</u>	In principle, absent a detailed construction programme and, further detailed drawings, <u>arrangements relating to overlapping and conflicting temporary possession and compulsory purchases powers</u>, LTC objects to the Order Limits as proposed <u>[AS-012REP5-015]</u> owing to the perceived overlapping between the two Projects and the potential impediment to the design, development and delivery of the LTC. However, owing to the overlap in working areas being largely due to works required to parallel powerlines and the local highway, LTC and the Applicant should develop proposals together ensuring that both can be delivered concurrently. The LTC believes that NTT havehas sought to resolve some interfacing issues (such as ancient woodland and NDep mitigation) however and LTC welcomes the decision to remove "Scenario A" from NTT's proposals, which reduced the interfaces with the A122 mainline and removed interfaces with the Gammonfields Traveller Site. <u>The LTC remains of the opinion that NTT has not</u>	Under- Discussion Ag reed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>- Section H [REP5-015] and 7.4 Outline Landscape and Ecological Management Plan Appendix D - Outline Landscape Proposals [REP5-159]).</u> <u>As detailed in matter 3.2.2, both parties have shared programme information to support ongoing discussions regarding project interfaces, and the Applicant commits to sharing updated information as it becomes available.</u> <u>To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with LTC on 23rd December 2025, and more detailed draft programme on 21st January 2026. LTC shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B]. The Applicant The Applicant agrees with LTC's position that both Projects can be delivered concurrently and has shared overlay plans to further support these discussions, including. This includes a CAD drawing detailing the permanent design, shared on 27th March 2026. The Applicant also shared, and the full set of GIS layers shared on 27th April 2026, which will inform the updated plans to be referenced above, submitted into the examination at</u>	<u>sufficiently fully</u> considered the presence of LTC and delivery of both projects in the context of access routes and working areas. <u>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u> <u>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.</u>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		Deadlineat <u>Deadlines 4 and 5.</u> The Applicant is committed to collaborative engagement with LTC to ensure both Projects can proceed, which includes fortnightly meetings between both partiesconfident that these <u>interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>		
3.2.4 (RR matter 14)	Works to UKPN routes	UK Power Networks are aware of the <u>overlap in construction period-overlaps</u>periods between both Projects, the required UK Power Networks works and the potential opportunity this presents to them to <u>detaildevelop</u> a holistic design. A tripartite discussion will be facilitated to further consider UK Power Networks' network impact of the full diversionary works required, <u>at the appropriate time.</u> As detailed in matter 3.2.3, the Applicant and LTC have shared their draft construction programmes to support this discussion. The Applicant anticipates that appropriate terms canconsiders <u>this matter to be agreed to regulate this interface.</u>	LTC 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, LTC 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. <u>LTC has entered commercial arrangements with UKPN for the undertaking of the works that it requires to the PAB Route in 2028, as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296].</u> LTC believes that this matter can be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties. Owing to this development LTC believes other business as usual processes managed by	Under DiscussionAgreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.5 (RR matter 14)	Outages, Programme	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<u>in relation</u> 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. The Applicant anticipates that appropriate terms can be agreed to regulate this interface. The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	<u>UKPN would suffice for the integrated delivery of works to that network and no further provisions are required between the LTC and NTT. LTC remain committed to attending tri-partite conversations if they arise between LTC, NTT and UKPN, to mitigate disruption to UKPNs network and customers.</u>	
3.2.5 (RR matter 14)	Outages, Programme	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<u>in relation</u> 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. The Applicant anticipates that appropriate terms can be agreed to regulate this interface. The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	LTC shall not facilitate any NTT required outages on utility networks, or to third party infrastructure (NGET's own, or that belonging to others) 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. LTC believes that this matter can be dealt with via the agreement of suitable provisions contained within a binding Agreement between the parties. The LTC and NTT have agreed that the pragmatic approach to this matter is to enter a Side Agreement containing adequate provisions and mechanisms to resolve the interfaces in advance of the commencement of those relevant overlapping NTT works.	Under-DiscussionAgreed*
3.2.6 (RR Matter 1)	Design, Programme	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination of <u>activities</u> in this	LTC is concerned regarding the Order Limits <u>has reviewed the works</u> as shown at Buckingham Hill Road [APP-134<u>REP4-314 Pg 1</u>] insofar that they overlap with LTC's proposed Work Nos E21 and	Under-DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
	area. The Applicant has provided overlay plans to LTC, <u>as detailed in matter 3.2.3</u>, alongside their<u>its</u> draft construction programme, to enable <u>the</u> interfaces to be fully understood. An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision BC]. 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<u>projects</u>. As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform<u>informed</u> the updated plans to be submitted into the examination at Deadline<u>at Deadlines 4 and 5</u>. <u>The Applicant welcomes LTC's approach to the detailed design of the Buckingham Hill Road NDep site.</u> The Applicant is committed to working with <u>LTC through a series of fortnightly technical meetings to resolve these interfaces and anticipates that appropriate terms can be</u>	E26—further details regarding construction proposals and timings are required. <u>Absent further refined design, limits of deviation nor detailed construction programmes from NTT the LTC shall continue its proposal for the design, delivery and onwards management proposals of the Buckingham Hill Road NDep site in accordance with its own outline Landscape and Ecology Management Plan and REAC Commitment [LV029] "Planting on land taken solely for environmental mitigation purposes would be undertaken at the earliest practicable planting season following commencement of authorised development and in accordance with the LEMP."</u> <u>The LTC believes that its proposals for the site (owing to the quality of the existing site) will be no more onerous compared to other sites along the NTT route for NTT to consider at the detailed design stage for the potential of harm to the vegetation it encounters, and if harmed, to reinstate where possible in accordance with NTTs own protective covenants.</u> <u>NTT provided GIS information 27th April 2026 to LTC. The proposed NTT development has been considered in the LTC design development.</u> <u>Once approved by its SoS, the LTC shall provide that design to NTT for their consideration in their detailed design development. The LTC are content to agree provisions within a Side Agreement accordingly.</u> NTT provided further GIS information 27th April 2026 to LTC. LTC are currently reviewing this information.		

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3.2.7 (RR Matter 1)	Design, Programme	agreed to regulate this interface<u>confident</u> that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	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.	
		The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood. An outline programme is also presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B]. As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed <u>design and</u> 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	LTC is concerned regarding the <u>Order Limits</u> has reviewed the <u>works</u> as shown at Hford Road [APP-134 REP4-314 Pg 1] insofar that they overlap with LTC's proposed Work Nos E23 and E24 and E25 — further details regarding construction proposals and timings are required. <u>NTT provided further GIS information to LTC on 27th April 2026. LTC has since considered in its own strategy for the delivery of those environmental and ecological sites. At this time, absent further refined design, limits of deviation and detailed construction programmes from NTT the LTC is proposing to design, deliver and manage those parts of those LTC consented sites which will be wholly free from the potential of physical harm in the eventuality that NTT is consented.</u> <u>LTC has submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations</u>	Under Discussion Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		detailed stage, which is typical for DCO Projects<u>projects</u>. As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which will inform<u>informed</u> the updated plans to be submitted into the examination at Deadline<u>at Deadlines</u> 4 and 5. The Applicant acknowledges that the construction of the Project would render LTC's compliance with certain ecological commitments under the LTC more difficult or, on occasion, impossible. It has been <u>working closely with LTC to provide suitable solutions to this issue. The Applicant has agreed to undertake the planting of at least 16ha of nitrogen deposition compensation that is affected by the Project, and to maintain this habitat during the five-year establishment phase, as confirmed within Paragraph 6 of the Applicant's proposed protective provisions submitted at Deadline 7 (3.1 Draft DCO [Revision G])</u>. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces and anticipates that appropriate terms can be agreed to regulate this interface<u>confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to</u>	can no longer be met as <u>proposed owing to the presence of the NTT Project. They also obligate the Applicant to carry out certain environmental compensatory works [NTT Work No.20] that the LTC would not be able to carry out should the NTT DCO be consented.</u> NTT provided further GIS information 27th 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. 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. 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. Alongside the proposed DCO amendments, LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	

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3.2.8	Design, Programme	<u>enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The As detailed in matters 3.2.2 and 3.2.3, the Applicant has provided GIS data and overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood. An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B]. The 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. 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. The Applicant is committed to working with	Primary Access Bellmouth TN-B015 and TN-B016 Bellmouths YYJ ZB-WCX-8 and YYJ ZB-WCX-9 on Muckingford Road [APP-134 REP4-314 Pg 3] require further coordination with LTC owing to them conflicting with Work Nos 6B, MU35 and MU36 as shown on Sheet 24 of the LTC DCO Works Plans multiple LTC consented works. NTT provided further GIS information 27th April 2026 to LTC. LTC are currently reviewing this information and are awaiting the provision of a programme for these works which it has considered in its responses to NTT. <u>Whilst the LTC appreciates the stage of design and programme development that the NTT is at, it is concerned that NTT's proposal as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296] shows that NTT works in the area of interface between the projects will commence in Q2 2027 – less than 12 months' time. By that time, LTC will have commenced a substantial quantum of works in that area.</u> 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.	Under-Discussion Agreed*

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3.2.9 (RR matter 19)	Works plans	LTC through a series of fortnightly technical meetings to resolve these interfaces. The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	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. 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. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	Under DiscussionAgreed*
		To support ongoing discussions regarding Project interfaces, the Applicant shared a draft outline construction programme with LTC on 23rd December 2025, and more detailed draft programme on 21st January 2026. LTC shared their draft construction programme on 3rd February 2026, allowing both parties to fully interrogate the Project interfaces. An outline programme is also presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision B]. As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed programme and design information and confirms its intention to share this	NTT are requested to submit information to LTC now for LTC 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. The LTC has received information on the 27th 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. Whilst the LTC appreciates the stage of design and programme development that the NTT is at, it is concerned that NTT's proposal as communicated within Table 3.1 of Report on Interrelationship with	

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	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<u>projects</u>. <u>The Applicant welcomes LTC's approach to developing its own plans to accommodate NTT's proposals.</u> 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. The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	<u>Other Infrastructure Projects [REP4-296] shows that NTT works in the area of interface between the projects will commence in Q2 2027 – less than 12 months' time. By that time, LTC will have commenced a substantial quantum of works in that area.</u> <u>To mitigate the potential of abortive works related to environmental and ecological matters, and reduce compensation payments from NTT, the LTC is tailoring the development and delivery of its plans to those areas that it assumes are at low risk of further harm from the NTT Project if consented.</u> <u>The LTC does not believe NTT has done enough regarding the development of design or programme detail despite the presence of the LTC, its own DCO application submitted in October 2022, granted in March 2025, the proposed dates for the diversions of NGET apparatus being discussed since October 2022 (which remain unchanged), and the extent of the NGET diversions for LTC known since 2019 such that the two parties can develop and conclude detailed arrangements for specific matters.</u> 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. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the		

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<u>parties before any NTT works are commenced in the interface area.</u>				
Overlay Plans				
3.2.10	Works plans (RR matter 18)	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. The Applicant agrees to providing appropriate overlay drawings, prepared using available information on both projects, to support coordinated delivery. A meeting between the Applicant and LTC 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 5th February 2026. The Applicant shared a CAD drawing detailing the permanent design, on 27th March 2026. As detailed in matter 3.2.3, the Applicant shared the full set of GIS layers on 27th April 2026, which <u>will inform</u> the updated plans to be submitted into the examination at Deadline<u>at Deadlines 4 and 5.</u> <u>The Applicant shared updated overlay plans, reflecting the Deadline 4 and 5 changes, on 15th July 2026.</u> <u>The Applicant is confident that the Project</u>	LTC 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 LTC undertaking abortive works. Those proposals contained within the NTT application may be mis-interpreted by LTC and a key matter missed. LTC 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. 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, and the provision of data in GIS format on 27th April 2026 and acknowledges that the LTC itself has promoted amendments to its own design which would need to be further considered by NTT at the relevant time before the actual impacts to each other's proposals can be assessed. <u>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are</u>	Under-DiscussionAgreed*

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<u>interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>				
Design				
3.2.11	Order Limits, Design, Construction Traffic	The Applicant notes LTC's comments on this matter.	The omission in land and proposed works south of Tilbury Railway towards Tilbury Substation at 2024, omitting interfaces with the LTC's Station Road and Northern Tunnel Entrance Compound's and Works such as the installation of utility connections and diversion of existing utility network's is welcomed by LTC. It is furthermore welcomed that the revised proposals omit the proposed Primary Access Roads using the A1089, 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.	Agreed
3.2.12 (RR matter 8)	Gas Insulated Switchgear Substation (GIS)	The Applicant considers that the selection of the site for the proposed new Tilbury North Substation has been appropriately evidenced and justified in Section 11.4 of 5.15 Design Development Report [APP-122]. A meeting was held on 2nd March to answer LTC's questions on this topic, and to confirm that consideration was given to a-sitesites located north of the A13 (pylon TB253) and south of the A13 (pylon TB255). These locations were not included	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. NTT have provided (via that engagement) further explanations as to why an array of other sites and network configurations were or could have been	Agreed

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3.2.13 (RR matter 11)	Undergrounding the ZB Route	in the 5.15 Design Development Report [APP-122] as they were deemed to be less favourable than the options presented. The Applicant acknowledges the impact on LTC's Nitrogen Deposition (NDep) mitigation area, which is detailed in matter 3.2.26	considered and discounted. LTC acknowledges that the GIS design is smaller in comparison to an Air Insulated Substation therefore reducing the potential of impacts to the LTC's proposals. 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.	Agreed*
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 LTC's willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed only solely with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's preference. This matter has therefore been resolved. Updated As detailed in matter 3.2.3, updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.	LTC requires further evidence regarding the decision to underground sections of the ZB Route oppose to the YYJ Route and alternatives considered that resulted in a lengthy construction programme, significant overlapping of the Order Limits and the requirement for ZB017T to be located within the proposed southbound carriageway of the proposed A122. The LTC is satisfied that via engagement with NTT it's queries regarding the decision to promote the works to the ZB route (no longer required) and the YYJ route in the manner proposed have been satisfactorily explained such that objections on specific technical matters no longer exist. Furthermore, the LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B. LTC considers this matter to be agreed, subject to NTT's application documents being updated to reflect this as evidenced in REP4-314, REP4-315 & REP4-316.	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.14 (RR Matter 17)	Design, Programme	The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes LTC's willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed only solely with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's preference. This matter has therefore been resolved. Updated <u>As detailed in matter 3.2.3.</u> updated plans reflecting Scenario B will be were submitted into the Examination at Deadlines 4 and 5.	The proposals of NTT have a significant overlap with the LTC's proposed works <u>to the NGET network</u>, including Work No OH7 which is the diversion and restringing of these same <u>NGET's ZB Routes Route</u>. In December 2025, the LTC Project obtained consents from the SoS which means work to the NGET YYJ Route are no longer required more so than the need to install protection of that network during the LTC construction. LTC requires further information regarding the works of both projects so it can assess the impacts however remains optimistic that these can be mitigated collaboratively. LTC welcomes an opportunity to work with NGET ESO & NTT to understand if any opportunities arise regarding programme sequencing or omission of abortive works to benefit the public purse. <u>Furthermore, the LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B</u> and considers that this matter is agreed, subject to NTT's application documents being updated to reflect this as evidenced in REP4-314. <u>REP4-315 & REP4-316, meaning both parties now have works proposed on adjacent overhead lines oppose to the same overhead lines.</u>	Agreed*
3.2.15 (RR matter 13)	Design, Programme, Order Limits	The Applicant acknowledges the interface between the Project in these locations. The Applicant is committed to working with LTC to support effective planning and sequencing of works in this area. The Applicant has provided overlay plans	The NTT proposals [APP-133, APP-134 <u>REP4-314, REP4-315</u>] give rise to other concerns of LTC 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	Under- DiscussionAg reed*

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3.2.16 (RR matter 16)	Design, Programme (matter 16)	to LTC, alongside their draft construction programme to enable <u>the</u> interfaces to be fully understood. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces and anticipates that appropriate terms can be agreed to regulate this interface<u>confident that the Project interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	revised A1013 Stanford Road. Whilst the works at Muckingford Road may not have a direct interface with the LTC's proposals, there are overlapping working areas at Coal Road and Linford Road which will require coordination to ensure they are free from impediment for the delivery of the LTC Project. The LTC still requires further detail from NTT regarding these matters before it can commence agreeing provisions that would move this matter to agreed LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	
		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 LTC's engagement on how the delivery of these elements of the Project may interact with the delivery and safe operation of the Lower Thames Crossing. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed <u>only solely</u> with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's	LTC requires further information regarding the construction and operation of lines YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD and how these proposals could impact the development of LTC's proposals and safe delivery and operation of its own project. LTC requires the two projects to develop a construction programme that mitigates impacts on both parties so far as reasonably practicable, including the undertaking of works in advance of a perceived logical sequence to return land to LTC for the construction of its project. <u>The LTC 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</u>	Agreed*

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3.2.17 (RR matter 23)	Operational Impacts	preference. These elements relate to Scenario A, which the Applicant proposes to no longer not to progress. This matter has therefore been resolved. further. As detailed in matter 3.2.3, <u>updated Updated</u> plans reflecting Scenario B will be <u>were</u> submitted into the Examination at Deadlines 4 and 5. <u>This matter has therefore been resolved.</u> 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 LTC through ongoing technical engagement and programme coordination to ensure that a suitable solution is agreed. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed	reflect this as evidenced in REP4-314, REP4-315 & REP4-316. Therefore, removing queries regarding the necessity to agree details regarding the construction and operation of the YYJ circuit sections referenced (YYJ123RC through YYJ123RA and YYJ124RB through YYJ124RD). LTC 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). <u>The LTC 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 document being updated to reflect this as evidenced in REP4-314, REP4-315 & REP4-316. Therefore, removing the proposed overhead YYJ route proposals and the requirement for NTT to consider a catenary support system which would mitigate impacts to the A122.</u>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.18 (RR matter 17)	Undergrounding YYJ – Restrictive Covenants	only<u>solely</u> with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's preference. This matter has therefore been resolved. <u>As detailed in matter 3.2.3, updated Updated</u> plans reflecting Scenario B will be<u>were</u> submitted into the Examination at Deadlines 4 and 5. <u>This matter has therefore been resolved.</u>	LTC requires further details regarding the implications (such as protective / restrictive covenants) of installing the YYJ route underground so it can develop its own constructing and planting proposals accordingly <u>[APP-134 REP4-315]</u> in order that it can comply with the requirements in the LTC DCO. Furthermore, LTC require<u>requires</u> 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. 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. 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>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which</u>	Under-Discussion Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.19 (RR matter 17)	Proposed works to ZB and YYJ	<u>that the Project interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> <u>The Applicant acknowledges the request for further information regarding the proposed works to the ZB and YYJ circuits and welcomes LTC's willingness to engage on programme sequencing and coordination to mitigate the risk of abortive works.</u> <u>The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed only solely with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's preference. This matter has therefore been resolved. Updated As detailed in matter 3.2.3, updated plans reflecting Scenario B will be were submitted into the Examination at Deadlines 4 and 5. <u>This matter has therefore been resolved.</u></u>	<u>would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u> LTC 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 these 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. <u>The LTC 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, as evidenced in REP4-314, REP4-315 & REP4-316 which removes the works to the ZB Route.</u> <u>Furthermore, LTCs own design development has realised an omission of works required to the YYJ route, save protection of that route when undertaking other works.</u> <u>Therefore, the LTC is satisfied that the matter relating to works to both lines by both parties has been resolved.</u>	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	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable <u>the</u> interfaces to be fully understood. The Applicant is confident that there is suitable flexibility within their proposals to reach agreement on this matter and has scheduled a meeting <u>held meetings</u> on 11th May and 3rd June 2026 to discuss the access strategy. <u>An updated plan, including the Primary Access Routes, was shared with LTC on 19th June 2026.</u> The Applicant anticipates that appropriate terms can be agreed to regulate this interface. <u>The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	The LTC welcomes the modified proposals of NTT at Brentwood Road for access to the proposed <u>Tilbury North Substation [REP4-314, REP4-315]</u> removing the potential conflict with LTC's Compound CA6 – the Brentwood Road Compound (Work No CA06). <u>Whilst other interfaces remain regarding this access point, namely interfaces with proposed utility diversions and the modifications to Brentwood Road by LTC, these are a matter of communication and coordination at the relevant time.</u> The proposed access at Brentwood Road for access to the proposed Tilbury North Substation [APP-133] as shown on Sheet C would conflict with LTC's Compound CA6 – the Brentwood Road Compound (Work No CA06) (construction commences Q4 2026) and the proposed Brentwood Road construction (Work No 6D). It would also conflict with the alignment of utility diversions promoted as Work No MU40 and MU41. The alignment proposed by the Applicant is unacceptable and incompatible with the LTC in its current proposal however it is a matter that can be collaboratively developed between the parties if NTT obtain suitable flexibility within their consent. 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. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which	Under- Discussion Agr eed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.21 (RR matter 4)	Location of proposed temporary tower ZB17T	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 LTC through programme coordination and technical engagement to ensure that the construction and removal of ZB17T is appropriately sequenced and coordinated with LTC's delivery requirements. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed <u>only solely</u> with Scenario B. The Applicant can confirm <u>has confirmed</u> that it proposes <u>will</u> progress with Scenario B, which aligns with National Highways' preference. This matter has therefore been resolved. <u>Updated As detailed in matter 3.2.3.</u> <u>updated</u> plans reflecting Scenario B will be <u>were</u> submitted into the Examination at Deadlines 4 and 5. <u>This matter has therefore been resolved.</u>	<u>would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.22 (RR matter 20)	Design, Consent, Costs and <u>consent</u>	The Applicant acknowledges LTC's request that the installation of any crossing protection within LTC's Order Limits for the purposes of constructing the Project should be subject to agreement with LTC, and that LTC reserves the right to require different or additional crossing protection where this is necessary to accord with the development of the Lower Thames Crossing. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces and anticipates that appropriate terms can be agreed to regulate this interface. <u>The Applicant is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	this. <u>All issues relating to the proposed Tower ZB17T have been resolved via the removal of "Scenario A" and the Applicants decision to proceed with "Scenario B" as evidenced in REP4-314, REP4-315 & REP4-316 which removes the works to the ZB Route.</u> LTC reserves the right for NTT to install different or additional crossing protection to that shown [APP-133 REP4-314] to accord with the development of the LTC at NTT's expense. The siting of crossing protection inside of the LTCs Order Limit Boundary for the purpose of constructing NTT is subject to agreement with LTC. LTC propose developing this matter at the detailed design stage of the NTT Project in collaboration with NGET. <u>LTC believe and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions can be agreed and adequate mechanisms to deal with the interface between the parties at this time, secured within an projects, namely prior agreement between the parties which will result in this matter being agreed before any NTT works are commenced in the interface area.</u>	
3.2.23 (RR)	Works plans- overlapping	The Applicant agrees in principle to work with LTC to ensure that these matters are-	The proposals of NTT as shown within their application [APP-133, APP-134] <u>dodid</u> not accord	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
matter 5)	proposals at Gammonfields Travellers Site	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 LTC. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant informed the Planning Inspectorate on 9th February of its intention to proceed solely with Scenario B in the vicinity of the proposed Tilbury North substation site. Under the Scenario B design, no works are required to be carried out as part of the Norwich to Tilbury Project to the west of the A1013 Stanford Road. Consequently, no access is required from the A1013 west of the A1089; the site access and crossover points west of the A1089 are not required; and no works are proposed in the vicinity of the Gammonfields Traveller Site (LTC Work No. 7R). Therefore, the interaction between the two schemes at this location is <u>has been removed. The As detailed in matter 3.2.3, the Applicant will update</u> the relevant application documents at Deadlines 4 and 5. <u>This matter has therefore been resolved.</u>	with the proposals of the LTC (2.6 Works Plans Sheets 28 & 29) within this region. Whilst LTC 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. LTC 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, <u>however following amendments by NTT, as evidenced in REP4-314, REP4-315 & REP4-316, the interface at Gammonfields Traveller Site have been resolved to the satisfaction of LTC.</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 Gammonfields Traveller Site. Accordingly, LTC 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.	

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3.2.24 (RR matter 6)	Design, Order Limits	The Applicant is continuing to coordinate with LTC regarding the relative timings of works. TN-B001A is an optional access point if the planned schedule for LTC's works in this area is behind NTT program. If LTC's works require the relocation of the Traveller Site and these works are scheduled ahead of the NTT project, then an alternative bellmouth access has been identified, TNB001B. The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant can <u>confirm has confirmed</u> that it proposes to will progress with Scenario B, which aligns with LTC's preference. In the Scenario B design, the Project requires no works in the vicinity of the Gammonfields Traveller Site (LTC Work No. 7R) therefore this interaction between the two schemes is has <u>been</u> removed and this matter is agreed. The As detailed in matter 3.2.3, the Applicant will update <u>updated</u> the relevant application documents at Deadlines 4 and 5.	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, LTC's current position regarding the relocation of the Gammonfield Way Travellers site (LTC DCO Work 7R) is that LTC 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. <u>The proposals of NTT as shown within their application did not accord with the proposals of the LTC (2.6 Works Plans Sheets 28 & 29) within this region however following amendments by NTT have provided assurances that the removal of Scenario A will resolve this matter. LTC 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.</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>NTT, as evidenced in REP4-314, REP4-315 & REP4-316, the interface at Gammonfields Traveller Site have been resolved to the satisfaction of LTC. This matter was specifically related to Crossover Bellmouth TN-B001 (North) on Long Lane. Accordingly, LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B and considers that this matter can be agreed.</u>	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.25 (RR Matter 18)	Design information	<u>As detailed in matters 3.2.2 and 3.2.3, the Applicant has provided GIS data and overlay plans to LTC, alongside its draft construction programme, to enable interfaces to be fully understood. The Applicant acknowledges LTC's request for more detailed programme and design information and confirms its intention to share this information when it becomes available. The Applicant has explained that this level of detail can only be confirmed once the design has progressed to a more detailed stage, which is typical for DCO projects.</u> <u>The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> <u>At a workshop held on the 5th August 2025 the Applicant presented to LTC alternative option 'Scenario B'.</u> <u>The Applicant received a letter from LTC 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 LTC's preference.</u>	subject to NTT's application documents being updated to reflect this. <u>The LTC welcomes the provision of design data provided by NTT during the examination process so both parties can consider the proposals overlaid. The provision of data in GIS format has expedited the review and development of matters related to overlapping designs.</u> LTC welcomes the work that NG have undertaken in the months since receiving LTC's consultation comments in March 2025. LTC request the GIS data of Scenario B (or plans showing Scenario B revised proposals and indicative temporary working areas associated with them) and However, some details such as a cross section of the cable swathe working area and typical cable layout for the consideration of LTC, based on the proposed LTC highway design, have not been provided. This means LTC have had to manage their design development to mitigate abortive works oppose to developing it to the fullest extent at the earliest opportunity. 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. 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 It The LTC welcomes further conversations with NTT regarding the provision of design data in a timely	Under DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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. CAD files have also been shared, including a typical cable layout. 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. The Applicant anticipates that appropriate terms can be agreed to regulate this interface.	manner as it develops, however the LTC cannot wait in some instances and must proceed with design, consent and delivery of its own works to meet its programme of works as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296]. This potentially means some of the works of LTC will be constructed in a manner or location that constrains NTT in the development of its own design. Furthermore, 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. The LTC believe this matter can be agreed subject to the provision and review of requested information, and where relevant, these proposals being reflected within the NTT application documents. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	
Environmental Impacts				
3.2.26 (RR Matter 8)	NDep Compensation	The Applicant acknowledges the potential effect on LTC's proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of LTC's Project Air Quality Action Plan (PAQAP) report has been undertaken and following the same criteria as detailed within <u>set out in</u> the PAQAP, a suitable	The location of the 400kV GIS substation as proposed in the NTT application [APP-134 <u>REP6-018, REP4-314, REP4-315</u>] conflicts with the delivery of compensatory habitat secured by the consented LTC DCO. Appendix 5.6 Project Air Quality Action Plan (PAQAP) sets out LTC's approach in relation to the finding that there is a possibility of degradation of habitat quality on a	Under-Discussion/Agreed*

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		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 <u>have been</u> sought through the <u>draft 3.1 Draft DCO [Revision G]</u> for long-term planting. This approach was presented to LTC initially on 27th November 2025 and was discussed in more detail on 21st January 2026. A technical note detailing the site selection process for the alterative<u>alternative</u> nitrogen deposition and ancient woodland compensation <u>sites</u> was shared with LTC and Natural England on 3rd March 2026, and meetings were held to discuss this on 6th March and 27th April <u>2026</u>. Natural England has confirmed theirs<u>their</u> acceptance of this approach, as detailed in matter 3.3.38 in 5.9.13 Draft Statement of Common Ground - Natural England [Revision GD]. <u>The Applicant has reviewed LTC's proposed DCO drafting submitted into the examination at Deadline 6 [REP6-153] and has incorporated the relevant provisions</u>	number of ecological designated sites affected by the LTC, due to an increase in nitrogen deposition. The PAQAP sets out LTC's robust consideration of making the environmental impacts of the LTC acceptable in environmental terms. It concludes that the way to do this is to provide compensatory habitat and consequently sets out the detailed methodology and assessment of how areas for compensatory habitat are to be located and assessed. One of the compensation areas identified as being required is the Hoford Road site. The NG-proposed GIS substation <u>Tilbury North Substation</u> is located in this parcel of land, substantially impacting on the LTC's ability to provide compensatory habitat. The commitment for the LTC 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. <u>Furthermore, the planting proposed had a secondary requirement, as detailed within the Design Principles, of providing screening in the region, and the siting of the Tilbury North Substation prevents the LTC from the creation of mitigation in the form of a bat barn.</u> The proposed location of the substation is therefore inconsistent with <u>some of LTC's obligations under the LTC DCO and its inability to provide this compensatory area would mean that it would be in breach of the LTC DCO.</u> <u>To that end, LTC has submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations can no longer be met as proposed owing to the presence</u>	

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		<u>into 3.1 Draft DCO [Revision G] to be submitted at Deadline 7, with the exception of LTC's proposed Protective Provisions which have been incorporated, with amendments, within Part 17 of Schedule 16 to the Draft DCO. A detailed justification as to the substantive changes sought by the Applicant to those protective provisions is included within 8.7 Statutory Undertaker Tracker [Revision F]. The Applicant expects ongoing engagement with LTC as to the form of protective provisions to continue immediately following Deadline 7, with the intention of reaching substantive agreement on the same by Deadline 8. The Applicant therefore considers this matter to be agreed.</u> <u>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 6th May 2026, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7 confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing</u>	<u>of the NTT Project, and it also obligates the Applicant to provide certain environmental mitigation, specifically in relation to NDep instead. These proposals are not wholly present within the Deadline 6 draft DCO [REP6-030], however, NTT have committed to revise the draft DCO at Deadline 7 to reflect those requests of LTC with regards to the Article 59 of the DCO.</u> Discussions about this have been ongoing between the parties in order that LTC fully understands the Applicant's proposals in respect of the reduction in compensation provided by LTC project—including: 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). 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 sites. To aid these discussions and to	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	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. LTC confirms that a virtual meeting was held on 28th 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. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	
3.2.27 (RR matter 10)	Orsett Golf Course	The Applicant acknowledges the potential effect on LTC's proposed nitrogen deposition mitigation site, to the east of Orsett Golf Course. A detailed review of LTC's PAQAP report has been undertaken and following the same criteria as detailed within the PAQAP, a suitable alternative location has been identified. This alternative site allows for the same area of tree/grassland mitigation planting to be undertaken in a location close to the LTC Project, within the same key 'cluster' and 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	The proposals of NTT conflict with those of the LTC around the proposed substation and the Orsett Golf Course [REP6-018, REP4-314, REP4-315] such that the LTC cannot meet all of its obligations. Over the course of examination, the parties have discussed including suitable drafting within the NTT DCO to amend the obligations of LTC under the LTC DCO. To that end, LTC has now submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations can no longer be met as proposed owing to the presence of the NTT Project, and it also obligates the Applicant to provide certain environmental mitigation, specifically in relation to NDep instead. These proposals are not wholly	Under- DiscussionAg reed*

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		Order Limits and appropriate rights sought through the draft DCO for long-term planting. This approach was presented to LTC initially on 27th November 2025 and was discussed in more detail on 21st January 2026, as detailed in matter 3.2.26. The Applicant has reviewed LTC's proposed DCO drafting submitted into the examination at Deadline 6 [REP6-153] and has incorporated the relevant provisions into 3.1 Draft DCO [Revision G] to be submitted at Deadline 7, with the exception of LTC's proposed Protective Provisions which have been incorporated, with amendments, within Part 17 of Schedule 16 to the Draft DCO. A detailed justification as to the substantive changes sought by the Applicant to those protective provisions is included within 8.7 Statutory Undertaker Tracker [Revision F]. The Applicant expects ongoing engagement with LTC as to the form of protective provisions to continue immediately following Deadline 7, with the intention of reaching substantive agreement on the same by Deadline 8. The Applicant therefore considers this matter to be agreed. A technical note detailing the site selection process for the alternative nitrogen deposition and ancient woodland compensation was shared with LTC and	<u>present within the Deadline 6 draft DCO [REP6-030]. However, NTT have committed to revise the draft DCO at Deadline 7 to reflect those requests of LTC with regards to the Article 59 of the DCO.</u> <u>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u> LTC and NTT require further discussions regarding these 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 LTC. Where LTC's proposals cannot be delivered in accordance with NTT's proposals, LTC requires NTT to determine how these impacts will be mitigated.	

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		Natural England on 3rd March 2026, and a meeting was held to discuss this on 6th March and 27th April. 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]. 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 6th May 2026, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7 confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.		
3.2.28 (RR matter 9)	Environmental area north west of Brentwood Road	<u>The Applicant notes LTC's comments regarding its proposed Brentwood Road NDep compensation site and is confident that the 3.1 Draft DCO [Revision G] submitted at Deadline 7 adequately addresses LTC's concerns regarding the</u>	The proposed environmental area promoted north of ZB471 at west of Brentwood Road <u>(as denoted as Work 20 on Sheet 6 of REP6-018)</u> is the site of LTC's Compound CA6 – the Brentwood Road Compound (Work No CA06) [APP-134]. It will be occupied by LTC during the construction of the LTC	Under-Discussion <u>Agreed*</u>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>acquisition of the land.</u> The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces. The Applicant and LTC are also seeking to agree a landowner /third party engagement strategy which will assist with conflicting land rights. 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 3rd March 2026, and a meeting was held to discuss this on 6th March. 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 6th May, with the intention that a developed solution can be agreed upon and submitted into the Examination at or	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 LTC's works. LTC will not commit to a date at which to vacate the location at this stage of its design development however LTC will work with AG<u>NTT</u> where reasonable and feasible to ensure the projects can progress together. 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. <u>The LTC and NTT intend to enter a Side Agreement containing provisions and mechanisms to resolve matters regarding the delivery and management of this site in advance of the commencement of the overlapping NTT works.</u>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		before Deadline 7<u>confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>		
Land & Property				
3.2.29 (RR matter 15)	Land & Property	The Applicant acknowledges the complexities of the overlapping land rights required to deliver both projects. The Applicant's Lands team will continue to engage with LTC's Lands team regarding a landowner engagement strategy that suits both projects. Heads of terms correspondence was first issued to LTC for comment and review before being issued to affected landowners, to ensure consistent messaging between both Projects. 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. The parties have also developed a schedule of land plots, setting out each parties' class of rights, and the	To ensure the delivery of both Projects, LTC 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 LTC, 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). <u>Following the revision to "Scenario B", the parties have over 700 interfacing plots of land, with over 200 of those both proposed as permanent acquisition by both parties, some of which relate to the A122 carriageway and supporting structures, which are part of the Strategic Road Network and must remain in the freehold ownership of LTC.</u> LTC requires the inclusion of suitable protocols with the NTT DCO for the management of these matters. LTC and NTT have agreed to continue discussions with the intention that entering into a Side Agreement which would contain adequate	Under-DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>need for acquisition.</u> <u>The Applicant's decision to proceed with Scenario B has reduced the interfacing land plots from over 1,000 to approximately 700.</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, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7. <u>confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> Updated plans reflecting Scenario B will be submitted into the Examination at Deadlines 4 and 5.	<u>provisions and adequate mechanisms to deal with the land rights interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
3.2.30 (RR matter 15)	Land & Property	The Applicant acknowledges the complexities of the overlapping land rights required to deliver both projects. The Applicant's Lands team will continue to	LTC and NTT have overlapping demands on third party land [AS-012<u>REP4-316</u>] which may give rise to ambiguity for those landowners. At the earliest opportunity, LTC requires NTT to engage and agree	Under- <u>DiscussionAg</u> <u>reed*</u>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		engage with LTC's Lands team regarding a landowner engagement strategy that suits both projects. Projects. Heads of terms correspondence was first issued to LTC for comment and review before being issued to affected landowners, to ensure consistent messaging between both projects <u>Projects</u>. Ways of working <u>in relation to landowner engagement</u> were discussed at a meeting <u>meetings</u> held on 2nd March <u>2026</u> and 15th June 2026 and have been agreed between the parties. <u>The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	a landowner engagement strategy. <u>Conversations remain ongoing between the two parties regarding how they will engage with the affected landowner, including the development of scenarios such as temporary occupation of the same land at overlapping times.</u> <u>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
Traffic and Transport				
3.2.31 (RR matter 14)	Design, Programme, Consents	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood.	The proposed permanent access route from Brentwood Road [APP-134 <u>REP4-315</u>] requires coordinating between LTC 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. It is not clear how NTT have planned to	Under- Discussion Ag reed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve <u>confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	accommodate clashes where LTC works cannot coexist with NTT works requiring the same space or access. 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>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
3.2.32 (RR matter 7)	Haul Roads and Construction Roads	The Applicant acknowledges the interface between the Projects in relation to haul roads and is committed to working with LTC to support effective coordination in this area. <u>The Applicant welcomes LTC's comments in relation to developing proposals that achieve the needs of both Projects.</u> <u>Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic</u>	Haul roads proposed by NTT [APP-133REP4-314] require coordination with the LTC – 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. LTC would be keen to develop a proposal that achieves the needs of LTC and NTT and affords those diversions of those neighbouring lines required by LTC (Work No OH7 as amended, as contained within the Stanford Road amendment locatable at Page 8 of the LTC Register of Requirements) to mitigate impacts to third party land, archaeology and	Under- DiscussionAg reed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> <u>The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood. 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> <u>The Applicant has scheduled a meeting on 11th May 2026 to discuss the access strategy.</u> <u>The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces.</u>	the environment reducing environmental effects and costs associated with haul roads for both parties. A further review of this matter is required once documents relating to Scenario B have been received. LTC and NTT have agreed that the <u>pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
3.2.33	Interfaces at (RR Brentwood matter 19) Road	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood. The Applicant is committed to working with LTC, however due to uncertainty with regarding the construction programmes, <u>it</u> cannot commit to exclusively using <u>Buckingham Hill Road</u> at this time. The Applicant has scheduled a	LTC, in order 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<u>REP4-314</u>]. 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. A further review of this matter is required once documents relating to Scenario B have been received. LTC acknowledges that NTT has provided some GIS	Under- <u>Discussion Ag</u> <u>reed*</u>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>meeting held meetings</u> on 11th May and <u>3rd June 2026</u> to discuss the access strategy and an updated plan, including the <u>Primary Access Routes</u>, was shared with <u>LTC on 19th June 2026</u>. <u>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.</u> <u>The Applicant will continue to engage on this matter through the development of detailed design. The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	<u>data on 27th April, but cannot determine whether this and other concerns have been resolved until full plans, absent scenario A, have been shared and assessed. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	
3.2.34 (RR matter 14)	Shared access areas	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable <u>the</u> interfaces to be fully understood. The Applicant is committed to <u>working ongoing engagement</u> with LTC <u>through a series of fortnightly technical</u>	LTC 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, <u>and Heath Road and Gammensfield Way</u>. The LTC Control Plan requires the establishment of a Traffic	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		meetings to resolve these interfaces <u>including through LTC's Traffic Management Forum</u> . The Applicant has attended the previous two instances of LTC's <u>two most recent meetings of the Traffic Management Forum</u> .	Management Forum to which NTT will be an attendee for any instances where the two overlap. LTC require commitment from NTT that they will attend those forums to ensure these matters are managed with the local authority and affected parties accordingly.	
3.2.41	Impact of Construction Traffic at Orsett Cock Roundabout	<u>The Applicant commits to further engagement with LTC regarding construction traffic and is confident that this interface can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u> The Applicant commits to further engagement with LTC regarding construction traffic, including through a series of fortnightly technical meetings. The Applicant anticipates that appropriate terms can be agreed to regulate this interface.	LTC require a commitment from NTT that they will work with LTC so that the provisions of Schedule 2 Part 1 Requirement 18 in relation to the Operation of Orsett Cock Roundabout can be complied with. 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. The LTC believe that this matter can be agreed between the parties and secured via a legally binding agreement. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	Under DiscussionAgreed*
3.2.35 (RR matter 21)	Utility Diversions	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 <u>that</u> the	LTC 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-133REP4-314, REP4-315] or provide suitable provisions acceptable by the asset owner in consultation with LTC, to discuss any associated	Under DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		intention is toApplicant now <u>intends to</u> progress the latter<u>Scenario B only</u>). Whilst further engagement with LTC is required in order to ensure appropriate temporal coordination of works during construction <u>activities and programme sequencing</u>, the Applicant considers that, in principle, those diversions are capable of co-existing satisfactorily alongside the Project proposals. <u>The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	impacts as part of their Consent. 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, <u>as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296]</u> 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 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. The LTC re-affirms that this is a requirement of NTT to resolve via its application or via other means. 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>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface</u>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.36 (RR matter 14)	Design, Programme	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable <u>the</u> interfaces to be fully understood. The Applicant is confident that there is suitable flexibility within their proposals to reach agreement on this matter and has scheduled a meeting held meetings on 11th May and 3rd June 2026 to discuss the access strategy. <u>An updated plan, including the Primary Access Routes, was shared with LTC on 19th June 2026.</u> The Applicant anticipates that appropriate terms can be agreed to regulate this interface. <u>The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>	<u>between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u> Routes across site from TN-B004A on Heath Road to Crossover Bellmouths TN-B005 and TN-B006 on Hornsby Lane [APP-133<u>REP4-314</u>] require coordinating with the significant amount of utility works required by LTC around Hornsby Lane to ensure no impediment to the delivery of the LTC. 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. 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>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	Under-Discussion <u>Agreed*</u>
3.2.37	Design,	The Applicant acknowledges the interface	Primary Access Bellmouth TN-B014 <u>TB-WCX-231</u> on	Under-

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
(RR matter 14)	Programme	between the Projects in this location and is committed to working with LTC to support effective coordination in this area. The Applicant has provided overlay plans to LTC, alongside theirits draft construction programme to enable interfaces to be fully understood. The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces, including a meeting scheduled for 11th Mayat meetings held on 11th May and 3rd June 2026 to discuss the access strategy. An updated plan, including the Primary Access Routes, was shared with LTC on 19th June 2026. The Applicant has reviewed LTC's proposed DCO drafting submitted into the examination at Deadline 6 [REP6-153] and has incorporated the relevant provisions into the 3.1 Draft DCO [Revision G] to be submitted at Deadline 7, with the exception of LTC's proposed Protective Provisions which have been incorporated, with amendments, within Part 17 of Schedule 16 to the Draft DCO. A detailed justification as to the substantive changes sought by the Applicant to those protective provisions is included within 8.7 Statutory Undertaker Tracker [Revision F]. The Applicant expects ongoing engagement with LTC as to the form of protective provisions to continue immediately	Buckingham Hill Road [APP-133REP4-314] is to be coordinated with LTC to ensure any impediment to vehicle movements on Buckingham Hill Road are mitigated so far as reasonably practicable. Furthermore, LTC has now submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations can no longer be met as proposed owing to the presence of the NTT Project, and it also obligates the Applicant to provide certain environmental mitigation, specifically in relation to NDep instead. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	Discussion Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
<u>following Deadline 7, with the intention of reaching substantive agreement on the same by Deadline 8.</u> <u>The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.</u>				
Consents				
3.2.38 (RR matter 24)	Consents	The Applicant is committed to engaging with LTC 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. 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 ongoing discussion between the parties,	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 LTC 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. <u>Over the course of examination, the</u> The parties have discussed including suitable drafting within the NTT DCO to amend the obligations of LTC under the LTC DCO. The NTT DCO will also need to address how LTC will take on powers to enter on to, develop, operate and own the replacement habitat site(s). LTC will be providing suggested drafting to	Under-DiscussionAgreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		most recently on 6th May 2026, with the intention that a developed solution can be agreed upon and submitted into the Examination at or before Deadline 7. The Applicant has reviewed LTC's proposed DCO drafting submitted into the examination at Deadline 6 [REP6-153] and has incorporated the relevant provisions into the 3.1 Draft DCO [Revision G] to be submitted at Deadline 7, with the exception of LTC's proposed Protective Provisions which have been incorporated, with amendments, within Part 17 of Schedule 16 to the Draft DCO. A detailed justification as to the substantive changes sought by the Applicant to those protective provisions is included within 8.7 Statutory Undertaker Tracker [Revision F]. The Applicant expects ongoing engagement with LTC as to the form of protective provisions to continue immediately following Deadline 7, with the intention of reaching substantive agreement on the same by Deadline 8. The Applicant therefore considers this matter to be agreed.	NTT at the earliest opportunity to address these matters. To that end, LTC has now submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations can no longer be met as proposed owing to the presence of the NTT Project, and it also obligates the Applicant to provide certain environmental mitigation, specifically in relation to NDep instead. These proposals are not wholly present within the Deadline 6 draft DCO [REP6-030]. However, NTT have committed to revise the draft DCO at Deadline 7 to reflect those requests of LTC with regards to the Article 59 of the DCO. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	
3.2.39 (RR matter 22)	Design, Programme, Consent	The Applicant acknowledges the interface between the Projects in this location and is committed to working with LTC to reach a resolution on this matter. The Applicant notes LTC's comments regarding the establishment of environmental areas by LTC. The Applicant	The site of the proposed Tilbury North Compound [APP-134 REP4-134] and other work areas prevent the early establishment of environmental areas by LTC. This is in contrast to the LTC DCO [REAC LV029] and gives rise to potential abortive works. LTC requires a detailed construction programme and overlay of working areas reflective of Scenario B so	Under-Discussion Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		<u>has provided an additional area of compensation to the west of their proposed Tilbury North Cable Sealing End Compound to address this delay. 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 D].</u> <u>The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable interfaces to be fully understood.</u> <u>The Applicant is committed to working with LTC through a series of fortnightly technical meetings to resolve these interfaces. Conversations are also progressing between legal teams on suitable drafting to enable LTC to remain compliant with their DCO. The Applicant anticipates that appropriate terms can be agreed to regulate this interface.</u> <u>The Applicant acknowledges LTC's request for a cost recovery agreement, and this is reflected in matter 3.2.40. The Applicant has reviewed LTC's proposed DCO drafting submitted into the examination at Deadline 6 [REP6-153] and has incorporated the relevant provisions into the 3.1 Draft DCO [Revision G] to be submitted at Deadline 7, with the exception of LTC's proposed Protective Provisions which have been incorporated, with amendments, within Part 17 of Schedule</u>	<u>it can programme these works accordingly and omit the instances of abortive</u> Absent detailed designs and a programme from NTT the LTC is making assumptions of those works it should consent, develop and deliver, which will be free from harm of NTT or are easily remedied by NTT upon completion of their works. <u>LTC has now submitted proposed amendments to the NTT DCO at Deadline 6 [REP6-153]. These remove certain LTC obligations where those obligations can no longer be met as proposed owing to the presence of the NTT Project, and it also obligates the Applicant to provide certain environmental mitigation, specifically in relation to NDep instead.</u> <u>NTT are to fund LTC's specialists review of any proposed replacement site.</u> <u>The LTC welcome the provision of information by NTT on the 26th April 2026 and is currently reviewing its content to ascertain if it contains the details required on which to develop its own proposals.</u> <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. These proposals are not wholly present within the Deadline 6 draft DCO [REP6-030], however, NTT have committed to revise the draft DCO at Deadline 7 to reflect those requests of LTC with regards to the Article 59 of the DCO.</u>	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		16 to the Draft DCO. A detailed justification as to the substantive changes sought by the Applicant to those protective provisions is included within 8.7 Statutory Undertaker Tracker [Revision F]. The Applicant expects ongoing engagement with LTC as to the form of protective provisions to continue immediately following Deadline 7, with the intention of reaching substantive agreement on the same by Deadline 8. The Applicant therefore considers this matter to be agreed.		
<u>3.2.43</u>	<u>Exercise of Rights- Prior Approval</u>	The Applicant has reviewed LTC's proposed Protective Provisions [REP6-153], including their request for prior approval over the interfacing land. The Applicant cannot, as a matter of principle, accept a prior approval mechanism which could inhibit the delivery of the Project. The Applicant has therefore submitted its own proposed Protective Provisions at Deadline 7 (3.1 Draft DCO [Revision G]), promoting a reciprocal prior agreement mechanism. Although LTC's request for prior approval leads to this matter being not agreed, the Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that the pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the	The LTC has submitted its proposed Protective Provisions at Deadline 6 [REP6-153]. Whilst most matters within these provisions are agreed between the parties, as yet, the approach to Prior Approval is not. LTC's proposed drafting requires prior approval by LTC before NTT exercise their Rights over the interfacing land such that it safeguards the interests and delivery programme of the LTC, however as the request is not expected to be accepted by NTT this matter is Not Agreed.	<u>Not Agreed</u>

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
<u>interfaces between the Projects.</u>				
Cost Recovery				
3.2.40 (RR Matter 25)	Request for Cost Recovery Agreement rec overy of costs during examination	The Applicant notes has agreed to LTC's request for a cost recovery agreement to recover costs incurred during the examination of the Project in line with the Infrastructure Planning (Fees) Regulations 2010 . This matter was discussed at a meeting between the parties on 6 th January 2026. The Applicant received LTC subsequently provided a breakdown of projected its forecasted costs from LTC on 29 th April 2026, and is reviewing this data the Applicant received a schedule of actual costs to date on 10th July 2026.	LTC 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. LTC 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. 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 th April, but cannot determine whether this and other concerns have been resolved until full plans, absent scenario A, have been shared and assessed. 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>LTC is pleased that NTT have agreed to meet these costs.</u>	Under Discussion Ag reed
3.2.42	Request for recovery of costs	In relation to LTC's request for cost recovery during the detailed design and construction phase, the Applicant considers	LTC will also incur additional costs during construction as a result of the NTT Project.	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
	<u>post-examination on</u>	<u>that this can be appropriately addressed through the legally binding agreement between the parties. The Applicant is committed to continuing discussions with LTC to agree suitable provisions in relation to the recovery of reasonable costs associated with managing the interface between the Projects.</u>	<u>The LTC has submitted its proposed Protective Provisions at Deadline 6 [REP6-153] with regards to the recovery of costs.</u> <u>LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions and adequate mechanisms to deal with the interface between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.</u>	

4 Confirmation of Agreement

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

Signed for and on behalf of National Grid:

.....

Date:

21/07/2026
.....

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

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Delete	353
Move From	0
<u>Move To</u>	0
<u>Table Insert</u>	19
Table Delete	1
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Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
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