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Norwich to Tilbury Pylon Project

13th July 2026

Response to National Grid – Proposed Works Compound and Works at the Existing Junction on Old Bury Road, Palgrave

We are writing to object to the proposed arrangements for the works compound and the planned works at the existing junction on Old Bury Road unless robust and enforceable traffic management measures are secured.

Whilst we recognise the importance of the project, it must not be delivered at the expense of the safety and amenity of the residents of Palgrave. The planning authority has a clear duty to ensure that development is carried out in a manner that protects highway safety and safeguards the residential amenity of those living in the affected communities. These principles must be reflected in the Construction Traffic Management Plan and enforced throughout the construction period.

Our principal concern is the potential for construction traffic, displaced traffic or unofficial diversion routes to use Priory Road and Crossing Roads. These roads are wholly unsuitable for any increase in traffic volumes. They are narrow residential roads with limited carriageway widths, constrained visibility in places, and are regularly used by pedestrians, cyclists and local residents. Heavy goods vehicles are not permitted to use these roads. Any increase in traffic, including buses, which are allowed to use them, would create an unacceptable risk to highway safety, increase noise and disturbance, and materially harm the quiet enjoyment of neighbouring properties.

We therefore request that the planning authority requires National Grid to implement comprehensive traffic monitoring from the commencement of the works until their completion. This monitoring should establish baseline traffic levels before construction begins and continue throughout the construction period, with the results being made available to the planning authority. Should traffic levels exceed agreed thresholds, immediate corrective measures must be implemented.

Furthermore, we insist that, under no circumstances, should traffic associated with the works be diverted onto, directed along, or permitted to use Priory Road or Crossing Roads. This prohibition should apply equally to:

- Official diversion routes.
- Temporary traffic management signage.
- Construction vehicles and contractors.
- Delivery vehicles.
- Any routing information provided to satellite navigation systems or logistics providers.

The Construction Traffic Management Plan should include enforceable routing restrictions, appropriate signage, monitoring of contractor compliance, and meaningful sanctions where breaches occur. Responsibility for ensuring compliance should rest with National Grid and its contractors. The planning authority should also require regular reporting of traffic monitoring data and retain the ability to require additional mitigation should unacceptable impacts arise. A mechanism should be established to enable residents to report breaches, with prompt investigation and remedial action.

Unless these safeguards are secured by planning conditions or other legally enforceable mechanisms, the proposal fails to provide sufficient assurance that the development can proceed without causing unacceptable harm to highway safety and the residential amenity of the local community.

We therefore urge the planning authority to require these measures as a prerequisite to any approval of the works. Protecting the safety of road users and the quality of life of residents is a fundamental planning objective and should not be compromised by the convenience of construction traffic management.

Yours sincerely

Caroline Emeny

Mrs C I Emeny
Clerk and Responsible Financial Officer