

AENC-NG-CNS-REP-0218

# Norwich to Tilbury

**Volume 8: Examination Documents**

**Document: 8.3.2 Draft Statement of Common Ground - Suffolk  
Constabulary - Clean Version**

**Final Issue B**

**April 2026**

**Planning Inspectorate Reference: EN020027**

**nationalgrid**

# Revision History

Version	Date	Submitted at
A	26 February 2026	Deadline 1
B	10 April 2026	Deadline 3

# **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**

<b>ID</b>	<b>Date</b>	<b>Format</b>	<b>Topic/Description</b>
4.1.1	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.
	February 2026	Meeting	AIL strategy meeting – Suffolk Constabulary & Essex Police.

## 5. Matters Agreed

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.1.1				

## 6. Matters Currently Under Discussion

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
<b>Abnormal Indivisible Load (AIL) Access</b>				
6.1.1	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 <b>Section 5</b> of the <a href="#">Outline CTMP [APP-309]</a> , and further detailed within the <b>AIL Access Strategy (Appendix A</b> of the <a href="#">CTMP [APP-310]</a> ). A draft version of the <b>AIL Access Strategy</b> was shared with Suffolk Constabulary in March 2025.	As noted above, the AIL access strategy is incomplete. NG and Suffolk Constabulary are not therefore able to agree appropriate mitigation, monitoring and review arrangements on this critical issue.  As suggested at Open Floor Hearing 1 it is considered essential that an issue specific hearing is scheduled to examine the issue of AILs. Suffolk Constabulary considers that the lack of information is sufficiently strong to merit a holding objection until this matter is resolved.	Not agreed

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>This approach, in principle, is considered suitable for AIL access for the Project at the current stage of project development. Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Without prejudice to the above, or to any subsequent discussions, Suffolk Constabulary consider that the following is needed:</p> <ul style="list-style-type: none"> <li>• a formal agreement which includes funding for AIL escort services (supported by sufficient data as to anticipated AIL numbers specifications and requirements so as to permit modelling to be undertaken);</li> <li>• securing prescribed and appropriate engagement and notice periods for AIL movements (whether by way of supplementary agreement, planning obligation and/or DCO requirement); and</li> <li>• details from National Grid of ports of origin and the routes on which police escorts will be required.</li> </ul>	
6.1.2	Abnormal Indivisible Load (AIL) Access Routes	<p>Routes proposed to be utilised by AILs are shown in the <b>AIL Access Strategy (Appendix A</b> of the <a href="#">CTMP [APP-310]</a>. These have been developed following consultations with Suffolk Constabulary. As part of these consultations, draft route information was shared in April 2025.</p>	Suffolk Constabulary reserves its position and notes its reply above.	Not agreed

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<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> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>		
6.1.3	Abnormal Indivisible Load (AIL) Mitigation and Management Measures	<p>The locations of proposed mitigation measures associated with proposed AIL Routes are shown in the <a href="#">7.3 Outline Construction Management Plan – Appendix C – Indicative Highway Mitigation Plans</a> [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. Management measures relevant to AIL movements are discussed within <b>Section 5</b> of the <b>CTMP</b>, and the <b>AIL Access Strategy</b> (Appendix A of the <a href="#">Outline CTMP</a> [APP-310]). This approach, in principle, is considered suitable for AIL</p>	<p>Suffolk Constabulary reserves its position and notes its reply above.</p> <p>Suffolk Constabulary further notes that there is no reference in the CTMP or AIL Access Strategy to securing funding for police involvement or acknowledgement of the pressure that AIL movements will impose on police resources. Assessment of mitigation measures therefore remains incomplete and inadequate given that significant information is currently not included in the project documentation.</p>	Not agreed

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>access for the Project at the current stage of project development.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>		
<b>Construction Traffic Impacts</b>				
6.1.4	Policy and Legislation	<p>The policy context, legislation and guidance considered when undertaking the Traffic and Transport assessment is presented in <a href="#">Chapter 2 (Key Legislation and Planning Policy Context) [APP-126]</a> and <b>Section 16.2</b> of <a href="#">Chapter 16 (Traffic and Transport) [APP-271]</a> of the <b>Environmental Statement (ES)</b>. All relevant legislation, policy and guidance has been identified and appropriately considered to inform the assessment.</p>	<p>Suffolk Constabulary has reviewed the policy context, legislation and guidance identified by National Grid.</p> <p>Whilst no obvious omissions have been identified at this stage, Suffolk Constabulary reserves its position in respect of policy and legislation pending further review during the Examination, if any omissions become apparent.</p>	Under discussion
6.1.5	Assessment Methodology	<p>Key parameters and assumptions associated with the Traffic and Transport assessment are summarised in <b>Section 16.4</b> of <b>Chapter 16 (Traffic and Transport)</b> of the <a href="#">ES [APP-271]</a>. The key</p>	<p>Suffolk Constabulary notes that the impact on emergency service response is not sufficiently scoped into the assessment, including how the scheme will impact the reliability of emergency service responses.</p>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>parameters and assumptions presented are considered appropriate.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Suffolk Constabulary submitted representations in July 2024 in response to NG's statutory consultation, identifying its areas of principal interest and concern from an operational perspective. This requested that the Environmental Assessment and/or accompanying Technical Assessment scoping and assessment work identify the likely effects (impacts) of AIL's, mobile cranes/ machinery and HGV traffic generation on the Constabulary's operations.</p> <p>This work has not been carried out to date, and the scoping and assessment work is therefore considered to be incomplete.</p> <p>Suffolk Constabulary therefore emphasise that to the extent that any mitigation measures are agreed on the basis of the assumptions and assessments made by National Grid at this stage, appropriate mechanisms will need to be in place to ensure that these measures remain sufficient as the Project evolves.</p> <p>As a general point, Suffolk Constabulary envisage mitigation for the likely project impacts arising on its operational capacity being in the form of a DCO Requirement(s), developer funding secured via a planning obligation and supplementary agreement, as required.</p>	

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6.1.6	Construction Effects	<p>The assessment of effects during construction is presented in <b>Section 16.7 (Residual Effects) of Chapter 16 (Traffic and Transport)</b> of the <a href="#">ES [APP-271]</a>. The assessment of effects during construction presented is considered appropriate</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>As noted above, the construction phase scoping and assessment work is considered to be incomplete in respect of the potential effect (impact) of the Project on Suffolk Constabulary's operational capacity and resources.</p> <p>Suffolk Constabulary considers that it will inherently be required to play a role in ensuring that traffic and transport effects remain tolerable and acceptable, and this should be reflected in the mitigation measures and resourcing arrangements. This will ultimately need to be addressed by ensuring that appropriate monitoring and review mechanisms are in place to ensure that the originally proposed mitigation measures remain appropriate, and to factor in how additional mitigation may be required in the event that construction effects are worse than originally forecasted.</p> <p>Suffolk Constabulary considers that it would play a key role in a construction working group to ensure that mitigation measures are monitored and remain appropriate during the lifetime of the construction phase.</p>	Under discussion

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<b>Construction Traffic Management</b>				
6.1.7	Road Safety	<p>An assessment on road safety has been undertaken that thoroughly identifies the potential impact of the Project as set out in <b>Section 4 (Baseline Conditions)</b> of the <a href="#">Transport Assessment (TA)</a> [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.</p> <p>Areas where potential road safety issues have been identified, as set out within <b>Section 7 (Transport Assessment)</b> of the <a href="#">TA</a> [APP-333], will be highlighted within the Driver's pack as part of mitigation measures secured within the Outline Construction Traffic Management Plan (Outline <a href="#">CTMP</a>) [APP-309]. The assessment methodology used is considered appropriate.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>As above, any mitigation measures must be contingent upon the completeness and accuracy of the underlying assumptions in the assessment.</p> <p>Whilst National Grid notes that the assessment 'thoroughly identifies the potential impact of the Project', Suffolk Constabulary notes that position is premised on an incomplete scoping and assessment of the likely effects (impacts) on the Constabulary's operations.</p> <p>In addition, it is not feasible to thoroughly identify risk without appropriate monitoring and review mechanisms in place, as risk inherently will change as the construction phase reaches different milestones.</p> <p>Suffolk Constabulary welcomes the opportunity to work with National Grid on the inclusion of any planning obligations and/or DCO requirements which appropriately secures road safety matters. For example, Suffolk Constabulary considers that the following would be appropriate:</p> <ul style="list-style-type: none"> <li>securing a commitment from National Grid to operate thorough driver induction</li> </ul>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
			<p>programmes, which emphasise road safety risks and embed information regarding collision cluster locations;</p> <ul style="list-style-type: none"> <li>• securing formal route-specific controls, which are included in the final Construction Traffic Management Plan (as opposed to simply being outlined at a high level in the TA); and</li> <li>• generally permitting Suffolk Constabulary to input into the driver induction process (including any driver packs and delivering toolbox talks) to ensure legitimacy and an emphasis on safety and welfare, as well to be viewed as a key stakeholder for consultation purposes on all road safety documentation.</li> </ul>	
6.1.8	Traffic Management Measures	<p>Details of the proposed traffic management measures are set out in <b>Section 5.8</b> of the <a href="#">CTMP [APP-309]</a>. 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>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>In the absence of a definitive position on the specific (as opposed to generic) ports of origin, AIL transport routes, AIL numbers and specification, NG and Suffolk Constabulary are not yet in a position to agree suitable traffic management measures for AIL's.</p> <p>Whilst Suffolk Constabulary cannot therefore agree the proposed traffic management measures for AIL's it would welcome discussion with National Grid on devising an appropriate mitigation, monitoring and review</p>	Under discussion

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			<p>mechanism for addressing the likely construction phase impacts from AIL's to help ensure that the Constabulary's operational capacity is maintained over the construction period.</p> <p>Further consideration could be given to the matter at an Issue Specific Hearing, as required, and as the Project develops.</p> <p>Further to this, Suffolk Constabulary requests that a formal emergency services protocol is secured as part of the construction traffic management plan to include (amongst other matters):</p> <ul style="list-style-type: none"><li>• passage arrangement for emergency services;</li><li>• escalation routes for emergency services;</li><li>• formal traffic forums / management groups with Suffolk Constabulary in attendance; and</li><li>• rights of consultation and approval for Suffolk Constabulary to ensure the final Construction Traffic Management Plan is workable.</li></ul>	

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6.1.9	Traffic Management Implementation and Enforcement	<p>The implementation and enforcement process set out in <b>Section 6</b> of the Outline <a href="#">CTMP [APP-309]</a> is considered appropriate and adequate for the Project.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Suffolk Constabulary notes that Section 6 of the CTMP makes no reference to the role of the police in implementation and enforcement of traffic management measures.</p> <p>From this absence, National Grid appears to imply that it will be able to enforce traffic measures without police involvement, which is clearly not correct. All impacted police forces will bear the responsibility for enforcing and implementing all traffic management measures, and Suffolk Constabulary is disappointed that this is not acknowledged.</p> <p>In addition to the CTMP being updated to reflect the role of policing, Suffolk Constabulary further requests to be named as a consulted stakeholder in the non-compliance procedure and change process, as well as in agreeing minimum notice periods (to ensure that community tension is minimised and that the police can resource enforcement).</p> <p>Furthermore, Suffolk Constabulary understand that National Grid places some reliance on a worker code of conduct. However, it is again critical to emphasise that any substantial misconduct will ultimately be enforced by the police.</p>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
6.1.10	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 <b>Section 5</b> of the Outline <a href="#">CTMP [APP-309]</a>. This approach is considered suitable for construction traffic for the Project.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>In light of the incomplete AIL access strategy outlined above, Suffolk Constabulary reserves its position on the suitability of the construction access approach pending further information and engagement from National Grid.</p> <p>Suffolk Constabulary further requests confirmation that contingency routes are to be defined in a formal document, with an assessment carried out to ensure the appropriate risk of these routes is considered alongside any corresponding mitigation measures that may be necessary.</p> <p>In addition, because of the number of NSIPs in the vicinity of the Project, Suffolk Constabulary invite National Grid to consider further whether the cumulative effect has been fully considered with respect to the issues of construction traffic.</p>	Under discussion
6.1.11	Primary Access Route Selection	<p>Routes on local roads proposed to be utilised as Primary Access Routes (PARs) are shown in the <a href="#">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]</a>.</p>	<p>In light of the incomplete AIL access strategy outlined above, Suffolk Constabulary reserves its position on the suitability of the Primary Access Routes pending further information and engagement from National Grid.</p> <p>Suffolk Constabulary requests further evidence that a full road safety audit has been</p>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
		<p>These PARs are considered suitable for use by the proposed construction traffic, considering the proposed mitigation measures detailed within the Outline <a href="#">CTMP [APP-309]</a>.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>undertaken. It also requires details of specific mitigation proposed in respect of Suffolk, including whether any proposed contingency routes have been assessed both in terms of access issues and escort feasibility. Without full information to this effect, it is not possible for Suffolk Constabulary to reach a full view on this issue.</p>	
6.1.12	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 <b>Traffic Regulation Order Plans</b> Sections <a href="#">A</a>, <a href="#">B</a>, <a href="#">C</a>, <a href="#">D</a>, <a href="#">E</a>, <a href="#">F</a>, <a href="#">G</a>, <a href="#">H</a> [<b>APP-025, APP-026, APP-027, APP-028, APP-029, APP-030, APP-031, APP-032</b>] and set out in <b>Schedule 13</b> to the draft <a href="#">Development Consent Order (DCO) [APP-056]</a>:</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> </ul>	<p>Suffolk Constabulary reserves its position pending further information. Suffolk Constabulary notes that it (and other police forces) will ultimately bear responsibility for enforcement of TROs and TTROs, which will place additional pressure on police resources. This should be acknowledged and addressed through appropriate resourcing arrangements. In addition to this, police engagement will be critical in ensuring that the TROs/TTROs are effective, appropriate and enforceable/enforced. It is to be noted that it is not feasible to make assumptions and assessments as to what is a safe road speed as each individual road is unique. Suffolk Constabulary, and other relevant police forces, have detailed experience in this</p>	Under discussion

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		<ul style="list-style-type: none"> <li>Part 4 – Temporary no Overtaking Order.</li> </ul> <p>These are considered suitable and sufficient for the delivery of the Project. Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>area and National Grid will need to work with the local police forces to ensure that the speed restrictions and traffic orders are suitable and appropriate for each individual route/road. Considering this, National Grid need to propose a formal working group to secure police engagement to ensure that these proposed mitigation measures are effective and appropriate.</p>	
<b>Incident Management</b>				
6.1.13	Communications and Notification	<p>The approach to providing communications and notification to Suffolk Constabulary is set out in <b>Section 5.10</b> of the Outline <a href="#">CTMP [APP-309]</a>. 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>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>The CTMP does not reference or factor in the 18-month lead-in time required for AIL operations, nor the requirement for training of a dedicated AIL team.</p> <p>Whilst Suffolk Constabulary acknowledges the commitment to provide notice as early as practicable, a formal framework agreement between National Grid and Suffolk Constabulary will likely be required to deliver these arrangements effectively.</p> <p>In addition to this, and to support effective incident management and mitigate potential community impacts during the construction phase, it is recommended that a dedicated National Grid Community Liaison Officer is appointed to act as a key interface between</p>	Under discussion

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6.1.14	Incident Management	<p><b>Section 5.10</b> of the Outline <a href="#">CTMP [APP-309]</a> 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.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>the project, local communities and emergency services.</p> <p>Considering the above, Suffolk Constabulary requires that a commitment is secured by way of a requirement in the DCO as to the notification and communication requirements for ensuring sufficient liaison with police forces.</p> <p>Suffolk Constabulary awaits this plan and emphasises that it must address the capacity constraints on police resources and the impact that incident management responsibilities will have on the Constabulary's ability to deliver its core services.</p> <p>Suffolk Constabulary requests that there is a commitment from National Grid to secure a pre commencement incident response and management plan to include construction phase incident management and community impacts such as protest related activity, wilful obstruction of highway and road traffic collisions, and any other factors which will lead to increased police/ emergency service demand.</p>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
			<p>Suffolk Constabulary also requires a Security Partnership Working Group to be established to ensure the management of such aspects during the construction phases, with the relevant local police forces secured as a stakeholder to this.</p>	
6.1.15	Protest Management	<p>Similarly to the approach to the management of Highway incidents described above (<b>ID 5.2.2</b>), 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.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Suffolk Constabulary refers to its response to 5.2.2 above, however it emphasises that any arrangements must acknowledge the strain that protest management activities will place on police resources.</p> <p>This strain is not adequately assessed or acknowledged in the current documents.</p>	Under discussion
<b>Construction Workforce</b>				
6.1.16	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</p>	<p>Suffolk Constabulary observes that the Environmental Statement does not adequately assess the policing impacts of introducing a large non-local workforce or include an assessment of crime risk. Suffolk Constabulary requests that these impacts be</p>	Under discussion

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		<p>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 <b>Construction Access Plans</b> within <b>Appendix C</b> of the <a href="#">CTMP [APP-312]</a> 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 <a href="#">ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</a>.</p> <p>Further details on the potential location of the peak construction workforce can be shared prior to the commencement of construction.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>assessed and that appropriate mitigation measures be identified.</p> <p>Without prejudice to the generality of this issue, Suffolk Constabulary requires that the following information is provided:</p> <ul style="list-style-type: none"> <li>• confirmation of the construction workforce profiles;</li> <li>• details of accommodation, including location and clusters;</li> <li>• proposed procedures for communication, reporting and welfare;</li> <li>• construction workforce management measures; and</li> <li>• details of any worked codes of conduct (or similar mechanisms).</li> </ul> <p>The above is required so that Suffolk Constabulary can predict and assess policing demands related to community safety, cohesion and wellbeing.</p>	

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6.1.17	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 will be included within the <a href="#">ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</a></p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>As above, Suffolk Constabulary observes that the policing impacts of the proposed accommodation arrangements have not been adequately assessed. Suffolk Constabulary requests that these impacts be assessed and that appropriate mitigation measures be proposed.</p> <p>Whilst Suffolk Constabulary have requested at 5.2.4 further information on proposed construction workforce accommodation, it also requests confirmation that a CPTED (Crime prevention through environmental design) approach is to be adopted for any temporary sites.</p>	Under discussion
6.1.18	Worker Travel & Compounds	<p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Suffolk Constabulary notes that peak workforce movements and the location of construction compounds may give rise to parking pressures, workforce dispersal incidents and an increased risk of crime and anti social behaviour (including theft from sites and conflict with local communities).</p> <p>To manage these risks, Suffolk Constabulary seeks the inclusion of:</p> <ul style="list-style-type: none"> <li>formal liaison arrangements with local Neighbourhood Policing Teams;</li> </ul>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
6.1.19	Designing out Crime	Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.	<ul style="list-style-type: none"> <li>• staggered shift and dispersal planning to avoid concentrated peaks;</li> <li>• shuttle and travel planning that considers public realm safety;</li> <li>• CPTED/'Designing Out Crime' measures at compounds; and</li> <li>• clear incident and crime reporting routes.</li> </ul> <p>Suffolk Constabulary considers that the Outline CoCP provides insufficient detail on security standards and Designing Out Crime principles. Suffolk Constabulary seeks the inclusion of explicit Secured by Design references, such as minimum standards for security fencing, lighting and CCTV applicable across all construction sites (including dispersed worksites, access points and working corridors, not only main compounds). Suffolk Constabulary also requests the incorporation of a clear contractor Code of Conduct covering behaviour, alcohol/drugs policies, and workforce management expectations. We consider these measures necessary to mitigate crime, protect workers and the public, and reduce policing demand during construction.</p>	Under discussion

ID	Matter	National Grid's Position	Suffolk Constabulary's Position	Status
<b>Community Engagement</b>				
6.1.20	Community Engagement	<p>Community Engagement and Public Information measures are set out under <b>Section 3.3</b> of the Outline <a href="#">CTMP [APP-309]</a>. 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 <b>Section 6.5</b> of the Outline <a href="#">CTMP [APP-309]</a>.</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 <b>Section 6.7</b> of the Outline <a href="#">CTMP [APP-309]</a>.</p> <p>This approach to Community Engagement is considered to be suitable, and appropriate for the present stage of Project development.</p> <p>Suffolk Constabulary's comments are noted, and National Grid will continue to engage with Suffolk Constabulary on this matter.</p>	<p>Suffolk Constabulary requests that a clear contact strategy and community liaison route is integrated for all matters relating to the Project.</p> <p>The reality is that police forces will be the first point of contact by the community on many occasions, and therefore to avoid additional burden on police capacity it will be necessary for National Grid to provide free phone telephone numbers as a first point of call for the community. The development of a contact strategy is critical for ensuring that the impact on the police is minimised as much as possible.</p>	Under discussion

## 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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