

AENC-NG-CNS-REP-0256

# Norwich to Tilbury

**Volume 8: Examination Documents**

**Document: 8.3.40 Signed Statement of Common Ground -  
East of England Ambulance Service - Clean Version**

**Final Issue B**

**May 2026**

**Planning Inspectorate Reference: EN020027**

**nationalgrid**

# Revision History

<b>Version</b>	<b>Date</b>	<b>Submitted at</b>
A	26 February 2026	Deadline 1
B	12 May 2026	Deadline 4

# East of England Ambulance Service Statement of Common Ground

## 1. Purpose of the Statement of Common Ground

This Statement of Common Ground (SoCG) has been prepared to outline the areas of agreement and any remaining points of discussion between National Grid and East of England Ambulance Service NHS Trust regarding project aspects which may impact Ambulance services, such as workforce numbers, incident response and construction traffic changes in relation to the proposed Norwich to Tilbury Project.

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

## 2. Parties to the SoCG

This SoCG is agreed between National Grid (the Applicant) and East of England Ambulance Service (EEAST).

## 3. Background

### 3.1 Description of the Project/Development

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

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

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

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

The reinforcement is needed because the existing transmission network, even with current upgrading, will not have sufficient capacity for the new renewable energy (a substantial proportion of which would be generated by offshore wind) that is expected to connect to the network over the next 10 years and beyond. Completion of the Project, together with other new reinforcements across the country, will meet this future energy transmission demand both in East Anglia and across the UK.

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

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

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

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

## **4. Stakeholder Interests**

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

## 5. Matters Agreed

The below table seeks to summarise matters agreed between the applicant and EEAST in relation to the Norwich to Tilbury project.

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.1	Construction workforce accommodation	While the Applicant is not able to advise where the non-local workers can stay (or will stay at this stage), an assumption of 50% will be staying at camping and caravan sites, 20% in short-term lets, 20% at hotels or B&Bs, and 10% travel into the area from home has been made based on previous National Grid projects. The Applicant note's it is useful for EEAST to understand if there are any particular areas where a large number of staff are staying, in case of any incidents.	Meeting held 24 April 2026	Further details are included within <b>6.10 Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism [APP-265]</b>
5.2	Access and egress	The Applicant has provided the location of site compounds and their associated Primary Access Routes. EEAST will be given written notice of any planned temporary lane or road closures, as well as AIL deliveries. Furthermore, when developing temporary traffic management layouts/schemes to be submitted to permit authorities as part of permit applications, the Main Works Contractor(s) will consider, where relevant, whether any further information and mitigation measures may be necessary to ensure emergency service access and community safety, including in relation to air ambulances. The Applicant has provided a specific response for access to Broomfield Hospital in <b>8.5.5 Applicant's Response to the Oral Submissions Made at the Open Floor Hearings [REP2-028]</b> .	Meeting held 24 April 2026	Further details are included within <b>6.16 Environmental Statement (ES) Chapter 16: (Traffic and Transport) [APP-271]</b> and <b>7.3 outline Construction Traffic Management Plan (oCTMP) [APP-309]</b> Site compound locations and associated access routes are set out in

ID	Issue	Agreement reached	Date agreed	Relevant documentation
		<p>This response sets out how access by road to Broomfield Hospital will be maintained during construction.</p> <p>Site visits can be arranged as requested, following early engagement with the Main Works Construction Contractor(s).</p>		<p><b>Section 5.6 of the oCTMP [APP-309]</b> and shown in plan as part of the <b>Indicative Highway Mitigation Plans within Appendix C of the oCTMP [APP-312-319]</b>. Details of alterations to access on the Public Highway are included in <b>Section 5.8 of the oCTMP</b>.</p>
5.3	On site incident response	<p>Ensuring the health and safety of all personnel is a top priority, especially when project will involve transient or non-local workers. Prior to the commencement of construction works, the Main Works Construction Contractor(s) will initiate contact with the East of England Ambulance Service. This early engagement will provide:</p> <ul style="list-style-type: none"> <li>• Site access plans, including GPS coordinates and any specific entry points that differ from postal addresses.</li> <li>• Information about the scope and duration of the project, anticipated workforce numbers, and work schedules.</li> </ul> <p>Given that many of our workers may not be familiar with the local area, the construction contractor will incorporate specific health and safety briefings into their induction. These briefings include:</p> <ul style="list-style-type: none"> <li>• Information on how to report an emergency, including the correct address or location codes to use when calling 999.</li> </ul>	Meeting held 24 April 2026	

ID	Issue	Agreement reached	Date agreed	Relevant documentation
		<ul style="list-style-type: none"> <li>• Maps or visuals showing the nearest emergency services, including the location of defibrillators and first aid stations.</li> <li>• Clear instruction on who within the team is responsible for coordinating with emergency responders.</li> </ul> <p>In addition, the construction contractor will conduct simulated emergency drills on-site to familiarise teams with evacuation routes and local emergency protocols.</p> <p>The construction contractor will provide a main point of contact, who maintains communication lines with the local ambulance service throughout the project lifecycle. This individual:</p> <ul style="list-style-type: none"> <li>• Acts as the point of contact in case of an incident.</li> <li>• Keeps the ambulance service updated on any significant changes to site layout or workforce structure.</li> <li>• Ensures smooth coordination between our on-site team and external responders during emergencies.</li> </ul> <p>The Main Works Contractors will have defibrillators at their site compounds/offices. They will also be carried in dedicated site foreman/supervisor vehicles.</p> <p>Further information will be provided within the Main Works Contractors' On-site Incident Response Plans which will be shared with EEAST.</p>		

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.4	Need for specialist "HART" support	<p>The Applicant can confirm that no personnel will be working underground or in water during the construction of the Project. However, some staff will be working adjacent to watercourses, and there will be working at height although this will not be continuous across the whole of the construction period.</p> <p>Based on our current risk profile and the nature of the works planned, we understand that deployment of a HART team would be unlikely under normal operating conditions. However, in the rare event of a complex incident involving entrapment at height or near a watercourse, it is possible that the ambulance service may escalate the response to include HART support.</p> <p>The Applicant acknowledges that regular ambulance vehicles are unable to go within 6ft of water, so it is useful to note whether an incident has occurred close to water when dialling 999 to ensure the appropriate vehicle is sent to respond to the incident.</p>	Meeting held 24 April 2026	
5.5	Communications and prior notification	<p>Section 5.10 of the outline Construction Traffic Management Plan (oCTMP) sets out that the police, fire and ambulance services (referred to as 'blue light services') will be given written notice ahead of any planned temporary lane or road closures, as well as planned Abnormal Indivisible Load (AIL) deliveries and associated routes. Specific communications processes will be developed when appropriate between the Ambulance Service and the Main Works Contractor(s) H&amp;S personnel who will be assigned with the responsibility to manage risks and engage with the 'blue lights services'.</p>		Further details are included within <b>7.3 Outline Construction Traffic Management Plan (oCTMP) [APP-309]</b>

ID	Issue	Agreement reached	Date agreed	Relevant documentation
5.6	Construction workforce incident rate	<p>EEAST needs to understand the potential impact of additional incidents from the workforce. The 18-65 population in EEAST of England is ~4,054,000, with 304,628 incidents occurring between 1 April 2024 to 31 March 2025 for the age range 19-65. This gives an average incident rate per person per annum of: 0.08</p> <p>The Applicant understands from previous construction projects that non-local construction workers are more transient in nature and often remain registered at their existing GP practice whilst working away.</p> <p>Furthermore, incident rates on National Grid projects are significantly lower than the rate quoted for the EEAST region. Between 2023 and 2026 the LTI (Lost Time Incident) frequency rate was 0.01 per million hours worked. The Applicant is more than happy to share any project incident data with EEAST if useful.</p> <p>Given the above, the Applicant does not consider a planning obligation is necessary in planning terms. Any planning obligation must be in accordance with the legal tests in regulation 122 of the Community Infrastructure Levy Regulations 2010.</p>		<p>Full details on the projected number of local and non-local workers to be working on the project at any one time, is included within <b>6.15 Environmental Statement (ES) Chapter 15: Socio-economics, Recreation and Tourism</b> [APP-265]</p> <p><b>6.10 Environmental Statement Chapter 10: Health and Wellbeing</b> [APP-192] includes an assessment of access to social infrastructure</p>

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## 6. Signatures

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

For National Grid

Name: Simon Pepper 

Position: Project Director

Date: 06/05/2026

For East of England Ambulance Service

Name:  

Position: Head of Business Relationships

Date: 06/05/2026

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