

AENC-NG-CNS-REP-0277

# Norwich to Tilbury

**Volume 8: Examination Documents**

**Document: 8.3.61 Draft Statement of Common Ground - Hutchison  
Ports - Tracked Changes Version**

**Final Issue B**

**May 2026**

**Planning Inspectorate Reference: EN020027**

**nationalgrid**

# Revision History

<u>Version</u>	<u>Date</u>	<u>Submitted at</u>
<u>A</u>	<u>26 February 2026</u>	<u>Deadline 1</u>
<u>B</u>	<u>12 May 2026</u>	<u>Deadline 4</u>

# Hutchison Ports

## Draft Statement of Common Ground

### 1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to reflect the current understanding of the areas of agreement and any remaining points of discussion between National Grid and Hutchison Ports regarding specific issues arising during construction, operation, maintenance and decommissioning of the proposed Norwich to Tilbury Project (the Project) and its interface with Hutchison Ports. The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process. The SoCG is intended to be a live document and will be updated as necessary throughout the pre-examination and examination stages of the DCO process. It is without prejudice to any terms of any related side agreements between the parties.

### 2. Parties to the SoCG

This SoCG is agreed between National Grid and Hutchison Ports.

### 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.

<u>SoCG ID</u>	<u>Summary of matter under discussion</u>	<u>Deadline for resolution</u>
	<u>The Applicant, alongside its Main Works Contractor, will engage with Hutchison Ports once delivery Port(s) for construction materials is confirmed.</u>	<u>By January 2027 (not resolved during examination).</u>

### 4. ~~3.~~ Background

#### 4.1 ~~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 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 targeted consultations.

## 5. ~~4.~~ Stakeholder Interests

Hutchison Ports is a port operator and logistics service provider with significant operations in the East of England, including Harwich International Port. Initial engagement with Hutchison

Ports took place in 2024, with discussions around the outline feasibility for the involvement of Hutchison Ports facilities in the supply of materials for the construction of Norwich to Tilbury.

## 6. ~~5.~~ Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
<del>5.16.</del> <u>1</u>				

## 7. ~~6.~~ Matters Currently Under Discussion

ID	Issue	Stakeholder position	National Grid position	Relevant documentation
<del>6.17.</del> <u>1</u>	Determining credible throughput capacity of multi-modal facilities.	Noted.	<p>As part of the development for the <del>Multi-modal transport report [APP-340] (document 7.11 Transport Assessment – Appendix G) for the DCO application [Planning Inspectorate Reference: EN020027]</del>, <u>Multi-Modal Transport Report [APP-340]</u> discussions have been undertaken regarding the transportation of construction materials for the Project. These discussions have included an assessment of the credible throughput capacity of multi-modal facilities – such as Harwich International Port - for water-borne transport deliveries.</p> <p>An initial sifting exercise has been completed to assess the feasibility of using ports for the delivery of bulk aggregates and other cargo required for the Project. The outcome of this exercise indicates that further consideration is warranted.</p> <p>Further discussions will take place between Hutchison Ports and the appointed construction contractor when appropriate.</p>	
<u>7.2</u>	<u>Determining Port of delivery</u>		<u>The Main Works Contractor is assessing the supply chain and should likely know the first port of delivery for construction materials by January 2027 (for</u>	

ID	Issue	Stakeholder position	National Grid position	Relevant documentation
			<u>deliveries in 2028), with the remainder likely to be confirmed in Q1 of 2027. The Applicant will introduce Hutchison Ports to the Main Works Contractor to enable further discussions as more information becomes available.</u>	

## 8. ~~7.~~ Signatures

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

For National Grid

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

For Hutchison Ports

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

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<b>Changes:</b>	
<u>Add</u>	14
<del>Delete</del>	11
<del>Move From</del>	0
<u>Move To</u>	0
<u>Table Insert</u>	3
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Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
<b>Total Changes:</b>	<b>28</b>