

AENC-NG-CNS-REP-0256

Norwich to Tilbury

Volume 8: Examination Documents

**Document: 8.3.40 Draft Statement of Common Ground - East
of England Ambulance Service**

Final Issue A

February 2026

Planning Inspectorate Reference: EN020027

nationalgrid

East of England Ambulance Service 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 agreement and any remaining points of discussion between National Grid and East of England Ambulance Service regarding project aspects which may impact Ambulance services, such as workforce numbers, incident response and construction traffic changes in relation to the proposed Norwich to Tilbury Project.

The aim is to clarify the shared understanding of any issues and facilitate an efficient resolution process.

2. Parties to the SoCG

This SoCG is agreed between National Grid and East of England Ambulance Service

3. Background

3.1 Description of the Project/Development

National Grid Electricity Transmission plc ('National Grid') owns and maintains the national high voltage electricity transmission network throughout England and Wales. The transmission network connects the power from where it is generated to the regional Distribution Network Operators who then supply businesses and homes.

National Grid holds the Transmission Licence for England and Wales, and its statutory duty is to develop and maintain an efficient, coordinated and economical system of electricity transmission and to facilitate competition in the generation and supply of electricity, as set out in the Electricity Act 1989.

National Grid has developed plans for Norwich to Tilbury (referred to as the 'Project'). The Project would support the UK's net zero target through the connection of new low carbon energy generation in East Anglia and by reinforcing the transmission network.

The Project comprises reinforcement of the transmission network between the existing Norwich Main Substation in Norfolk and Tilbury Substation in Essex, via Bramford Substation, the new East Anglia Connection Node (EACN) Substation and the new Tilbury North Substation.

The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial

proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand both in East Anglia and across the UK.

The Project is a Nationally Significant Infrastructure Project (NSIP), and National Grid is seeking development consent under statutory procedures set by government. NSIPs are projects of certain types, over a certain size, which are considered by the government to be of national importance, hence permission to build them needs to be given at a national level, by the relevant Secretary of State (in this case the Secretary of State for Energy Security and Net Zero). Instead of applying to the local authority for planning permission, the developer must apply to the Planning Inspectorate for a Development Consent Order (DCO) that would grant development consent.

National Grid has submitted an application for development consent to the Planning Inspectorate. The Examining Authority (consisting of five examining inspectors), after a period of public examination, will make their recommendation to the Secretary of State for Energy Security and Net Zero, who in turn will decide on whether development consent should be granted for the Project.

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

The Planning Act 2008 places duties on National Grid as the DCO applicant to consult with prescribed or affected persons as well as to take account of responses to consultation and publicity. In accordance with these statutory requirements, National Grid has undertaken two non-statutory and one statutory consultation to inform its proposals, with further targeted consultations.

4. Stakeholder Interests

East of England Ambulance Service provides accident and emergency services for people in need of urgent medical treatment and transport in Bedfordshire, Hertfordshire, Essex, Norfolk, Suffolk and Cambridgeshire – covering the full Norwich to Tilbury area.

5. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.1				

6. Matters Currently Under Discussion

The below table seeks to summarise East of England Ambulance Service's key interests in relation to the Norwich to Tilbury project, and how National Grid is addressing those interests.

ID	Issue	Stakeholder position (including date)	National Grid response (including date)	Relevant documentation
6.1	Construction workforce	<p>Please provide an overview of construction workforce assumptions, along with any potential health needs of these workers (when not on site) (May 2025)</p> <p>EEAST needs to understand the potential impact of additional incidents from the workforce. The 18-65 population in EEAST of England is ~4,054,000, with 304,628 incidents occurring between 1 April 2024 to 31 March 2025 for the age range 19-65. This gives an average</p>	<p>The scale of construction employment arising from the Project is modest, with a maximum peak local construction workforce of approximately 172 Full Time Equivalent roles and an overall local job demand of approximately 480 roles over the four year construction period. The Environmental Statement concludes that the Project would not give rise to significant adverse socioeconomic effects in relation to employment or workforce requirements.</p> <p>We understand from previous construction projects that non-local construction workers are more transient in nature and often remain</p>	<p>Full details on the projected number of local and non-local workers to be working on the project at any one time, is included within the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and</p>

ID	Issue	Stakeholder position (including date)	National Grid response (including date)	Relevant documentation																
		<p>incident rate per person per annum of: 0.08</p> <p>Therefore, EEAST is likely to see an additional 120 incidents per annum who require emergency ambulance services (hear & treat, require an ambulance for treatment/transfer to hospital).</p> <p>A HART vehicle is required within 6 feet of water as it has the equipment and specially trained staff</p> <p>The financial mitigation required is requested for: £63,530</p> <table border="1" data-bbox="533 842 1128 1129"> <thead> <tr> <th data-bbox="533 852 689 922">Ambulance/ 999 calls</th> <th data-bbox="696 852 875 954">Per Ambulance Type</th> <th data-bbox="882 852 987 922">Activity Volume</th> <th data-bbox="994 852 1128 922">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="533 963 689 1034">DSV/ RVV etc</td> <td data-bbox="696 963 875 1034">£495</td> <td data-bbox="882 963 987 1034">120</td> <td data-bbox="994 963 1128 1034">£59,400</td> </tr> <tr> <td data-bbox="533 1043 689 1082">HART</td> <td data-bbox="696 1043 875 1082">£4,130</td> <td data-bbox="882 1043 987 1082">1</td> <td data-bbox="994 1043 1128 1082">£4,130</td> </tr> <tr> <td data-bbox="533 1091 689 1129">Total</td> <td data-bbox="696 1091 875 1129"></td> <td data-bbox="882 1091 987 1129"></td> <td data-bbox="994 1091 1128 1129">£63,530</td> </tr> </tbody> </table> <p>(February 2026)</p>	Ambulance/ 999 calls	Per Ambulance Type	Activity Volume	Total	DSV/ RVV etc	£495	120	£59,400	HART	£4,130	1	£4,130	Total			£63,530	<p>registered at their existing GP practice whilst working away.</p> <p>As such, the Applicant does not consider a planning obligation is necessary in planning terms. Any planning obligation must be in accordance with the legal tests in regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>	<p>Tourism) [APP-265]</p> <p>Further details on the potential location of the peak construction workforce can be shared prior to the commencement of construction.</p> <p>Chapter 10: Health and Wellbeing of the ES [APP-192]</p> <p>includes an assessment of access to social infrastructure (including healthcare). This includes not only accessibility (for example effects of road closures or volume of construction traffic on ensuring</p>
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				<p>residents can access social infrastructure) but also the ability of social infrastructure to absorb additional demand, in this case from the construction workforce.</p>
6.2	Construction workforce accommodation	<p>Please provide an overview of assumptions on accommodation used by the construction workforce and what areas they are likely to stay (eg. Main towns such as Ipswich?) (May 2025)</p>	<p>We are not able to advise where the non-local workers can stay (or will stay at this stage), but an assumption of 50% will be staying at camping and caravan sites, 20% in short-term lets, 20% at hotels or B&Bs, and 10% travel into the area from home has been made based on previous National Grid projects.</p>	<p>Further details are included within the Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</p>
6.3	Access and egress	<p>Please provide:</p> <ul style="list-style-type: none"> • Site compound locations • Key access routes to site compounds • Details of changed access to A and B roads • Details of changed access to health services (eg. Hospitals) 	<p>Information requested has been shared with the Ambulance Service. Site visits can be arranged as requested, following early engagement with the construction contractor.</p>	<p>Further details are included within the Environmental Statement (ES) Chapter 16: (Traffic and Transport) [APP-271] and the</p>

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		<p>Note that site visit is likely to be useful, for Essex ambulance services in particular, to understand any potential impacts and interactions with other projects in the area. (May 2025)</p>		<p>outline Construction Traffic Management Plan (oCTMP) [APP-309] Site compound locations and associated access routes are set out in Section 5.6 of the oCTMP [APP-309] and shown in plan as part of the Construction Access Plans within Appendix B of the oCTMP [APP-311]. Details of alterations to access on the Public Highway are included in Section 5.8 of the oCTMP.</p>
6.4	On site incident response	What safety and incident provisions will be available on site (eg. Medical specialists, first aid, defibrillator in site	Ensuring the health and safety of all personnel is a top priority, especially when project will involve transient or non-local	

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		<p>compounds)?</p> <p>Request contractor incident and safety processes are shared with Ambulance Service for awareness, including approach to any protests. (May 2025)</p> <p>Site office/incident vehicles are requested to have a defibrillator available to support construction staff.</p> <p>Workers should be encouraged to use What 3 Words for exact location identification (February 2026)</p>	<p>workers. Prior to the commencement of construction works, the construction contractor will initiate contact with the East of England Ambulance Service. This early engagement will provide:</p> <ul style="list-style-type: none"> • Site access plans, including GPS coordinates and any specific entry points that differ from postal addresses. • Information about the scope and duration of the project, anticipated workforce numbers, and work schedules. <p>Given that many of our workers may not be familiar with the local area, the construction contractor will incorporate specific health and safety briefings into their induction. These briefings include:</p> <ul style="list-style-type: none"> • Information on how to report an emergency, including the correct address or location codes to use when calling 999. • Maps or visuals showing the nearest emergency services, including the location of defibrillators and first aid stations. • Clear instruction on who within the team is responsible for coordinating with emergency responders. 	

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			<p>In addition, the construction contractor will conduct simulated emergency drills on-site to familiarise teams with evacuation routes and local emergency protocols.</p> <p>The construction contractor will provide a main point of contact, who maintains communication lines with the local ambulance service throughout the project lifecycle. This individual:</p> <ul style="list-style-type: none"> • Acts as the point of contact in case of an incident. • Keeps the ambulance service updated on any significant changes to site layout or workforce structure. • Ensures smooth coordination between our on-site team and external responders during emergencies. 	
6.5	Need for specialist “HART” support	<p>Please provide an indication of likelihood that a specialist “HART” team would be sent to address any incidents from working underground, at height, or in water.</p> <p>(May 2025)</p> <p>Mitigation measures have assumed only 1 HART incident is required. EEAST</p>	<p>We can confirm that no personnel will be working underground or in water during the construction of the Project. However, some staff will be working adjacent to watercourses, and there will be working at height.</p> <p>Based on our current risk profile and the nature of the works planned, we understand that deployment of a HART team would be</p>	

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		<p>would request that if more HART incidents are needed appropriate financial mitigation is made (as part of the overall financial mitigation measure) (February 2026)</p>	<p>unlikely under normal operating conditions. However, in the rare event of a complex incident involving entrapment at height or near a watercourse, it is possible that the ambulance service may escalate the response to include HART support.</p>	
6.6	<p>Communications and prior notification</p>	<p>Establish timely and clear communication process with Ambulance Service, especially regarding road closures and diversions. (May 2025)</p> <p>EEAST would request they are notified at the same time as police are for AILs as every minutes delay can impact significantly on response times. Ambulance response time standards are explicitly defined nationally:</p> <ul style="list-style-type: none"> • Category 1: average under 7 minutes, 90% of responses within 15 minutes • Category 2: average under 18 minutes, 90% of responses within 40 minutes. <p>(January 2025)</p>	<p>Section 5.9 of the Construction Traffic Management Plan (CTMP) sets out that the Ambulance Service will be provided with written notification ahead of any planned temporary lane or road closures, as well as planned Abnormal Indivisible Load (AIL) deliveries and associated routes. Specific communications processes will be developed when appropriate between the Ambulance Service and the construction contractor.</p>	<p>Further details are included within the outline Construction Traffic Management Plan (oCTMP) [APP-309]</p>

7. Signatures

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

For National Grid

Name: _____

Position: _____

Date: _____

For East of England Ambulance Service

Name: _____

Position: _____

Date: _____

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