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Norwich to Tilbury

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- Clean Version**

Final Issue C

May 2026

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nationalgrid

Revision History

Version	Date	Submitted at
A	26 February 2026	Deadline 1
B	10 April 2026	Deadline 3
C	12 May 2026	Deadline 4

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.

Table 4.1 Summary of Key Engagement between National Grid and Essex Police

ID	Date	Format	Topic/Description
4.1.1	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.
	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 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
Abnormal Indivisible Load (AIL) Access				
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 Section 5 of the Outline CTMP [APP-309] , and further detailed within the AIL Access Strategy (Appendix A of the Outline CTMP [APP-310]). A draft version of the AIL Access Strategy was shared with Essex Police in March 2025.	As noted above, the AIL access strategy is incomplete. NG and Essex Police 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. Essex Police considers that the lack of information is sufficiently strong to merit a holding objection until this matter is resolved.	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>This approach, in principle, is considered suitable for AIL access for the Project at the current stage of project development. Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Without prejudice to the above, or to any subsequent discussions, Essex Police consider that the following is needed:</p> <ul style="list-style-type: none"> • 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); • securing prescribed and appropriate engagement and notice periods for AIL movements (whether by way of supplementary agreement, planning obligation and/or DCO requirement); and • details from National Grid of ports of origin and the routes on which police escorts will be required. 	
6.1.2	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 Outline CTMP) [APP-310].</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>	Essex Police reserves its position and notes its reply above.	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<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> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police 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 Construction Access Plans within Appendix C of the CTMP [APP-312]. These mitigation measures are considered suitable and sufficient for the delivery of the Project. Management measures relevant to AIL movements are discussed within Section 5.3 of the CTMP [APP-309], and Section 6 of the AIL Access Strategy (Appendix A of the CTMP) [APP-310]. This approach, in principle, is considered suitable for AIL access for the Project at the current stage of project development.</p>	<p>Essex Police reserves its position and notes its reply above.</p> <p>Essex Police 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> <p>For Abnormal Indivisible Loads of exceptional dimension and where it is necessary to manage safety, traffic control, or unlawful manoeuvres, the safe execution of the movement requires the exercise of traffic control powers (including stopping and</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>directing other road users) which, under current legislation, can only be lawfully undertaken by a warranted police officer. The Police Reform Act 2002 does not permit the delegation of such traffic control powers for the purpose of escorting loads of exceptional dimensions.</p>	
Construction Traffic Impacts				
6.1.4	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> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police has reviewed the policy context, legislation and guidance identified by National Grid.</p> <p>Whilst no obvious omissions have been identified at this stage, Essex Police reserves its position in respect of policy and legislation pending further review during the Examination, if any omissions become apparent.</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
6.1.5	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) [APP-271] of the ES. The key parameters and assumptions presented are considered appropriate.</p> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police 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> <p>This work has not been carried out to date, and the scoping and assessment work is therefore considered to be incomplete.</p> <p>Essex Police 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, Essex Police 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>	Under discussion
6.1.6	Construction Effects	<p>The assessment of effects during construction is presented in Section 16.7 (Residual Effects) of Chapter 16 (Traffic and Transport) [APP-271] of the ES.</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 Essex Police's operational capacity and resources.</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>The assessment of effects during construction presented is considered appropriate.</p> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police 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>Essex Police 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>	
Construction Traffic Management				
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 Section 4 (Baseline Conditions) of the Transport Assessment (TA) [APP-333]. Collisions clusters have been identified along road links forming the</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', Essex Police notes that</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>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 Outline Construction Traffic Management Plan (Outline CTMP) [APP-309]. The assessment methodology used is considered appropriate.</p> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>position is premised on an incomplete scoping and assessment of the likely effects (impacts) on the Police'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>Essex Police 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, Essex Police considers that the following would be appropriate:</p> <ul style="list-style-type: none"> • securing a commitment from National Grid to operate thorough driver induction programmes, which emphasise road safety risks and embed information regarding collision cluster locations; • 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 • generally permitting Essex Police to input into the driver induction process (including 	

ID	Matter	National Grid's Position	Essex Police's Position	Status
			<p>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.</p>	
6.1.8	Traffic Management Measures	<p>Details of the proposed traffic management measures are set out in Section 5.8 of the Outline 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>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police 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 Essex Police are not yet in a position to agree suitable traffic management measures for AIL's.</p> <p>Whilst Essex Police 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 mechanism for addressing the likely construction phase impacts from AIL's to help ensure that the Police'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, Essex Police requests that a formal emergency services protocol is secured</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
			<p>as part of the construction traffic management plan to include (amongst other matters):</p> <ul style="list-style-type: none"> • passage arrangement for emergency services; • escalation routes for emergency services; • formal traffic forums / management groups with Essex Police in attendance; and • rights of consultation and approval for Essex Police to ensure the final Construction Traffic Management Plan is workable. 	
6.1.9	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>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police 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 Essex Police is disappointed that this is not acknowledged.</p> <p>In addition to the CTMP being updated to reflect the role of policing, Essex Police further requests to be named as a consulted</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
			<p>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, Essex Police 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>	
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 Section 5 of the Outline CTMP [APP-309]. This approach is considered suitable for construction traffic for the Project.</p> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>In light of the incomplete AIL access strategy outlined above, Essex Police reserves its position on the suitability of the construction access approach pending further information and engagement from National Grid.</p> <p>Essex Police 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, Essex Police invite National Grid to consider further whether</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
			<p>the cumulative effect has been fully considered with respect to the issues of construction traffic.</p>	
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 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]. National Grid will continue to engage with Essex Police on this matter.</p>	<p>In light of the incomplete AIL access strategy outlined above, Essex Police reserves its position on the suitability of the Primary Access Routes pending further information and engagement from National Grid. Essex Police requests further evidence that a full road safety audit has been undertaken. It also requires details of specific mitigation proposed in respect of Essex, 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 Essex Police to reach a full view on this issue.</p>	Under discussion
6.1.12	Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Orders (TTROs)	<p>Proposed Traffic Regulation Orders (TROs) and Temporary Traffic Regulation Order Plans Sections A, B, C, D, E, F, G, 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>Essex Police reserves its position pending further information. Essex Police 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.</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<ul style="list-style-type: none"> Part 1 - Temporary Restriction of Waiting and Restriction of Speed. Part 2 - Permanent Restriction of Waiting and Restriction of Speed. Part 3 – Temporary Restriction of Access. Part 4 – Temporary no Overtaking Order. <p>These are considered suitable and sufficient for the delivery of the Project. Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>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. Essex Police, and other relevant police forces, have detailed experience in this 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>	
Incident Management				
6.1.13	Communications and Notification	<p>The approach to providing communications and notification to Essex Police 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.</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. Whilst Essex Police acknowledges the commitment to provide notice as early as practicable, a formal framework agreement between National Grid and Essex Police will</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>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 the project, local communities and emergency services.</p> <p>Considering the above, Essex Police 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>	
6.1.14	Incident Management	<p>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 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>Essex Police 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 Police's ability to deliver its core services.</p> <p>Essex Police 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</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
		Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.	obstruction of highway and road traffic collisions, and any other factors which will lead to increased police/ emergency service demand. Essex Police 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.	
6.1.15	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 Essex Police in order to establish an agreed procedure for managing protest activities. Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.	Essex Police 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. This strain is not adequately assessed or acknowledged in the current documents.	Under discussion
Construction Workforce				
6.1.16	Construction Workforce	Based on recent National Grid projects, our working worst-case assumption is that 90% of the workforce will be non-local workers. The maximum number of construction workers to be working on the	Essex Police 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. Essex Police requests that these	Under discussion

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		<p>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 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]. 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> <p>Further details on the potential location of the peak construction workforce can be shared prior to the commencement of construction.</p>	<p>impacts be assessed and that appropriate mitigation measures be identified.</p> <p>Without prejudice to the generality of this issue, Essex Police requires that the following information is provided:</p> <ul style="list-style-type: none"> • confirmation of the construction workforce profiles; • details of accommodation, including location and clusters; • proposed procedures for communication, reporting and welfare; • construction workforce management measures; and • details of any worked codes of conduct (or similar mechanisms). <p>The above is required so that Essex Police can predict and assess policing demands related to community safety, cohesion and wellbeing.</p>	

ID	Matter	National Grid's Position	Essex Police's Position	Status
		<p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>		
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&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 ES - Chapter 15: Socio-economics, Recreation and Tourism [APP-265].</p> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>As above, Essex Police observes that the policing impacts of the proposed accommodation arrangements have not been adequately assessed. Essex Police requests that these impacts be assessed and that appropriate mitigation measures be proposed.</p> <p>Whilst Essex Police 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>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police 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 antisocial behaviour (including theft from sites and conflict with local communities).</p> <p>To manage these risks, Essex Police seeks the inclusion of:</p>	Under discussion

ID	Matter	National Grid's Position	Essex Police's Position	Status
6.1.19	Designing out Crime	Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.	<ul style="list-style-type: none"> • formal liaison arrangements with local Neighbourhood Policing Teams; • staggered shift and dispersal planning to avoid concentrated peaks; • shuttle and travel planning that considers public-realm safety; • CPTED/'Designing Out Crime' measures at compounds; and • clear incident and crime-reporting routes. <p>Essex Police considers that the Outline CoCP provides insufficient detail on security standards and Designing Out Crime principles. Essex Police 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). Essex Police 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	Essex Police's Position	Status
Community Engagement				
6.1.20	Community Engagement	<p>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 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> <p>Essex Police's comments are noted, and National Grid will continue to engage with Essex Police on this matter.</p>	<p>Essex Police 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 Essex Police

Name: _____

Position: _____

Date: _____

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