

AENC-NG-CNS-REP-0220

Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.3.4 Signed Statement of Common Ground - Lower
Thames Crossing - Clean Version

Final Issue C

July 2026

Planning Inspectorate Reference: EN020027

nationalgrid

Revision History

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1 Introduction

1.1 Overview

- 1.1.1 This 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.

1.3 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))
- 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

Date	Format	Topic/Description
6 th March 2026	Meeting	Joint meeting with LTC and NE to discuss ancient 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.
11 th May 2026	Meeting	Meeting between the Applicant and LTC to discuss the Applicant's access strategy .
26 th May 2026	Meeting	Meeting between the Applicant and LTC and their respective legal teams to discuss the Heads of Terms for the side agreement.
26 th May 2026	Meeting	Meeting between the Applicant and LTC to discuss SoCG matters and LTC's request for a Cost Recovery Agreement .
29 th 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.
3 rd 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.
4 th 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.

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

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 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, 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 may be agreed or resolved satisfactorily to the agreement of both parties, 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.

- 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 for inclusion in the consultation materials. Updated information relating to 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, followed by a 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 C]. The Applicant acknowledges LTC's request for more detailed programme information and	The LTC and NTT Projects continue to engage regarding programme information. 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. The LTC has notified NTT of those matters which require further details to be provided. Absent this information the LTC has no option but to continue with its own programme of works, save for those such as the NDep compensatory works which are directly impacted by NTT. LTC remain concerned that its booked outages,	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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. The Applicant acknowledges LTC's concerns regarding its planned outages, however, system outages are ultimately determined by the National Energy System Operator (NESO). This matter was discussed at a meeting between the respective government departments on 25th June 2026, and discussions remain ongoing. 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.	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 resequencing 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. 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.	
3.2.3 (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. The Applicant has developed the design to minimise interfaces wherever possible. For example, the Applicant received a letter from LTC on 14th November 2025,	In principle, absent a detailed construction programme, further detailed drawings, arrangements relating to overlapping and conflicting temporary possession and compulsory purchases powers, LTC objects to the Order Limits as proposed [REP5-015] owing to the perceived overlapping between the two Projects and the potential impediment to the design, development and delivery of the LTC.	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 - Section H [REP5-015] and 7.4 Outline Landscape and Ecological Management Plan Appendix D - Outline Landscape Proposals [REP5-159]). 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. The Applicant agrees with LTC's position that both Projects can be delivered concurrently and has shared overlay plans to further support these discussions. This includes a CAD drawing detailing the permanent design, shared on 27th March 2026, and the full set of GIS layers shared on 27th April 2026, which informed the	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 has sought to resolve some interfacing issues (such as ancient woodland and NDep mitigation) 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. The LTC remains of the opinion that NTT has not fully considered the presence of LTC and delivery of both projects in the context of access routes and working areas. 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.	

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		updated plans referenced above, submitted at Deadlines 4 and 5. 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.		
3.2.4 (RR matter 14)	Works to UKPN routes	UK Power Networks are aware of the overlap in construction periods between both Projects, the required UK Power Networks works and the potential opportunity this presents to them to develop a holistic design. A tripartite discussion will be facilitated to further consider UK Power Networks' network impact of the full diversionary works required, at the appropriate time. As detailed in matter 3.2.3, the Applicant and LTC have shared their draft construction programmes to support this discussion. The Applicant considers this matter to be agreed.	LTC requires works to UKPN's PAB Route (PAB12 through PAB19 - Work No OH5), NTT to PAB20 to PAB23 [APP-133, APP-134]. 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]. Owing to this development LTC believes other business as usual processes managed by 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.	Agreed
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	LTC shall not facilitate any NTT required outages on utility networks (NGET's own, or that belonging to others) required by both projects without prior discussion between the parties and being afforded	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		Project in order to reach satisfactory working solutions for both Projects in relation 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 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.	the opportunity to consider those impacts on the delivery of its own programme of works. 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.	
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 activities in this area. The Applicant has provided overlay plans to LTC, as detailed in matter 3.2.3, alongside its draft construction programme, to enable the interfaces to be fully understood. An outline programme is presented in 8.4.3 Report on Interrelationship with Other Infrastructure Projects [Revision C], 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	LTC has reviewed the works as shown at Buckingham Hill Road [REP4-314 Pg 1] insofar that they overlap with LTC's proposed Work Nos E21 and E26. 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." The LTC believes that its proposals for the site	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 informed the updated plans submitted at Deadlines 4 and 5. The Applicant welcomes LTC's approach to the detailed design of the Buckingham Hill Road NDep site. 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.	(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. NTT provided GIS information 27th April 2026 to LTC. The proposed NTT development has been considered in the LTC design development. 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.	
3.2.7 (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 in this area. As detailed in matter 3.2.2, the Applicant acknowledges LTC's request for more detailed design and programme 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	LTC has reviewed the works as shown at Hoford Road [REP4-314 Pg 1] insofar that they overlap with LTC's proposed Work Nos E23 and E24 and E25. 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	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 informed the updated plans submitted at Deadlines 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 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]). 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.	is consented. 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 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. 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.	
3.2.8	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.	Primary Access Bellmouths YYJ ZB-WCX-8 and YYJ ZB-WCX-9 on Muckingford Road [REP4-314 Pg 3] require further coordination with LTC owing to them conflicting with multiple LTC consented works.	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 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. 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.	NTT provided further GIS information 27th April 2026 to LTC which it has considered in its responses to NTT. 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. 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.	
3.2.9 (RR matter 19)	Works plans	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 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. The Applicant welcomes LTC's approach to	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.	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		developing its own plans to accommodate NTT's proposals. 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.	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. 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. 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.	

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. A meeting between the Applicant and LTC was held on 6th January 2026 to agree the	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-	Agreed*
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ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 informed the updated plans submitted at Deadlines 4 and 5. The Applicant shared updated overlay plans, reflecting the Deadline 4 and 5 changes, on 15th July 2026. The Applicant is 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.	interpreted by LTC and a key matter missed. LTC has historically welcomed the provision of overlay plans provided by the Applicant 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. 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.	
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	Agreed

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			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.	
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 sites located north of the A13 (pylon TB253) and south of the A13 (pylon TB255). These locations were not included 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	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 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 matter 3.2.26.	Agreed
3.2.13 (RR matter 11)	Undergrounding the ZB Route	The Applicant received a letter from LTC on 14 th November, requesting that the Applicant remove Scenario A and proceed 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.	The LTC is satisfied that via engagement with NTT its 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	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		As detailed in matter 3.2.3, updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5.	decision to discount Scenario A and proceed with Scenario B as evidenced in REP4-314, REP4-315 & REP4-316.	
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 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. As detailed in matter 3.2.3, updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5.	The proposals of NTT have a significant overlap with the LTC's proposed works to the NGET network, including Work No OH7 which is the diversion and restringing of NGET's ZB Route. 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. Furthermore, the LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B as evidenced in REP4-314, REP4-315 & REP4-316, meaning both parties now have works proposed on adjacent overhead lines oppose to the same overhead lines.	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 NTT proposals [REP4-314, REP4-315] 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	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		The Applicant has provided overlay plans to LTC, alongside their draft construction programme to enable the interfaces to be fully understood. The Applicant is 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.	the A13/A1089/A122 junction and the construction of the revised A1013 Stanford Road. Whilst the works at Muckingford Road may not have a direct interface with the 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. 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.	
3.2.16 (RR matter 16)	Design, Programme	The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed solely with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTC's preference. These elements relate to Scenario A, which the Applicant proposes not to progress further. As detailed in matter 3.2.3, updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5. This matter has therefore been resolved.	The LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B 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).	Agreed
3.2.17 (RR matter 23)	Operational Impacts	The Applicant received a letter from LTC on 14th November, requesting that the Applicant remove Scenario A and proceed solely with Scenario B. The Applicant can confirm that it proposes to progress with	The LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B as evidenced in REP4-314, REP4-315 & REP4-316. Therefore, removing the proposed overhead YYJ route proposals and the requirement for NTT to	Agreed

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		Scenario B, which aligns with LTCs preference. As detailed in matter 3.2.3, updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5. This matter has therefore been resolved.	consider a catenary support system which would mitigate impacts to the A122.	
3.2.18 (RR matter 17)	Undergrounding YYJ- Restrictive Covenants	The Applicant acknowledges the request for further information regarding the proposed undergrounding of the YYJ route. As detailed in matters 3.2.2 and 3.2.3, the Applicant has shared programme information and maps to support both parties understanding of interfaces in this location. The Applicant is 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.	LTC requires further details regarding the implications (such as protective / restrictive covenants) of installing the YYJ route underground so it can develop its own construction, landscaping and planting proposals accordingly [REP4-315] in order that it can comply with the requirements in the LTC DCO. Furthermore, LTC requires 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. 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.	Agreed*
3.2.19 (RR matter 17)	Proposed works to ZB and YYJ	The Applicant received a letter from LTC on 14 th November, requesting that the Applicant remove Scenario A and proceed solely with Scenario B. The Applicant can confirm that it proposes to progress with Scenario B, which aligns with LTCs preference. As detailed in matter 3.2.3,	The LTC welcomes the Applicant's decision to discount Scenario A and proceed with Scenario B as evidenced in REP4-314, REP4-315 & REP4-316 which removes the works to the ZB Route. Furthermore, LTCs own design development has realised an omission of works required to the YYJ route, save protection of that route when undertaking	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5. This matter has therefore been resolved.	other works. Therefore, the LTC is satisfied that the matter relating to works to both lines by both parties has been resolved.	
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 the 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 held meetings 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 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.	The LTC welcomes the modified proposals of NTT at Brentwood Road for access to the proposed Tilbury North Substation [REP4-314, REP4-315] removing the potential conflict with LTC's Compound CA6 - the Brentwood Road Compound (Work No CA06). 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. 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.	Agreed*
3.2.21 (RR matter 4)	Location of proposed temporary	The Applicant received a letter from LTC on 14 th November, requesting that the Applicant remove Scenario A and proceed	All issues relating to the proposed Tower ZB17T have been resolved via the removal of "Scenario A" and the Applicants decision to proceed with	Agreed

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	tower ZB17T	solely with Scenario B. The Applicant has confirmed that it will progress with Scenario B, which aligns with National Highways' preference. As detailed in matter 3.2.3, updated plans reflecting Scenario B were submitted into the Examination at Deadlines 4 and 5. This matter has therefore been resolved.	"Scenario B" as evidenced in REP4-314, REP4-315 & REP4-316 which removes the works to the ZB Route.	
3.2.22 (RR matter 20)	Design and consent	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 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 reserves the right for NTT to install different or additional crossing protection to that shown [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. 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.	Agreed*
3.2.23 (RR matter 5)	Works plans-overlapping proposals at Gammonfields Travellers Site	The Applicant received a letter from LTC on 14 th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant informed the Planning Inspectorate on 9 th February of its intention to proceed solely	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, as evidenced in REP4-314, REP4-315 & REP4-316, the interface at Gammonfields Traveller Site have been	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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 has been removed. As detailed in matter 3.2.3, the Applicant updated the relevant application documents at Deadlines 4 and 5. This matter has therefore been resolved.	resolved to the satisfaction of LTC.	
3.2.24 (RR matter 6)	Design, Order Limits	The Applicant received a letter from LTC on 14 th November, requesting that the Applicant remove Scenario A and proceed only with Scenario B. The Applicant has confirmed that 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 has been removed and this matter is agreed. As detailed in matter 3.2.3, the Applicant updated the relevant application documents at Deadlines 4 and 5.	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, 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.	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
3.2.25 (RR Matter 18)	Design information	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. 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.	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. 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. The LTC welcomes further conversations with NTT regarding the provision of design data in a timely 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. 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	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
			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 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 set out in the PAQAP, a suitable alternative location has been identified. This alternative site allows for the same area of tree/grassland mitigation planting to be undertaken in a location close to the LTC Project, within the same key 'cluster' and importantly with connectivity to the wider ecological network. This alternative site, located to the west of Orsett Golf Course, has been included within the Project's Order Limits and appropriate rights have been sought through 3.1 Draft DCO [Revision G] 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 alternative nitrogen deposition and ancient woodland compensation sites was shared with LTC and Natural England on 3rd March 2026, and meetings were held to discuss this on	The location of the 400kV GIS substation as proposed in the NTT application [REP6-018, REP4-314, REP4-315] 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 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 proposed GIS Tilbury North Substation 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. Furthermore, the planting proposed had a secondary requirement, as detailed within the Design Principles, of providing screening in the region, and	Agreed*

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		6th March and 27th April 2026. Natural England has confirmed its acceptance of this approach, as detailed in matter 3.3.38 in 5.9.13 Draft Statement of Common Ground - Natural England [Revision D], 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. 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	the siting of the Tilbury North Substation prevents the LTC from the creation of mitigation in the form of a bat barn. The proposed location of the substation is therefore inconsistent with 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. 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 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.	

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		provisions and mechanisms to manage the interfaces between the Projects.		
3.2.27 (RR matter 10)	Orsett Golf Course	The Applicant acknowledges the potential effect on LTC's proposed nitrogen deposition mitigation site east of Orsett Golf Course, 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. 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	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 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.	Agreed*

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		provisions and mechanisms to manage the interfaces between the Projects.		
3.2.28 (RR matter 9)	Environmental area west of Brentwood Road	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 acquisition of the land. 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.	The proposed environmental area promoted west of Brentwood Road (as denoted as Work 20 on Sheet 6 of REP6-018) is the site of LTC's Compound CA6 - the Brentwood Road Compound (Work No CA06). It will be occupied by LTC during the construction of the LTC and as such may not be available for NTT in accordance with their programme of works. NTT are to obtain all relevant consents from the relevant landowner for those areas of land to be returned to the landowner upon completion of the LTC construction. NTT are to ensure their proposals accord with the protective / restrictive covenants afforded the utility network owners once their assets have been diverted into the region as part of 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 NTT where reasonable and feasible to ensure the projects can progress together. 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.	Agreed*
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 has provided overlay plans to	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	Agreed*

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		LTC, detailing the impacted land plots, alongside the class of rights. The parties have also developed a schedule of land plots, setting out each parties' class of rights, and the need for acquisition. The Applicant's decision to proceed with Scenario B has reduced the interfacing land plots from over 1,000 to approximately 700. 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.	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). 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. LTC and NTT have agreed to continue discussions with the intention that entering into a Side Agreement which would contain adequate 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.	
3.2.30 (RR matter 15)	Land & Property	The Applicant acknowledges the complexities of the overlapping land rights required to deliver 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. Ways of working in relation to landowner engagement were discussed at meetings held on 2nd March 2026 and 15th June 2026 and have been agreed between the parties.	LTC and NTT have overlapping demands on third party land [REP4-316] which may give rise to ambiguity for those landowners. 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. 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	Agreed*

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		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.	between the projects, namely prior agreement between the parties before any NTT works are commenced in the interface area.	
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 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 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.	The proposed permanent access route from Brentwood Road [REP4-315] 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 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. 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.	Agreed*

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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. The Applicant welcomes LTC's comments in relation to developing proposals that achieve the needs of both Projects. 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.	Haul roads proposed by NTT [REP4-314] 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 the environment reducing environmental effects and costs associated with haul roads for both parties. 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.	Agreed*
3.2.33 (RR matter 19)	Interfaces at 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 is committed to working with LTC, however due to uncertainty regarding the construction programmes, it cannot commit to exclusively using Buckingham Hill Road at this time. The Applicant held meetings on 11th May and 3rd June 2026 to discuss the access strategy and an	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 [REP4-314]. 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. LTC and NTT have agreed that the pragmatic	Agreed*

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		updated plan, including the Primary Access Routes, was shared with LTC on 19th June 2026. 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.	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.	
3.2.34 (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 the interfaces to be fully understood. The Applicant is committed to ongoing engagement with LTC to resolve these interfaces, including through LTC's Traffic Management Forum. The Applicant has attended the two most recent meetings of the Traffic Management Forum.	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 and Heath Road. The LTC Control Plan requires the establishment of a Traffic 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.	Agreed
3.2.41	Impact of Construction Traffic at Orsett Cock	The Applicant commits to further engagement with LTC regarding construction traffic and is confident that this interface can be appropriately addressed	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	Agreed*

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	Roundabout	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.	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. 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.	
3.2.35 (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 that the Applicant now intends to progress Scenario B only). Whilst further engagement with LTC is required to ensure appropriate coordination of construction activities and programme sequencing, the Applicant considers that, in principle, those diversions are capable of co-existing satisfactorily alongside the Project proposals. The Applicant is confident that these interfaces can be appropriately addressed through the detailed design process. The Applicant and LTC have agreed that 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 [REP4-314, REP4-315] or provide suitable provisions acceptable by the asset owner in consultation with LTC, to discuss any associated 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, as communicated within Table 3.1 of Report on Interrelationship with Other Infrastructure Projects [REP4-296] and are within overlapping land which	Agreed*

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		pragmatic approach is to enter into a legally binding agreement containing appropriate provisions and mechanisms to manage the interfaces between the Projects.	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 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. 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.	
3.2.36 (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 the interfaces to be fully understood. The Applicant is confident that there is suitable flexibility within their proposals to	Routes across site from Heath Road to Crossover Bellmouths Hornsby Lane [REP4-314] 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 and NTT have agreed that the pragmatic	Agreed*

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		reach agreement on this matter and held meetings 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 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.	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.	
3.2.37 (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 its draft construction programme to enable interfaces to be fully understood. The Applicant is committed to working with LTC to resolve these interfaces, including at 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	Primary Access Bellmouth TB-WCX-231 on Buckingham Hill Road [REP4-314] 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	Agreed*

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		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 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.	commenced in the interface area,	
Consents				
3.2.38 (RR matter 24)	Consents	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	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. 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	Agreed*

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		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.	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 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	The site of the proposed Tilbury North Compound [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. 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. 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	Agreed

ID	Matter	National Grid's Position	National Highways (LTC) Position	Status
		Ground - Natural England [Revision D]. 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.	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.	
3.2.43	Exercise of Rights- Prior Approval	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	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.	Not Agreed

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		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 interfaces between the Projects.		
Cost Recovery				
3.2.40 (RR Matter 25)	Request for recovery of costs during examination	The Applicant has agreed to LTC's request 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 6th January 2026. LTC subsequently provided a breakdown of its forecasted costs on 29th April 2026, and 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 is pleased that NTT have agreed to meet these costs.	Agreed
3.2.42	Request for recovery of costs post-examination	In relation to LTC's request for cost recovery during the detailed design and construction phase, the Applicant considers 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	LTC will also incur additional costs during construction as a result of the NTT Project. The LTC has submitted its proposed Protective Provisions at Deadline 6 [REP6-153] with regards to the recovery of costs. LTC and NTT have agreed that the pragmatic approach to this matter is to enter into a Side Agreement which would contain adequate provisions	Agreed*

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		to the recovery of reasonable costs associated with managing the interface between the Projects.	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.	

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:

[Redacted Signature] [Redacted Signature]

Date:

21/07/2026

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

[Redacted Signature]

Date:

Abbreviations

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

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