

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) - Tracked Changes Version

Final Issue D

July 2026

Planning Inspectorate Reference: EN020027

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Revision History

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

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

~~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~~ confirm to the Examining Authority where agreement ~~and any remaining points of discussion 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. ~~The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process.~~

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

2. Parties to the SoCG

This SoCG ~~is agreed between~~ 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
7.18.1	Information relating to the oversail implications on the proposed scenario changes <u>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.</u>	By deadline <u>7 Engagement to continue during detailed design</u>

SoCG ID	Summary of matter under discussion	Deadline for resolution
7.2	Detailed technical information needed to understand the extent of mineral and void sterilisation	By deadline 7
7.3 8.2	Information on temporary access for construction including the <u>The Applicant has acknowledged that the proposals for the haul road may impact the potential for extraction and are therefore considering alternative routing scenario and will continue to engage with SRC Group through detailed design to resolve this matter.</u>	By deadline 7 <u>Engagement to continue during detailed design</u>
7.4 8.3	Information to understand oversail implications on assess potential mineral and recycling <u>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.</u>	By deadline 7 <u>Engagement to continue during detailed design, including sharing project construction programme</u>
7.5	Details regarding permanent maintenance access route, how permanent access requirements may sterilise mineral reserves or conflict with previous design statement	By deadline 7
7.6	Construction information to assess the potential temporary impacts, including possible disruption to quarry operations, recycling and future site development	By deadline 7

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 ~~recent~~ targeted consultations.

5. Stakeholder Interests

SRC Group has legal interests that have the potential to interact with the ~~Norwich to Tilbury~~ 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.

~~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 SRC Group to demonstrate how their interests may be affected, how SRC Group or National Grid and its contractors can collectively reduce those effects and input to agree the implementation of such measures.~~

~~Discussions Held~~

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 ~~continue~~continued to engage during the examination through regular email correspondence in relation to the matters described in this Statement of Common Ground.

7. ~~6.~~ Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
6.1				

~~7. Matters Currently Under Discussion~~

ID	Issue	National Grid Position	Stakeholder Position	Status
<u>ID</u>	<u>Issue</u>	<u>Agreement reached</u>	<u>Date agreed</u>	<u>Relevant documentation</u>
7.1	Route Scenarios <u>scenari</u> <u>os</u>	The Applicant recognises <u>recognised</u> that the current alignment crossing the A12 will <u>would</u> affect the proposed development of industrial units and asphalt plant and will <u>would</u> 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	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 was confirmed in Table 2.4 of 8.11 Approach to Scenarios [REP4-340]. <u>Deadline 4</u>	<u>5.15 Design Development Report [APP-122]</u> <u>6.4 Environmental Statement Chapter 4 - Project Description [APP-130]</u> <u>8.11 Approach to Scenarios [REP5-212]</u>

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ID	Issue	National Grid Position	Stakeholder Position	Status
<u>ID</u>	<u>Issue</u>	<u>Agreement reached</u>	<u>Date agreed</u>	<u>Relevant documentation</u>
		committing to the alternative scenario to move the position of the pylon. This commitment was<u>is</u> confirmed in Table 2.4 of 8.11 Approach to Scenarios (REP4-340<u>REP5-212</u>), submitted at deadline 4. The Applicant has since met with SRC Group and identified the new location for TB20, which will now be situated outside of their land ownership. The Applicant is continuing to review and refine the proposed route for the new haul road. The Applicant welcomes ongoing discussions to continue to consider the scenario and detailed design. SRC does not understand this statement as it is unclear, ambiguous and unespecific. This is acknowledged and it may extend to affect the existing quarry, in particular, its restoration. However, without the provision of the information requested from NG on 15/09/25 and since the full implications cannot be considered further. SRC is not aware of the details of the precise location of TB20, nor of the details of the associated overhead line or the implications of the construction period and once installed. SRC questions the NG review of the mitigation options absent of SRC's involvement.	(confirmation of route scenario)	

ID	Issue	National Grid Position	Stakeholder Position	Status
<u>ID</u>	<u>Issue</u>	<u>Agreement reached</u>	<u>Date agreed</u>	<u>Relevant documentation</u>
		Equally, there may be consequent mineral and void sterilisation matters to consider SRC is not aware of the details of the precise location of TB20, nor of the details of the associated overhead line or the implications of the construction period and once installed, SRC questions the NG review of the mitigation options absent of SRC's involvement. SRC raised the prospect of the relocation TB24 (immediately west of the A12) and a possible relocation of TB20. We still wait for details from NG to understand what the 'flexible design scenario' comprises. What are the mitigation options that are being reviewed for TB20? If the major change to TB20 is progressed, many of the major conflicts between the existing and future Crown Quarry operations fall away.		
<u>7.2</u>	<u>Permanent operational access</u>	<u>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, the industrial units and will prevent the construction and use of the proposed asphalt plant.</u>	<u>Deadline 4 (confirmation of route scenario)</u>	<u>8.11 Approach to Scenarios [REP5-212]</u>

ID	Issue	National Grid Position	Stakeholder Position	Status
<u>ID</u>	<u>Issue</u>	<u>Agreement reached</u>	<u>Date agreed</u>	<u>Relevant documentation</u>
		<u>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.</u>		
<u>7.3</u>	<u>Temporary construction effects</u>	<u>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.</u> <u>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.</u>	<u>Meeting held 5 May 2026</u>	

8. Matters Currently Under Discussion

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
7.2 <u>8.1</u>	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<u>stand-off</u> areas will allow for the rest of the site to be extracted. SRC Group to provide<u>have provided</u> anticipated extraction areas and depths so that sterilisation could be reviewed by the Applicant. It is agreed that extraction depths have been requested and provided for Martells Mineral site by SRC Group. <u>The Applicant will continue to engage with SRC Group throughout detailed design to resolve this matter.</u>	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.	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 was confirmed in Table 2.4 of 8.11 Approach to Scenarios [REP4-340].<u>Ongoing discussion during detailed design</u>

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
7.3 <u>8.2</u>	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 provide further detail on this in due course. <u>continue to engage with SRC Group through the detailed design phase to resolve this matter.</u>	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'.	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 was confirmed in Table 2.4 of 8.11 Approach to Scenarios [REP4-310]. <u>Ongoing discussion during detailed design</u>

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
			Pleased to see acknowledgement that the haul road south of TB20 is 'not viable'.	
7.4 <u>8.3</u>	Oversail of Minerals Sites <u>minerals</u> <u>sites</u>	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. <u>The Applicant will continue to engage with SRC Group throughout detailed design to resolve this matter.</u>	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.	Discussions ongoing. <u>Ongoing discussion during detailed design</u>
7.5	Permanent Operational Access	The Applicant requires continuous access to installed equipment to be maintained at all times. The development consent order includes a defined route for such access, but the parties agree that alternative arrangements that better respond to the	No further details have been provided at this stage but it is agreed that National Grid will require an access for maintenance at all times. However the information requested by SRC since 15/09/25 has not been provided SRC is	Discussions ongoing.

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
		particular status of site operator activities could be adopted where agreed by the parties through a formal agreement. It is noted that the access routes shown may be interpreted as permanent roads with the potential to result in mineral and void sterilisation, as well as implications for restoration. However, the Applicant clarifies that the “permanent access” refers to a defined route for occasional maintenance access to the infrastructure. This access would not be required until after completion of the construction phase. The Applicant anticipates that mineral extraction within this area will have been completed by that stage, thereby avoiding any prejudice to the approved restoration scheme or giving rise to sterilisation concerns. The Applicant notes the suggestion regarding access from the north via Wick Lane. However, TB20 is proposed to be relocated further north, and the associated access arrangements are currently under review and are likely to be amended accordingly.	not in a position whereby it can comment on this in a meaningful way. 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. The need for Permanent Operational Access may be at odds with NG’s statements in respect of Oversail. Assuming the screenshots below are showing permanent access routes, these have the potential to cause mineral and void sterilisation and prejudice the proposed restoration for the existing quarry. If TB20 remains, it appears access would be easier from the north via Wick Lane as opposed to through the existing quarry given that the DCO already proposes an access point adjacent to TB20.	

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
7.6	Temporary Construction Effects	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 Applicant notes that further clarification has been requested in respect of the proposed access roads, including their temporary or permanent nature. As discussed at the meeting, the only permanent structures associated with the Proposed Development 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.	This is acknowledged, 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. The potential temporary construction effects cannot be understated as it could 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 Timing of Temporary Construction may have a bearing in respect to mineral, void and recycling sterilisation. Further information is still required to understand what access roads are proposed as well as what will be permanent or temporary. It was clear in the meeting that apart from the electrical pylon and their associate's foundation bases, the majority of the proposed infrastructure will be ultimately removed. The last aspects of the temporary development to be removed will be the haul road approximately in 2031.	Discussions ongoing.

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<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>SRC Group Position</u>	<u>Status</u>
			It was confirmed that the UKPN diversion could be altered with a separate discussion with UKPN.	

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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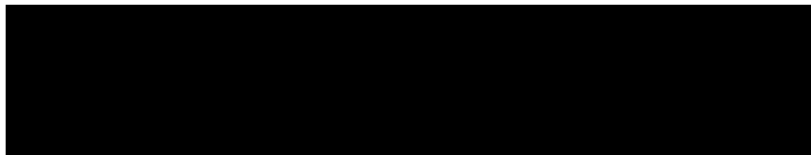
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9. ~~8.~~ Signatures

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

For National Grid



Position: Project Director

Date: 01/07/2026

For Sewells Reservoir Construction Group Limited (SRC Group)



Position: Managing Director

Date: 06/07/2026

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Changes:	
<u>Add</u>	66
Delete	74
Move From	0
<u>Move To</u>	0
<u>Table Insert</u>	6
Table Delete	8
<u>Table moves to</u>	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	0
Embedded Excel	0
Format changes	0
Total Changes:	154