

AENC-NG-CNS-REP-0096

Norwich to Tilbury

Volume 5: Reports and Statements

Document: 5.9.24 Draft Statement of Common Ground - Network Rail
- Clean Version

Final Issue B

May 2026

Planning Inspectorate Reference: EN020027

Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5(2)(q)

nationalgrid

Revision History

Version	Date	Submitted at
A	29 August 2025	DCO Application
B	12 May 2026	Deadline 4

Network Rail

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 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. Summary of matters under discussion

As requested by the Examining Authority, the below table provides an 'at a glance' summary of matters which are under discussion, together with a deadline by which such matters are expected to be resolved.

SoCG ID	Summary of matter under discussion	Deadline for resolution
7.1	<p>Network Rail wants to understand impact of proposed development and what improvements or mitigations may be required to facilitate Norwich to Tilbury Works.</p> <p>The Applicant would incur costs for mitigation works relating to the Norwich to Tilbury project, but not for improvements to assets outside of necessary mitigation works. This will be further defined within Protective Provisions currently being negotiated.</p>	Resolution by the end of examination
7.2	<p>Network Rail has outlined a number of requirements, approvals and conditions the Applicant is required to complete before any construction takes place.</p> <p>The Applicant is adhering to these requirements and will continue to adhere to Network Rails approval processes with the aim of obtaining an Asset Protection Agreement for each crossing.</p>	Resolution by the end of examination

SoCG ID	Summary of matter under discussion	Deadline for resolution
7.3	Engagement is underway between the parties to agree Proactive Provisions and required Asset Protection Agreements.	Resolution by the end of examination
7.4		

4. Background

4.1 Description of the Project/Development

The Project is a Nationally Significant Infrastructure Project (NSIP) and as such will require the grant of development consent by the making of a Development Consent Order (DCO) under the Planning Act 2008. The Act 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.

5. Stakeholder Interests

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 5.1 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 5.2 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 Gisingham).
	Twin-track Electrified	LTN1 Ipswich - East Suffolk Jn	Stowmarket and Needham market train stations. (Crossing near Badley).

OHL Route	Rail Type	ELR	Crossing Between*
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 line	SSV Shenfield Jn - Southend Victoria	Billericay and Shenfield train stations. (Crossing near Hutton).
	Twin-track Electrified line	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.

6. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
6.1				

7. Matters Currently Under Discussion

ID	Issue	Stakeholder position	National Grid position	Relevant documentation
7.1	Costs Incurred of Interfacing Works	30/06/25 - 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 documentation to document these arrangements to be agreed.	07/04/26 - National Grid would incur costs for mitigation works reasonably incurred and directly attributable to the Norwich to Tilbury project. National Grid would not incur costs for improvements to Network Rail assets outside of necessary mitigation works. This will be further defined within a set of Protective Provisions National Grid are currently seeking to agree.	
7.2	Crossing Consent	30/06/25 - Before any development, construction and / or alterations can occur by National Grid to any of	07/04/26 - The Norwich to Tilbury project is currently adhering to these	

ID	Issue	Stakeholder position	National Grid position	Relevant documentation
		<p>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.</p>	<p>Network Rail requirements having progressed through the initial property process across both business and technical clearance processes.</p> <p>The Network Rail requirement for further approvals prior to works within the vicinity of Network Rail assets is noted, National Grid seeks to continue to adhere to Network Rails approval processes with the aim of obtaining an Asset Protection Agreement for each crossing detailed.</p>	
7.3	Protective Provisions	<p>30/06/25 - 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.</p>	<p>07/04/26 - National Grid have instructed legal representatives to negotiate Protective Provisions with Network Rails appointed legal representation, engagement is underway to best agree Protective Provisions specific to the Norwich to Tilbury project.</p>	
		<p>17/04/2026 – A copy of Network Rail’s protective provisions have been provided to NGET’s representatives and discussions are ongoing.</p>	<p>Further details of the status of ongoing legal discussions are found within the <i>Statutory Undertaker Tracker</i> updated</p>	

ID	Issue	Stakeholder position	National Grid position	Relevant documentation
7.4	Formal Agreements	<p>30/06/25 - 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).</p> <p>17/04/2026 – Business and technical clearance have been cleared, however, these are subject to various conditions which have been provided to NGET and completion of the above legal agreements. These discussions on the documentation are ongoing.</p>	<p>and submitted at each DCO examination deadline.</p> <p>07/04/26 - The Norwich to Tilbury project engaged with Network Rail standard crossing processes in an effort to seek Network Rail approval for the 9 crossings identified in Tables 1 & 2 which have now cleared the Network Rail business and technical clearance. National Grid will continue to engage with the Network Rail in an effort to obtain an Asset Protection Agreement per each crossing detailed,</p> <p>National Grid agree to compensate for reasonably incurred costs directly attributable to the Norwich to Tilbury Scheme.</p>	

8. Signatures

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

For National Grid

Name: _____

Position: _____

Date: _____

For Network Rail

Name: _____

Position: _____

Date: _____

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com