

AENC-NG-CNS-REP-0245

Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.3.29 Signed Statement of Common Ground - SRC
Group (Crown Quarry mineral site A79) - Clean Version

Final Issue D

July 2026

Planning Inspectorate Reference: EN020027

nationalgrid

Revision History

Version	Date	Submitted at
A	26 February 2026	Deadline 1
B	12 May 2026	Deadline 4
C	10 June 2026	Deadline 5
D	7 July 2026	Deadline 6

Sewells Reservoir Construction Group Limited (SRC Group) (Crown Quarry mineral site A79)

Statement of Common Ground

1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to confirm to the Examining Authority where agreement has been reached and where agreement has not been reached between National Grid and Sewells Reservoir Construction Group Limited (SRC Group) regarding specific issues arising during construction and/or operation from the interface between the proposed Norwich to Tilbury Project (the Project) and Crown Quarry.

This final signed version of the SoCG has been submitted at Examination Deadline 6.

2. Parties to the SoCG

This SoCG has been prepared by National Grid (the Applicant) and SRC Group.

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
8.1	Concern regarding permanent sterilisation of minerals, and consequent impacts on recycling volumes, which may affect both the existing quarry as well as the proposed northern extension. The Applicant anticipates that while there will be sterilisation of the tower areas, stand off areas will allow for the rest of the site to be extracted.	Engagement to continue during detailed design
8.2	The Applicant has acknowledged that the proposals for the haul road may impact the potential for extraction and are therefore considering alternative routing and will continue to engage with SRC Group through detailed design to resolve this matter.	Engagement to continue during detailed design

SoCG ID	Summary of matter under discussion	Deadline for resolution
8.3	The Applicant is considering construction sequencing to ensure that the haul road can be delivered in a timely manner to support the overhead line construction, while minimising sterilisation impacts.	Engagement to continue during detailed design, including sharing project construction programme

4. Background

4.1 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. Stakeholder Interests

SRC Group has legal interests that have the potential to interact with the Project. This has been identified as the Crown Quarry, Old Ipswich Road, Ardleigh, Colchester.

A request for an EIA Scoping Opinion (ESS/14/26/TEN/SPO) relating to a northern extension to Crown Quarry for the extraction, processing, sale and distribution of sand and gravel and subsequent restoration using inert materials together with the necessary associated infrastructure and access improvements was submitted to Essex County Council on 17 February 2026. The council issued the scoping opinion on 15 May 2026. The related planning application is anticipated to be submitted by the end of 2026.

Planning Application 25/01445/FUL submitted to Tendring District Council relates to the erection of an asphalt plant and ancillary facilities, together with the use of an existing access road. This application was submitted on 29 September 2025. Further information under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 was submitted in April 2026, and a further round of consultation now needs to take place. The decision on this application is expected by July 2026.

6. Engagement to date

The chronology of the Applicant's engagement with SRC Group regarding Crown Quarry 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
- Meeting Dates:
 - 22 November 2023
 - 10 December 2024
 - 15 September 2025
 - 5 May 2026
- The parties continued to engage during the examination through regular email correspondence in relation to the matters described in this Statement of Common Ground.

7. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
7.1	Route scenarios	The Applicant recognised that the alignment crossing the A12 would affect the proposed development of industrial units and asphalt plant and would interact with the overhead line. As a result, the Applicant identified a design scenario that provides flexibility to respond to ongoing discussions and detailed designs between the two projects. A summary of the scenario was included in 5.15 Design Development Report [APP-122] and as design scenario 4 in Table 4.4 of 6.4 Environmental Statement Chapter 4 - Project Description [APP-130] submitted with the DCO application. The Applicant reviewed mitigation options in reference to pylon TB20 - the first pylon from the A12 which is situated in the existing quarry site - and are now committing to the alternative scenario to move the position of the pylon. This commitment is confirmed in Table 2.4 of 8.11 Approach to Scenarios [REP5-212].	Deadline 4 (confirmation of route scenario)	5.15 Design Development Report [APP-122] 6.4 Environmental Statement Chapter 4 - Project Description [APP-130] 8.11 Approach to Scenarios [REP5-212]
7.2	Permanent operational access	The Applicant noted SRC Group concerns that proposals for access off Old Ipswich Road would lead to the closure of the quarry, its extension, the recycling,	Deadline 4 (confirmation of route scenario)	8.11 Approach to Scenarios [REP5-212]

ID	Issue	Agreement reached	Date agreed	Relevant documentation
		the industrial units and will prevent the construction and use of the proposed asphalt plant. This access requirement has been amended following confirmation of the tower location scenario as per matter 7.1 above, and therefore this matter can now be agreed.		
7.3	Temporary construction effects	The Applicant has clarified the nature of temporary construction effects as requested by SRC Group. Details of temporary construction arrangements will vary by site but may include positioning of temporary haul roads within site boundaries, the installation of services and utilities diversions, and repair / compensation for any damage to existing equipment. The only permanent structures associated with the Project are the overhead line towers themselves. All other elements, including haul roads and construction access tracks, are temporary in nature and will be removed following completion of the construction phase. For the avoidance of doubt, the “permanent access” referred to identifies a route that may be used for occasional maintenance access, rather than a constructed road.	Meeting held 5 May 2026	

8. Matters Currently Under Discussion

ID	Issue	National Grid Position	SRC Group Position	Status
8.1	Permanent sterilisation of minerals under electrical infrastructure pillar of support	The Applicant anticipates that while there will be sterilisation of the tower areas, especially for TB18 and potentially TB17, stand-off areas will allow for the rest of the site to be extracted. SRC Group have provided anticipated extraction areas and depths so that sterilisation could be reviewed by the Applicant. The Applicant will continue to engage with SRC Group throughout detailed design to resolve this matter.	Given that the information requested by SRC since 15/09/25 has not been provided SRC is not in a position whereby it can agree this. This request has only been put to SRC on 03 February 2026. Nevertheless, given that the information requested by SRC since 15/09/25 has not been provided SRC is not in a position whereby it can provide this information. Equally, mineral sterilisation will lead to void sterilisation and consequent impacts on recycling volumes. These impacts cannot be assessed without consideration of the information requested on 15/09/25 and since. The consequences may effect both the existing quarry as well as the proposed northern extension. We have only been asked to provide extraction depths for Martells (north of Frating Road) but not Crown Northern Extension. These have now been requested and provided.	Ongoing discussion during detailed design

ID	Issue	National Grid Position	SRC Group Position	Status
8.2	Temporary access for construction	The Applicant acknowledges that the proposals for the haul road will impact the potential for extraction at TB18 and TB17. As above, SRC Group to provide extraction areas for review. It is noted that the haul road has the potential to result in mineral and void sterilisation. However, the haul road is temporary in nature and, once removed, the underlying mineral can be extracted, thereby minimising any long-term sterilisation impacts, including those relating to recycling. With regard to routing, the Applicant acknowledges that a haul road alignment south of TB20 is not feasible, including due to its interaction with existing infrastructure. The Applicant is therefore progressing consideration of alternative routing to the north and will continue to engage with SRC Group through the detailed design phase to resolve this matter.	Given that the information requested by SRC since 15/09/25 has not been provided SRC is not in a position whereby it can comment on this in a meaningful way SRC hold the reasonable opinion that the consequences of any temporary accesses for construction are not limited solely to TB17 and TB18 but to the whole for the route as it interacts with SRC's holdings. In particular, proposals for access off Old Ipswich Road as set out prior to the meeting of 15/09/25 will lead to the closure of the quarry, its extension, the recycling, the industrial units and will prevent the construction and use of the proposed asphalt plant Haul road has the potential to cause significant mineral sterilisation as well as void sterilisation with consequential impacts on recycling. As above, we have only been requested to provide mineral depth information for land north of Frating Road at Martells. Confirmation is needed on the 'alternative route'.	Ongoing discussion during detailed design

ID	Issue	National Grid Position	SRC Group Position	Status
			Pleased to see acknowledgement that the haul road south of TB20 is 'not viable'.	
8.3	Oversail of minerals sites	The Applicant anticipates that mineral extraction can be carried out under the overhead line but will confirm clearances. It is acknowledged that there may be a potential interaction between the timing of haul road construction and the programme for the overhead towers. The Applicant is continuing to consider construction sequencing to ensure that the haul road can be delivered in a timely manner to support the works, while minimising any sterilisation impacts. Further detail on the proposed programme and phasing will be provided to SRC Group as it is refined. The Applicant will continue to engage with SRC Group throughout detailed design to resolve this matter.	This is helpful to know however the information requested by SRC since 15/09/25 has not been provided SRC is not in a position whereby it can comment on this in a meaningful way. This may be at odds with the timescales and need to construct a haul road in advance of constructing the overhead towers.	Ongoing discussion during detailed design

The parties agree to:

- Commit to engage constructively with other parties in respect of detailed engineering design to facilitate beneficial outcomes for all developments in so far as it relates to overlapping interests
- Commit to update the other parties where material change to their project occurs or is imminently expected

Figure 1 Interaction between TB17 to TB20



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9. Signatures

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

For National Grid

A large black rectangular box redacting the signature of the National Grid representative.

Position: Project Director

Date: 01/07/2026

For Sewells Reservoir Construction Group Limited (SRC Group)

A large black rectangular box redacting the signature of the SRC Group representative.

Position: Managing Director

Date: 06/07/2026

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