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Norwich to Tilbury

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nationalgrid

Network Rail Stakeholder Agreement Norwich to Tilbury Statement of Common Ground

1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to outline the areas of agreement and any remaining points of discussion between National Grid and Network Rail Limited regarding specific issues arising during construction and/or operation from the interface between the proposed Norwich to Tilbury Project and Network Rail Limited assets.

The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process.

2. Parties to the SoCG

This SoCG is agreed between National Grid and Network Rail Limited.

3. Background

National Grid Electricity Transmission plc ('National Grid') owns and maintains the national high voltage electricity transmission network throughout England and Wales. The transmission network connects the power from where it is generated to the regional Distribution Network Operators who then supply businesses and homes.

National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

National Grid has developed plans for Norwich to Tilbury (referred to as the 'Project'). The Project would support the UK's net zero target through the connection of new low carbon energy generation in East Anglia and by reinforcing the transmission network.

The Project comprises reinforcement of the transmission network between the existing Norwich Main Substation in Norfolk and Tilbury Substation in Essex, via Bramford Substation, the new East Anglia Connection Node (EACN) Substation and the new Tilbury North Substation.

The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new

reinforcements across the country, will meet this future energy transmission demand both in East Anglia and across the UK.

The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under statutory procedures set by government. NSIPs are projects of certain types, over a certain size, which are considered by the government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a Development Consent Order (DCO) that would grant development consent.

National Grid will submit an application for development consent to the Planning Inspectorate. The Examining Authority (consisting of one or more examining inspectors), after a period of public examination, would make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn would decide on whether development consent should be granted for the Project.

The Project is identified as critical to delivering a network which supports the clean power pathways for 2030 delivery.

The Planning Act 2008 places duties on National Grid as the DCO applicant to consult with prescribed or affected persons as well as to take account of responses to consultation and publicity. In accordance with these statutory requirements, National Grid has undertaken two non-statutory and one statutory consultation to inform its proposals, with further recent targeted consultations.

Further details of the Norwich to Tilbury proposed DCO can be found via the following weblink:

<https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/norwich-to-tilbury>

4. Stakeholder Role

Network Rail Limited has legitimate interests that have the potential to interact with the Norwich to Tilbury proposals. This has been identified as 9 crossing locations of Network Rail Limited railway tracks. Crossing locations are as follows:

Table 1 Underground Cable Crossings of Network Rail Assets

Crossing ID (MM)	Rail Type	ELR	Crossing Between*
RL_2001	Twin-track Electrified	LTN1	Manningtree and Colchester train stations (crossing near Ardleigh).

Table 2 Overhead Line Crossings of Network Rail Assets

OHL Route	Rail Type	ELR	Crossing Between*
RG	Twin-track Electrified	LTN1 East Suffolk Jn - Trowse Jn	Diss and Stowmarket train stations. (Crossing near Gislingham).
	Twin-track Electrified	LTN1 Ipswich - East Suffolk Jn	Stowmarket and Needham market train stations. (Crossing near Badley).
TB	Twin-track Electrified	LTN1 Colchester Jn - Manningtree South Jn	Manningtree and Colchester train stations. (Crossing near Ardleigh).
	Single-track Non-electrified	SUD Marks Tey Jn - Sudbury	Marks Tey and Chappel & Wakes Colne train stations. (Crossing near Aldham).
	single-track Electrified	BRA Witham - Braintree	Braintree and Witham train stations. (Crossing near Faulkbourne).
	Twin-track Electrified	LTN1 Shenfield Jn - Witham Jn	Ingatestone and Chelmsford train stations. (Crossing near Ingatestone).
	Twin-track Electrified	SSV Shenfield Jn - Southend Victoria	Billericay and Shenfield train stations. (Crossing near Hutton).
	Twin-track Electrified	FSS2 Upminster - Southend Central	West Horndon and Laindon train stations. (Crossing near Laindon).

National Grid is seeking to ensure that the interests of both Parties and how they may be affected by the interaction are understood. From this position the aim is for the Parties to agree actions to avoid or reduce the implications and for any remedial measures to be agreed. On this basis we seek the input from Network Rail Limited to demonstrate how their interests may be affected, how Network Rail Limited or National Grid and its contractors can collectively reduce those effects and input to agree the implementation of such measures.

The chronology of National Grid's engagement with Network Rail to date, and the evolution of the Project's design is summarised as follows:

- 2022
 - Project introductory meetings and development of the Preferred Route Corridor, represented by the use of a graduated swathe, as described within the [Corridor and Preliminary Routeing and Siting Study Report 2023](#)

- Contractual discussions to further and agree a Basic Asset Protection Agreement (BAPA) allowing continued Network Rail – National Grid engagement
- 2024
 - Introductory interface meeting for Network Rail scheme interface and engineering managers
 - Significant engagement on Network Rail structures suitability for Abnormal Indivisible loads and general construction traffic
 - Significant engagement on suitability of proposed crossing interactions
 - Updates to the crossing schedule following Statutory Consultation
 - Discussion and studies agreement on Electro Magnetic Interference (EMI) impacts to Network Rail assets
- 2025
 - Further engagement and development of Network Rail structures suitability for Abnormal Indivisible loads and general construction traffic
 - Discussion following issuance of Norwich to Tilbury Scoping Document encompassing all project interactions across overhead line, underground cables and traffic crossings.
 - Initiation of Network Rail Property Clearance Process
 - Discussion on studies outcome of Electro Magnetic Interference (EMI) impacts to Network Rail assets
 - Initial development of items to be included within the Statement of Common Ground.

5. Matters Agreed

Issue	Agreement reached	Date agreed	Relevant documentation
Basic Asset Protection Agreement	Basic Asset Protection Agreement signed by both parties	15/01/23	BASIC ASSET PROTECTION AGREEMENT Relating to Outside Party Works - Network Rail reference number 159333/GER3907(ACE149010)

6. Matters currently under discussion

Issue	Stakeholder position (including date)	National Grid response (including date)	Relevant documentation
Costs Incurred of Interfacing Works	29/06/25 - Network Rail would have an interest in understanding the full impact of National Grid's proposed development on all of Network Rail's infrastructure, assets and interests in the vicinity. This further understanding should identify improvements and / or mitigations required to facilitate National Grid's proposed development, and be documented as appropriate between the Parties. These improvements / mitigations would need to be funded by National Grid to ensure the safe and efficient running of the operational railway, including any associated costs for negotiating and putting in place necessary	30/06/25 – National Grid have engaged with the Network Rail asset protection team to fully inform Network Rail of the Norwich to Tilbury scheme impacts on Network Rail and are currently progressing through the Network Rail clearance processes. National Grid would incur costs for mitigation works reasonably incurred and directly attributable to the Norwich to Tilbury project to be discussed and agreed. National Grid would not incur costs for improvements to Network Rail assets outside of necessary mitigation works.	

Issue	Stakeholder position (including date)	National Grid response (including date)	Relevant documentation
	documentation to document these arrangements to be agreed.	This will be further defined within a set of Protective Provisions National Grid are currently seeking to agree.	
Network Rail Clearance Processes	29/06/25 - Before any development, construction and / or alterations can occur by National Grid to any of Network Rail's land, assets and / or operational railway, it is required that further site-specific safety requirements, engineering technical approval and detailed conditions be sought from Network Rail's Asset Protection Team, as well as securing the necessary business and technical clearances, regulatory consents and ensuring the required agreements (such as a Basic Asset Protection Agreement and/or Asset Protection as applicable) are in place.	30/06/25 - The Norwich to Tilbury project is currently adhering to these Network Rail requirements and progressing through the initial property process across both business and technical clearance processes. The Network Rail requirement for further approvals prior to works within the vicinity of Network Rail assets is noted and to be discussed and agreed further.	
Legal Agreements	Network Rail have their own standard protective provisions, which must be included on the face of the Development Consent Order (DCO) for the Project as a minimum. It is recommended that National Grid contact Network Rail to request a copy of these protective provisions and discuss any other agreements that will need to be entered with Network Rail.	30/06/25 - National Grid have instructed legal representatives to negotiate Protective Provisions with Network Rail's appointed legal representation, engagement is underway to best agree Protective Provisions specific to the Norwich to Tilbury project.	

Issue	Stakeholder position (including date)	National Grid response (including date)	Relevant documentation
Legal & Commercial Agreements including Land Rights to undertake works	29/06/25 - Several legal and commercial agreements might need to be entered between National Grid and Network Rail, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not exhaustive and will need to be reviewed once more details of the Project are discussed between both Parties. It should also be acknowledged that any easements required by National Grid would need to go through Network Rail's clearance process and all other rail industry processes, including but not limited to obtaining any regulatory consents. National Grid should also be made aware of the likely possibility that they may be responsible for either any charges and / or costs associated with Network Rail in relation to their proposed Development Consent Order (DCO)	30/06/25 - The Norwich to Tilbury project will engage with Network Rail standard crossing processes in an effort to seek Network Rail approval for the 9 crossings identified in Tables 1 & 2. It should be noted that per the proposed interactions no connection agreements form part of the project proposals. National Grid are progressing through Network Rails property clearance process (both business and technical clearance) the outcome of which is to obtain grant of easements from Network Rail for the proposed crossings. If after National Grid have cleared Network Rails business and technical clearances that an APA is required as well as a BAPA, then NGET are agreeable to negotiating and entering into a APA with Network Rail. An APA would address the submission of method statements, which would also be addressed via protective provisions National Grid agree to compensate for reasonably incurred costs directly attributable to the Norwich to Tilbury Scheme.	

7. Signatures

This Statement of Common Ground is agreed upon by the undersigned parties:

For National Grid

Name: _____

Position: _____

Date: _____

For Network Rail Limited

Name: _____

Position: _____

Date: _____

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