

YG-DCO-081

Yorkshire Green Energy Enablement (GREEN) Project

Volume 8

**Document 8.5.14 Statement of Common Ground between National
Grid Electricity Transmission plc and National Highways**

**Draft Version 1
March 2023**

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Infrastructure Planning (Applications: Prescribed Forms and Procedure)
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Yorkshire GREEN Project

Document control

Version History

Document	Version	Status	Description / Changes
Statement of Common Ground	1	Draft	National Highways SoCG for PINS review

1. Introduction

- 1.1.1 A Statement of Common Ground (SoCG) is a written statement produced as part of the application process for a Development Consent Order (DCO) and is prepared jointly between the applicant and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.2 The aim of a SoCG is to help the Examining Authority manage the Examination Phase of a DCO application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in examination. A SoCG may be submitted prior to the start of or during Examination, and then updated as necessary or as requested during the Examination Phase.
- 1.1.3 This SoCG is between National Grid Electricity Transmission Plc (“National Grid”) and National Highways relating to the DCO application for the Yorkshire GREEN Project. The SoCG relates to the DCO application for the Yorkshire Green Energy Enablement (GREEN) Project (referred to as the Project or Yorkshire GREEN). It has been prepared in accordance with the guidance¹ published by the Department for Levelling Up, Housing and Communities (DLUHC).
- 1.1.4 This SoCG has been prepared to identify matters agreed, matters not agreed and matters currently outstanding between National Grid and National Highways.
- 1.1.5 This version (V1 March 2023) of the SoCG represents the position between National Grid and National Highways following a meeting held on 1 December 2022 which was after the submission of the application on 15 November 2022. The SoCG will evolve as the DCO application progresses to through the submission process and on to examination.

1.2 Description of the Project

Need for the Yorkshire GREEN Project

- 1.2.1 National Grid propose to upgrade and reinforce the electricity transmission system in Yorkshire. This reinforcement is needed to improve the transfer of clean energy across the country.
- 1.2.2 Electricity flows are set to double within the next ten years as a result of offshore wind developments, other sources of clean energy and expanding interconnection capacity (high-voltage cables that connect the electricity systems of neighbouring countries) in both Scotland and north-east England. Yorkshire GREEN would contribute towards strengthening the national electricity transmission network so that it can accommodate

¹ Planning Act 2008: Guidance for the examination of applications for development consent. Available at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/418015/examinations_guidance-final_for_publication.pdf

this growth in electricity flows. Reinforcement would ensure that the network is not overwhelmed, and that potential future pressures on the network are relieved in the north and north-east of England, whilst balancing supply and demand.

- 1.2.3 Without additional reinforcement, the existing transmission system would become overloaded. To stop these overloads from happening, National Grid Electricity System Operator would need to constrain power generation. Such action could result in significant costs to consumers.
- 1.2.4 As a result, it is necessary and economical to invest in network reinforcement in the long term, and critically to ensure that Yorkshire GREEN is designed, tested, and installed in sufficient time to meet the 2027 earliest in service date. Reinforcement of the network would enable an increase in the transfer of clean energy, increasing network capacity and avoiding constraint costs.

Yorkshire GREEN Project Description

- 1.2.5 Yorkshire GREEN comprises both new infrastructure and works to existing transmission infrastructure and facilities. The Project is divided into six sections (see **Figure 1**), located within six Local Authority boundaries²:

- **Section A (Osbalwick Substation):** Minor works would take place at the existing Osbalwick Substation comprising the installation of a new circuit breaker and isolator along with associated cabling, removal, and replacement of one gantry and works to one existing pylon. All substation works would be within existing operational land.
- **Section B (North west of York Area):** Works would comprise:
 - reconductoring of 2.4km of the 400kV Norton to Osbalwick (2TW/YR) overhead line and replacement of one pylon on this overhead line;
 - the new 400kV YN overhead line (2.8km), north of the proposed Overton Substation;
 - the new Shipton North and South 400kV cable sealing end compounds (CSECs) and 230m of cabling to facilitate the connection of the new YN 400kV overhead line with the existing Norton to Osbalwick YR overhead line;
 - a new substation (Overton 400kV/275kV Substation) approximately 1km south of Shipton by Beningbrough;
 - two new sections of 275kV overhead line which would connect into Overton Substation from the south (the 2.1km XC overhead line to the south-west and the 1.5km SP overhead line to the south-east);
 - works to 5km of the existing XCP Poppleton to Monk Fryston overhead line between Moor Monkton in the west and Skelton in the east comprising a mixture of decommissioning, replacement and realignment. To the south and south-east of Moor Monkton the existing overhead line would be realigned up to 230m south from the current overhead line and the closest pylon to Moor Monkton (340m south-east) would be permanently removed. A 2.35km section of this existing

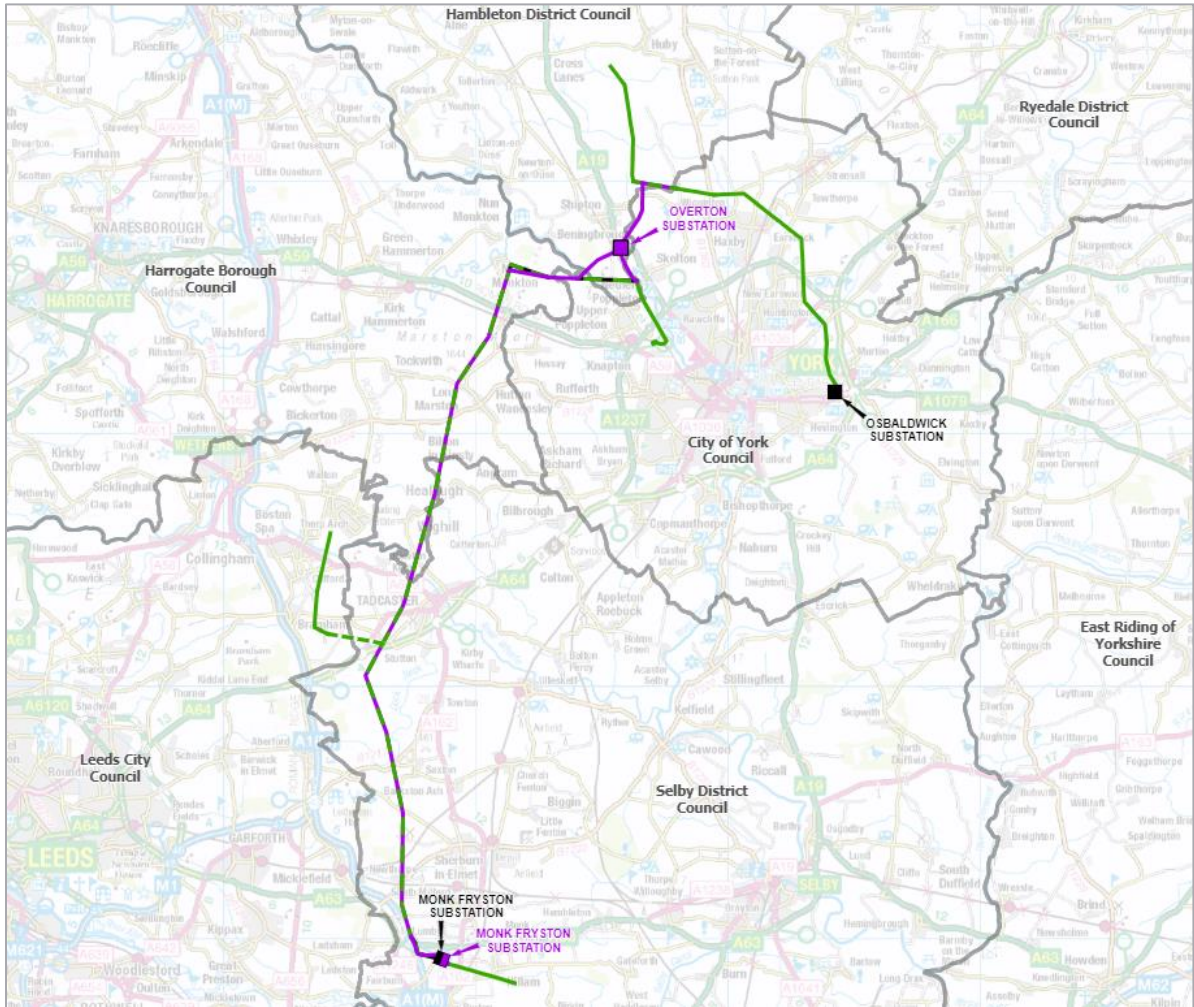
² North Yorkshire County Council, Selby District Council, Harrogate Borough Council, Hambleton District Council, City of York Council, and Leeds City Council.

overhead line permanently removed between the East Coast Mainline (ECML) Railway and Woodhouse Farm to the north of Overton.

- **Section C (existing 275kV Poppleton to Monk Fryston (XC) overhead line north of Tadcaster (Section D)):** Works proposed to this existing 275kV overhead line include replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations.
- **Section D (Tadcaster):** Two new CSECs (Tadcaster East and West 275kV CSECs) and approximately 350m of cable would be installed approximately 3km south-west of Tadcaster and north-east of the A64/A659 junction where two existing overhead lines meet. One pylon on the existing 275kV Tadcaster Tee to Knaresborough (XD) overhead line would be replaced.
- **Section E (existing 275kV Poppleton to Monk Fryston (XC) overhead line south of Tadcaster (Section D)):** Works proposed to this existing 275kV overhead line include replacing existing overhead line conductors, replacement of pylon fittings, strengthening of steelwork and works to pylon foundations. Work to the existing overhead line similar to those outlined for Section C would be undertaken; and
- **Section F (Monk Fryston Area):** A new substation would be constructed to the east of the existing Monk Fryston Substation which is located approximately 2km south-west of the village of Monk Fryston and located off Rawfield Lane, south of the A63. A 1.45km section of the 275kV Poppleton to Monk Fryston (XC) overhead line to the west of the existing Monk Fryston Substation and south of Pollums House Farm would be realigned to connect to the proposed Monk Fryston Substation. East of the existing Monk Fryston Substation the existing 4YS 400kV Monk Fryston to Eggborough overhead line, which currently connects to the existing substation, would be reconfigured to connect to the proposed Monk Fryston Substation.

1.2.6 Temporary infrastructure would be required to facilitate the Project, including temporary overhead line diversions and temporary construction compounds.

Figure 1– Location of the Yorkshire GREEN Project



1.3 This Statement of Common Ground

- 1.3.1 For the purpose of this SoCG, National Grid and National Highways will jointly be referred to as the “Parties”. When referencing National Highways alone, they will be referred to as “the Consultee”.
- 1.3.2 Throughout the SoCG:
 - Where a section begins ‘matters agreed’, this sets out matters that have been agreed between the Parties or where no issues have been raised by National Highways, and therefore where there is no dispute;
 - Where a section begins ‘matters not agreed’, this sets out matters that have been discussed and are not agreed between the Parties and where a dispute remains; and
 - Where a section begins ‘matters outstanding, this sets out matters that are subject to further negotiation between the Parties.
- 1.3.3 This SoCG is structured as follows:
 - **Section 1:** Provides an introduction to this SoCG and a description of its purpose together with a broad description of the Project;

- **Section 2:** States the role of National Highways in the DCO application process and details consultation undertaken between the Parties;
- **Section 3:** Sets out matters agreed between the Parties;
- **Section 4:** Sets out matters not agreed between the Parties;
- **Section 5:** Sets out matters where agreement is currently outstanding between the Parties; and
- **Section 6:** Sets out the approvals and the signing off sheet between the Parties.

2. Record of Engagement

2.1 Role of National Highways in the DCO process

- 2.1.1 National Highways is the highway authority in England for the strategic road network (SRN) and has the necessary powers and duties to operate, manage, maintain and enhance the SRN. Regulatory powers remain with the Secretary of State.
- 2.1.2 Prior to submission of the DCO, National Highways was invited to comment on the Project with respect to impacts on the SRN.
- 2.1.3 As part of the ongoing DCO process, National Highways will be invited to participate in the examination of the Project as Interested Parties. During the examination process, National Highways may prepare a written representation, and respond to written questions from the Examining Authority as well as participate in hearings.

2.2 Summary of pre-application discussions

- 2.2.1 National Highways responded to the Environmental Impact Assessment [EIA] Scoping Report in support of the Yorkshire GREEN Project in April 2021. The response included a request to be kept informed of the proposals and advised on highway schemes for Road Investment Strategy 3 (RIS3) which may affect the future baseline, namely A64 Hopgrove, M1 Leeds Eastern Gateway and A1 Doncaster – Darrington, and potential for improvements at the A64 Grimston Bar and the A64 Fulford junctions. In addition, National Highways agreed that the operational and maintenance elements of the Projects are not likely to materially impact the operation and safety of the SRN and the proposed approach to only assess the construction phase is acceptable.
- 2.2.2 National Highways was contacted for pre-application discussion as part of non-statutory consultation, and also had the opportunity to comment on the proposals as part of statutory consultation, however a response was not received. A meeting did not take place until post submission of the DCO application.
- 2.2.3 In September 2022, National Highways reviewed the meetings notes from three project meetings with the local highway authorities (April 2021, October 2021 and July 2022) which they did not attend and made comments on these which were based on the need for consideration of impacts of the Project on the SRN during construction.
- 2.2.4 An email was sent by the Applicant's environmental consultant to National Highways setting out that there would be no new direct access to the National Highways network, an overview of potential impacts on the National Highways network and a summary of likely abnormal indivisible load routes. A meeting with National Highways was held post submission on 1st December 2022.

2.3 Summary of post-submission discussions

- 2.3.1 **Table 2.1** summarises the consultation and engagement that has taken place between the Parties post submission of the DCO application and will be updated as appropriate as part of the DCO process.

Table 2.1 - Post-submission discussions

Date	Topic	Discussion points
15 November 2022	Permanent rights	<p>Heads of terms issued to National Highways for the existing over-sail of a balancing pond on the basis that this land is set off the highway, and therefore may not be covered by NRSWA.</p> <p>Copy heads of terms issued to National Highways Property team.</p>
16 November 2022	Permanent rights	Copy heads of terms issued to Ross Carter, Planning Lawyer.
17 November 2022	Permanent rights	Correspondence with National Highways in connection with documentation request.
24 November 2022	Permanent rights	Correspondence regarding the proposed development with Chris Corcoran (AECOM on behalf of National Highways) in relation to engineering queries.
29 November 2022	Permanent rights	
01 December 2022	Traffic and Transport	Overview of DCO application and discussion on impacts on the SRN, namely crossings of A64 and A1(M) slip roads roundabout.
11 January – 23 January 2023	AIL	Discussions with National Highways, and the local National Highways teams around suitability of routes for AIL deliveries, and areas of concern and in need of further studies / engagement. Discussions remain ongoing.
24 January 2023	Traffic and Transport	<p>Comments from Jacobs Systra Joint Venture (JSJV) on behalf of National Highways following a review of the DCO submission, in particular ES Chapter 12 Traffic and Transport (Document 5.2.12) [APP-084] and Traffic Regulation Order (TRO Plans A to F) (Documents 2.12.1 to 2.12.6) [APP-056 to APP-061]. The comments include requests for clarification and suggestions for amendments to the submission documents.</p>
22 February 2023	Permanent Rights	Heads of terms issued to National Highways for the land required to widen highways and existing oversail of highways infrastructure.
23 February 2023	Permanent Rights	Teams call with National Highways and North Yorkshire County Council to discuss recent issue of Heads of Terms, and to discuss alternative options for securing required rights. National Highways and North Yorkshire County Council agreed to consider their preference and to hold a further meeting in March 2023.

13 March 2023

Traffic and
Transport

Response to the Technical Memorandum (25 January
2023), responding to requests for further information.

3. Matters Agreed

3.1.1 This section sets out the matters that have been agreed between National Grid and National Highways. In particular **Table 3.1** details these matters.

Table 3.1 – Matters agreed

SoCG ID	Matter	Agreed position	Date of Agreement
3.1 Volume 5.2 Environmental Statement Chapter 12: Traffic and Transport			
3.1.1	Methodology for future baseline	It is agreed that it is acceptable for the A1237 York Outer Ring Road Dualling not to be included within the ES as it is not a committed scheme. The upgrade to the A1(M) Junction 47 was completed on 27 th April and it is agreed that this scheme should form part of the future baseline.	24 January 2023
3.1.2	Trip generation methodology	National Highways support the proposed first principles trip generation methodology.	24 January 2023
3.1.3	Trip distribution methodology	National Highways support the proposed first principles trip distribution methodology	24 January 2023
3.1.4	Committed development	National Highways supports the approach set out in the submission.	24 January 2023
3.1.5	Transport Assessment	National Highways is in agreement that a Transport Assessment will not be required.	24 January 2023

SoCG ID	Matter	Agreed position	Date of Agreement
3.1.6	Operational Phase	It was agreed that the impact on the SRN of the operational maintenance phase of the Project did not need to be assessed as it would not generate much traffic.	1 December 2022
3.2 Construction Traffic Management			
3.2.1	Scaffolding of SRN for reconductoring	It was agreed that scaffolding will comply with the National Highways' specification which has been provided to National Grid for other projects.	1 December 2022
3.2.2	Traffic Management on affected SRN (A1(M) and A64) during construction	It was agreed with National Highways that construction traffic management on the SRN would need to have a minimal impact on the operation of the network and would be undertaken in the evenings or overnight when traffic flows are low. Road closures would be avoided wherever possible.	1 December 2022
3.2.3	Access Point (AP) 28 off A659 slip road onto A64	It was agreed that this is an existing bellmouth access junction and that it is part of the National Highways' network. The bellmouth complies with the appropriate standards in accordance with the Design Manual for Roads and Bridges (DMRB).	1 December 2022
3.2.4	AP6 and AP7 off A63 adjacent to A1(M)	It was agreed that the A63 is on National Highways land but controlled by the local highway authority – North Yorkshire County Council (NYCC) and that National Grid will need to liaise with NYCC and National Highways because of the dual land control and ownership. These are existing bellmouth access junctions that cross into the National Highways' operational boundary of the road network. The bellmouths comply with the appropriate standards in accordance with the Design Manual for Roads and Bridges (DMRB).	1 December 2022
3.2.5	Cleaning of vehicles	It was agreed that the proposal for wheel washing / rumble strips to be provided as required, to prevent the transfer of	24 January 2023

SoCG ID	Matter	Agreed position	Date of Agreement
3.2.6	Permission for surveys on or near the SRN	<p>debris onto the highway and suggest that this will be required at access points 6, 7, and 28. Provision of wheel washing/rumble strip facilities is outlined in the Construction Traffic Management Plan (Paragraphs 2.3.2 and 7.3.9, Document 5.3.3F [APP-099]). The CTMP would be implemented via Requirement 5(d) of the draft Development Consent Order (Document 3.1(B), [AS-011])</p> <p>As set out in the CTMP a full road condition survey of any proposed AIL delivery route will be undertaken both before and after delivery (para 3.6.4, Document 5.3.3F [APP-099]). The method of the surveys will be discussed and agreed with the relevant highway authorities prior to being undertaken. Section 3.7 of the CTMP also sets out the measures that would be undertaken with regards to highways condition surveys of access points before, during and after construction (para 7.3.10). At the end of the construction period, access and crossing points would be inspected and a programme of works to restore them to the condition they were in before the construction period began would be agreed with the relevant local and strategic highway authority (para 7.3.11). The CTMP would be implemented via Requirement 5(d) of the draft Development Consent Order (Document 3.1(B), [AS-011])</p> <p>Finally with regards to consents and permissions, paragraph 1.2.2 of the Other Consents and Licences Document (Document 7.3, APP-204) summarises the consents, including traffic related consents, included within the draft Development Consent Order (Document 3.1(B), AS-011).</p>	13 March 2023

SoCG ID	Matter	Agreed position	Date of Agreement
	Issue of Staff Information Packs and contact details of the Traffic Co-ordination Officer (TCO) to National Highways	As set out in para 7.3.14 of the CTMP, Document 5.3.3F [APP-099] , information packs and communication details will be shared with relevant highway authorities ahead of any construction works, if requested. Para 7.3.13 summarises the type of information likely to be included in such information packs. The CTMP would be implemented via Requirement 5(d) of the draft Development Consent Order (Document 3.1(B), [AS-011])	
3.2.7	Abnormal Indivisible Loads (AILs)	It was agreed that prior to AIL movements, consultation and agreement will be undertaken with National Highways via the Electronic Service Delivery for Abnormal Loads (ESDAL) online system.	1 December 2022

4. Matters Not Agreed

4.1.1 Section 4 sets out matters not agreed between National Grid and National Highways. **Table 4.1** details these matters.

Table 4.1 – Matters not agreed

SoCG ID	Matter	National Highways position	National Grid position
N/A			

5. Matters outstanding

5.1.1 Section 5 sets out matters where agreement is currently outstanding between National Grid and National Highways. In particular **Table 5.1** details these matters.

Table 5.1 – Matters outstanding

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
5.1 Volume 2.1 Draft DCO				
5.1.1	PART 2 PRINCIPAL POWERS	The wording of PART 2 PRINCIPAL POWERS appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent
5.1.2	PART 3 STREETS	The wording of PART 3 STREETS appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent
5.1.3	PART 4 SUPPLEMENTAL POWERS	The wording of PART 4 SUPPLEMENTAL POWERS appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
5.1.4	PART 6 MISCELLANEAOUS AND GENERAL	The wording of PART 6 MISCELLANEAOUS AND GENERAL appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent
5.1.5	SCHEDULE 3 REQUIREMENTS	The wording of SCHEDULE 3 appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent
5.1.6	SCHEDULE 4 DISCHARGE OF REQUIREMENTS	The wording of SCHEDULE 4 appropriately protects the interest of National Highways as the Highway Authority for the SRN (Draft Development Consent Order (Document 3.1(B)) [AS-011]).	No formal response has been received from National Highways	The DCO has been drafted in accordance with legal requirements and based on previous DCO precedent
Volume 5 Environmental Statement				
5.2 Chapter 12: Traffic and Transport				
Assessment Scope and Methodology				
5.2.1	EIA Assessment and Methodology	Agreement to the use of the EIA assessment methodology based on Guidelines of the Environmental	No formal response has been received	The approach has been agreed with the local highway authorities – North Yorkshire

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
		Assessment of Traffic (GEART) (IEA, 1993) to inform the EIA assessment as set out in Sections 12.7 and 12.8 ES Chapter 12: Traffic and Transport, (Document 5.2.12) [APP-084]	from National Highways	County Council and the City of York Council and is therefore considered acceptable.
Baseline				
5.2.2	Baseline description including traffic count data	Agreement to the approach taken to collect traffic count data as set out in Section 12.5 ES Chapter 12: Traffic and Transport (Document 5.2.12) [APP-084]	No formal response has been received from National Highways	The approach has been agreed with the local highway authorities – North Yorkshire County Council and the City of York Council and is therefore considered acceptable.
5.2.3	Growth of DfT and count data	Agreement with the growth of DfT and count data to a 2022 baseline (and future year baseline) using TEMPro Growth as set out in Section 12.5 ES Chapter 12: Traffic and Transport (Document 5.2.12) [APP-084].	National Highways has requested clarification on the growth factors.	Clarification on the methodology has been provided to National Highways.
5.2.4	Accident Data	Agreement with approach to accident assessment as set out in Section 12.5 ES Chapter 12: Traffic and Transport (Document 5.2.12) [APP-084].	National Highways has requested a review of the accident data, including causation of the collisions to evaluate if there are any pre-existing issues with the junction layout	It is considered that National Highways should have awareness of existing safety issues and should be able to advise if this is the case.

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
Assessment Outcome				
5.2.5	Assessment outcome	Agreement with the outcome of the assessment as set out in Section 12.9 ES Chapter 12: Traffic and Transport (Document 5.2.12) [APP-084] .	National Highways withhold comment until the traffic flow diagrams have been provided for review. Subject to the construction traffic impacts at the SRN and nearby accesses, there may be a need for further assessments. National Highways want a road safety audit (RSA) of access points near to the SRN that are being modified, including the existing bellmouth at Monk Fryston	The ES Chapter 12 Appendix 12A Traffic Modelling Tables (Document 5.3.12A) [APP-148] Tables 12A.3 and 12A.4 tables show the HGV and LV traffic movements at all access points. The excel spreadsheet of these tables has been provided to National Highways. In addition, traffic flow information relating to the junctions identified in the National Highways' comments dated 24 th January has been summarised RSAs will be undertaken of new access point junctions and modified access point junctions and provided to the highway authorities. It is noted that those in closest proximity to the SRN are not proposed to be modified and that the Monk Fryston bellmouth is not in close proximity to the SRN.
5.3 Construction Worker Travel Plan				
5.3.1	Requirement for a Construction Worker Travel Plan	Agreement that a Construction Worker Travel Plan is not required.	A Construction Worker Travel Plan should be provided including details of	Given the rural location of the Project, there will be a dependence on vehicular transport for construction staff


SoCG ID	Matter	Position to agree	National Highways position	National Grid position
			proposed monitoring, enforcement, measures and targets to reduce single occupancy vehicles trips.	to get to site. Furthermore, the construction sites are dispersed and there needs to be flexibility needs to allow inter-site travel. A Construction Traffic Management Plan (CTMP) has been produced (Document 5.3.3F) [APP-099] and can provide the process to encourage contractors to demonstrate how they will get staff to site in multi-occupancy vehicles where feasible.
5.4 Access Points				
5.4.1	Access Points	Agreement to access points in proximity to the SRN.	Ongoing discussions with National Highways	Further information has been provided to address the concerns, a spreadsheet version of Tables 12.A3 and A4 in Appendix 12A Traffic Modelling Tables (Document 5.3.12A) [APP-148] – has been provided to National Highways.
5.5 AIL				
5.5.1	AIL routes	Agree acceptable routes for the AIL SGT deliveries to Overton and Monk Fryston Substations.	Ongoing discussions with National Highways	Continue to work with National Highways to undertake the relevant studies to agree acceptable AIL routes.

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
5.6 Crossing Schedule				
5.6.1	Scaffolding	Agree technical aspects of scaffolding over the A64 at Tadcaster and the A63 at Monk Fryston.	Ongoing discussions with National Highways	Continue to work with National Highways on technical aspects of scaffold crossings.
5.7 Construction Traffic Management Plan				
Mitigation Strategies				
5.7.1	Mitigation strategies	Agree mitigation strategies on the SRN and nearby roads.	Ongoing discussions with National Highways	Continue to work with National Highways on mitigation strategies.
5.8 Land Rights				
5.8.1	Land Rights	Form of agreement required to secure rights	Ongoing discussions with National Highways	Continue to work National Highways to secure rights required
5.9 Decommissioning Phase				
5.9.1	Decommissioning Phase	Decommissioning Traffic Management Plan which will need to be agreed with National Highways (or its successors).	Suggestion that this should be a requirement within a DCO planning condition.	Requirement 16 of the draft DCO, Document 3.1(B), [AS-011] requires in the event that, at some future date, the authorised development, or any part of it, is to be decommissioned, a written scheme of decommissioning must be submitted for approval by the relevant planning authority at least six months

SoCG ID	Matter	Position to agree	National Highways position	National Grid position
				<p>prior to any decommissioning works. Therefore, it is expected that the relevant planning authority National Highways would be consulted on the written scheme of decommissioning for approval, if relevant.</p>

6. Approvals

Signed	B.Kington
On Behalf of	National Grid
Name	Bethany Kington
Position	Consents officer
Date	27.3.23

Signed	
On Behalf of	National Highways
Name	Simon GP Geoghegan
Position	Planning and Development Officer
Date	March 29 2023

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