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# Norwich to Tilbury

**Volume 8: Examination Documents**

**Document: 8.3.3 Draft Statement of Common Ground - Essex  
Police**

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**nationalgrid**

# **Essex Police**

## **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 Essex Police regarding project aspects which may impact Essex Police 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 Essex Police.

### **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**

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

### **Engagement History**

National Grid has engaged with Essex Police on the Project throughout the pre-application process. The table below provides an overview of the key engagement that has taken place between National Grid and Essex Police.

## Summary of Key Engagement between National Grid and Suffolk Constabulary

<b>ID</b>	<b>Date</b>	<b>Format</b>	<b>Topic/Description</b>
4.1	September 2024	Meeting	AIL routes discussion meeting – joint meeting with Essex Police and Essex County Council to discuss AIL routes.
	March 2025	Meeting	AIL routes discussion meeting with Essex Police.
	April 2025	Meeting	National Grid held an Essex County Council AIL Workshop with Essex Police present.
	April 2025	Meeting	National Grid held a Suffolk County Council AIL Workshop with Essex Police present.
	April 2025	Meeting	National Grid held a Thurrock Council AIL Workshop with Essex Police 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, Not Agreed or Under Discussion

The below table seeks to summarise Essex Police’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	Essex Police’s Position	Status
<b>Construction Traffic Impacts</b>				
5.1.1	Policy and Legislation	The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in <b>Chapter 2 (Key Legislation and Planning Policy Context) [APP-126]</b> and Section 16.2 of <b>Chapter 16 (Traffic and Transport) [APP-271]</b> of the <b>Environmental Statement (ES)</b> .  All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.	This matter remains under discussion between Essex Police and National Grid	Under discussion
5.1.2	Assessment Methodology	Key parameters and assumptions associated with the Traffic and Transport assessment are summarised in Section 16.4 of <b>Chapter 16 (Traffic and Transport) [APP-271]</b> of the ES. The key parameters and assumptions presented are considered appropriate.	This matter remains under discussion between Essex Police and National Grid	Under discussion
5.1.3	Construction Effects	The assessment of effects during construction is presented in Section 16.7 (Residual Effects) of <b>Chapter 16 (Traffic and Transport) [APP-271]</b> of	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		the ES. The assessment of effects during construction presented is considered appropriate.		
<b>Construction Traffic Management</b>				
5.1.4	Road Safety	<p>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 <b>Transport Assessment (TA)</b> <a href="#">[APP-333]</a>. 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.</p> <p>Areas where potential road safety issues have been identified, as set out within Section 7 (Transport Assessment) of the TA, will be highlighted within the Driver's pack as part of mitigation measures secured within the <b>Outline Construction Traffic Management Plan (Outline CTMP)</b> <a href="#">[APP-309]</a>. The assessment methodology used is considered appropriate.</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion
5.1.5	Traffic Management Measures	Details of the proposed traffic management measures are set out in Section 5.8 of the <b>Outline CTMP</b> <a href="#">[APP-309]</a> . These traffic management measures are considered to be appropriate and	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		adequate in terms of their nature and scale to address potential construction impacts.		
5.1.6	Traffic Management Implementation and Enforcement	The implementation and enforcement process set out in Section 6 of the <b>Outline CTMP [APP-309]</b> is considered appropriate and adequate for the Project.	This matter remains under discussion between Essex Police and National Grid	Under discussion
5.1.7	Construction Access Approach	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 <b>Outline CTMP [APP-309]</b> . This approach is considered suitable for construction traffic for the Project.	This matter remains under discussion between Essex Police and National Grid	Under discussion
5.1.8	Primary Access Route Selection	Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the <a href="https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-000190-7.3 Outline Construction Traffic Management Plan Appendix C - Indicative Highway Mitigation Plans - Guide to the Plans and Master Key Plan.pdf">https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN020027-000190-7.3 Outline Construction Traffic Management Plan Appendix C - Indicative Highway Mitigation Plans - Guide to the Plans and Master Key Plan.pdf</a> <b>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]</b> . These PARs are considered suitable for use by the proposed construction traffic,	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		considering the proposed mitigation measures detailed within the <b>Outline CTMP [APP-309]</b> .		
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 <b>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]</b> and set out in Schedule 13 to the <b>draft Development Consent Order (DCO) [APP-056]</b>:</p> <ul style="list-style-type: none"> <li>• Part 1 - Temporary Restriction of Waiting and Restriction of Speed.</li> <li>• Part 2 - Permanent Restriction of Waiting and Restriction of Speed.</li> <li>• Part 3 – Temporary Restriction of Access.</li> <li>• Part 4 – Temporary no Overtaking Order.</li> </ul> <p>These are considered suitable and sufficient for the delivery of the Project.</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion
<b>Abnormal Indivisible Load (AIL) Access</b>				
5.1.10	Abnormal Indivisible Load (AIL) Access Approach	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 <b>Outline CTMP [APP-309]</b> , and further detailed within the <b>AIL Access Strategy (Appendix A of the Outline CTMP [APP-310])</b> . A draft version of the AIL Access	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>Strategy was shared with Essex Police 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>		
5.1.11	Abnormal Indivisible Load (AIL) Access Routes	<p>Routes proposed to be utilised by AILs are shown in the <b>AIL Access Strategy (Appendix A of the Outline CTMP) [APP-310]</b>.</p> <p>These have been developed following consultations with Essex Police. As part of these consultations, draft route information was shared in April 2025.</p> <p>National Grid will continue to engage with Essex Police 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 Essex Police 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 Construction Access Plans within Appendix C of the <b>CTMP [APP-312]</b>. These mitigation measures are considered suitable and sufficient for the delivery of the Project.</p> <p>Management measures relevant to AIL movements are discussed within Section 5.3 of the <b>CTMP [APP-309]</b>, and Section 6 of the <b>AIL Access Strategy (Appendix A of the CTMP) [APP-310]</b>. This</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>approach, in principle, is considered suitable for AIL access for the Project at the current stage of project development.</p>		
<b>Incident Management</b>				
5.2.1	Communications and Notification	<p>The approach to providing communications and notification to Essex Police is set out in Section 5.10 of the <b>Outline CTMP [APP-309]</b>. 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.</p>	<p>This matter remains under discussion between Essex Police and National Grid</p>	Under discussion
5.2.2	Incident Management	<p>Section 5.10 of the <b>Outline CTMP [APP-309]</b> establishes that the Main Works Contractor(s) is anticipated to develop an Incident Management Plan in consultation with Essex Police, 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.</p>	<p>This matter remains under discussion between Essex Police and National Grid</p>	Under discussion
5.2.3	Protest Management	<p>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 Essex Police in order to establish an agreed procedure for managing protest activities.</p>	<p>This matter remains under discussion between Essex Police and National Grid</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
<b>Construction Workforce</b>				
5.2.4	Construction Workforce	<p>Based on recent National Grid projects, our working worst-case assumption is that 90% of the workforce will be non-local workers.</p> <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) and Little Bromley, Essex (PAR H17-A2) as shown in <b>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]</b>. 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 <b>ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</b>.</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		Further details on the potential location of the peak construction workforce can be shared prior to the commencement of construction.		
5.2.5	Construction Workforce Accommodation	<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 site, 20% in short-term lets, 20% at hotels or B&amp;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 <b>ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</b>.</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion
<b>Community Engagement</b>				
5.2.6	Community Engagement	<p>Community Engagement and Public Information measures are set out under Section 3.3 of the <b>Outline CTMP [APP-309]</b>. 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 community relations team. It is further anticipated that specific Community Liaison activities will be carried out, as detailed within Section 6.5 of the <b>Outline CTMP [APP-309]</b>.</p> <p>Where complaints are raised by members of the public, these will be addressed by the Main Works</p>	This matter remains under discussion between Essex Police and National Grid	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>Contractor(s) and the National Grid Project team. The proposed approach for this is set out in Section 6.7 of the <b>Outline CTMP [APP-309]</b>..</p> <p>This approach to Community Engagement is considered to be suitable, and appropriate for the present stage of Project development.</p>		

## 6. Signatures

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

For National Grid

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

For Essex Police

Name: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

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