

AENC-NG-CNS-REP-0248

Norwich to Tilbury

Volume 8: Examination Documents

Document: 8.3.32 Signed Statement of Common Ground -
Tritton Farming Partnership and Brett Aggregates (Lowleys
Farm Mineral Site) - Tracked Changes Version

Final Issue C

July 2026

Planning Inspectorate Reference: EN020027

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Revision History

Version	Date	Submitted at
A	12 May 2026	Deadline 4
B	10 June 2026	Deadlines
<u>C</u>	<u>21 July 2026</u>	<u>Deadline 7</u>

Tritton Farming Partnership and Brett Aggregates (Lowleys Farm Mineral Site)

~~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 has been reached, where agreement has not been reached, and any remaining points of discussion between National Grid and Tritton Farming Partnership LLP (TFP) and Brett Aggregates Limited (Brett) regarding specific issues arising during construction and/or operation from the interface between the proposed Norwich to Tilbury Project and Tritton Farming Partnership LLP and its members and Brett, known by National Grid as Lowleys Farm (Chelmsford, Essex, CM3 1PJ). ~~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 7.

2. Parties to the SoCG

This SoCG ~~is agreed between~~ has been prepared by National Grid, and Tritton Farming Partnership LLP as landowner and Brett Aggregates Limited as quarry developer. Tritton Farming Partnership and Brett Aggregates will have regard to any points raised by statutory bodies and other relevant interested Parties in respect of the matters covered in the SoCG. Therefore, this version reflects the current position of Tritton Farming Partnership and Brett Aggregates Limited but may be subject to change ~~dum~~ following the examination. ~~A final position will be recorded in the final SoCG to be submitted close to the end examination.~~

3. Summary of ~~matters under discussion~~ 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.-~~

This SoCG deals with 16 matters in total, of which 2 are agreed, 4 are not agreed and 10 are under discussion.

Discussions between the Applicant, Tritton Farming Partnership and Brett Aggregates will continue in the build up to the conclusion of examination, detailed design phase, and into construction, on the following matters:

SoCG ID	Summary of matter under discussion	Deadline for resolution
3r4-9.1	Whether the pylon The extent to which the adopted <u>Scenario B</u> alignment will affect TFP's, tower position, tower heights and conductor sag may affect the proposed housing land and what development, and whether further mitigation will apply once final pylon positions are can <u>reduce sterilisation once the detailed design is confirmed.</u>	By deadline 7
&29.2	The comparative impacts of Scenarios A and impact of <u>Scenario B</u> on minerals, woodland, farming and housing, and a new or No is provide detailed routing and tower plans for assessment including the extent of land required within the Order Limits, the extent of any Class 8 Reduction Area, the Applicant's proposed contractual undertaking regarding future land rights reductions, provision of detailed design information, and whether reductions in land <u>ownership requirements and Order Limits should be secured before the close of examination.</u>	By deadline 7
8.3	How pylon positions and safety zones may restrict mineral extraction, requiring NG's final design details for accurate evaluation.	By deadline 7
&49.3	How temporary haul roads may affect minerals, farming, housing, and environmental features until tower locations are confirmed The extent of potential mineral sterilisation arising from the final tower locations, permanent rights, <u>operational restrictions, construction requirements,</u> conductor clearances and tower specifications, together with the consequential impact on mineral extraction viability <u>and the information required to determine whether those impacts can be avoided or reduced.</u>	Likely to be discussed beyond deadline 7.
&£9.4	Why land beside the A131 is included in the project boundary and whether any permanent rights could affect TFP's access to the Chelmsford NE Bypass The <u>purpose</u> and extent of land required within plot number F-3/5 for construction activities, the interaction with proposed mineral and other development uses, and whether the extent of rights sought can be reduced.	Likely to be discussed beyond deadline 7.
&£9.5	Whether shared access will be permitted across haul roads or construction zones, and any risk of farmland severance The location and extent of temporary construction access routes, including their relationship with the Chelmsford North East Bypass programme, the resulting impacts on TFP and Bret's land interests, and <u>whether alternative access arrangements could reduce</u>	Likely to be discussed beyond deadline 7

SoCG ID	Summary of matter under discussion	Deadline for resolution
	<u>those impacts.</u>	
377	How NG will minimise commercial willow loss and outline compensation where losses are unavoidable.	Likely to be discussed beyond deadline 7
3r39.6	The <u>location and extent of permanent access rights, including interaction with the Chelmsford North East Bypass, potential impacts on ecological and heritage assets, and the need for NG's formal response future land use and mineral extraction, and whether alternative routes could reduce sterilisation.</u>	By deadline 7
&T&9.7	Visual and heritage effects across TFP land, including nearby settlements such as Little and Great Waltham <u>The alignment and operational suitability of temporary access arrangements to TB128, including topographical constraints and impacts on mineral extraction, farming and associated land uses.</u>	By deadline 7
3409.8	The evaluation of using <u>location of permanent access to TB128, including potential impacts on the farmyard, listed building setting, future development plans and land sterilisation, and whether an alternative route outside the development boundary and not impacting the high value land can be agreed.</u>	Unlikely to be resolved.
3449.9	Confirmation on the extent of the ancient woodland <u>The extent to which construction activities, haul roads and traffic management measures may affect farming and shooting operations, including land severance. Crossing arrangements, shared access provisions and any closures affecting Goodman Lane.</u>	By deadline 2
3429.10	Site <u>Ongoing discussion of site specific requirements will be agreed with TFP and Brett and added to and mitigation measures for inclusion within the Landowner Interface for Requests and Actions Register and added to the draft Heads of Terms for an Option to Easement and Code of Construction Practice and related securing mechanisms.</u>	By deadline 7
343	Review combining and/or moving permanent access routes to mitigate impact	By deadline 7

4. Background

4.1 Description of the Project/Development

National Grid Electricity Transmission pic ('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 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.

The Project is identified as critical to delivering a network which supports the clean power pathways for 2030 delivery.

5. Stakeholder Role

Tritton Farming Partnership LLP and its members, have legal interests that have the potential to interact with the Norwich to Tilbury proposals. This has been identified as Lowleys Farm, Chelmsford, Essex, CM3 1PJ. Brett Aggregates Limited (Brett) has an interest in a mineral deposit (sand and gravel) at Lowleys Farm and has, with TFP's approval, established a quarry design for a significant extraction scheme at this location.

National Grid is seeking to ensure that the interests of all 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 Tritton Farming Partnership LLP to demonstrate how their interests may be affected, how Tritton Farming Partnership LLP or National Grid and its contractors can collectively reduce those effects and input to agree the implementation of such measures.

Brett Aggregates Limited states that ~~there are no current or proposed planning applications for the land. The site continues to operate as an active mineral~~ the quarry design is well advanced, with the site being subject to an environmental appraisal and has been promoted for extraction as a candidate site to the Essex MLP since 2019. On allocation in the MLP (expected to be confirmed summer 2026) a planning application will be prepared and submitted as soon as possible. The intended timings of extraction sitewould be 2028 subject to planning timescales.

6. Engagement to date

The chronology of National Grid's engagement with TFP and Brett 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: 14th November 2025, 19th February 2026, 24th April 2026, 17 June 2026
- The parties continue to engage through email correspondence in relation to the matters described in this Statement of Common Ground.

7. Compensation and Reservation of Rights

Nothing in this Statement of Common Ground shall be construed as:

- (a) agreement on the extent of any loss, damage, injurious affection, disturbance or other compensatable claim;
- (b) a waiver, limitation or compromise of any entitlement to compensation under the Planning Act 2008, the Compulsory Purchase Act 1965, the Land Compensation Acts, the Compensation Code or otherwise at law;
- (c) agreement that the Applicant has adopted the least impactful design solution; or

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(d) agreement that any proposed mitigation fully addresses the effects of the Project on the interests of Tritton Farming Partnership LLP or Brett Aggregates Limited.

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8. 7i-Matters Agreed

ID	Issue	Agreement Reached	Date Agreed
<u>7r48.1</u>	<u>Commercial Willow Tree Replanting</u>	The Applicant will minimise any required removal of commercial willow trees and will provide appropriate compensation for any verified losses incurred because of the works. This is without prejudice to the landowner's statutory entitlement to compensation.	<u>22 June 2026</u>
<u>8.2</u>	<u>Minerals</u>	Both parties acknowledge the presence of a mineral deposit within the site, estimated to be approximately 20 meters deep and accept that the proposed design would materially constrain or prevent the full extraction of this resource. For the purposes of this SoCG only, TFP and Brett acknowledge that the Applicant currently considers it is not possible to fully avoid the mineral site within the DCO Limits. TFP and Brett reserve their position regarding alternative routing, mitigation measures, compensation and residual losses.	<u>22 June 2026</u>

9. ~~8.~~ Matters Being Discussed

ID	Issue	National Grid Position	StakeholderTFP and Brett Position	Status
<u>9.1</u>	<u>Sterilisation of Housing Development</u>	The Applicant is actively assessing the extent to which the proposed Project alignment for Scenario B may interface with the proposed housing development and will issue a formal response once the impact has been fully evaluated. The stakeholder has provided details to the Applicant of the	Despite providing the information in relation to the housing development, TFP has received no feedback from National Grid regarding mitigation of impacts on this proposed development. TFP has been working on this housing development since pre N-T and sterilisation will clearly occur. If Route B were to be adopted, less sterilisation, TFP would require the route to remain as far south as possible.	Ongoing discussion <u>Discussions</u>

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		proposed development. Planning permission is yet to be granted for the proposed housing development. Scenario B, as shown by Figure 1, would move the Project alignment further to the south-east within the Limits of Deviation to minimise the interaction with the minerals site. This is reflected in 8.11 Approach to Scenarios (Revision-B). The Applicant is working to accelerate the design in this location to be able to provide further detail to the stakeholder JREP4-310] which was submitted at Deadline 4. The Applicant will continue to engage with TFP during detailed design, including provision of pylon heights and associated "sag".	before heading west. <u>Although it is acknowledged that Route B has been adopted, TFP was sent a revised layout on 17th June 2026, and the layout remains "Preliminary and Subject to Change" and therefore we are working with the Applicant to continue to understand the detail surrounding the revised route and what flexibility there is to mitigate impact. We require TP130 to move as close as possible to the OHL Limits of deviation to the south. This may result in the removal of TP131 which will ensure sterilisation is kept to a minimum.</u> TFP will provide further feedback once pylon locations have been presented.- <u>5.15 Design Development Report (APP-122), 9.1.3 on page 101 it states that</u> <u>"Scenario B would require taller pylons and is unavoidably less direct, routing around the edge of the anticipated minerals site while maintaining an appropriate stand-off from an area of ancient woodland." As Route B has been adopted, we would like the Applicant to confirm what the changes in size of the pylons will be to allow us to appraise its consequent impact.</u> More information can be provided by TFP as to the impact. TFP proposes this matter is "ongoing discussion" as further details need to be presented and feedback	

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			provided to pylon locations and associated infrastructure within Route B to understand its impact to transition the working plans from “Preliminary and Subject to Change” to fixed.	
8.29 <u>2</u>	Route Scenarios	The Applicant acknowledges the presence of a mineral deposit within the site at Lowley’s Farm and that the design would potentially constrain or prevent the full extraction of this resource, and that as it currently stands the Project alignment would extend through the deepest point. It is considered not possible to fully avoid the mineral site within the DCO Limits of Deviation, however it is possible to allow flexibility in the alignment to reduce the impact on the effects on the mineral site, should it be progressed. Widened Order Limits have been proposed in this location to allow for an alternative scenario that would reduce the impacts on the minerals site. This includes the potential relocations of towers TB128 to TB133 further to the South-East within the widened Order Limits. Brett Aggregates Ltd. have provided-	<u>Although it is acknowledged that Route B has been adopted, TFP was sent a revised layout on 17th June 2026 by the Applicant, and the layout remains “Preliminary and Subject to Change” and therefore we are working with the Applicant to continue to understand the detail surrounding the revised route and what flexibility there is to mitigate impact. The DCO red corridor was previously widened to enable Route B. However, now Route B has been chosen, TFP would expect a large Class 8 (reduction) area to be created. The Applicant has presented a proposed Class 8 reduction to TFP, but TFP feel there remains an excessive amount in the development boundary causing unnecessary sterilisation.</u> National Grid has proposed a “Route A” (current alignment) and a “Route B” within their proposed development boundary, but closer to Lyons Hall Wood to mitigate impact. However, we have received little detail on the exact routes, pylon locations, or pylon design for Route B. Without plans to review, we can not comment on the proposed moving of these pylons. No plan has been formally presented to TFP and Brett for comment. In	Ongoing Discussionsv

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		the Applicant with site plans and information on extractable depths. Detailed routing, tower locations and tower specifications for the Project have not yet been finalised, and the full extent of the impact cannot yet be determined. The Applicant will continue to work with Brett Aggregates Ltd. as the detailed design develops to fully understand the extent of any potential impact. <u>Brett Aggregates Ltd. have provided the Applicant with site plans and information on extractable depths. The Applicant has reclassified some TFP/Brett land as Class 8 (to be submitted to the examination at Deadline 7) and acknowledges the stakeholder request for further land to also be reclassified as Class 8. This is not possible to commit to before detailed design is completed. The Applicant will provide a contractual undertaking in future to narrow the extent of land over which rights are sought once the detailed design and accordingly extent of land rights</u>	addition, TFP will comment and seek adjustments on pylon locations outside of the mineral site. TFP and Brett are unable to provide confirmation of loss of mineral reserves or other impacts set out below, until National Grid finalise their design and layout. Route B would be far preferable to Route A; however, TFP and Brett's preferred position remains the alternative routes set out at point 12 below. The development boundary cannot remain as wide as currently proposed through to the conclusion of the examination, as this would impact an excessive amount of land not required for the scheme. We have not been presented with access requests for additional non-intrusive and intrusive surveys to fully appraise Route B and require NG to carry out these surveys. <u>5.15 Design Development Report (APP-122), 9.1.3 on page 101 it states that "Scenario B would require taller pylons and is unavoidably less direct, routing around the edge of the anticipated minerals site while maintaining an appropriate stand-off from an area of ancient woodland." As Route B has been adopted, we would like the Applicant to confirm what the changes in size of the pylons will be to allow us</u>	

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		<u>required is known</u> Further detail of the proposed confirmed Scenario B option is included in Table 2.6 of document 8.11 Approach to Scenarios (Revision B) fREP6-122], submitted at Deadline 46. A record of engagement with Brett Aggregates Ltd is included in 8.3.32 Statement of Common Ground (Revision A) additionally submitted at Deadline-4 <u>section 6 of this SoCG.</u> The Applicant is working to accelerate the design in this location to be able to provide further detail to the stakeholder. <u>The Applicant will continue to engage with TFP and Brett following the close of examination regarding further detailed design.</u>	<u>to appraise its consequent impact.</u> <u>Although Route B is far preferable to Route A; TFP and Brett's preferred position remains the alternative routes set out at point 10.3 below.</u> <u>TFP and Brett do not accept that a Class 8 reduction should or even can occur following the close of examination and it is vital that the Applicant applies a Class 8 reduction before examination is closed. TFP and Brett note the Applicant's reference to a future contractual undertaking. However, the proposed undertaking is presently undefined and has not been provided for review. The Examining Authority is therefore unable to understand what commitments may ultimately be given, whether they would be enforceable, or the extent to which they would reduce the sterilisation of mineral reserves and associated development constraints. TFP and Brett remain of the view that any mechanism intended to mitigate these impacts should be clearly defined and committed to before a decision is made on the application, rather than deferred to the post-consent detailed design stage.</u> We would like feedback from NG on combining and sharing any permanent rights to mitigate impact.	

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			Furthermore, any permanent rights need to be kept to a minimum. TFP proposes this matter is "ongoing discussion" as we require confirmation of a Class 8 reduction of the development boundary to accommodate Route B and remove Route A before the close of examination. Furthermore, further details need to be presented, and feedback provided to pylon locations and associated infrastructure within Route B to allow this matter to be agreed.	
8.39.3	Sterilisation of Minerals	The Applicant acknowledges the presence of a mineral deposit within the site at Lowley's Farm and that the design would potentially constrain or prevent the full extraction of this resource, and that as it currently stands the Project alignment would extend through the deepest point. It is considered not possible to fully avoid the mineral site within the DCO Limits of Deviation, however it is possible to allow flexibility in the alignment to reduce the impact on the effects on the mineral site, should it be progressed. Widened Order Limits have been proposed in this location to allow for an alternative scenario that would reduce the impacts on the	TFP and Bretts has made clear, through previous meetings with FG/NG and at the preliminary hearings of the potential significant mineral sterilisation and consequential financial compensation claim arising as the scheme will negatively impact extraction. Brett have provided extractable depths and site plans; however, no finalised realignment of the pylons has been presented by National Grid to comment on the impact. TFP and Brett are unclear on the ongoing permanent rights that are required and how much sterilisation this will result in. This is particularly relevant in the context of a working mineral extraction site and the compliance requirements associated with operating beneath cable lines or around pylon bases. TFP and Brett has requested details of the type, height, and sag levels of the pylons to understand the potential impacts.	Ongoing Discussions;

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		minerals site. This includes the potential relocations of towers TB128 to TB133 further to the South-East within the widened Order Limits. Brett Aggregates Ltd. have provided the Applicant with site plans and information on extractable depths. Detailed routing, tower locations and tower specifications for the Project have not yet been finalised, and the full extent of the impact cannot yet be determined. The Applicant will continue to work with Brett Aggregates Ltd. as the detailed design develops to fully understand the extent of any potential impact. Further detail of the proposed Scenario B option is included in Table 2.6 of document 8.11 Approach to Scenarios (Revision B) FREP4-310I, submitted at Deadline 4. A record of engagement with Brett Aggregates Ltd is included in 8.3.32 Statement of Common Ground (Revision A) additionally submitted at Deadline 4. <u>section 6 of this SoCG.</u>	<u>Brett have provided a breakdown of the equipment used for a mineral extraction and await feedback from the Applicant on how they can work around and under the pylons.</u> TFP and Brett has also requested a construction and completion timeline for the area, to understand the impacts and to identify opportunities to work with National Grid to minimise disruption to the mineral extraction operations. The distance from Lyons Hall Wood that Brett and TFP have presented in their representation to outline the proposed mineral extraction is indicative and subject to ecological and environmental assessment. The mineral resources extends up to the wood so this area is likely to be worked as part of the mineral extraction with suitable mitigation measure being put in place. <u>NG continue to have an excessive buffer from Lyons Hall Wood and it is important for NG to acknowledge that this area is going to be worked as part of the mineral extraction operations.</u> NG consider that fully avoiding the mineral site may not be possible; however, we have not seen evidence that changes to the route, pylon length, pylon size, etc. Would necessarily result in sterilisation becoming unavoidable. <u>TFP proposes this matter is “ongoing discussions” as further details will be confirmed through detailed design.</u>	

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		The Applicant will work with the stakeholder to share detailed design information as the scheme design develops to understand any potential <u>remaining</u> impacts on the minerals site.	<u>to understand how the two developments can work together and minimise sterilisation.</u>	
3 4	Temporary-Construction-Effects	The Project detailed design is still under development, with haul road alignments and specifications yet to be finalised. The Applicant will continue to engage with Brett Aggregates Ltd. as the detailed design develops on the associated temporary construction requirements to allow TFP and Brett to assess potential mineral, housing, farming, ecological, visual and environmental impacts.-	Until pylon locations are confirmed, TFP and Brett are unable to comment on the proposed temporary construction haul roads. Their impact is relevant to the mineral, housing, farming, ecological, visual, environmental points referencing this SOCG and we would need them to located to minimise the impact.	Ongoing-discussion-
<u>&£9.4</u>	<u>“Construction” AreaLand</u> Adjoining the A131	The Applicant has included land adjoining the A131 within the development boundary for construction and access purposes, but no permanent rights will be imposed that prevent or restrict third-party access to this land. The Applicant is actively working on-	TFP is unclear as to the use of the land adjoining the A131. National Grid has stated it will review this and provide information explaining why this land falls within the development boundary. <u>The land in which we are referring to is plot number F-3/5, next to the A131. TFP remains unclear as to the use of the land as a result of Route B being adopted.</u> This land is of strategic importance to TFP, as it has	Ongoing discussion <u>discussions</u>

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		progressing the access design to provide further confirmation to the stakeholder. The Applicant will continue to engage with TFP and Brett throughout detailed design, including with the Main Works, contractor to understand construction interactions, to minimise impact wherever possible.	secured access via a roundabout to the planned Chelmsford North East Bypass. <u>If the Applicant uses the access from the A131 or from the Chelmsford North East Bypass to service the use of the proposed land, there will be a large impact as these accesses hold significant strategic importance to accommodate high commercial value to TFP for minerals, farming, housing and alternative uses. Please see feedback on the use of these accesses in 9.5 and 9.6 below.</u> <u>Brett has presented the ancillary equipment which will be situated in close proximity to the land and potentially partly on this land. Some of the equipment that might be situated on this land would include:</u> <u>1. Weighbridge,</u> <u>2. Plant,</u> <u>3. Stockyard,</u> <u>4. Bagging plant,</u> <u>5. Storage bays,</u> <u>6. Offices and car park,</u> <u>7. Associated infrastructure</u> <u>We need the Applicant to share details to agree a workable solution where both developments can use the</u>	

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			<u>land resulting in minimal impact.</u> Although NG state there will be no permeant rights, our understanding is that there current plans do show a permanent maintenance access. National Grid will need to ensure that no permanent rights are imposed that would prevent, restrict, or require accommodation of thirdparty<u>third party</u> access- <u>to this land.</u> TFP would be willing to work with National Grid should this land be used for a compound, including agreement on appropriate accommodation works. <u>TFP and Brett believe the Applicant has failed to fully appraise the quantum of compensation required to cover losses with their use of the land.</u> <u>Should the Applicant decide that an alternative parcel of land is used for construction, we would require the Applicant to apply a Class 8 (reduction) area on the whole of plot F-3/5 to ensure the land is not sterilised.</u> <u>TFP and Brett see this matter as “ongoing discussion” to understand how the Applicant, Brett and TFP will be able to utilise this land to try and prevent as much sterilisation.</u>	

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9.5	Temporary Access from A131/CNEB roundabout (haul Road)	The Applicant notes TFP and Brett's comments regarding the construction haul road arrangements and the interaction with the consented Chelmsford North East Bypass (CNEB). The Applicant confirms that flexibility has been retained within the assessment and design approach to accommodate potential changes associated with the timing and implementation of the CNEB scheme. This flexibility has been assessed as part of the Applicant's scenario-based assessment methodology and ensures that a suitable means of access can be secured regardless of the delivery programme of the CNEB. The Applicant does not agree that the current proposed access arrangements result in excessive sterilisation of land. The proposed access routes have been developed taking account of engineering, environmental, safety, landownership and constructability considerations.	to TFP and Brett. It is noted in Table 2.7 of document 8.11 Approach to Scenarios rREP4-310, submitted at Deadline 4, that the construction haul road has been changed but "flexibility has been retained". TFP and Brett believe the Applicant's request for flexibility is because of the consented Chelmsford North East Bypass (CNEB) and the unknown if this scheme will pre commence or post commence the Applicant's proposed scheme. In either scenario, as stated in 9.4, the access is of strategic importance and services high commercial value to TFP for minerals, farming, housing and alternative uses. Pre commence CNEB In this scenario, the access will be directly off the A131, heading across the high value land to service Pylons TB132, TB131, TB130 and TB129. This results in excessive sterilisation, and the Applicant should use the access proposed off the A131 servicing the access to TB134 and TB133. This access remains in their red line development boundary.	Ongoing discussions

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		<u>whilst seeking to minimise impacts on affected landholdings where reasonably practicable.</u> <u>With regard to the suggestion that access should instead be taken via the route serving pylons TB134 and TB133, the Applicant will continue to review access requirements through the detailed design process. However, the Applicant's current position is that the access arrangements identified within the DCO application represent an appropriate solution for the construction of the Proposed Development</u> <u>The Applicant notes TFP and Brett's comments concerning the use of the proposed CNEB service road in a post-CNEB scenario. The Applicant is not currently seeking rights over land outside the Order Limits and has developed the Proposed Development based on land and rights included within the application. Opportunities to further reduce impacts through detailed design will continue to be considered where</u>	<u>Post commence CNEB</u> <u>In this scenario, it is noted that the CNEB severs the temporary access servicing TB133 to TB132. Therefore, the Applicant needs to come from the proposed roundabout.</u> <u>The CNEB has a service road running south on the eastern boundary. The Applicant has failed to use/upgrade this service road for their purposes and sits outside their development boundary. This results in them not mitigating their impact.</u> <u>TFP and Brett believe the Applicant has failed to fully appraise the quantum of compensation required to cover losses with their use of the proposed temporary access routes.</u> <u>In either scenario of pre or post the commencement of the CNEB, we require the Applicant to apply a Class 8 (reduction) area on plot F-3/5 to reduce the amount of sterilisation.</u> <u>TFP proposes this matter as "Ongoing Discussion" as further details will be confirmed through detailed design</u>	

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		<u>reasonably practicable.</u> <u>The Applicant does not agree that the application of a Class 8 (Reduction) area to Plot F-3/5 is necessary at this stage. The land rights sought have been carefully considered having regard to the construction, operation and maintenance requirements of the Proposed Development. The extent of temporary rights required and associated impacts will continue to be reviewed through detailed design and ongoing engagement with TFP and Brett.</u> <u>The parties will continue discussions regarding the detailed access arrangements, temporary rights requirements and potential measures to minimise impacts on the landholding as the design develops.</u>	<u>on the temporary rights required and potential serialisation of access.</u>	
9.6	<u>Permanent Access from A131/CNEB roundabout</u>	<u>The above response for ID 9.5 also applies to ID 9.6</u>	<u>It is noted in Table 2.7 of document 8.11 Approach to Scenarios rREP4-310, submitted at Deadline 4, that the construction haul road has been changed but “flexibility has been retained”. This flexibility clearly would extend to the permeant rights as the Applicant has proposed that the permanent rights follow the same route as the proposed haul road.</u>	<u>Ongoing discussions</u>

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			<u>TFB and Brett believe the Applicant's request for flexibility is because of the consented Chelmsford North East Bypass (CNEB) and the unknown if this scheme will pre commence or post commence the Applicant's proposed scheme.</u> <u>In either scenario, as stated in 9.4, the site is of strategic importance and high commercial value to TFP for minerals, farming, housing and alternative uses.</u> <u>Pre commence CNEB</u> <u>In this scenario the access will be directly off the A131, heading across the high value land to service Pylons TB132, TB131, TB130 and TB129. This results in excessive sterilisation, and the Applicant should use the access proposed off the A131 servicing the access to TB134 and TB133. This access remains in their red line development boundary.</u> <u>Finally, the Access to TP132, TP131, TP13Q and TP129 seem to follow the same route as the proposed construction road, which runs through the middle of the fields and is not a long term workable solution. We need the Applicant to follow along field boundaries to minimise sterilisation.</u>	

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			<u>Post commence CNEB</u> <u>In this scenario, it is noted that the CNEB severs the permanent access servicing TB133 to TB132. Therefore, the Applicant needs to come from the proposed CNEB roundabout.</u> <u>The CNEB has a service road running south on the eastern boundary. The Applicant has failed to use/upgrade this service road for their purposes and sits outside their development boundary. This results in them not mitigating their impact.</u> <u>Finally, the Access to TP132, TP131, TP13Q and TP129 seem to follow the same route as the proposed construction road, which runs through the middle of the fields and is not a long term workable solution. We need the Applicant to follow along field boundaries to minimise sterilisation.</u> <u>TFP and Brett believe the Applicant has failed to fully appraise the quantum of compensation required to cover losses with their use of the proposed permanent access routes.</u> <u>In either scenario of pre or post the commencement of the CNEB, we require the Applicant to apply a Class 8.</u>	

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			(reduction) area on plot F-3/5 to reduce the amount of sterilisation. TFP proposes this matter as “Ongoing Discussion” as further details will be confirmed through detailed design on the permanent rights required and mitigating the serialisation from these access routes.	
9.7	Temporary Access to TB128	The Project detailed design is still under development, with haul road alignments and specifications yet to be finalised. The Applicant will continue to engage with Brett Aggregates Ltd, as the detailed design develops on the associated temporary construction requirements to allow TFP and Brett to assess potential mineral, housing, farming, ecological, visual and environmental impacts.	From the north, we note the construction haul road stops at TP128. We have fed back that the topography in this area is very poor to service this proposed construction haul road. TFP and Brett acknowledge the Applicant’s proposed Town & Country Act Planning application to enable localised enabling works and are willing to work with the Applicant subject to reviewing and considering our reasonable requests and feedback. TFP and Brett are supportive of the construction haul road not going through the mineral site, but would like to understand what implications this has with traffic management e.g turning circles and how this impacts mineral extraction. TFP and Brett require further detail on how much the haul road will sterilise extracting operations before the matter can be agreed. Therefore, TFP and Brett proposes this matter as “Ongoing Discussion”.	Ongoing discussions

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<u>9.8</u>	<u>Permanent rights to TB128</u>	The Applicant acknowledges that the proposed permanent access would intersect TFP and Bretts land. An alternate route is being explored which would follow the new tower alignment. Once this has been finalised revised routing will be shared. The Applicant will continue to engage with TFP and Brett throughout detailed design to minimise impact wherever possible.	The permanent access rights sought by NG are excessive. There appears to have been limited consideration of their impact, with the proposals seemingly focused primarily on ease of access. Specifically, access to TB128 coming through the main farmyard and next to Lowley's Farmhouse which is a listed building. There are plans to expand and develop in the farmyard area and any permanent rights will limit and potentially sterilise any proposed development. TFP and Brett acknowledge the Applicant's proposed Town & Country Act Planning application to allow for localised enabling works and would be supportive if the application could include the accommodation of Permeant Rights coming from Goodman Lane to TP128. TFP and Brett are willing to work with the Applicant subject to reviewing and considering our reasonable requests and feedback. We would be supportive of the proposed construction road to TB128 to also be used as the permanent access to prevent any unnecessary sterilisation. We would also require a Class 8 reduction on the proposed access through Lowley's Farm.	<u>Ongoing discussions</u>

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			<u>TFP and Brett require feedback on the proposed alternative route of the permanent access to TP128 before this matter can be “agreed” or “not agreed”.</u> <u>Therefore, TFP and Brett proposes this matter as “Ongoing Discussion”.</u>	
&£9. g	Minimise Impact on Farming	Shared access across temporary haul roads or construction areas will be considered by the Applicant where safe and feasible; however, this may not be possible at all times due to safety or construction requirements. <u>The Applicant will engage with TFP and Brett to further understand requirements and seek to minimise impacts wherever possible.</u> Details of the proposed Temporary Traffic Regulation measures in the vicinity of Lowley’s Farm are included in 2.4 Traffic Regulation Order Plans - Section F [APP-030] and 7.3 Outline Construction Traffic Management Plan [REP3-028]}.	National Grid has not provided clarity on any shared use or access across haul roads or working areas or length of closure of existing roads. Specifically, we are not clear on the closure of Goodman’s Road and can NG clarify what the planned closures of this road. Keeping access is essential to ensure land is not secured during construction and that impacts on farming operations are kept to a minimum. At present TFP believes impact is substantial and approximately 95% of the land will be cut off from the main farm yard. We need details from NG on crossing areas and the protocol to cross to fully evaluate the impact and mitigation required. National grid has failed to reference Lyons Hall Shoot which provides income to the estate and the impact the scheme will have upon this. <u>TFP agree that that there is proposed traffic regulation in the order (APP-030 and REP3-028), but the detail of what this consists of in this area is not clear and needs clarity from the Applicant. In REP3-028 there is also no</u>	Ongoing <u>discussiondiscus</u> <u>sions</u>

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			<u>mention of Goodmans Lane, so we do not feel the Applicant has addressed our concerns.</u> <u>TFP and Brett acknowledge the Applicant's proposed Town & Country Act Planning application to enable localised enabling works along Goodman Lane and are willing to work with the Applicant subject to reviewing and considering our reasonable requests and feedback.</u> <u>TFP proposes this matter is "Ongoing Discussion" as further details will be confirmed through detailed design on the impact to Goodman Lane and how farming and mineral extraction will share the Applicant's proposed accesses.</u>	
8.7.9 <u>W</u>	Commercial-Willow-Tree-ReplantingLandowner interface for Requests and Actions Register and draft Heads of Terms for option to Easement to prevent the use of compulsory	<u>The Applicant will work with the stakeholder to advance the draft Heads of Terms with a view to reaching an agreement that suits both parties.</u> The Applicant will minimise any required removal of commercial willow trees and will provide appropriate compensation for any verified losses incurred because of the works. <u>8.11 Approach to Scenarios [Revision E] outlines the process</u>	<u>In conjunction with the points raised above, the landowner would like to see drafting of what will be added to the Landowner Interface for Requests and Actions Register.</u> <u>The landowner requests that the above concerns are added to the draft Heads of Terms for an Option to Easement which is being discussed separately between the parties.</u> <u>it is noted that TFP's appointed agents have provided comments to the generic elements of the Heads of Terms and have not received feedback.</u> <u>For the purpose of this SOCG, we will not go into the</u>	Ongoing discussion <u>Discussions</u>

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	<u>acquisition powers</u>	<u>which the Applicant is following during the DCO Examination to rationalise, where possible, the number of design Scenarios and options within the Project design remaining by the end of the DCO Examination to those that are essential in terms of providing required and objectively justifiable engineering flexibility. This is an iterative process and therefore the document has been live¹ throughout the Examination. At Deadline 6, the Applicant confirmed it would proceed with Scenario B [see REP6-122]. The Applicant has updated 2.3 Works Plans - Section F [Revision C] to reflect the revised alignment for Deadline 6. Other application documents, including Land Plans, will be submitted no later than Deadline 8.</u>	<u>specific details on the proposed Option to Easement, but points worth noting are greater clarity on the Easement option terms so that a full appreciation of the requirements and consequent impact are understood. For example, but not limited to, working rights/ownership of minerals under the easement strip; access arrangements; working restrictions/requirements in proximity to pylons/ underneath cables; what retained rights TFP will have over the easement in general.</u> <u>The Heads of Terms are not acceptable as currently drafted.</u> Impacts on willow trees must be minimised, and any lost trees must be appropriately compensated. The cultivation of willow trees is a valuable source of income for TFP. <u>In Table 2.6 of document 8.11 Approach to Scenarios [REP4-310], submitted at Deadline 4, it is noted that securing mechanisms include the completion of the Statement Common Ground and Code of Construction Practice. We are yet to have sight for feedback on the Code of Construction Practice for this case and TFP and Brett request this from the Applicant. Furthermore, TFP and Brett request that the Option to Easements is also included in the "Securing Mechanism".</u>	

10. Matters Not Agreed

<u>ID</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>TFP and Brett Position</u>
8.81 <u>0.1</u>	Ecological and Environmental Impact	The Applicant acknowledges the concerns raised by Tritton Farming Partnership regarding ecological and environmental assets on their land and the location of the SSSL. An assessment of the ecological impacts is included in 6.8 Environmental Statement - Chapter 8 Ecology & Biodiversity. rAS-0261 . <u>The Applicant proposes this matter is not agreed, and defers to the Environmental Statement.</u>	TFP has not received feedback from National Grid following representations made regarding impacts on ecological and environmental assets located on TFP's land. Although it is acknowledged that it is of geological interest there is also very high ecological interest. TFP is concerned on the pylons being too close and impacting the SSSI <u>and the protected road of Goodmans Lane and Paulk Hall Lane</u> . The existing route should stay further North before crossing Goodmans <u>Lane and Paulk Hall Lane</u> within red corridor to limit the impact. We have not seen evidence from NG if this is possible. Ongoing discussion <u>TFP proposes this matter is "not agreed" as we have not seen evidence within the Environmental Statement where this proposed alternative routing has been analysed.</u>
<u>W 0.2</u>	<u>Impact at Great and Little Waltham</u>	The Applicant recognises that the Project will result in landscape and visual effects, including significant adverse effects within approximately 1.5 km of the route during construction and operation. These effects, including impacts on visual receptors in areas such as Fairstead, Great Leighs and along the Essex Way, as well as cumulative effects with other development to the north-east of Chelmsford, have been	There is significant concern regarding landscape and visual impacts at Little Waltham, Great Waltham where the route passes between two historic villages, and on TFP's Property, where the route passes between two historic villages. TFP has not received feedback from National Grid following representations made regarding impacts on heritage and other assets located on TFP's land. Namely, we feel this is too close to the listed buildings of Hole Farm and Goodmans Farm, which not only hold significant

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		assessed and reported in 6.13 Environmental Statement Chapter 13 - Landscape and Visual [APP-226] in accordance with GLVIA methodology. The assessment includes consideration of views affecting heritage assets and historic settlements. Through routing and siting of the overhead line, the Applicant has sought to reduce impacts on landscape character and visual receptors as far as practicable, with mitigation measures proposed including the undergrounding of part of an existing overhead line and measures to mitigate effects on ancient woodland and important landscape features. <u>The Applicant proposes this matter is “not agreed” pending TFP and Brett review of the above position.</u>	heritage value but also commercial value to the estate as an events venue. TFP is concerned on the significant impact to value on retained land and houses, The option to underground the route in this area has not been presented to TFP. <u>TFP believe the applicant has not fully appraised the alternative routes, impact to Great and Little Waltham and not been willing to move their development boundary despite additional “factors” being provided at Great Leighs and Great Waltham which were not known in 2023.</u> Ongoing discussion <u>Certainly, no information has been provided to TFP who maintains that the NG Great Waltham Alternative Route is more compliant with Holford Rules but has seen no working to this despite additional information. Therefore propose the matter is “not agreed”.</u>
8.10 <u>10.3</u>	Alternative Routes	The Applicant will evaluate the proposed alternative route options through its established internal processes. This will allow their feasibility to be understood without the need to provide detailed cost information. <u>The Applicant’s exploration of alternative routes was confirmed in 8.11 Approach to Scenarios FREP4-310 which was submitted at Deadline 4.</u>	TFP and Brett have not been satisfied that the alternative route (APP-127), namely West of Great Waltham Alternative Route, still utilising TFP land, has been fully appraised in light of the potential impacts on mineral land and the proposed housing development and other factors including significant economic and heritage issues concerning the existing proposed Great Waltham route. In TFP and Bretts opinion Holford Rules with Sheti clarifications 2003 suggest the alternative route should be preferred. These

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		The Applicant is actively advancing the design of the alternative scenario and will work with the stakeholder to address their GQn-Gem&T-	alternative routes are preferable to TFP and Brett, as they would minimise impacts on highvalue land. We also note that within the alternative route report (APP127), a proposed alternative route from Fairstead to Lyons Hall Wood, still utilising TFP Land has not been appraised. This route, similarly, to the West of Great Waltham alternative, could provide significant cost savings. TFP and Brett has requested that a full cost appraisal be undertaken, taking into account the cost and other implications of these alternative routes. TFP would like to have sight of the results from the internal review and feel that PINS should review the cost differences to evaluate the suitability of the route taken. Ongoing discussion <u>TFP believe the applicant has not fully appraised the alternative routes and not willing to move their development boundary to accommodate TFP's requests and comply with Holford Rules and therefore propose the matter as "not agreed".</u>
8.14	Ancient-Woodland	The Applicant notes the request for clarification on the extent of ancient woodland and will issue a fcr-mat response based on the environmental baseline and recognised datasets.	The "ancient" woodland at Lyons Hall Wood is not all-a44GienL-we@d4and-and4heFefoi'e-4ts-p4 eximity to- the woodland needs further review. We would-request National Grid to respond formally on their-understanding here.
8.12 <u>10.4</u>	Landowner-interface for-	The Applicant will continue to work with the-stakeholder to advance the draft Heads of	In conjunction with the points raised above, the landowner would-like to see drafting of what will be added to teh Landowner-

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	Requests and Actions Register and draft Heads-of-Terms-for-Option-to-Easement to prevent the use-of-Compulsory Acquisition-power-Ancient Woodland	Terms with a view to reaching an agreement that suits both parties can confirm that the ancient woodland boundary that has been submitted as part of the proposals is the same as is currently showing on the Natural England Ancient Woodland Inventory. In line with guidance, the proposed alignment can not be within 15 meters of the edge of the ancient woodland.	Interface for Requests and Actions Register. The landowner requests that the above concerns are added to the draft Heads-of-Terms-for-Option-to-Easement which is being discussed separately between the parties. It is noted that TFP's appointed agents have provided comments to the generic elements of the Heads-of-Terms and have not received feedback. TFP can provide historical maps of commercial planting at Lyons Hall Wood since the 60's and evidence that the wood has and is being farmed and within a woodland 5 year plan. TFP and Brett feel the Applicant has incorrectly allocated all the woodland as being "ancient" and only part of the woodland has this designation. This is further supported by Natural England's online designation mapping found here - Natural England Open Data Geoportal. The Applicant is not willing to move their development boundary to go over or closer to the woodland which is resulting in unnecessary sterilisation and loss to TFP and Brett with their mineral extraction. For the purpose of this SOCC, we will not go into the specific details on the proposed Option-to-Easement, but points worth noting are greater clarity on the Easement option terms so that a full appreciation of the requirements and consequent impact are

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			understood. For example, but not limited to, working rights/ownership of minerals under the easement strip, access arrangements, working restrictions/requirements in proximity to pylons/ underneath cables, what retained rights TFP will have over <u>The section of woodland next to TB13Q is not Ancient Woodland and the Applicant needed to not have their proposed buffer of 15 metres here. This buffer we believe is the root protection zone but felling could occur in the non designated treeline to ensure the route is pushed as far as possible to the easement in general</u> <u>least to further minimise sterilisation</u> The Heads of Terms are <u>TFP and Brett propose the matter as</u> <u>not acceptable as currently drafted</u> <u>agreed" subject to National Grid responding on their understanding here.</u>
8.13	Permanent rights of Access	The Applicant acknowledges that the proposed permanent access would intersect TFP and BFett84 and T=An-alteFnate-FOute= is-being=explGred= which would follow the new tower alignment. Once this has been finalised revised routing will be shared.	The permanent access rights sought by NG are excessive. There appears to have been limited Gen-&i4er-a-t4e-A-of4heir impact, with the prepo-sale seemingly focused primarily on ease of access.
8r44	Minerals	Th&Applieant-aGkRewldges=the=pFesenGe=ef=a mineral deposit within the site, estimated to be approximately 20 meters deep. It is also recognised that Scenario A would materially constrain or prevent the full extraction of this resource. The applicant is seeking an-	TFP and Brett accept that the proposed design would materially constrain or prevent the full extraction of this resource. TFP and Brett also aGGep-t=that=it=is=GGI=pGSS+ble4G-fGily-avGid4he= mineral site within the DCO limits unless a route change is adopted.

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<u>JD</u>	<u>Issue</u>	<u>National Grid Position</u>	<u>TFP and Brett Position</u>
		alternative scenario to mitigate the impact.	Until the depth of the deposit is agreed we cannot agree this.

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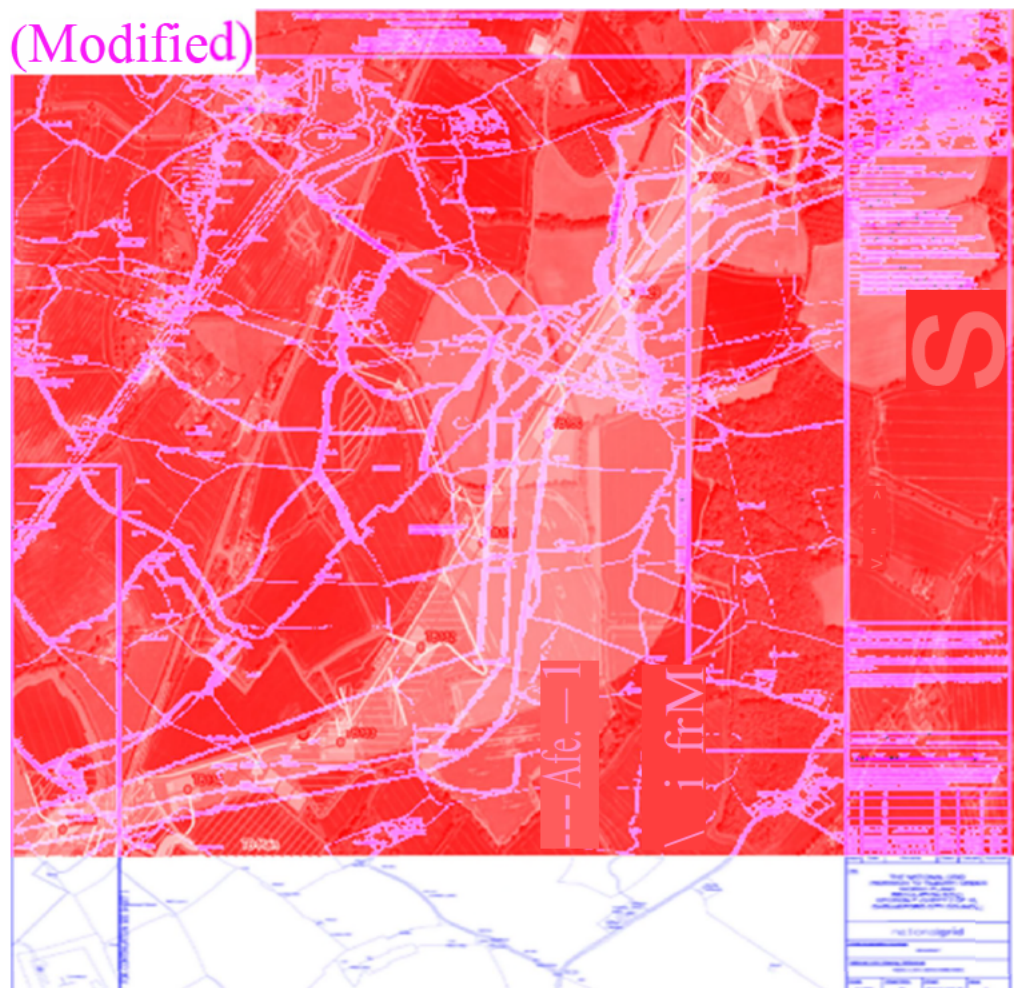
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Figure 1 ~~Scenario A and Adopted~~ Scenario B of the Project in the vicinity of Lowleys Farm

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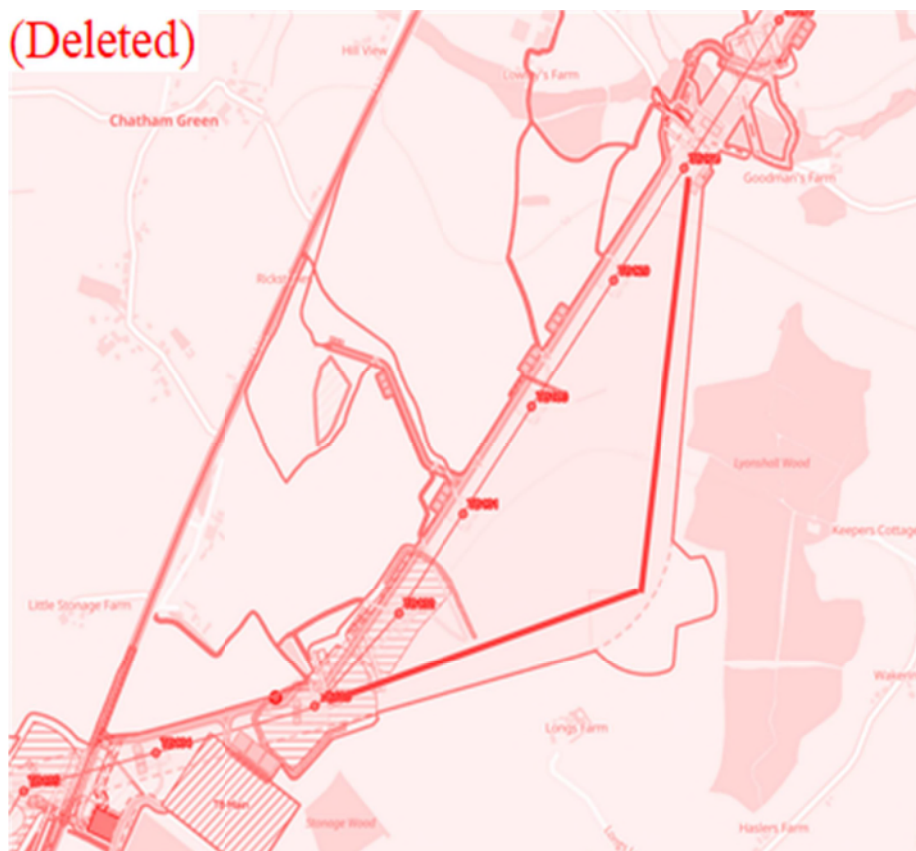
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11. ~~9.~~ Signatures

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

For National Grid

Name

[Redacted]

[Redacted]

Position' Project Director

Date: 17/07/2026

For Tritton Farming Partnership LLP

Name

[Redacted]

[Redacted]

Position: Partner

Date . 20th July 2026

For Brett Aggregate Limited

Name:

[Redacted]

[Redacted]

Position' Planning Director

Date: 17 July 2026

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Modified filename: 8.3.32 Signed Statement of Common Ground - Tritton Farming Partnership and Brett Aggregates (Lowleys Farm Mineral Site) Revision C Clean Version.docx	
Changes:	
Add.	184
Delete-	113
Move From	0
Move To	0
Table Insert	7
Table Delete	18
Table moves to	0
Table moves from	0
Embedded Graphics (Visio, ChemDraw, Images etc.)	2
Embedded Excel	0
Format changes	0
Total Changes:	324