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Constabulary**

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nationalgrid

Suffolk Constabulary

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 Suffolk Constabulary regarding project aspects which may impact Suffolk Constabulary services, such as workforce numbers, incident response and construction traffic movements 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 between National Grid Electricity Transmission plc ('National Grid') and Suffolk Constabulary.

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

Suffolk Constabulary is the territorial police force for the county of Suffolk. It is part of the national police force under the Home Office remit. Suffolk Constabulary provides law enforcement, community safety, roads policing and emergency police response services in Suffolk. In relation to Norwich to Tilbury, it is anticipated that Suffolk Constabulary's role would extend to the safe policing of abnormal loads where required.

Record of Key Engagement

National Grid has engaged with Suffolk Constabulary on the Project throughout the pre-application process. Table 4.1 provides an overview of the key engagement that has taken place between National Grid and Suffolk Constabulary.

Table 4.1 Summary of Key Engagement between National Grid and Suffolk Constabulary

Date	Format	Topic/Description
August 2024	Meeting	AIL routes discussion meeting – joint meeting with Suffolk Constabulary and Suffolk County Council to discuss AIL routes.
April 2025	Meeting	National Grid held a Norfolk County Council AIL Workshop with Suffolk Constabulary present.
April 2025	Meeting	National Grid held an Essex County Council AIL Workshop with Suffolk Constabulary present.
April 2025	Meeting	National Grid held a Suffolk County Council AIL Workshop with Suffolk Constabulary present.
May 2025	Meeting	AIL check-in - Suffolk Constabulary & Essex Police.
July 2025	Meeting	AIL monthly meeting – Suffolk Constabulary & Essex Police.
August 2025	Meeting	AIL monthly meeting – Suffolk Constabulary & Essex Police.
September 2025	Meeting	AIL monthly meeting – Suffolk Constabulary & Essex Police.
October 2025	Meeting	AIL monthly meeting – Suffolk Constabulary & Essex Police.
November 2025	Meeting	AIL monthly meeting – Suffolk Constabulary & Essex Police.

5. Matters Agreed

The below table seeks to summarise Suffolk Constabulary’s key interests in relation to the Norwich to Tilbury project, and how National Grid is addressing those interests.

ID	Matter	National Grid’s Position	Suffolk Constabulary’s Position	Status
Construction Traffic Impacts				
5.1.1	Policy and Legislation	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in Chapter 2 (Key Legislation and Planning Policy Context) [APP-126] and Section 16.2 of Chapter 16 (Traffic and Transport) [APP-271] of the Environmental Statement (ES).</p> <p>All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
5.1.2	Assessment Methodology	<p>Key parameters and assumptions associated with the Traffic and Transport assessment are summarised in Section 16.4 of Chapter 16 (Traffic and Transport) of the ES [APP-271]. The key</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		parameters and assumptions presented are considered appropriate.		
5.1.3	Construction Effects	The assessment of effects during construction is presented in Section 16.7 (Residual Effects) of Chapter 16 (Traffic and Transport) of the ES [APP-271] . The assessment of effects during construction presented is considered appropriate.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
Construction Traffic Management				
5.1.4	Road Safety	An assessment on road safety has been undertaken that thoroughly identifies the potential impact of the Project as set out in Section 4 (Baseline Conditions) of the Transport Assessment (TA) [APP-333] . Collisions clusters have been identified along road links forming the PARs, based on existing baseline characteristics. A calculation of the accident rate per billion vehicle kilometres has been carried out on the road links forming the PARs to compare against the national statistics. Areas where potential road safety issues have been identified, as set out within	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>Section 7 (Transport Assessment) of the TA [APP-333], will be highlighted within the Driver's pack as part of mitigation measures secured within the Outline Construction Traffic Management Plan (Outline CTMP) [APP-309]. The assessment methodology used is considered appropriate.</p>		
5.1.5	Traffic Management Measures	<p>Details of the proposed traffic management measures are set out in Section 5.8 of the CTMP [APP-309]. These traffic management measures are considered to be appropriate and adequate in terms of their nature and scale to address potential construction impacts.</p>	<p>This matter remains under discussion between Suffolk Constabulary and National Grid</p>	<p>Under discussion</p>
5.1.6	Traffic Management Implementation and Enforcement	<p>The implementation and enforcement process set out in Section 6 of the Outline CTMP [APP-309] is considered appropriate and adequate for the Project.</p>	<p>This matter remains under discussion between Suffolk Constabulary and National Grid</p>	<p>Under discussion</p>
5.1.7	Construction Access Approach	<p>The approach for construction access for the Project is proposed to utilise designated routes for construction traffic on local roads. These are defined as 'Primary Access Routes' (PARs) within Section 5 of the Outline CTMP [APP-</p>	<p>This matter remains under discussion between Suffolk Constabulary and National Grid</p>	<p>Under discussion</p>

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>309]. This approach is considered suitable for construction traffic for the Project.</p>		
5.1.8	Primary Access Route Selection	<p>Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the 7.3 Outline Construction Management Plan – Appendix C – Indicative Highway Mitigation Plans [APP-312, APP-313, APP-314, APP-315, APP-316, APP-317, APP-318, APP-319]. These PARs are considered suitable for use by the proposed construction traffic, considering the proposed mitigation measures detailed within the Outline CTMP [APP-309].</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
5.1.9	Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs)	<p>Proposed Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs) are shown in the Traffic Regulation Order Plans Sections A to H [APP-025, APP-026, APP-027, APP-028, APP-029, APP-030, APP-031, APP-032] and set out in Schedule 13 to the draft Development Consent Order (DCO) [APP-056]:</p> <p>Part 1 - Temporary Restriction of Waiting and Restriction of Speed.</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>Part 2 - Permanent Restriction of Waiting and Restriction of Speed. Part 3 – Temporary Restriction of Access. Part 4 – Temporary no Overtaking Order.</p>		
		<p>These are considered suitable and sufficient for the delivery of the Project.</p>		
Abnormal Indivisible Load (AIL) Access				
5.1.10	Abnormal Indivisible Load (AIL) Access Approach	<p>The approach for Abnormal Indivisible Load (AIL) access to the Project is to utilise designated routes on the local and Strategic Road networks. This approach is set out within Section 5 of the Outline CTMP [APP-309] , and further detailed within the AIL Access Strategy (Appendix A of the CTMP [APP-310]). A draft version of the AIL Access Strategy was shared with Suffolk Constabulary in March 2025.</p> <p>This approach, in principle, is considered suitable for AIL access for the Project at the current stage of project development.</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
5.1.11	Abnormal Indivisible Load (AIL) Access Routes	<p>Routes proposed to be utilised by AILs are shown in the AIL Access Strategy (Appendix A of the CTMP [APP-310]).</p> <p>These have been developed following consultations with Suffolk Constabulary. As part of these consultations, draft route information was shared in April 2025.</p> <p>National Grid will continue to engage with Suffolk Constabulary as the proposed AIL access routes are developed further, including with respect police force resourcing implications associated with the routes considered.</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
5.1.12	Abnormal Indivisible Load (AIL) Mitigation and Management Measures	<p>The locations of proposed mitigation measures associated with proposed AIL Routes are shown in the 7.3 Outline Construction Management Plan – Appendix C – Indicative Highway Mitigation Plans [APP-312, APP-313, APP-314, APP-315, APP-316, APP-317, APP-318, APP-319]. These mitigation measures are considered suitable and sufficient for the delivery of the Project.</p>	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		Management measures relevant to ALL movements are discussed within Section 5 of the CTMP , and the AIL Access Strategy (Appendix A of the Outline CTMP [APP-310]). This approach, in principle, is considered suitable for ALL access for the Project at the current stage of project development.		

6. Matters Currently Under Discussion

ID	Matter	National Grid's Position	Suffolk Constabulary	Status
Incident Management				
6.1.1	Communications and Notification	The approach to providing communications and notification to Suffolk Constabulary is set out in Section 5.10 of the Outline CTMP [APP-309]. This framework is to be adopted and updated by the Main Works Contractor(s) and is considered to be suitable and appropriate for the present stage of project development.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary	Status
6.1.2	Incident Management	Section 5.10 of the Outline CTMP[APP-309] establishes that the Main Works Contractor(s) is anticipated to develop an Incident Management Plan in consultation with Suffolk Constabulary, alongside other emergency service Stakeholders. This would be intended to establish agreed procedure(s) to manage any incidents which may occur on the sections of the highway network proposed to be utilised by the Project.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
6.1.3	Protest Management	Similarly to the approach to the management of Highway incidents described above (ID 5.2.2), it is anticipated that the Main Works Contractor(s) will engage with Suffolk Constabulary in order to establish an agreed procedure for managing protest activities.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
Construction Workforce				
6.1.4	Construction Workforce	Based on recent National Grid projects, our working worst-case assumption is that 90% of the workforce will be non-local workers.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary	Status
		<p>The maximum number of construction workers to be working on the project at any one time is anticipated to be under 2,000 Full-Time Equivalent (FTE) (i.e., the maximum number of non-local workers that may require accommodation will likely be around 1,500 FTE) at the time of writing the SoCG.</p> <p>The locations presently anticipated to require the highest peak construction workforces are Holton St Mary, Suffolk (PAR H12-A2 under the Construction Access Plans within Appendix C of the CTMP [APP-312] and Little Bromley, Essex (PAR H17-A2). In these cases, up to 400 FTE staff would be anticipated on site concurrently.</p> <p>Full details on the projected number of local and non-local workers to be working on the project at any one time, are included within the ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265].</p>		

ID	Matter	National Grid's Position	Suffolk Constabulary	Status
		Further details on the potential location of the peak construction workforce can be shared prior to the commencement of construction.		
6.1.5	Construction Workforce Accommodation	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 site, 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.	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion
		Further details will be included within the ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265]		
Community Engagement				
6.1.6	Community Engagement	Community Engagement and Public Information measures are set out under Section 3.3 of the Outline CTMP [APP-309] . This sets out information which will be made available to local communities by the Main Works Contractor(s), and the public communications systems which will be established by the National Grid	This matter remains under discussion between Suffolk Constabulary and National Grid	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary	Status
		<p>community relations team. It is further anticipated that specific Community Liaison activities will be carried out, as detailed within Section 6.5 of the Outline CTMP [APP-309].</p>		
		<p>Where complaints are raised by members of the public, these will be addressed by the Main Works Contractor(s) and the National Grid Project team. The proposed approach for this is set out in Section 6.7 of the Outline CTMP [APP-309].</p>		
		<p>This approach to Community Engagement is considered to be suitable, and appropriate for the present stage of Project development.</p>		

7. Signatures

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

For National Grid

Name: _____

Position: _____

Date: _____

For Suffolk Constabulary

Name: _____

Position: _____

Date: _____

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