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Norwich to Tilbury

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**Document: 8.3.6 Draft Statement of Common Ground - Flying Trade
Group Ltd**

Final Issue A

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Planning Inspectorate Reference: EN020027

nationalgrid

Flying Trade Group Ltd

Draft 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 the Flying Trade Group Ltd regarding potential effects on the development in relation to the proposed Norwich to Tilbury Project.

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 the operator of the Flying Trade Group Ltd (FTG Ltd).

3. Background

3.1 Description of the Project/Development

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 has submitted an application for development consent to the Planning Inspectorate. The Examining Authority (consisting of five examining inspectors), after a period of public examination, will make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will 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 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 targeted consultations.

4. Stakeholder Interests

FTG Ltd have been granted planning consent for a warehouse centre to be constructed to the North of Wick Lane and the Norwich to Tilbury overhead alignment and haul road may constrain future site operations. Therefore, both parties are working together to agree a detailed design within the limits of deviation (LOD). Following several discussions, National Grid and the FTG Ltd are settling on an alignment for the overhead line within the limits of deviation in this location which would allow for future operations at the site to continue.

The chronology of National Grid's engagement with the Flying Trade Group Ltd to date, and the evolution of the Project's design is summarised as follows:

- Non-statutory consultation April-June 2022 (graduated swathe)
- Non-statutory consultation June – August 2023 (draft alignment)
- Statutory consultation April – July 2024

- Landowner consultation June – July 2025
- Team's meetings - 1st Aug 24, 16th Jan 25, 22nd Jan 25, 17th March 25, 12th Aug 25 & 30th Oct 25. (Representatives from the FTG Ltd and National Grid)

5. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.1	Development and Project Interaction	National Grid and FTG acknowledge the development interests of both parties on the land to the north of Wick Lane and east of the Old Ipswich Road and are committed to work together to deliver a mutually acceptable solution.	16 th Aug 25	
5.2	Proposed alternative alignment	Through a constructive dialogue, an alignment of the proposed Norwich to Tilbury overhead line has been identified. This is shown on an overlay of the amended phase 1 and proposed phase 2 developments. See appendix one and two.	22 nd Jan 25	
5.3	Objections	National Grid and FTG acknowledge the legitimacy of each parties proposals and agree not to object to the other parties proposals. This is on the grounds that a design option is agreed that accommodates both developments.	22 nd Jan 25	
5.4	Collaborative Working	National Grid and FTG agree to work collaboratively to seek to enable any further development of subsequent FTG interests to reduce the impact of any construction effects or longer term	22 nd Jan 25	

ID	Issue	Agreement reached	Date agreed	Relevant documentation
		operational or maintenance needs of the National Grid proposals. This approach will be aimed at identifying and then seeking to mitigate any impact / losses as far as reasonably practicable. Any residual claim for compensation must demonstrate efforts made to mitigate losses and will be considered by National Grid in line with its normal procedures.		

6. Matters Currently Under Discussion

ID	Party	Description
6.1	Flying Trade Group Ltd	Notes the need for the N to T project to have to pass to the immediate north or south of the FTG warehouse. Whilst accepting there is some flexibility in some aspects of its design, FTG have a strong preference for keeping the lorry park and loading area clear of pylon(s) and setting pylon(s) as far from the frontage to the A12 as possible.
6.2	Flying Trade Group Ltd	Seeks clarity from NG as early as possible regarding the pylon position and working area requirement nearest the lorry access and egress weighbridge in order to finalise its detailed design for construction. NG has confirmed that the main works contractor is currently working on the design to confirm tower locations. National Grid provided further information regarding proposed tower/conductor heights, and guidance on developing around OHL via email on the 4 th Dec 25.
6.3	National Grid	Notes the aspiration of FTG to secure and construct an amended warehouse design. However National Grid proposes to retain wider Order Limits to facilitate either alignment (based either on the statutory consultation or

ID	Party	Description
		as developed for the potentially amended warehouse design) to ensure it can meet its network reinforcement requirements regardless of which warehouse arrangement is progressed.
6.4	National Grid	Submitted its application for a Development Consent Order based on a stated preference for the arrangement that adopts an alignment to the north of Wick Lane whilst reserving the ability to route to the south of Wick Lane should FTG revert, or be forced to revert, to its originally consented warehouse arrangement.
6.5	National Grid	Must retain sufficient flexibility on pylon siting to ensure it can meet the required safety distances from the warehouse whilst responding to ground conditions. The implication of this is the potential requirement for the pylon to move westwards which requires some flexibility in HGV access and egress siting arrangements until the pylon position can be confirmed.
6.6	National Grid	Will consider measures to allow for the early completion of detailed design to allow confirmation of the positioning of infrastructure, particularly pylon TB20A, across the FTG site.
6.7	National Grid	Anticipate the main access arrangements comprising a haul road crossing Wick Lane to the east of the extended warehouse and routing to the east towards TB17. Some use of the main access and egress may also occur to facilitate establishment of the haul road and crossing arrangements.

7. Signatures

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

For National Grid

Name: _____

Position: _____

Date: _____

For Flying Trade Group Ltd

Name: _____

Position: _____

Date: _____

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