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Bramford to Twinstead Reinforcement

Volume 8: Examination Submissions

Document 8.8.2.2: Draft Statement of Common Ground Essex Police

Final Issue A
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The Infrastructure Planning (Examination Procedure) Rules 2010
Regulation 8(1)(k)

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1. Introduction

- 1.1.1 This document supports National Grid Electricity Transmission plc's (here on referred to as National Grid) application for an order granting development consent to reinforce the transmission network between the existing Bramford Substation in Suffolk, and Twinstead Tee in Essex.
- 1.1.2 A Statement of Common Ground (SoCG) is a written statement produced as part of the application for development consent and is prepared jointly between the Applicant and another party. It sets out matters of agreement between both parties, as well as matters where there is not an agreement. It also details matters that are under discussion.
- 1.1.3 The aim of a SoCG is to help the Examining Authority manage the examination phase of the application. Understanding the status of the matters at hand will allow the Examining Authority to focus their questioning and provide greater predictability for all participants in examination. A SoCG may be submitted prior to the start of or during examination, and then updated as necessary or as requested during the examination phase.
- 1.1.4 This SoCG is between National Grid (the Applicant) and Essex Police relating to the application for development consent for the Bramford to Twinstead reinforcement ('the project'). This SoCG has been prepared in accordance with the guidance for the examination of applications for development consent for Nationally Significant Infrastructure Projects (NSIP) (Planning Act 2008) published by the Department of Communities and Local Government (Department for Communities and Local Government, 2015).
- 1.1.5 This SoCG has been prepared to identify matters between National Grid and Essex Police in respect to the Bramford to Twinstead reinforcement only. The SoCG will evolve as the application progresses through examination.

1.2 Description Of the Project

- 1.2.1 This document supports National Grid's application for an order granting development consent to reinforce the transmission network between the existing Bramford Substation in Suffolk, and Twinstead Tee in Essex. This would be achieved by the construction and operation of a new electricity transmission line over a distance of approximately 29km. The project meets the threshold as a NSIP, as defined under Part 3 of the Planning Act 2008, hence National Grid requires a development consent order (DCO).
- 1.2.2 The reinforcement would comprise approximately 18km of overhead line (consisting of approximately 50 new pylons, and conductors) and 11km of underground cable system (with associated joint bays and above ground link pillars).
- 1.2.3 Four cable sealing end (CSE) compounds would be required to facilitate the transition between the overhead and underground cable technology. The CSE would be within a fenced compound, and contain electrical equipment, support structures, control building and a permanent access track.
- 1.2.4 Approximately 27km of existing overhead line and associated pylons would be removed as part of the proposals (25km of existing 132kV overhead line between Burstall Bridge and Twinstead Tee, and 2km of the existing 400kV overhead line to the south of Twinstead Tee). To facilitate the overhead line removal, a new grid supply point (GSP) substation is required at Butler's Wood, east of Wickham St Paul, in Essex. The GSP

substation would include associated works, including replacement pylons, a single circuit sealing end compound and underground cables to tie the substation into the existing 400kV and 132kV networks.

- 1.2.5 Some aspects of the project, such as the underground cable sections and the GSP substation, constitute ‘associated development’ under the Planning Act 2008.
- 1.2.6 Other ancillary activities would be required to facilitate construction and operation of the project, including (but not limited to):
- Modifications to, and realignment of sections of existing overhead lines, including pylons;
 - Temporary land to facilitate construction activities including temporary amendments to the public highway, public rights of way, working areas for construction equipment and machinery, site offices, welfare, storage and access;
 - Temporary infrastructure to facilitate construction activities such as amendments to the highway, pylons and overhead line diversions, scaffolding to safeguard existing crossings and watercourse crossings;
 - Diversion of third-party assets and land drainage from the construction and operational footprint; and
 - Land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process, and National Grid’s commitments to Biodiversity Net Gain.

1.3 This Statement of Common Ground

- 1.3.1 For the purpose of this SoCG, National Grid and Essex Police will jointly be referred to as the ‘Parties’. When referencing Essex Police alone, they will be referred to as ‘the Consultee’.
- 1.3.2 Throughout the SoCG:
- Where a section begins ‘Matters Agreed’, this sets out matters that have been agreed between the Parties and where there is no dispute.
 - Where a section begins ‘Matters Not Agreed’, this sets out matters that are not agreed between the Parties and where a difference of opinion remains.
 - Where a section begins ‘Matters Under Discussion’, this sets out matters that are subject to further negotiation between the Parties.
- 1.3.3 This SoCG is structured as follows:
- Section 1 provides an introduction to this SoCG and a description of its purpose.
 - Section 2 states the role of the Consultee in the DCO application process and details engagement undertaken between the Parties.
 - Section 3 sets out matters agreed between the Parties.
 - Section 4 sets out matters not agreed between the Parties.
 - Section 5 sets out matters where agreement is currently outstanding between the Parties but is under discussion.

- Section 6 includes the signing off sheet.

2. Record of Engagement

2.1 Role of the Consultee in the Process

- 2.1.1 Essex Police is a Statutory Consultee under the 2008 Planning Act paragraph 42 1) a) as the relevant police force for the county of Essex for the control and enforcement of law, crime prevention and highways management. Essex Police is part of the national police force under the Home Office remit.

2.2 Summary of Pre-Application Discussions

- 2.2.1 Table 2.1 summarises the consultation and engagement that has taken place between the Parties prior to submission of the application.

Table 2.1 – Pre-Application Discussions

Date	Topic	Discussion points
2021	Meeting Abnormal Indivisible Loads	Informal meeting to discuss Abnormal Indivisible Loads and provide a project update.

2.3 Summary of Post-Submission Discussions

- 2.3.1 Table 2.2 summarises the consultation and engagement that has taken place between the Parties post submission of the application.

Table 2.2 – Post-submission discussions

Date	Topic	Discussion Points
12/07/23	Representation by Essex Police (Essex Police) RR-033	Essex Police submitted a Relevant Representation into examination to <i>'seek to secure appropriate mitigation and management measures, either via requirements of the DCO or Statement of Common Ground, to address the likely impacts arising from the scheme on its operations, service capacity, infrastructure, and resources'</i> .
25/09/23	Deadline 1- Applicants Comments on Relevant Representations	The Applicant commented on the Relevant Representations made by Essex Police [RR-033]. This confirmed that Essex Police and the Applicant have held discussions regarding the potential for the project to impact on services provided by Essex Police. The Applicant will continue to liaise with Essex Police AIL vehicles regarding their route movements requirements.
31/10/2023	Essex Police response to ExQ1	Response to question MG 1.0.6 asked by ExA of Essex Police. Whilst Essex Police are responsible for policing in the County of Essex, we work closely with the neighbouring police force. Confirms initial contact was made by the Applicant in 2021 regarding AIL movements, but due to the early engagement no agreements were made. Request further conversations to discuss route and movements along with other aspects of road's policing.

		<p>The following have not yet been addressed by the Applicant:</p> <ul style="list-style-type: none"> • Communications and designing out crime. • Workforce, response plans and roads policing considerations • Construction traffic management plan points. <p>Contact has been made by the Applicant and request for SoCG made.</p>
02/11/2023	Meeting to discuss Relevant Representation and response to written questions	<p>The need for a SoCG to address the Consultee's request. Consultee concerns included theft and safety and how to deal with protest. There was also a need to distinguish the project from the Norwich to Tilbury project: Liaison with Suffolk Police is needed by the Applicant and the Consultee.</p>

3. Matters Agreed

Table 3.1 – Matters agreed

SoCG ID	Matter	Agreed Position	Date Agreed
3.1.1	Scheme Development- Designing Out Crime and Security- operation	<p>Para 2.3.5 of the ES Appendix 4.1 Good Design (document 6.3.4.1) provides information regarding security fencing that will be used at the Grid Supply Point Substation and the Cable Sealing End Compounds. Essex Police have reviewed the information provided in the Good Design (document 6.3.4.1) and are content that security will be a factor at the detailed design stage of the project.</p> <p>Essex Police acknowledge the information relating to security fencing and are satisfied this matter can be agreed on the basis the fencing provision is risk commensurate and to industry approved standards. Essex Police Designing out Crime team are happy to liaise at the detailed design stage should this be required.</p>	18/12/2023
3.1.2	Construction Traffic Management Plan- Wheel Washing and Road Sweeping	<p>GG17 of the Code of Construction Practice (CoCP) (document 7.5.1(B)) states that wheel washing, or other wheel cleaning systems will be provided at each main compound access point on to the highway where a need has been identified through the design process. Road sweepers will be deployed on public roads where necessary to prevent excessive dust or mud deposits.</p> <p>Essex Police acknowledge good practice measure GG17 of the CoCP (document 7.5.1(B)) regarding wheel washing and road sweeping and are satisfied this matter can be agreed on the basis that they receive confirmation of these locations alongside an appropriate point of contact to ensure a process is in place to address any issues identified should this process fail.</p>	18/12/2023

4. Matters Not Agreed

Table 4.1 – Matters not agreed

SoCG ID	Matter	The Consultee Position	National Grid Position

5. Matters Under Discussion

Table 5.1 – Matters Under Discussion

SoCG ID	Matter	The Consultee Position	The Applicant's Position
5.1.1	Scheme Development – Communication	Essex Police acknowledge the community engagement and contact strategy within section 3.4 of the Construction Environmental Management Plan (CEMP) and good practice measure GG25 in Appendix A of the CEMP (the CoCP (document 7.5.1 (B))). We agree this matter in principle however note the activity proposed by the Applicant is recorded as 'anticipated' and request confirmation of the strategy and that community engagement activities will be in place throughout all stages of the project.	<p>A clear contact strategy and community liaison route for matters relating to the project has been set out within the CEMP (document 7.5 (C)). The word 'anticipated' has been removed from the latest version of the CEMP.</p> <p>The CoCP (document 7.5.1 (B)) includes good practice measure GG25 that a Community Liaison Officer will be in place to inform communities of project activities. Where required the Liaison Officer will liaise with Essex Police.</p> <p>The name and contact details for the project will be displayed at the entrance to the main site compound. This will include an emergency telephone number.</p> <p>A free telephone project helpline and project website will be maintained and managed by the Applicants community relations team. The project helpline and website information will be visible on boards placed in appropriate locations where they will be visible to the public, including the main site compound. The telephone number and project website details will be provided to the local authorities and other relevant parties such as community groups, such as the local parish councils and landowners before work commences.</p>
5.1.2	Scheme Development- Designing Out Crime and Security- construction	Essex Police acknowledge the information relating to training and awareness within section 3.3 of the CEMP (document 7.5 (C)) and good practice measure GG05 however do not note any reference to vigilance or identifying security concerns within the proposed list of topics and request confirmation such matters will be included and adequately addressed.	<p>Crime risk is a high priority for the Applicant, design and security of the site compounds will be subject to site-specific risk assessments and appropriate measures will be put in place using applicable security standards wherever possible to mitigate the risk of criminal activity. Essex police will be consulted on crime prevention measures at the detailed design stage of the project.</p> <p>Vigilance to identifying security concerns and risks has been added to the list of toolbox talks in the Construction Environmental Management Plan (document 7.5 (C)) that will be given to construction staff; this update has been made for Deadline 6.</p>

5.2 Construction Traffic Management

5.2.1	Construction Traffic Management –	Essex Police acknowledge the information provided within section 3.5 in the CEMP (document 7.5 (C)) regarding	The Applicant has added a commitment to its Construction Environmental Management Plan (document 7.5 (C)) to
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SoCG ID	Matter	The Consultee Position	The Applicant's Position
	Incident Response	Emergency Procedures and good practice measure GG22. Essex Police would like to discuss this matter further with the applicant to ensure an appropriate response and incident management plan is in place; this should include attendance response and management for emergency incidents and protest related activity, key points of contact, the management of health and safety and a clear escalation process for dispute resolution matters.	work with emergency services during construction planning.
5.2.2	Construction Traffic Management Plan- AILs	Essex Police would like to discuss this matter further with the applicant.	Essex Police requested more details on AIL movements, however the Applicant has confirmed that further information will be provided through the Special Types General Orders (STGO) process at the appropriate time once information is available.
5.2.3	Construction Traffic Management Plan- Incident Planning (holding large vehicles at their origin, within the site or at appropriate locations on the highway network)	Essex Police acknowledge the information provided in section 5.4 of the Construction Traffic Management Plan (document 7.6(C)) regarding construction contingency routes. This matter remains under discussion whilst the proposed plans and schedules are reviewed by Essex Police and associated stakeholders.	Paragraph 5.4.8 to 5.4.10 of the Construction Traffic Management Plan (document 7.6(C)) sets out the process for contingency routes where there are exceptional circumstances on the road network. This states that in such exceptional circumstances that the contractor will liaise directly with relevant highway authorities to establish where predefined construction routes may be temporarily disrupted by other works or events and seek to establish alternative routes. This approach is considered suitable.
5.2.4	Construction Traffic Management Plan- Road Safety	Essex Police acknowledge the information provided within section 5.8 of the Construction Traffic Management Plan (document 7.6(C)) regarding traffic management and good practice measure AS03. This matter remains under discussion whilst the proposed plans and schedules are reviewed by Essex Police and associated stakeholders.	Construction routes are available in Appendix A of the Construction Traffic Management Plan (document 7.6(C)). The Construction Traffic Management Plan (document 7.6(C)) in Section 5.8 sets out the traffic management proposed by the Applicant. Paragraph 5.8.1 states that ' <i>Traffic management will be used where required to maintain public or workforce safety. This will include during construction and removal of access points, when erecting or dismantling scaffolding and where the underground cables cross the LRN. The anticipated roads that will require traffic management measures are shown on the Traffic Regulation Order Plans (application document 2.6) and the Access, Rights of Way and Public Rights of Navigation Plans (n document 2.7).</i> ' The traffic management will be proportionate to

SoCG ID	Matter	The Consultee Position	The Applicant's Position
			<p>the size of the road and duration and volume of traffic.</p> <p>Paragraph 5.8.3 states that '<i>roads will only be closed where this is required for safe working. Road proposed for closing are shown on the Access, Rights of Way and Public Rights of Navigation Plans (document 2.7)</i> along with the proposed diversion routes.</p>

6. Approvals

Signed	
On Behalf of	NGET
Name	Robert Jones
Position	Engineer
Date	

Signed	
On Behalf of	The Consultee
Name	Chief Inspector Lisa Cooke
Position	Essex Police: Strategic Planning Senior Responsible Officer
Date	18/12/2023

Reference List

Department for Communities and Local Government (2015) *Planning Act 2008: Guidance for the examination of applications for development consent*. March 2015 (Department for Communities and Local Government, 2015)

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