

**The Great Grid Upgrade**

Sea Link

# Preliminary Environmental Information Report

Volume: 2

Part 1 Introduction

Appendix 1.4.B Outline Construction Traffic Management Plan  
(Suffolk Onshore Scheme)

Version A

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nationalgrid

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# Sea Link

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## 1.4.B.1 Introduction

### Background and Scope

- 1.4.B.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East of England and East Anglia. The Project is required to accommodate additional power flows generated from renewable and low carbon energy generation, as well as additional new interconnection with mainland Europe.
- 1.4.B.1.2 This reinforcement would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400kV overhead line close to Richborough in Kent.
- 1.4.B.1.3 The Suffolk Onshore Scheme comprises:
- Friston substation and associated overhead line modifications or a connection into and works within the consented Friston substation as consented by Scottish Power Renewables (SPR);
  - underground High Voltage Alternating Current (HVAC) connection from the proposed Friston substation to the proposed Saxmundham Converter Station Site;
  - Saxmundham Converter Station; and
  - a High Voltage Direct Current (HVDC) underground cable from the proposed Saxmundham Converter Station to the Suffolk landfall.
- 1.4.B.1.4 The Kent Onshore Scheme comprises:
- HVAC connection, by overhead line, from the existing Richborough to Canterbury 400 kV overhead line to the proposed Minster 400 kV Substation and Minster Converter Station;
  - a compound comprising Minster 400 kV Substation and Minster Converter Station; and
  - HVDC underground cable from the proposed Minster Converter Station to the Kent landfall in Pegwell Bay.
- 1.4.B.1.5 This Outline Construction Traffic Management Plan (CTMP) has been prepared for the Suffolk Onshore Scheme which is located to the east of Saxmundham. This Outline CTMP forms **Volume 2, Part 1, Appendix 1.4.B** of the Preliminary Environmental Impact Report (PEIR) and is identified as control and management measure GG03 within **Volume 1, Part 2, Chapter 8: Traffic and Transport**.
- 1.4.B.1.6 The purpose of this Outline CTMP is to focus on the management of construction traffic within the vicinity of the Suffolk Onshore Scheme draft Order Limits along the local highway network during the construction period of the works in order to limit any potential disruptions and implications on the wider transport network.
- 1.4.B.1.7 This Outline CTMP sets out the proposals to manage construction traffic and staff vehicles during the construction of the Proposed Project. It identifies the management of freight traffic i.e. Heavy Goods Vehicles (HGVs), as well as staff vehicles.

1.4.B.1.8 This Outline CTMP has been informed by consultation with Suffolk County Council (SCC) as the local highway authority. Further details of the discussions and meetings held, as well as meeting minutes etc. are provided as part of **Volume 1, Part 2, Chapter 8 Traffic and Transport**.

## Objectives

1.4.B.1.9 The objectives of this Outline CTMP are to set a framework for the Detailed CTMP and to:

- minimise the volume of HGV and staff vehicles associated with the construction phase as far as reasonably practicable;
- maximise the safe and efficient movement of materials and staff required during the construction phase as far as reasonably practicable;
- minimise the restrictions imposed and ensure efficient management of the local Public Rights of Way (PRoW) within the Site during the construction phase;
- minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable; and
- set out the measures to be adhered to by those travelling to and from the Site to reduce the impact of the construction of the Proposed Project.

1.4.B.1.10 This Outline CTMP will be updated for the application for development consent following further consultation. Details of any additional mitigation measures to be included in the design of the Proposed Project for implementation (if required) will be included in an updated version of the Outline CTMP to be prepared for the application for development consent.

1.4.B.1.11 It is anticipated that these measures would be developed into a Detailed CTMP that would be secured through a suitably worded requirement in the Development Consent Order (DCO).

## Suffolk Onshore Scheme including Co-location

1.4.B.1.12 Feedback received as part of the non-statutory consultation on the Suffolk Onshore Scheme and through the Scoping Opinion (as referenced within **Volume 1, Part 2, Chapter 8, Traffic and Transport**) identified the need to explore coordination with other energy infrastructure projects that are proposed within East Suffolk. This could be undertaken between projects at a number of levels from sharing of data and site survey information, sharing construction materials such as stone for temporary access tracks (if projects are constructed in sequence) through to physical co-location of infrastructure.

1.4.B.1.13 National Grid Electricity Transmission plc (NGET) and National Grid Ventures (NGV) have been in discussion to explore the opportunities for coordination of their proposed projects in Suffolk, one part of which is co-location of infrastructure. The Proposed Project includes an option to facilitate co-location of infrastructure with NGV's proposed Nautilus and LionLink (previously known as EuroLink) interconnector projects to the extent currently possible under the Planning Act 2008. Further details are provided in **Volume 1, Part 1, Chapter 4: Description of the Proposed Project**.

1.4.B.1.14 Whilst the Proposed Project includes an option for co-location, the Proposed Project must be independently deliverable to ensure NGET can comply with its statutory duties and meet the need case for the Proposed Project. Nonetheless, the construction traffic forecasts are based on co-location for robustness, as this provides higher figures than the Proposed Project without co-location. However, the measures identified within this Outline CTMP relate to both the Proposed Project in isolation and with co-location unless otherwise specified.

## Report Structure

1.4.B.1.15 Following this introduction, this Outline CTMP is structured as follows:

- **Section 1.4.B.2** provides details of the site location, surrounding area and the existing highway network;
- **Section 1.4.B.3** provides details of future baseline conditions during the construction phase;
- **Section 1.4.B.4** covers relevant planning policy and best practice for the construction phase of the Proposed Project;
- **Section 1.4.B.5** summarises the HGV and staff vehicle movements which are expected to be generated by the Proposed Project across the construction period, including during the peak phase;
- **Section 1.4.B.6** provides details of the proposed site accesses for the Proposed Project, including details of layouts, visibility splays and swept paths, as well as routing arrangements and internal site layout considerations including access tracks, compounds and parking;
- **Section 1.4.B.7** summarises the proposed measures to manage the highway network and pedestrian and cycle routes during the construction phase, as well as measures directed at HGVs and staff members, as well as for the management, monitoring and review of the Outline CTMP;
- **Section 1.4.B.8** deals with compliance and enforcement of the Outline CTMP; and
- **Section 1.4.B.9** provides the conclusion to the Outline CTMP.

## 1.4.B.2 Existing Conditions

### Site Location

1.4.B.2.1 The Suffolk Onshore Scheme is located near to a number of settlements including Saxmundham, Friston, Thorpeness and Aldeburgh. The works site is typically accessed via the following routes (note, some additional routes will be used by Abnormal Indivisible Loads (AILs) which are covered further below), as shown on **Volume 3, Part 3, Figure 2.8.1, Traffic and Transport Study Area in Suffolk:**

- A12 (between Farnham in the south and Yoxford in the north);
- A1094 (between the A12 and the B1122 junctions);
- B1121 Main Road (north and south sections towards Saxmundham);
- B1119 (between the A12 and Grove Road junctions);
- B1122 (between the A1094 and the B1353); and
- B1069 Snape Road.

### Surrounding Area

1.4.B.2.2 Further to the above, the following parts of the highway network are situated within the study area, as shown on **Volume 3, Part 3, Figure 2.8.1, Traffic and Transport Study Area in Suffolk:**

- Grove Road;
- B1122 (between the A12 and the B1069 junctions);
- B1353 Aldringham Lane;
- A1094 (between the B1122 and High Street junctions);
- Victoria Road; and
- Thorpe Road.

1.4.B.2.3 The following junctions are situated within the surrounding area and have been reviewed within **Volume 1, Part 2, Chapter 8, Traffic and Transport:**

- A12/A1094 Junction;
- A12/B1121 (South) Junction;
- A12/B1119 Junction;
- A12/B1121 (North) Junction;
- A12/B1122 Junction;
- B1121 Main Road/B1121 Church Hill Junction;
- B1121 Main Road/B1119 Church Hill Signalised Junction;
- B1121 Saxmundham Road/Grove Road/Mill Road Junction;
- A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction;



- A1094 Aldeburgh Road/B1069 Snape Road Junction; and
- A1094/B1122 Church Farm Road Roundabout.

1.4.B.2.4 The following walking and cycling routes, identified by a local reference number for Public Rights of Way (PRoW), are situated within the surrounding area.. These routes have been reviewed within **Volume 1, Part 2, Chapter 8, Traffic and Transport:**

- E-103/006/0 (6318) Footpath;
- E-103/016/0 (6333) Footpath;
- E-103/001/0 (10027) Footpath;
- E-260/013/A (7452) Footpath;
- E-260/012/A (7450) Bridleway;
- E-354/022/0 (7991) Footpath;
- E-260/026/0 (12866) Bridleway;
- E-354/020/0 (7990) Bridleway;
- E-354/036/0 (14032) Bridleway;
- E-354/002/0 (7970) Bridleway;
- E-354/001/0 (7969) Bridleway;
- E-354/018/0 (7988) Footpath;
- E-354/007/A (7977) Footpath;
- E-354/006/0 (7975) Footpath;
- E-354/008/0 (7978) Footpath;
- E-260/017/0 (7455) Footpath;
- E-260/015/0 (7453) Footpath;
- E-260/016/0 (7454) Footpath;
- E-491/010/0 (8906) Bridleway;
- E-491/006/0 (8904) Footpath;
- E-491/005/0 (8903) Footpath;
- E-491/004/0 (8902) Footpath;
- E-460/023/0 (8644) Footpath;
- E-344/034/0 (7881) Footpath;
- E-460/001/0 (8622) Footpath;
- National Cycle Network Route 42;
- The Suffolk Coast Path;
- Sandlings Walk; and
- King Charles III England Coast Path.

1.4.B.2.5 For ease of reference, the shorter references in brackets have been taken forward for the remainder of this report.

## Site Accessibility

### Strategic highway network

1.4.B.2.6 The nearest portion of the trunk road (a major road designated by National Highways as a route of strategic importance) network to the study area is the Seven Hills Interchange, between the A12 and A14, which is located some 25 km to the southwest of the study area (as measured from the A12 junction with the A1094). The A12 otherwise forms parts of the Strategic Road Network (SRN) to the west of the study area, forming junctions with the A1094, B1121, B1119 and the B1122 which pass through the study area.

## Local highway network

- 1.4.B.2.7 The study area (see **Volume 3, Part 2, Figure 2.8.1, Traffic and Transport Study Area in Suffolk**) includes the surrounding highway network, including the A1094 to the west of Aldeburgh. This route has a single lane in each direction and is the main route between Aldeburgh and the A12. The portion of the A1094 within the study area includes a number of farm accesses and is subject to the national speed limit (derestricted).
- 1.4.B.2.8 The study area includes the B1122 which runs from Aldeburgh in the south towards Aldringham, Leiston and Yoxford in the north. The portion of the B1122 within the study area provides access to a farm access and operates with a 30mph speed limit. The B1122 is linked to the A1094 to the south and the A12 to the north.
- 1.4.B.2.9 Thorpe Road is a coastal road to the east of the study area which links Aldeburgh in the south with Thorpeness to the north. The route, which operates with the national speed limit, does not include connectivity with any other key routes within the study area.
- 1.4.B.2.10 The B1069 Snape Road bisects the centre of the study area and connects the A1094 to the south with the village of Knodishall Common to the north. Grove Road is also a north-south route through the centre of the study area, running northwards from the village of Friston. Grove Road is unclassified and is a single lane carriageway, subject to a 30mph speed limit in the south and the national speed limit in the north of the study area. School Road also forms a junction with Grove Road and runs eastwards towards Knodishall. There are a number of unmade tracks which provide agricultural access within the centre of the study area via the A1094 and the B1069.
- 1.4.B.2.11 The northwest section of the study area includes several minor rural roads which predominantly provide agricultural and local access. The western perimeter of the study area includes the A12, which interacts with the B1119 and B1121 routes, which run from Saxmundham to Leiston and Sternfield to Friston respectively. The study area includes the junction between the B1119 and B1121 within Saxmundham. The B1121 operates with a 30mph speed limit whereas the B1119 is subject to the national speed limit, at its extents abutting the study area.

## Other transport modes

- 1.4.B.2.12 Several bus routes are accessible in the study area. These include:
- 64 – Aldeburgh to Ipswich – hourly service in each direction;
  - 521 – Halesworth to Aldeburgh – Two services a day in each direction; and
  - 522/522a – Beccles to Aldeburgh – hourly service in each direction (partial school service, last buses between 5pm and 6pm).
- 1.4.B.2.13 The nearest bus stops with bus service(s) available to the access points are listed below:
- Carlton Road – 521, 522;
  - Church Hill – 521;
  - Manor Gardens – 522, 64; and
  - Sandy Lane – 521.

1.4.B.2.14 Saxmundham railway station is located within the study area, approximately 1.3km from two of the proposed access points, which have been provisionally named as S-BM11 and S-BM10, 0.9km from the proposed access point named S-BM12 and 1.2km from the proposed access point named S-BM09 . There is limited footway provision between the station and these proposed access points, which therefore limits the viability of walking to/from the station. Saxmundham station is served by one train per hour to Ipswich and one train per hour to Lowestoft served by Greater Anglia. Whilst there is a branch line between Saxmundham and Leiston, this is used for freight rather than for public services.

1.4.B.2.15 National Cycle Network (NCN) Route 42 runs in a southwest to northeast direction across the study area. The Suffolk Coast Path crosses the study area, north of Aldeburgh. Sandlings Walk, which is a promoted route from Ipswich to Lowestoft, runs east to west across the south of the study area.

1.4.B.2.16 There are a number of PRoW which pass through the draft Order limits and could be impacted by the Suffolk Onshore Scheme which are summarised below. Each route is identified by its local reference number and description. This has been informed by a high-level desktop review with consideration to surfacing, signage, available width, potential obstructions etc. when referring to route quality:

- 6318 – Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the draft Order limits. The footpath is of varying quality and is narrow in places. Provides a connection between Thorpe Road and the Coastal Path, B1122, A1094 Aldeburgh Road and PRoW 6333. An alternative east-west route is available to the south via PRoW 6327.
- 6333 – Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficked, although shares a short section of access track. Typically an open route across fields. Provides a connection between Golf Lane and PRoW 6318 (south) and PRoW 10027 and PRoW 7449 (north). Limited alternative north-south routes to this PRoW are available in the vicinity.
- 10027 – Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficked, although shares a short section of access track. Typically an open route across fields. Provides a connection between Golf Lane and PRoW 6318 (south) and PRoW 10027 and PRoW 7449 (north). Limited alternative north-south routes to this PRoW are available in the vicinity.
- 7452 – Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, typically an open route through fields. Provides a connection between A1094 Aldeburgh Road (south) and PRoW 7450 (east). An alternative north-south route is available to the west via PRoW 7450.
- 7450 – Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs along Sloe Lane to the north. Provides a connection between A1094 Aldeburgh Road (south) and Sloe Lane and PRoW 7452 (north). An alternative north-south route to this PRoW is available to the east via PRoW 7452.
- 7991 – Public footpath which runs east-west through agricultural fields (non-trafficked) within the draft Order limits. Route across an open field, providing a connection between Snape Road (east) and B1121 Aldeburgh Road and PRoW

7972 (west). Expected to be lightly used. Alternative east-west routes to this PRoW are available to the north via PRoW 7970 and PRoW 7990.

- 12866 – Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a short connection between Snape Road (east) and PRoW 7990 and PRoW 14032 (west). An alternative east-west route to this PRoW is available to the south via PRoW 7991 as described above.
- 7990 – Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a connection between PRoW 12866 (east) and PRoW 7969 (west). An alternative east-west route to this PRoW is available to the south via PRoW 7991.
- 14032 – Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a connection between PRoW 12866 (east) and Grove Road (west). An alternative east-west route to this PRoW is available to the south via PRoW 7991.
- 7970 – Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a connection between PRoW 7969 and PRoW 7990 (east) and Grove Road (west). An alternative east-west route to this PRoW is available to the south via PRoW 7991.
- 7969 – Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs through fields. Provides a connection between School Road (north) and PRoW 7990/ PRoW 7970/ PRoW 14032 (south). Alternatives to this north-south route are available to the east via PRoW 7989 and PRoW 7988.
- 7988 – Public footpath which runs north-south through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and PRoW 7989 (south). Expected to be lightly used. An alternative north-south route to this PRoW is available via PRoW 7969.
- 7977 – Public footpath which runs northeast-southwest through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and Grove Road (west). Alternatives to this PRoW are available via the north-south routes to the east via PRoW 7970 and PRoW 7990.
- 7975 – Public footpath which runs north-south along an agricultural access track (lightly trafficked). Open route through fields. Provides a connection between Grove Road (south) and PRoW 7978 and PRoW 7457 (north). An alternative north-south route to this PRoW is available to the west via PRoW 7455.
- 7978 – Public footpath which runs east-west along an agricultural access track (lightly trafficked). Wide open route along a track. Provides a connection between Grove Road (east) and PRoW 7975 (east). An alternative east-west route to this PRoW is available to the north via PRoW 7979.
- 7455 – Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked. Long route of varying quality, running along tracks and open routes through fields. Provides a connection between Church Lane (south) and PRoW 7456 and PRoW 7457 (north). An alternative north-south route to this PRoW is available to the east via PRoW 7975.

- 7453 – Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked. Long route of varying quality, running along tracks and open routes through fields. Provides a connection between Church Lane (south) and PRow 7456 and PRow 7457 (north). An alternative north-south route to this PRow is available to the east via PRow 7975.
- 7454 – Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked). Open route through fields and also partly along a well-surfaced access road. Provides a short connection between PRow 7453 (east) and B1121 Saxmundham Road (west). Alternative east-west routes to this PRow are available to the north via PRow 8904 and PRow 8906.
- 8906 – Bridleway which runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses. Appears to be a good quality route along access tracks. Provides a connection between the B1121 (south) and the B1119 (north). Alternative north-south routes to this PRow are available to the east via PRow 7456, PRow 7453 and PRow 7454.
- 8904 – Public footpath which runs east-west through agricultural fields (non-trafficked) within the draft Order limits. Open route through fields. Provides a connection between Fristonmoor Lane (east) and PRow 8644 (west). Limited alternative east-west routes available.
- 8903 – Public footpath which runs north-south through agricultural fields (non-trafficked) within the draft Order limits. Appears to be a largely open route through fields. Provides a connection between PRow 8902 (south) and PRow 8904 (north). An alternative north-south route to this PRow is available to the east via PRow 8906.
- 8902 – Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked. Appears to be a largely open route through fields. Provides a local connection between PRow 8903 and St Mary Magdalene Church. Limited alternative routes available.
- 8644 – Public footpath which runs north-south along an agricultural access track (lightly trafficked). Good quality surfaced route. Provides a short connection between B1119 Church Hill (north) and PRow 8904 (south). Limited alternative routes available.
- 7881 – Public footpath which runs north-south through an agricultural field (non-trafficked). Short route through a field, providing a local connection between Clay Hills (north) and PRow 8622 (south). Expected to be lightly used. Limited alternative routes available.
- 8622 – Public footpath which runs northeast-southwest through agricultural fields (non-trafficked) and crosses the railway via at a level crossing (pedestrian only). Short route through fields and a wooded area, providing a local connection between PRow 8622 (north) and private properties (south). Expected to be lightly used. Limited alternative routes available.

## 1.4.B.3 Future Highway Network

### Future Network Changes

- 1.4.B.3.1 During the construction phase, several improvements may have been implemented across the surrounding highway network within or in close proximity to the Site as a result of Sizewell C Nuclear Power Station. These include the following:
- A12 Bypass (a new single carriageway section of the A12 to help facilitate HGV transport during the construction and operational phases of Sizewell C as well as for public use);
  - Yoxford Roundabout (a replacement roundabout linking the A12 and B1122 at Yoxford, 100m north of the existing A12/ B1122 junction. This will be to facilitate HGV construction and operation traffic associated with Sizewell C);
  - Sizewell Link Road and associated junctions (part of a single carriageway bypass road to facilitate movement of HGV construction and operation traffic associated with Sizewell C and the public post-construction, to prevent congestion on the B1122); and
  - Junction improvements along the route of the A12, associated with the development of the East Anglia One North scheme.
- 1.4.B.3.2 It is expected that these highway improvements would be complete well in advance of the peak construction phase (2029) of the Suffolk Onshore Scheme. As such, there is not expected to be any potential for cumulative effects as a result of construction traffic associated with these improvements. In terms of operation, these improvements would increase the capacity of the highway network to accommodate construction traffic associated with the Suffolk Onshore Scheme.
- 1.4.B.3.3 Sizewell C Nuclear Power Station and the associated highway improvements are examined within **Volume 1, Part 2, Chapter 14: Inter-Project Cumulative Effects**. As such, there are no additional schemes that require consideration during the construction phase beyond those assessed within **Volume 1, Part 2, Chapter 14: Inter-Project Cumulative Effects**.
- 1.4.B.3.4 In terms of Non-Motorised Users, there are plans to adopt a National Trail, to be known as the King Charles III England Coast Path, which will create the longest managed coastal path in the world. The route is being established in sections and forms part of the future baseline. The section in relation to the study area follows existing routes parallel to the shoreline. The cable route will traverse the route of the path using a trenchless method as it passes from the sea to land.

### Cumulative Developments

- 1.4.B.3.5 As above, the cumulative schemes for consideration have been assessed within **Volume 1, Part 2, Chapter 14: Inter-Project Cumulative Effects**.

## 1.4.B.4 Best Practice and Policy

### Introduction

- 1.4.B.4.1 This section provides an overview of the best practice guidance and planning policy that is considered to be relevant to the Outline CTMP.

### Best Practice

#### Outline code of construction practice

- 1.4.B.4.2 The purpose of this document is to set out control and management measures that will be undertaken during construction of the Proposed Project if granted consent. It is designed to support the assessment of preliminary effects in the PEIR and residual significance in the future Environmental Impact Assessment (EIA).

### National Policy

#### Overarching National Policy Statement for Energy (NPS EN-1)

- 1.4.B.4.3 The Overarching NPS for Energy (EN-1) was published in 2011 and provides the basis for decisions regarding nationally significant energy infrastructure. Section 5.13 outlines the planning policy for traffic and transport, including guidance on undertaking relevant parts of the EIA. The most relevant paragraphs for this purpose are set out within **Volume 1, Part 2, Chapter 8: Traffic and Transport**.
- 1.4.B.4.4 The NPS EN-1 is currently under review and an updated draft was published for consultation in September 2021. Again, the most relevant paragraphs for this purpose are set out within **Volume 1, Part 2, Chapter 8: Traffic and Transport**.

#### National Planning Policy Framework (NPPF, 2021)

- 1.4.B.4.5 The Government's National Planning Policy Framework (NPPF) sets out the Government's planning policies for England. It promotes the use of sustainable transport throughout the UK, safe road design and the efficient and sustainable delivery of goods and supplies. The most relevant paragraphs in the context of transport are set out within **Volume 1, Part 2, Chapter 8, Traffic and Transport**.

#### Constructions Logistics and Community Safety (CLOCS 2022)

- 1.4.B.4.6 The CLOCS guidance draws upon evolving best practice, standards, policies and codes of practice, providing a standard which planning authorities, developers and contractors can implement and providing a coherent set of guidelines which can be adhered to, with the primary goals of achieving:
- Zero collisions between construction vehicles and the community;
  - Improved air quality and reduced emissions;
  - Fewer vehicle journeys; and
  - Reduced reputational risk.

## Local Planning Policy

- 1.4.B.4.7 The Suffolk Onshore Scheme (refer to **Volume 3, Part 1, Figure 1.1.2 Suffolk Onshore Scheme Boundary**) lies within the jurisdiction of Suffolk County Council. County planning policy which is relevant to this OCTMP includes Suffolk's Local Transport Plan (2011-2031).
- 1.4.B.4.8 Additional local planning policy documents relevant to traffic and transport matters includes the Suffolk Coastal Local Plan (East Suffolk Council, 2020).
- 1.4.B.4.9 Further details of the above are set out within **Volume 1, Part 2, Chapter 8: Traffic and Transport**.

## 1.4.B.5 Construction Movements

### Introduction

- 1.4.B.5.1 This section provides a summary of the forecast HGV and staff vehicle movements estimated during the construction phase of the Proposed Project, based on the proposed construction programme. It should be noted that the construction traffic forecasts are based on co-location for robustness (as this provides higher figures than the Proposed Project without co-location).

### Construction

- 1.4.B.5.2 The main construction phase for the Proposed Project is currently predicted to be 5 years between 2026 and 2031, with the construction peak in terms of activity and vehicle movements expected to take place in 2028 and 2029. The link is due to become operational in 2030 and therefore construction movements from this point onwards are attributed to demobilisation and reinstatement works. The approach taken within this Outline CTMP offers a reasonable worst-case assessment, as this is based on the shorter end of this construction period (48 months), which would generate the highest number of peak hour and daily road trips on the local network.

### Vehicle Types

- 1.4.B.5.3 It is expected that the majority of construction vehicles accessing the Site will fall into the 'normal' size category, defined as a vehicle not classed as an abnormal load (i.e. transit vans and HGVs). It is anticipated that the following vehicle types will serve the Proposed Project during the construction phase:

#### **Construction of converter station and substation**

- Personnel transport vehicles;
- Welfare vehicles;
- Traffic Management vehicles;
- Tipper lorries;
- Fuel tanker;
- Articulated lorry;



- Concrete mixer lorry;
- Medium low loader; and
- Dumper truck.

1.4.B.5.4 In addition, it is expected that Abnormal Indivisible Loads (AILs) transported by abnormal vehicles will be required by the Proposed Project. A Transformer delivery specialist low loader will be required to deliver the transformers to site.

#### **Construction of HVDC cable route works**

- Personnel transport vehicles;
- Welfare vehicles;
- Traffic Management vehicles;
- Tipper lorries;
- Fuel tanker;
- CBS/Concrete mixer;
- Articulated lorry;
- Dumper;
- Medium low loader;
- Tractor trailer;
- Cable drum installation side facing trailer; and
- Cable drum installation rear facing trailer.

#### **Construction of overhead line and associated works**

- Personnel transport vehicles;
- Welfare vehicles;
- Traffic Management vehicles;
- Tipper lorries;
- Fuel tanker;
- Articulated lorries;
- Dumper truck;
- Concrete mixer lorry; and
- Medium low loader.

1.4.C.5.5 With reference to mitigation, the measure GG13 that is identified within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, requires that vehicles will be correctly maintained and operated in accordance with the manufacturer's recommendations and in a responsible manner. All plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so. In addition, plant and vehicles will conform to relevant applicable standards for the vehicle type.

1.4.C.5.6 Mitigation measure TT01 identified within **Volume 1, Part 2, Chapter 8: Traffic and Transport**, is reproduced as follows. This CTMP identifies measures to reduce route and journey mileage to and from, as well as around site, and prevent nuisance to the residents, businesses and the wider community caused by parking, vehicle movements and access restrictions. It also provides suitable control for the means of access and egress to the public highway and set out measures for the maintenance and upkeep of the public highway. This CTMP also identifies access for emergency vehicles and sets out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.

## Construction Vehicle Movements

1.4.B.5.7 The peak daily number of HGVs, LGVs and construction staff required for the Proposed Project are identified below, during the peak construction phase (2029)<sup>1</sup>:

1.4.B.5.8 There is expected to be a daily peak of 414 construction workers associated with the Proposed Project (which is a maximum daily figure). All 414 construction workers will travel to/from the Proposed Project at the start and end of the working day. The following has been assumed:

- Office-based/supervision/management construction staff to travel in single occupancy vehicles (included in the LGV movements below); and
- Site-based construction staff to travel by private vehicle with an average occupancy of 1.5 staff per vehicle (supported by a formal Car Share Scheme to match potential car sharers) resulting in 276 site-based staff vehicles (552 daily movements). This represents a lower factor than originally proposed (following feedback from Kent County Council (KCC) as part of the scoping process for the Kent portion of the Proposed Project), and is applied consistently across both the Kent Onshore Scheme and Suffolk Onshore Scheme, resulting in a more robust assessment.

1.4.B.5.9 Although the Suffolk Onshore Scheme is located near to a number of small settlements including Saxmundham, Leiston and Friston, the majority of staff (associated with each phase) are expected to travel by vehicle as opposed to on foot, by bicycle or by public transport for logistical reasons e.g. due to travel distance or the requirement to carry equipment. Therefore, to provide a worst-case assessment in terms of road trips, it has been assumed that all construction workers would travel by vehicle to/from the Proposed Project.

1.4.B.5.10 In terms of total construction vehicles associated with the Proposed Project during the peak construction year of 2029, there will be a maximum of 473 vehicles per day including 276 site-based construction staff vehicles, 68 LGVs and 129 HGVs per day. There will be an average of 302 vehicles per day including 177 staff vehicles, 46 LGVs and 79 HGVs.

1.4.B.5.11 In terms of total construction vehicles associated with the Proposed Project during the secondary peak construction year of 2028, there will be a maximum of 448 vehicles per day including 195 staff vehicles, 199 LGVs and 54 HGVs per day. There will be an average of 328 vehicles per day including 148 staff vehicles, 115 LGVs and 65 HGVs. It is acknowledged that average levels of vehicle activity are expected to be slightly

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<sup>1</sup> It should be noted that the forecast numbers below include consideration of daily variation and peak daily movements to provide a robust assessment.

higher in 2028, and the assessment therefore takes account of this (further details below).

1.4.B.5.12 A daily profile of overall construction vehicle movements (arrivals and departures) for the Proposed Project (co-location scenario) during the peak construction phase is presented in Table 1.4.B.1 below. It should be noted that for robustness, trips during the traditional network peak hours have been based on the construction year of 2028 when a higher number of HGVs and LGVs (combined) are expected (than compared to 2029).

**Table 1.4.B.1: Forecast Peak Daily and Hourly Construction Vehicle Movements (Co-location, Average Weekday Peak)**

Time	Period	Peak Year	Staff		LGVs		HGVs		Total Vehicles		
			Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	AM Dev Peak	2029	276	0	6	5	0	0	282	5	287
08:00-09:00	AM Network Peak	2028	0	0	17	17	6	6	23	23	46
17:00-18:00	PM Network Peak	2028	0	0	16	17	4	4	20	21	41
18:00-19:00	PM Dev Peak	2029	0	276	5	6	0	0	5	282	287
Total (07:00-19:00)	12 Hours	2029	276	276	68	68	129	129	473	473	946

1.4.B.5.13 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for the road link receptors identified and named as follows:

- S-RL1: A12 (south of A1094 Junction);
- S-RL2: A12 (between A1094 and B1121 South Junctions);
- S-RL3: A12 (between B1121 South and B1121 North); and
- S-RL4: A12 (north of B1121 Junction).

1.4.B.5.14 The above trips also apply to the following identified and named road junction receptors:

- S-RJ1: A12/A1094 Junction;
- S-RJ2: A12/B1121 (South) Junction;
- S-RJ3: A12/B1119 Junction;
- S-RJ4: A12/B1121 (North) Junction; and
- S-RJ5: A12/B1122 Junction.

1.4.B.5.15 These receptors represent the highest flows for the strategic highway network.

## Forecast trip distribution

- 1.4.B.5.16 The forecast trip distribution, in terms of trips entering/exiting the study area based on their expected points of origin when arriving to the Proposed Project (and conversely points of destination when departing) is set out on the basis that 100% of trips would take points of entry and exit from the A12 north and south (using both the B1121 and A1094), and from the A12 via the B1119 and B1121. This approach ensures that all potential routes are assessed.
- 1.4.B.5.17 The above approach to distribution is also designed to provide a worst-case assessment of the SRN and the forecast construction vehicle trip generation presented in Table 1.4.B.1 above has been adopted to inform the assessment of the A12. Further details of the methodology and calculations are held in **Volume 1, Part 2, Chapter 8: Traffic and Transport**.
- 1.4.B.5.18 In terms of the HGV and LGV trip distributions, all trips are expected to enter/exit the study area via the A12 (north and south) as this part of the strategic highway network ultimately serves the majority of Suffolk and routes to/from London and further afield. There are no other local opportunities for travel using strategic routes. An HGV routing plan is held in **Volume 3, Part 2, Figure 2.8.2, HGV Routing Plan**.
- 1.4.B.5.19 The construction trips have been distributed across the local highway network as well as to and from each proposed access. The following tables review the 'peak' traffic flow forecast for each section of the local highway network, which varies between 2027 and 2029 in accordance with the progress of the construction phase.

### A1094 (between the B1069 and the B1122)

- 1.4.B.5.20 The following trip generation has been derived for the proposed site accesses S-BM01 and S-BM02 served by the A1094 (between the B1069 and the B1122), for the peak day within the construction programme, which occurs in 2027 for this part of the network.

**Table 1.4.B.2: Forecast peak daily and hourly construction vehicle movements for the A1094 between the B1069 and the B1122 (co-location, peak Day, 2027)**

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	44	0	2	2	0	0	46	2	48
08:00-09:00	0	0	3	2	1	1	4	3	7
09:00-10:00	0	0	2	3	1	1	3	4	7
10:00-11:00	0	0	3	2	1	1	4	3	7
11:00-12:00	0	0	2	3	1	1	3	4	7
12:00-13:00	0	0	2	2	1	1	3	3	6
13:00-14:00	0	0	2	2	0	0	2	2	4
14:00-15:00	0	0	3	2	1	1	4	3	7
15:00-16:00	0	0	2	3	0	0	2	3	5
16:00-17:00	0	0	3	2	1	1	4	3	7
17:00-18:00	0	0	2	3	0	0	2	3	5

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
18:00-19:00	0	44	2	2	0	0	2	46	48
<b>Total</b>	<b>44</b>	<b>44</b>	<b>28</b>	<b>28</b>	<b>7</b>	<b>7</b>	<b>79</b>	<b>79</b>	<b>158</b>

1.4.B.5.21 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptors S-RL11 and S-RL13, as well as road junction receptor S-RJ11, given that these represent the highest flows for these parts of the network.

### **B1069 (Snape Road)**

1.4.B.5.22 The following trip generation has been derived for the proposed site accesses S-BM03 and S-BM04 served by the B1069 (Snape Road), for the peak day within the construction programme, which occurs in 2028 for this part of the network.

Table 1.4.B.3: Forecast peak daily and hourly construction vehicle movements for the B1069 Snape Road (co-location, peak day, 2028)

Time	Staff		LGVs		HGVs		Total Vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	96	0	6	5	0	0	102	5	107
08:00-09:00	0	0	5	6	12	12	17	18	35
09:00-10:00	0	0	6	5	11	11	17	16	33
10:00-11:00	0	0	5	6	11	11	16	17	33
11:00-12:00	0	0	6	5	11	11	17	16	33
12:00-13:00	0	0	6	6	11	11	17	17	34
13:00-14:00	0	0	6	6	8	8	14	14	28
14:00-15:00	0	0	5	6	8	8	13	14	27
15:00-16:00	0	0	6	5	8	8	14	13	27
16:00-17:00	0	0	5	6	7	7	12	13	25
17:00-18:00	0	0	6	5	7	7	13	12	25
18:00-19:00	0	96	5	6	0	0	5	102	107
<b>Total</b>	<b>96</b>	<b>96</b>	<b>67</b>	<b>67</b>	<b>94</b>	<b>94</b>	<b>257</b>	<b>257</b>	<b>514</b>

1.4.B.5.23 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptor S-RL12, given that these represent the highest flows for this part of the network.

### **A1094 (between the A12 and the B1069)**

1.4.B.5.24 The following trip generation has been derived for the proposed site accesses S-BM01, S-BM02, S-BM03 and S-BM04 served by the A1094 (between the A12 and the B1069), for the peak day within the construction programme, which occurs in 2028 for this part of the network.

Table 1.4.B.4: Forecast peak daily and hourly construction vehicle movements for the A1094 between the A12 and the B1069 (co-location, peak day, 2028)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	111	0	7	6	0	0	118	6	124
08:00-09:00	0	0	6	7	12	12	18	19	37
09:00-10:00	0	0	6	6	12	12	18	18	36
10:00-11:00	0	0	7	6	12	12	19	18	37
11:00-12:00	0	0	6	7	11	11	17	18	35
12:00-13:00	0	0	6	6	11	11	17	17	34
13:00-14:00	0	0	7	6	8	8	15	14	29
14:00-15:00	0	0	6	7	8	8	14	15	29
15:00-16:00	0	0	6	6	8	8	14	14	28
16:00-17:00	0	0	7	6	7	7	14	13	27
17:00-18:00	0	0	6	7	7	7	13	14	27
18:00-19:00	0	111	6	6	0	0	6	117	123
<b>Total</b>	<b>111</b>	<b>111</b>	<b>76</b>	<b>76</b>	<b>96</b>	<b>96</b>	<b>283</b>	<b>283</b>	<b>565</b>

1.4.B.5.25 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptor S-RL10, as well as road junction receptors S-RJ9 and S-RJ10, given that these represent the highest flows for these parts of the network.

### **B1121 (Aldeburgh Road)**

1.4.B.5.26 The following trip generation has been derived for the proposed site accesses S-BM07 and S-BM13 served by the B1121 Aldeburgh Road, for the peak day within the construction programme, which occurs in 2027 for this part of the network.

Table 1.4.B.5: Forecast peak daily and hourly construction vehicle movements for the B1121 Aldeburgh Road (co-location, peak day, 2027)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	0	0	1	0	0	0	1	0	1
08:00-09:00	0	0	1	1	6	6	7	7	14
09:00-10:00	0	0	1	1	6	6	7	7	14
10:00-11:00	0	0	1	1	5	5	6	6	12
11:00-12:00	0	0	1	1	5	5	6	6	12
12:00-13:00	0	0	0	1	5	5	5	6	11
13:00-14:00	0	0	1	0	3	3	4	3	7
14:00-15:00	0	0	1	1	3	3	4	4	8
15:00-16:00	0	0	0	1	3	3	3	4	7
16:00-17:00	0	0	1	0	3	3	4	3	7

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
17:00-18:00	0	0	1	1	3	3	4	4	8
18:00-19:00	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>42</b>	<b>42</b>	<b>51</b>	<b>51</b>	<b>102</b>

1.4.B.5.27 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptor S-RL9, as well as road junction receptor S-RJ8, given that these represent the highest flows for these parts of the network.

### **B1121 Main Road (North and South options)**

1.4.B.5.28 The following trip generation has been derived for the proposed site access S-BM12 served by the B1121 Main Road (North Option) and the proposed site access S-BM09 served by the B1121 Main Road (South Option), for the peak day within the construction programme, which occurs in 2029 for this part of the network, depending on which option is taken forwards.

Table 1.4.B.6: Forecast peak daily and hourly construction vehicle movements for the B1121 Main Road North and South Options (co-location, peak day, 2029)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	140	0	2	2	0	0	142	2	144
08:00-09:00	0	0	2	2	8	8	10	10	20
09:00-10:00	0	0	2	2	8	8	10	10	20
10:00-11:00	0	0	2	2	8	8	10	10	20
11:00-12:00	0	0	2	2	8	8	10	10	20
12:00-13:00	0	0	2	2	8	8	10	10	20
13:00-14:00	0	0	2	2	5	5	7	7	14
14:00-15:00	0	0	2	2	5	5	7	7	14
15:00-16:00	0	0	2	2	5	5	7	7	14
16:00-17:00	0	0	2	2	5	5	7	7	14
17:00-18:00	0	0	2	2	5	5	7	7	14
18:00-19:00	0	140	2	2	0	0	2	142	144
<b>Total</b>	<b>140</b>	<b>140</b>	<b>24</b>	<b>24</b>	<b>65</b>	<b>65</b>	<b>229</b>	<b>229</b>	<b>458</b>

1.4.B.5.29 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptors S-RL5 and S-RL6 (assessing both options), as well as road junction receptors S-RJ6 and S-RJ7 (again, assessing both options), given that these represent the highest flows for these parts of the network.

### B1119 (Rendham Road, Mill Road and Church Hill)

1.4.B.5.30 The following trip generation has been derived for the proposed site accesses S-BM10 and S-BM11 served by the B1119, for the peak day within the construction programme, which occurs in 2027 for this part of the network.

Table 1.4.B.7: Forecast peak daily and hourly construction vehicle movements for the B1119 (co-location, peak day, 2027)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	28	0	2	1	0	0	30	1	31
08:00-09:00	0	0	1	2	1	1	2	3	5
09:00-10:00	0	0	1	1	1	1	2	2	4
10:00-11:00	0	0	2	1	0	0	2	1	3
11:00-12:00	0	0	2	2	0	0	2	2	4
12:00-13:00	0	0	1	2	0	0	1	2	3
13:00-14:00	0	0	1	1	0	0	1	1	2
14:00-15:00	0	0	2	1	0	0	2	1	3
15:00-16:00	0	0	1	2	0	0	1	2	3
16:00-17:00	0	0	2	1	0	0	2	1	3
17:00-18:00	0	0	2	2	0	0	2	2	4
18:00-19:00	0	28	1	2	0	0	1	30	31
<b>Total</b>	<b>28</b>	<b>28</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>48</b>	<b>96</b>

1.4.B.5.31 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptor S-RL7, given that these represent the highest flows for this part of the network.

### B1119 (East)

1.4.B.5.32 The following trip generation has been derived for the proposed site access S-BM08 served by the B1119 (East), for the peak day within the construction programme, which occurs in 2028 for this part of the network.

Table 1.4.B.8: Forecast peak daily and hourly construction vehicle movements for the B1119 East (co-location, peak day, 2028)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	67	0	2	1	0	0	69	1	70
08:00-09:00	0	0	1	2	4	4	5	6	11
09:00-10:00	0	0	1	1	4	4	5	5	10
10:00-11:00	0	0	2	1	4	4	6	5	11
11:00-12:00	0	0	1	2	4	4	5	6	11



Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
12:00-13:00	0	0	2	1	4	4	6	5	11
13:00-14:00	0	0	1	2	3	3	4	5	9
14:00-15:00	0	0	1	1	3	3	4	4	8
15:00-16:00	0	0	2	1	2	2	4	3	7
16:00-17:00	0	0	1	2	2	2	3	4	7
17:00-18:00	0	0	1	1	2	2	3	3	6
18:00-19:00	0	67	1	1	0	0	1	68	69
<b>Total</b>	<b>67</b>	<b>67</b>	<b>16</b>	<b>16</b>	<b>32</b>	<b>32</b>	<b>115</b>	<b>115</b>	<b>229</b>

1.4.B.5.33 Within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the above trips have been adopted for road link receptor S-RL8, given that these represent the highest flows for this part of the network.

## Plant Requirements

1.4.B.5.34 The typical plant requirements for the construction of the converter station, substation, HVDC cable and overhead line HVAC works, during the construction period are listed below:

- Roller (for asphalt);
- Excavator;
- Tele handler;
- Piling rig;
- Small crane;
- Medium crane;
- Large crane;
- Pull-in winch (and associated equipment); and
- Horizontal Directional Drill (HDD).

1.4.B.5.35 The above are expected to be sourced locally where possible and will be delivered to the Site either by individually driven (larger units) and/ or by plant haulage.

1.4.B.5.36 Vehicle swept paths have been carried out for a cable drum transporter (25.44m in length, see below) for the relevant proposed construction access points across the Site. Swept paths have also been carried out for a 16.4m length articulated lorry, and a Dennis Sabre Fire Tender, at 7.7m length. These swept paths (provided in **Annex A**) demonstrate that all construction vehicles will be able to access the site without overrunning any kerb lines.

## Abnormal Vehicles

- 1.4.B.5.37 The following abnormal vehicles are expected during the construction phase of the Proposed Project to transport AILs (with further details set out within Section 1.6 of this Outline CTMP):
- A 74.72m length vehicle to deliver the transformers to one of the site accesses on the B1121 depending on which option is taken forwards (arrival only, as the vehicle would be disassembled prior to egress); and
  - Several 25.44m length vehicles to transport cable drums to/ from site via the A12 and B1121 access points, as well as additional access points on the B1069 and the B1122 (arrivals and departures).
- 1.4.B.5.38 The largest Abnormal Indivisible Loads (AIL) vehicle referred to above is the AL50 Girder 12 Axial (with trailer). This, as well as the 25.44m AIL vehicle has been tracked using swept path analysis and the outputs are held in **Annex A**.
- 1.4.B.5.39 A specialised haulage service will be employed to allow these components to be transported with the necessary escort, permits and traffic management, with the applicant consulting the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification of these journeys under the Road Vehicle Authorisation of Special Types Order 2003.
- 1.4.B.5.40 The abnormal vehicles will be required to follow the abnormal vehicle routing strategy (see **Volume 3, Part 2, Figure 2.8.3, Abnormal Load Routing Plan**) when travelling to/ from the works site. A number of highway improvements will be required to accommodate the abnormal vehicle movements. Further details of these abnormal loads are set out within Section 1.4.B.6.

## 1.4.B.6 Site Access, Layout and Routing

### Introduction

- 1.4.B.6.1 Construction traffic is expected to arrive at the Site from the A12 to the north and south and the B1122 to the north, as well as via a selection of minor connecting roads **Volume 3, Part 1, Figure 1.4.19, Traffic Routes during Construction and Operation and Volume 3, Part 2, Figure 2.8.2, HGV Routing Plan**.

### Vehicle Routing

- 1.4.B.6.2 Construction vehicles (LGVs and HGVs) will use the following types of routes when travelling to/from the Proposed Project.
- 1.4.B.6.3 **Public highway routes (primary) access routes:** These are generally considered to provide suitable access routes to the works for all vehicles for the duration of the Proposed Project. These include both A and B roads, namely the A12 and A1094, with B roads including the B1121, B1119 and B1122.
- 1.4.B.6.4 **Mobilisation and trenchless works routes:** These are temporary access routes for HGVs, or other construction vehicles/plant, to access the construction corridor to construct site access junctions, construct/remove the temporary haul road, and to access areas that are between watercourse crossings where advanced works may be required from both sides of a watercourse prior to installing a haul road crossing. These routes are also expected to provide access to the sites for light vehicles for the duration

of the construction works. The routes are generally minor roads (predominantly rural lanes), and many are subject to the constraints typically associated with constrained highway geometry and weight/height restrictions. It is expected that appropriately sized vehicles would be used to reach the site.

- 1.4.B.6.5 **Permanent access routes:** Permanent access routes would be established to allow for future maintenance of the substation, the converter station, and the buried HVDC cable. In order to facilitate future replacement of the transformers, permanent access routes to the substation and converter station would need to account for AIL transformers and pick-up truck access.
- 1.4.B.6.6 **Permanent field access routes:** Access to the cable routes would come in the form of permanent field access routes, whereby an agreement with the relevant landowner is established to allow for access to the former construction swathe in each field that the cable passes through, following existing tracks and field entrances where possible. All field access routes have been designed to accommodate a 16.5m artic lorry, in the event that these vehicles are required for more significant repairs along the cable alignment.
- 1.4.B.6.7 **AIL route for transformer and cable drum deliveries:** In terms of abnormal loads, the following routes are envisaged to be used:
- Transformer Abnormal Indivisible Loads (AILs): To arrive from the A12, towards the B1122 and leading to the B1069 for S-BM03. In terms of routing to Saxmundham Converter Station, to arrive via the B1069 and the B1121 Saxmundham Road (for S-BM13) or via the A12 and the B1121 Main Road for S-BM09 (south option) or S-BM12 (north) depending on which option is taken forward. The exact transformer AIL routing will be finalised post statutory consultation, following further discussion with SCC Highways.
  - Cable Drum Abnormal Loads: As above. In addition, to arrive from the A12, then along the A1094 and leading to the B1069 for S-BM03, as well as leading to Aldringham Lane and the B1122 further to the east for S-BM01 and S-BM02.
- 1.4.B.6.8 An abnormal load routing plan is held in **Volume 3, Part 2, Figure 2.8.3, Abnormal Load Routing Plan**. It will be necessary to close these roads for the duration of these manoeuvres. This would require a Temporary Traffic Regulation Order/Notice from the Highway Authority.
- 1.4.B.6.9 **Cable drum AIL access routes:** Routes marked as Cable Drum AIL Access indicate AIL routes only to be used by the cable drum delivery vehicle and not the transformer AILs. This may be due to differing site entry requirements, or geometry of the route. Smaller construction vehicles would also be expected to use the Cable Drum AIL access routes. The arrangements are pending discussion and agreement with the Highway Authority.

## Saxmundham Converter Station Access

- 1.4.B.6.10 The Proposed Project requires one converter station in Suffolk (Saxmundham Converter Station). However, under the co-location option up to three converter stations (Saxmundham Converter Station and two for the NGV projects) could be located on the Suffolk converter station site. The installation of the NGV converter stations would be subject to their own individual project consents.

- 1.4.B.6.11 The Saxmundham Converter Station will be located to the south of the B1119 and will be accessed for construction via the B1121 Main Road (and S-BM09) to the west if this option is taken forward, or otherwise the B1121 Main Road (and S-BM12) and the B1119 (and S-BM10 plus S-BM11) to the northwest if this option is taken forward.
- 1.4.B.6.12 The Saxmundham Converter Station will require a permanent access for cars/vans, rigid lorries, and low loaders whilst also providing provision for an AIL. The permanent access road would likely be finished with a bound surface material. AIL access would be infrequent and would only be required in the event of a transformer unit needing replacement during the operational phase. S-BM09 and S-BM12 are considered options for a permanent access as well as S-BM13. There is also potential for a permanent access from S-BM11 whilst retaining the route from S-BM12 or S-BM09 as a right of access for the delivery of AILs. For this reason, it is currently anticipated that any areas where the road would require widening for the AIL would include sufficient width for this to take place.
- 1.4.B.6.13 There is potential for the two NGV converter stations (which relate to the co-location option only) to be accessed utilising the same arrangements as identified above for the Saxmundham Converter Station. This would be subject to the proposed access arrangements for these two converter stations if/when constructed as part of the associated NGV projects. The additional NGV converter stations would be subject to their own consent and would not form part of the Proposed Project.

## Friston Substation

- 1.4.B.6.14 Friston Substation will be located to the northeast of the B1121 Saxmundham Road and will be accessed via S-BM07. The access via Grove Road (and S-BM06) would also be used for construction traffic accessing the Friston Substation along the haul road from S-BM04, as well as by light vehicles.

## Access Considerations

- 1.4.B.6.15 Factors including overall distance of access route, geometry, anticipated traffic management measures, vegetation clearance and other general constraints to access have been considered for all routes. Below is an overview of the key considerations regarding sections of the route.
- 1.4.B.6.16 Where possible, routes including railway level crossings have been avoided. Where this is not possible, use of railway crossings have been limited to smaller construction vehicle movements only where possible.
- 1.4.B.6.17 For the purposes of clarity in this review, the project area has been split into fifteen sections:
- Section 1: Thorpe Road – Access to foreshore for survey and monitoring purposes, and access during construction phase for the HDD trenchless solution;
  - Section 2: A1094 (Saxmundham Road and Aldeburgh Road) – Construction vehicle access to S-BM01 and S-BM02 excluding Cable Drum deliveries, in addition to foreshore traffic from Section 1;
  - Section 3: B1122 (Aldeburgh Road) – Cable Drum deliveries for S-BM01 and S-BM02;
  - Section 4: B1069 and B1122 – Cable Drum and AIL deliveries only;

- Section 5: B1069 (Snape Road) – Cable Drum and AIL deliveries, as well as mobilisation construction vehicles;
- Section 6: B1069 (Snape Road) – Construction vehicle access to S-BM03 and S-BM04, as well as AIL vehicles (includes construction vehicles for the full construction of Friston Substation);
- Section 7: A1094 – Construction vehicle access to S-BM01, S-BM02, S-BM03, S-BM04, and S-BM07 excluding Cable Drum deliveries and AILs. In addition, foreshore traffic from Section 1;
- Section 8: B1121 (Aldeburgh Road) – Construction vehicle access to S-BM07 (in the event Friston Substation and access has been constructed prior to works commencing). In addition, AIL access to S-BM13;
- Section 9: Grove Road – Mobilisation construction vehicles to S-BM05 and S-BM06;
- Section 10: B1121 (Church Hill and The Street) – Mobilisation construction vehicles to S-BM13;
- Section 11: B1121 (Main Road) – Construction vehicle access to S-BM09 (if used). In addition, construction mobilisation vehicles to S-BM13, S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05;
- Section 12: B1121 and B1119 – Construction mobilisation access to S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05;
- Section 13: B1110 – Construction vehicle access to S-BM08 via S-BM12 and S-BM11. In addition, mobilisation vehicles for S-BM08, S-BM06, and S-BM05;
- Section 14: Mill Road and B1119 (Rendham Road) – Construction mobilisation access to S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05; and
- Section 15: B1121 (Main Road) – Construction vehicle access to S-BM12 and S-BM11 (if used).

1.4.B.6.18 These sections are shown in **Annex B**. Each construction area section requires different vehicle access points.

### **Constraints to access**

1.4.B.6.19 Constraints to access have been identified using a combination of aerial imagery and street view tools. At this stage, no signed weight restrictions have been identified along the proposed construction vehicle routes. However, paragraph 3.13 of the Scoping Opinion identifies the railway bridge on the A1094 near Watering Lane as a potential constraint. Therefore, further review with the asset owners, including Suffolk County Council, will be required at the next stage of the design to determine whether these structures are suitable for Cable Drum AIL loading, and whether further assessment or strengthening is required.

### **Access Layouts**

1.4.B.6.20 The proposed access junctions will be designed in accordance with the Design Manual for Roads and Bridges (DMRB), specifically CD123 (Geometric Design of Priority Junctions), and access points are expected to be managed using a combination of temporary and permanent traffic management systems.

- 1.4.B.6.21 The construction makeup of these access points would likely consist of typical highway construction materials or reinforced concrete slabs poured in-situ. In either case, further details would need to be determined by the contractor at a later design stage and agreed with the local highway authority.
- 1.4.B.6.22 A typical access arrangement has been prepared, for which it is currently envisaged could be used for the majority of the proposed access junctions. The typical arrangement is included within **Annex A**.

**Visibility Splays**

- 1.4.B.6.23 The Design Manual for Roads and Bridges (DMRB) Volume 6, Section 1, CD 109 (Highway Link Design) identifies desirable minimum Sight Stopping Distances (SSDs) based on the design speed of the carriageway. The latest revision was published by Highways England (now National Highways) in 2020. The desirable minimum speed values are adopted within DMRB CD 123 (Geometric design of at-grade priority and signal-controlled junctions) in order to determine the visibility requirements (the ‘y’ distance) at priority junctions, measured along the edge of the major road carriageway from the centreline of the minor arm at the junction. These requirements are shown in Table 1.4.B.9 below.

Table 1.4.B.9: Desirable minimum SSDs based on design speed

Design speed (kph)	SSD (‘Y’ distance)
50	70m
60	90m
70	120m
85	160m
100	215m
120	295m

- 1.4.B.6.24 The minimum distance from which the visibility splays are measured at simple priority junctions is at a 2.4m setback (the ‘x’ distance) from the give-way line.
- 1.4.B.6.25 The ‘Desirable Minimum’ SSDs in the DMRB are based on a driver perception/ reaction time of two seconds and a deceleration rate of 0.25g (2.45 m/s<sup>2</sup>). The ‘Absolute Minimum’ (one step below Desirable Minimum) SSD values use the same reaction time and a deceleration rate of 0.375g (3.68 m/s<sup>2</sup>).
- 1.4.B.6.26 At this stage, access designs remain indicative of typical requirements for each access location, with final details including visibility requirements to be reviewed and agreed with Suffolk County Council.

## Proposed crossing locations

1.4.B.6.27 Crossing locations are reviewed in **Volume 2, Part 1, Appendix 1.4.D: Crossings Schedule**. Table 1.4.B.10 shows the proposed road and rail route crossings and Table 1.4.B.11 shows the proposed walking and cycling route crossings as a result of the haul road and cable route, going from east to west.

Table 1.4.B.10: Crossing schedule for roads and rail

Installation activity	Crossing reference	Type of crossing	Name of crossing
HVDC Haul Road	S/RO/0003	Road (Trenchless Crossing)	Thorpe Road
HVDC Haul Road	S/RO/0017	Road	B1122
HVDC Haul Road	S/RO/0020	Road	Chapel Farm
HVDC Haul Road	S/RO/0032	Road	Snape Road (B1069)
HVDC Haul Road	S/RO/0039	Road	Grove Road
HVDC HVAC Haul Road	S/RO/0059	Road	Unnamed Road
Haul Road	S/RO/0073.1	Road	B1119
Haul Road	S/RA/0077	Rail (Ipswich to Lowestoft)	Rail Line

Table 1.4.B.11: Crossing schedule for walking and cycling routes

<b>Installation activity</b>	<b>Crossing reference</b>	<b>Type of crossing</b>	<b>Further details</b>
HVDC Haul Road	S/PR/0008	Public Rights of Way and walking routes	Trenchless crossings PRoW 6318, as well as Suffolk Coast Path and King Charles III England Coast Path
HVDC Haul Road	S/PR/0009	Public Rights of Way and walking routes	Trenchless crossings PRoW 6318, as well as Suffolk Coast Path and King Charles III England Coast Path
HVDC Haul Road	S/FO/0019	Public Rights of Way	PRoW 6333
HVDC Haul Road	S/PR/0022	Public Rights of Way	PRoW 7452
HVDC Haul Road	S/PR/0025	Public Rights of Way	PRoW 7452
HVDC Haul Road	S/PR/0026	Public Rights of Way	PRoW 7450
HVDC Haul Road	S/PR/0034	Public Rights of Way and walking route	PRoW 7970 and 14032 Sandling's Walk
HVDC Haul Road	S/PR/0038	Public Rights of Way	PRoW 7977
HVDC Haul Road	S/PR/0044	Public Rights of Way	PRoW 7975 Permanent diversion required due to Friston Substation
HVDC HVAC Haul Road	S/PR/0053	Public Rights of Way	PRoW 7455



HVDC HVAC Haul Road	S/PR/0054	Public Rights of Way	PRoW 7453
HVDC HVAC Haul Road	S/PR/0058	Public Rights of Way	PRoW 8906
Haul Road	S/PR/0064	Public Rights of Way	PRoW 8906
HVDC HVAC Haul Road	S/PR/0065	Public Rights of Way	PRoW 8903 Permanent diversion required due to Saxmundham Converter Station
Haul Road	S/PR/0066	Public Rights of Way	PRoW 8904 Potential permanent diversion or crossing of new Saxmundham Converter station permanent access road (subject to further discussions with PRoW Officers). Note, this may also affect PRoW 8644 (for continuity reasons, rather than being directly affected).
Haul Road	S/PR/0078	Public Rights of Way	PRoW 8622
Haul Road	S/PR/0083	Public Rights of Way	PRoW 7454 Potential permanent diversion or crossing of new Friston Substation access road required (subject to further discussions with PRoW Officers).
Haul Road	S/PR/0085	Public Rights of Way	PRoW 7455 Potential permanent diversion or crossing of new Friston Substation access road required (subject to further discussions with PRoW Officers).

## Abnormal Vehicles

1.4.B.6.28 Potential constraints to AIL access have been reviewed using a combination of aerial imagery and street view tools. A review of National Highways' website portal Electronic Service Delivery for Abnormal Loads (ESDAL) will also be carried out in due course.

1.4.B.6.29 As above, use of street view tools has not identified any signed weight restrictions on the structures encountered along the proposed AIL routes. However, one access constraint has been identified as shown in Table 1.4.B.12 below, which relates to the routing of Cable Drum AILs along the A1094. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments where necessary.

Table 1.4.B.12: Locations of access constraints for proposed AIL routes

Ref.	Location	Constraint
AC1	A1094 bridge over railway (near Watering Lane)	Weight limit

1.4.B.6.30 Once AIL movements have been finalised, a Special Order request should be submitted at least 10 weeks before the scheduled move. Five days clear notice should also be given to the Police and to Road and Bridge Authorities.

### Vehicle Swept Paths

1.4.B.6.31 As part of the initial determination of access routes and access junction design, swept paths have been carried out for four different vehicle types. These comprise three construction vehicles and one emergency vehicle as detailed below and shown in **Annex A**.

1.4.B.6.32 The swept paths provide indicative road and access dimensions required to safely transport vehicles and equipment throughout the project site and the surrounding area.

1.4.B.6.33 In case of emergency, it would be necessary for an emergency vehicle (Dennis Sabre Fire Tender) to access the project site from any given access. As such, each access has been designed to accommodate this vehicle for both entry and exit.

### Construction Compounds and Access Tracks

1.4.B.6.34 As described in **Volume 1, Part 1, Chapter 4: Description of the Proposed Project** and as shown on **Volume 3, Part 1, Figure 1.4.16, Suffolk Construction Compound**, there will be a total of seven construction compounds across the draft Order limits for the Proposed Project (excluding co-location). The largest two construction compounds will be located adjacent to the southern side of the B1119, to the northeast of Sternfield. The remaining five construction compounds will be located adjacent to the B1121 Main Road (northern access option), to the north of the B1121 (north of Friston), to the north of Snape Road (east of Friston), to the north of the A1094 (northwest of Aldeburgh) and to the east of the B1122 (north of Aldeburgh) An additional compound will be required on the southern side of the B1119 for the co-location scenario as shown on **Volume 3, Part 1, Figure 1.4.17, Suffolk Co-Location Compound**.

1.4.B.6.35 At this stage of the design, it is anticipated that the construction haul road would be 7m wide. The haul road is expected to be constructed of unbound stone, potentially with a geogrid reinforcement or ground stabilisation (subject to detailed design and agreement). It is expected that sections of haul road between public highways and the primary construction compounds would have a bound surface for ease of trafficking by heavier vehicles together with wheel washing facilities and regular road sweeping to reduce mud and debris brought onto the public highway.

## Car and Cycle Parking

1.4.B.6.36 During the construction phase of the works, a typical converter station compound would include a total of 40 car parking bays, 6 minibus bays and 10 HGV parking bays. The typical HVDC/HVAC Main Construction Compound would accommodate the same number of car and minibus bays, without HGV parking bays. The provision of cycle parking spaces is to be confirmed, although it is considered there will be sufficient capacity within the compound layouts to include a suitable amount of cycle parking.

1.4.B.6.37 Construction workers arriving on site will be transported around the works site via minibus. The usage of the car parks will be monitored and the potential to introduce additional parking will be explored during peak construction if required, to ensure that parking does not occur outside of the works site.

## 1.4.B.7 Management and Mitigation

### Introduction

1.4.B.7.1 This section of the Outline CTMP outlines the construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.

### Highway Network

#### Highway safety

1.4.B.7.2 A review of the most recently available Personal Injury Accident (PIA) data obtained from CrashMap for the highway network within the agreed study area is set out within **Volume 1, Part 2, Chapter 8: Traffic and Transport**.

1.4.B.7.3 The review shows that there is one link and two junctions where more than five PIAs were recorded within the five-year period, which may suggest that these locations are more sensitive to an increase in traffic from a highway safety perspective. There are also several locations which appear to have a good safety record with two or fewer PIAs within the five-year period, which suggest that these locations may be less sensitive in this respect. In terms of PIAs involving goods vehicles, there are no locations where more than five PIAs were recorded (involving goods vehicles) within the five-year period.

1.4.C.7.4 Upon further review within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, the majority of the highway network was found to have a lower collision rate than the national average for the comparable road type and may therefore be less sensitive to a change in traffic flow/type, particularly parts of the A12, the B1121 and the B1122. No PIAs were recorded on the A12 between the A1094 and B1121 South junctions.

The B1119 (between A12 and B1121 Junctions) and the B1069 Snape Road have comparable collision rates with the national average. The A12 (north of the B1121 Junction) and the A1094 (between the A12 and B1069 Junctions) have higher collision rates than the national average.

1.4.C.7.5 With reference to road safety measures identified as GG12 within **Volume 1, Part 2, Chapter 8, Traffic and Transport**, appropriate site layout and housekeeping measures will be implemented by the contractor(s) at all construction sites. This will include, but not be limited to:

- Managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and
- Managing potential off-site contractor and visitor parking.

### Highway improvements

1.4.B.7.6 At this stage, the need for highway improvements to facilitate construction traffic movements at two locations has been established. These are widening works at the A1094/B1121 junction and the A1096/Snape Road junction.

### Localised traffic management measures

1.4.B.7.7 Temporary Traffic Management (TTM) measures will be required to accommodate the construction of each of the access points, which could entail temporary traffic lights or stop/go signage, lane closures and diversions, and restrictions to pedestrian access and car parking. At this stage, it is identified that TTM is required for the A1094/B1121 junction and the proposed access (S-BM13) on the B1121.

### Stage 1 Road Safety Audit

1.4.B.7.8 A Stage 1 Road Safety Audit (RSA) will be carried out following approval from SCC Highways (programme to be agreed):

- Preliminary design of the proposed site access points and crossovers for the Proposed Project; and
- Preliminary design of any proposed highway improvements if identified.

1.4.B.7.9 The highway improvements will be secured by the DCO, and further details of the works required to deliver the improvements will be provide in the Detailed CTMP.

### Pedestrian and Cycle Routes

1.4.B.7.10 Access to all existing PRoW will be retained during the construction phase, with a limited number of temporary PRoW diversions around the works areas to bypass any temporarily closed sections when the cabling is installed for example. All PRoW within the draft Order Limits will be physically separated from construction routes and works.

1.4.B.7.11 Temporary diversions will be required for the following PRoW during the construction and decommissioning of the Proposed Project, to accommodate the installation of cables for example:

- PRoW 6333;
- PRoW 7452;

- PRow 7450;
- PRow 14032;
- PRow 7970;
- PRow 7977;
- PRow 7975;
- PRow 7455;
- PRow 7453;
- PRow 7454;
- PRow 8906;
- PRow 8904; and
- PRow 8622.

1.4.B.7.12 The following PRow will require permanent diversions:

- PRow 7975 – permanent diversion to accommodate Friston substation;
- PRow 8904 – permanent diversion to accommodate a NGV converter substation (co-location only); and
- PRow 8903 – permanent diversion to accommodate a NGV converter substation (co-location only) and Saxmundham Converter Station.

1.4.B.7.13 As a result, the following additional mitigation has been identified:

- S-TTAM01: Further consultation will be held with SCC Highways and PRow Officers at ES stage, to identify appropriate mitigation for any permanent PRow diversions (e.g. 7975, 8903 and 8904) should these be required to accommodate any substations and/or converter stations; and
- S-TTAM02: An Outline PRow Management Plan will be prepared at ES stage to identify the management and mitigation measures to be implemented to avoid any significant effects on PRow (e.g. as a result of any diversions or closures) during all phases of the Proposed Project.

1.4.B.7.14 Further to the above, minor permanent PRow diversions may also be required for PRow 7454, PRow 7455, PRow 8644 and PRow 8904 to accommodate localised realignments and provide more preferable (safer) crossing locations of permanent access roads. These diversions will not however be required to avoid any substations or converter stations. The nature of any additional PRow diversions (if required) will be subject to further discussions and agreement with PRow Officers to avoid any significant impacts. As such, these will be reviewed and assessed within the ES to be produced, following these discussions and once the design has further developed.

1.4.B.7.15 Further details of the anticipated interactions between construction works/ routes and how the existing PRow will be managed during the construction phase will be set out within the **Outline PRow Management Plan** to be prepared at ES stage.

# Management Measures and Controls

## Introduction

1.4.B.7.16 The following measures will be implemented to manage HGV deliveries to the Site. Further details are set out under separate headings below:

- Road condition surveys;
- Delivery management system;
- Traffic management and monitoring;
- Suitable HGV routes – avoiding any unsuitable routes;
- HGV timing restrictions;
- Banksmen and site management;
- Communications strategy;
- Appropriate site access arrangements;
- Necessary escort, permits and traffic management for AILs; and
- Measures to minimise/safely manage interactions with pedestrians and cyclists.

## Road condition surveys

1.4.B.7.17 Road condition surveys will be carried out pre-construction, during construction and post-construction, to identify any defects that arise to highways assets/ verges during the construction phase of the Proposed Project and to allow for re-instatement. At this stage, the exact locations for any road condition surveys have not been confirmed. Further discussions will therefore be held with SCC Highways to identify any locations where road condition surveys may be required within the draft Order Limits.

## Delivery Management System

1.4.B.7.18 A Delivery Management System (DMS) will be implemented to control bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routing which will be communicated to all suppliers. In addition, measures will be in place to ensure no queuing back from accesses onto the surrounding road network occurs.

## Traffic Management and Monitoring

1.4.B.7.19 A Traffic Management and Monitoring System (TMMS) will be developed to provide details of the technologies and other means employed to monitor HGV movements to/from the site e.g. Global Positioning System (GPS) and Automatic Number Plate Recognition (ANPR). This will enable the Applicant to monitor the following:

- Compliance with the HGV routes;
- Compliance with the number of HGV limits in terms of number of deliveries arriving and departing at any one time and over the course of the day; and
- Compliance with the timing restrictions.

- 1.4.B.7.20 In addition, the TMMS will also record all LGVs which enter and exit the Site, to allow all vehicles to be monitored. In the instance that a complaint has been made in relation to inappropriate routes being used, then this will be cross-referenced with the TMMS to allow appropriate actions to then be taken.
- 1.4.B.7.21 With reference to mitigation measure TT02 identified within the **Volume 1, Part 2, Chapter 8: Traffic and Transport**, the contractor(s) will implement a monitoring and reporting system to check compliance with the measures set out within this CTMP. This will include the need for a GPS tracking system to be fitted to Heavy Goods Vehicles to check for compliance with authorised construction routes. The contractor(s) will also be expected to monitor the number of construction vehicles between the site and the strategic road network. Deviations from the authorised routes or changes to traffic levels that are higher than the assumptions set out within this CTMP will require discussion of the need for additional mitigation measures with highways authorities.
- 1.4.B.7.22 The precise form of TMMS would be determined following the appointment of a contractor and will include a summary of the contractual requirements which those visiting the Site will have to adhere to, along with the measures to be taken for non-compliance.

### **HGV routes**

- 1.4.B.7.23 HGVs will be required to comply with the proposed routing strategy. Routing strategies for both HGVs and abnormal vehicles will be defined. In the case of exceptional circumstances where the proposed routing to the Site is compromised due to an incident or road closure for example, then it is considered acceptable for HGVs to be redirected via an alternative route or to deliver outside of the established scheduling if required.

### **HGV timing restrictions**

- 1.4.B.7.24 To reduce the potential impact of HGV deliveries, the arrival and departure times will be managed to minimise the number of HGVs travelling to the works site during the network peak hours for the local highway network; identified within **Volume 1, Part 2, Chapter 8: Traffic and Transport**. For example, HGVs could be delayed in the afternoon to avoid being released from the Site during the PM peak hour.
- 1.4.B.7.25 The timing restrictions, considered likely to be implemented at this stage are:
- Limiting arrivals or departures on a weekday between 8am-9am and 5pm-6pm;
  - Limiting arrivals or departures on a Saturday before 8am or after 5pm; and
  - Limiting arrivals or departures on Sundays or public holidays.
- 1.4.B.7.26 It is nonetheless noted that there will be some 24-hour activities for consideration. The restrictions imposed on deliveries by HGVs will be set out within the DMS and TMMS.

### **Banksmen and site management**

- 1.4.B.7.27 Suitably qualified banksmen will be positioned at the proposed site accesses, and at internal crossing points when required, to allow vehicle arrivals and departures, as well as internal vehicle movements, to be safely controlled during the construction period. This includes the internal access routes and any road/rail/pedestrian/cycle crossing points within the Site. Visibility will be maximised between construction vehicles and other users at the crossing points (through hedgerow clearance for example), and

advanced signage will be provided to warn users of the potential presence of construction vehicles and crossing points. Construction vehicle movements will be controlled by gates at any crossing points, with the default position that construction routes would be gated off to provide priority to other users. Further details are contained within **Volume 2, Part 1, Appendix 1.4.D: Crossings Schedule**.

### **Communication strategy**

- 1.4.B.7.28 A Communications Strategy will be developed by the Applicant to ensure that the measures contained within the Detailed CTMP are communicated to the workforce. This would include an information pack setting out the contractual requirements which will be provided to the applicants. Furthermore, regular meetings will be held with contractors to discuss HGV management and to address any issues associated with travel to/from the Site as well as to relay information including any restrictions and requirements which should be followed.

### **Site access arrangements**

- 1.4.B.7.29 The site access layouts have been designed to accommodate HGVs as shown by the vehicle swept paths in **Annex A**. A hardstanding surface will be provided at the proposed accesses to ensure the weight of the HGVs can be accommodated. In addition, wheel washing facilities will be provided at each main compound access (i.e. those which will accommodate HGV movements) to minimise mud from being trafficked onto the highway.
- 1.4.B.7.30 Vegetation clearance will be carried out at the proposed site accesses, where required, in order to achieve appropriate levels of visibility, subject to agreement with the local highway authorities.

### **Abnormal vehicles**

- 1.4.B.7.31 As set out previously, a specialised haulage service will be employed to allow AILs to be transported, with the necessary escort (where load width exceeds 4.1m, gross weight exceeds 100 tonnes or overall vehicle length is 30.5m or more), permits and traffic management in place. The relevant contractor will consult with the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003.

### **Pedestrians and cyclists**

- 1.4.B.7.32 The **Outline PRow Management Plan** (to be prepared for the application for development consent) will set out the management and mitigation measures to be implemented during all phases of the Proposed Project to minimise the traffic impacts of the Proposed Project on pedestrians and cyclists.
- 1.4.B.7.33 All pedestrian and cycle routes (including PRow, National Cycle Network Route 42, the Suffolk Coast Path, Sandlings Walk and the Kings Charles III England Coast Path) will be maintained and remain unobstructed at all times when in use, to ensure the continued safe passage of the public including when using these routes through the Site and at crossing points. The measures will be secured through a requirement of the DCO, primarily by this document, as well as the CoCP.



1.4.B.7.34 With reference to mitigation measure TT03, identified within **Volume 1, Part 2, Chapter 8: Traffic and Transport**, all designated Public Rights of Way (PRoW) will be identified, and any potential temporary closures applied for/detailed in the application for development consent. All designated PRoW crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

## Staff Vehicle Measures and Controls

1.4.B.7.35 Staff movements will be managed through the implementation of the following measures:

- Limited car parking;
- Car sharing;
- Staff arrival and departure times; and
- Minibus service transferring staff across the Site.

### Limited car parking

1.4.B.7.36 The proposed car parking spaces will be situated within the construction compounds. The capacity of the car parks will be limited to accommodate the expected parking demand of construction staff during the peak period, with additional parking available for minibuses. The usage of the car parks will be monitored and the potential to introduce additional parking will be explored during peak construction if required. Enforcement will also be carried out to ensure that there is no overspill onto the surrounding highway network.

### Car sharing

1.4.B.7.37 To reduce the potential impact of vehicles associated with local staff during the construction period, the Applicant will implement measures to encourage car sharing to reduce the number of vehicles travelling to/ from the Site each day. The benefits of car sharing will be promoted to encourage multi-occupancy vehicle use, such as reduced fuel costs and ease of parking with guaranteed spaces for those car-sharing within the compounds. A Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Site. The limited car parking and the use of the minibus service will encourage staff to travel together.

### Staff arrivals and departures

1.4.B.7.38 The proposed working hours of staff are set out below:

- Monday to Friday (7am-7pm);
- Saturday (7am-5pm); and
- No work on Sundays or Bank Holidays aside from trenchless crossing techniques.

- 1.4.B.7.39 The network peak hours for the local highway network will be established from traffic surveys which will be carried out in support of the ES. Construction workers will be expected to arrive in the hour before the start of their shift and to depart in the hour after the end of their shift. Based on the above, all staff are expected to avoid the network peak hours. The proposed working hours are therefore designed to minimise additional trips at the busiest times in terms of trips on the surrounding highway network. In the instance that any on-site works are conducted outside of the above working hours, then these will comply with the any restrictions agreed with the relevant planning/ highway authorities.
- 1.4.B.7.40 To minimise additional vehicle trips on local roads, construction staff will be directed to take routes to the Site by using the main routes in the area, in particular via the A12 and A1094. As indicated within the traffic forecasts within this Outline CTMP, there will be different working compounds for cables, substations and converter station teams so staff will be distributed across the site, reducing the number of staff vehicles on any given sections at peak times.

## Management Structure

- 1.4.B.7.41 The overall management and implementation of this Outline CTMP and the Detailed CTMP will be the responsibility of the Applicant.
- 1.4.B.7.42 A Transport Co-ordinator will be appointed by the Applicant to implement, manage, and develop the Detailed CTMP at the appropriate time/ stage. The Detailed CTMP will include the following information:
- Specifics of any carriageway widening, or improvement works if required;
  - Specifics of the design of TTM measures;
  - Details of the works to accesses, to accommodate the swept paths and to include provision of visibility splays;
  - Further details in respect of the design and management measures required to accommodate AILs; and
  - Information on sanctions for breaches of the routing strategies.
- 1.4.B.7.43 The Transport Co-ordinator who takes responsibility for implementing the CTMP will:
- implement and monitor the CTMP to identify successful measures and areas for improvement;
  - promote the CTMP to all staff and contractors travelling to and from the Site to ensure compliance with its contents;
  - liaise as appropriate with local transport and traffic groups, local planning authorities and local highway authorities and National Highways;
  - monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS;
  - manage the Car Share Scheme; and
  - discuss any issues with relevant parties and identify any amendments to the CTMP (including measures) to ensure compliance is maintained.

## Monitoring and Review

### Heavy Goods Vehicles

- 1.4.B.7.44 The Detailed CTMP will be monitored and revised to ensure that contractors are complying with the document. This process will be led by the Transport Co-ordinator.
- 1.4.B.7.45 The Transport Co-ordinator will monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS. The results of the data monitoring will be reported to identify any issues which need to be resolved and any additional measures which should be implemented to prevent these from arising again. The reports will be shared with the Applicant, local authority and the highway authority (i.e. SCC Highways).

### Staff vehicles

- 1.4.B.7.46 A Car Share Scheme will be implemented and managed by the Transport Co-ordinator, to match potential car sharers and to help staff identify any colleagues who could potentially be collected along their route to/from the Site. The car share database will be available to staff that have signed up, to allow them to identify their own potential matches. Car sharing staff will be allocated spaces within the construction compounds so that they are guaranteed a parking space upon arrival.
- 1.4.B.7.47 Construction staff vehicles will be monitored when entering and exiting the Site. This monitoring will determine whether any additional measures should be explored to minimise staff trips on the local highway network.
- 1.4.B.7.48 Construction staff will be directed to available parking bays upon arrival to assist them to park in a timely manner. Given the working patterns identified, it is expected that the car parks will be managed between 6am-9am and 5pm-8pm, when the majority of staff are expected to arrive and depart. Appropriate signage will be provided to clearly identify the entry and exit points to the car parks. The usage of the car park will be monitored and the potential to introduce additional parking will be explored during construction if required. Enforcement will also be carried out to ensure that there is no overspill onto the surrounding highway network.

### Additional monitoring

- 1.4.B.7.49 The following monitoring will also be carried out during the construction phase of the Proposed Project, and secured as part of the Detailed CTMP:
- Construction vehicles (HGVs) will be monitored to ensure HGV drivers are adhering to the proposed routing strategy; and
  - Road safety will be monitored within the Site including at the proposed access points and at the internal PRow crossing points.

## 1.4.B.8 Compliance and Enforcement

### Introduction

- 1.4.B.8.1 This section of the Outline CTMP provides a summary of the mechanisms that will be implemented to maximise compliance with the CTMP.

## Best Practice

- 1.4.B.8.2 The Applicant will use internal management procedures to maximise compliance and its enforcement with the requirements of this Outline CTMP and subsequent Detailed CTMP, including:
- Contractor kick-off meetings: contractors will be reminded of the Applicant's standards and expectations as set out in contract documentation.
  - Site induction: drivers will be briefed on the aims and objectives of the CTMP, including the booking system, designated routes and expected driver behaviour. A copy of the CTMP will be provided to each contractor to provide details of how the site will be managed as well as the rules and regulations.
  - Reporting: incidences of non-compliance will be investigated by the Transport Co-ordinator and recorded as part of the management of the CTMP. Reports from each incident will be raised and shared with the relevant contractor. The CTMP will be updated where necessary to resolve any ongoing issues.

## Contractual Conditions

- 1.4.B.8.3 Each contractor will be provided with a contract setting out their contractual requirements in terms of compliance with the Detailed CTMP upon appointment. A copy of the CTMP will be provided along with details of the proposed routing strategy for HGVs to ensure that this route is followed.

## Information Packs and Communications

- 1.4.B.8.4 Information packs will be provided to all contractors once they have been confirmed. The information pack will form part of the agreement between the Applicant and the designated contractors. The information pack will include details of the following:
- Code of practice;
  - Details of the Transport Co-ordinator;
  - Delivery routing restrictions;
  - Worker routing;
  - Emergency procedures;
  - Non-compliance guidance; and
  - Compliant procedures.

## Enforcement

- 1.4.B.8.5 The Applicant will take all reasonable steps to avoid any breach of the CTMP through the implementation of the management measures. However, should any breaches occur, then enforcement procedures will be followed:
- The Transport Co-ordinator will notify the Applicant of any breaches of the CTMP arrangements as and when they occur.

- The Applicant will issue a warning letter to the relevant contractor outlining what action would be taken in the event of any further non-compliance (in general terms).
- The Applicant will report the details of the response to the Transport Co-ordinator as part of the monitoring report. The monitoring report will be made available to the relevant local planning authorities and relevant highway authorities at their request to ensure compliance and to demonstrate that action is being taken where necessary.

1.4.B.8.6 Further detail on the sanctions which could be applied will be included within the Detailed CTMP.

## 1.4.B.9 Conclusion

1.4.B.9.1 The purpose of this Outline CTMP is to focus on the management of construction traffic along the local highway network within the vicinity of the Site during the construction period of the works, in order to limit any potential disruptions and impacts on the wider transport network. The **Outline PRow Management Plan** to be produced at the Environmental Statement (ES) stage, will identify PRow to be potentially affected by the proposals and sets out measures to mitigate any impacts.

1.4.B.9.2 This Outline CTMP sets out the proposals to manage construction traffic and staff vehicles during the construction of the Proposed Project. It identifies the management of freight traffic i.e. Heavy Goods Vehicles (HGVs), as well as construction staff vehicles.

1.4.B.9.3 It should be noted that as this is a framework document, certain details will remain to be developed as the Proposed Project progresses into detailed design. The full details of all measures may not be available until after consent for the Proposed Project has been granted and these will be provided within the Detailed CTMP as necessary.

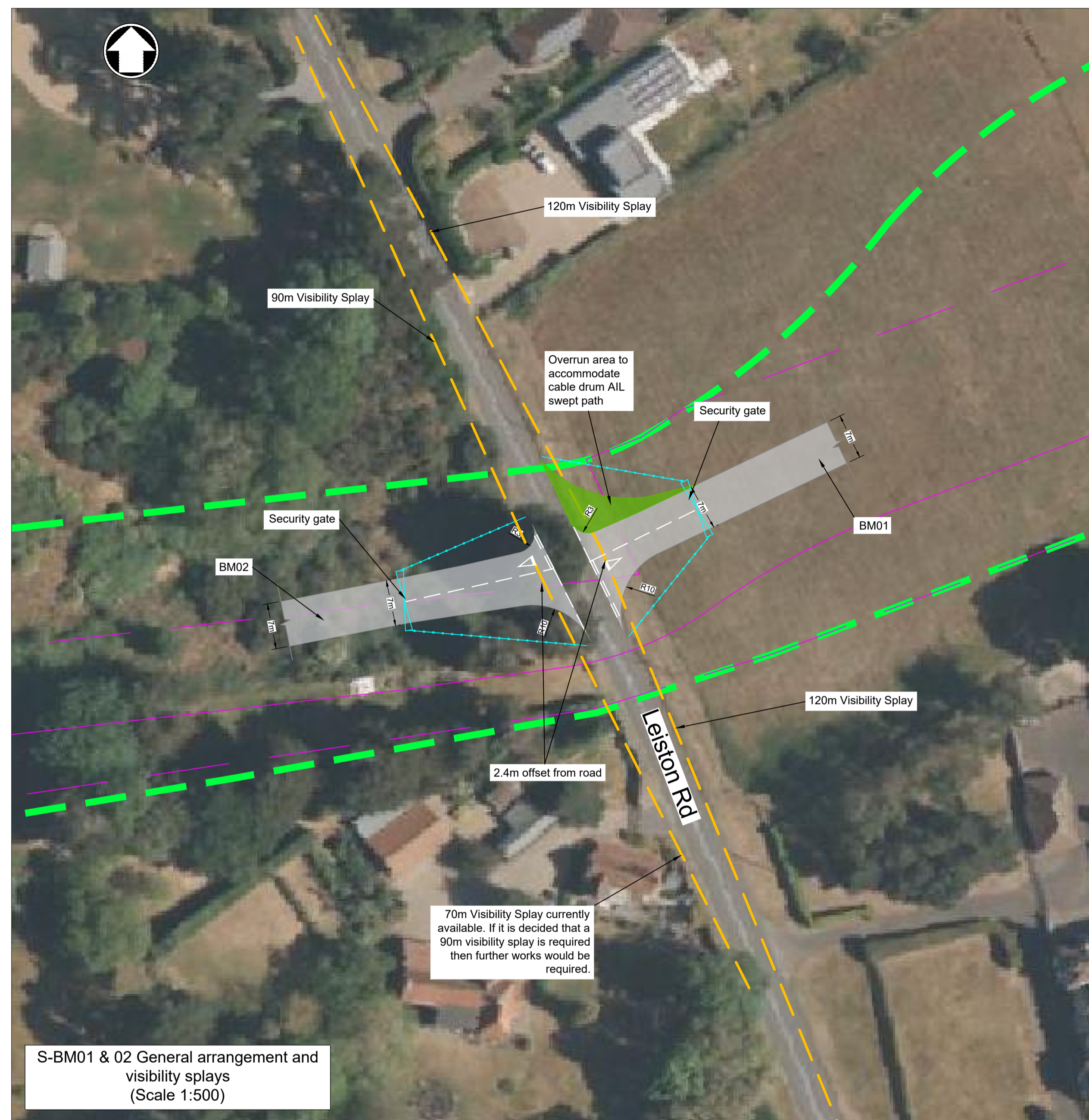
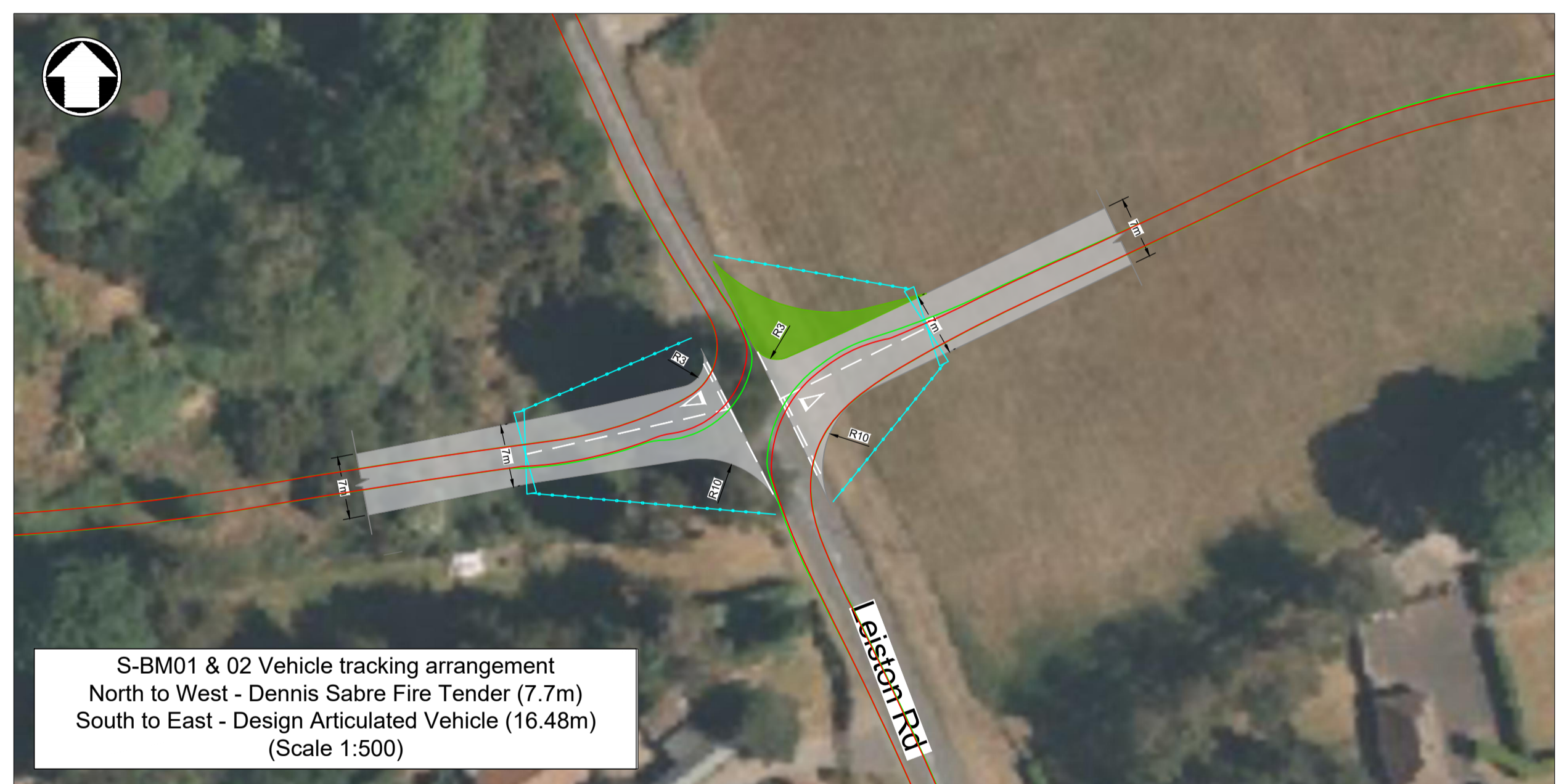
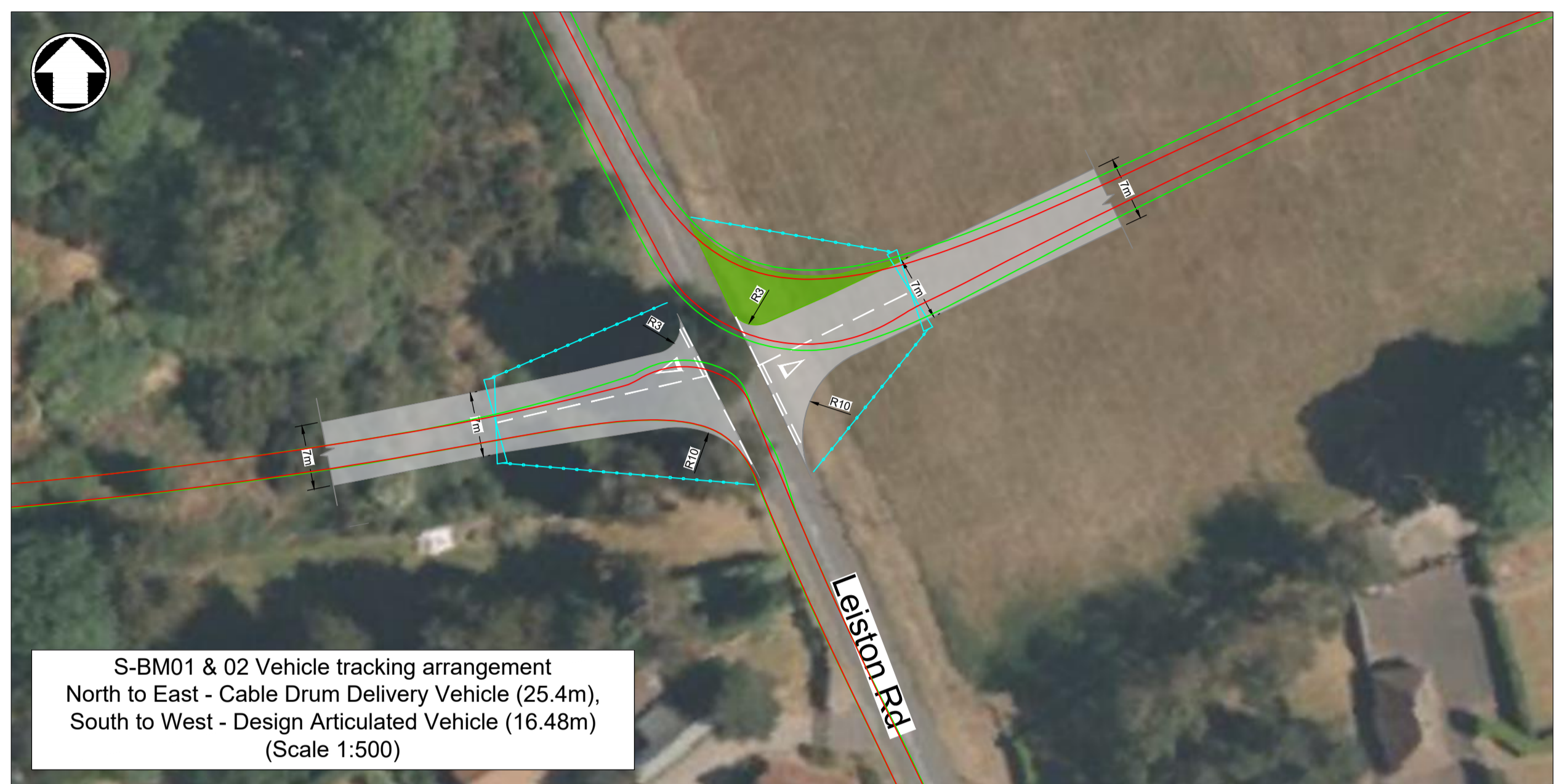
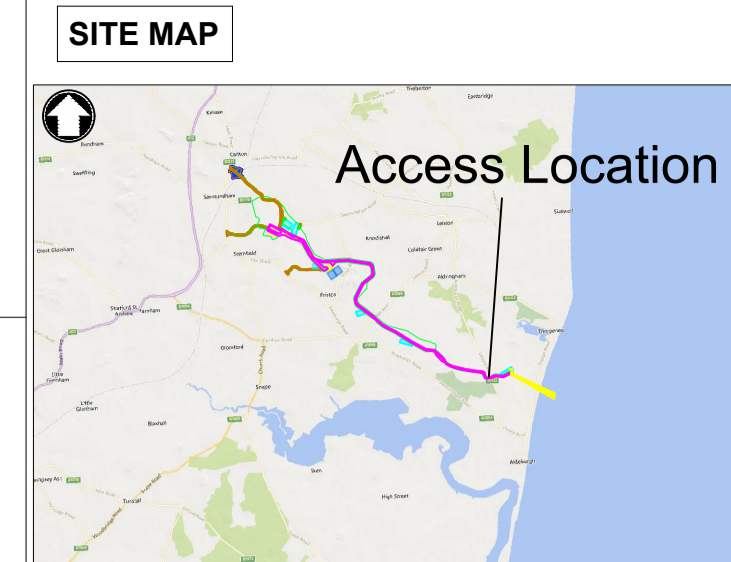
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# **ANNEX A – Typical Access Arrangement with Vehicle Swept Paths**

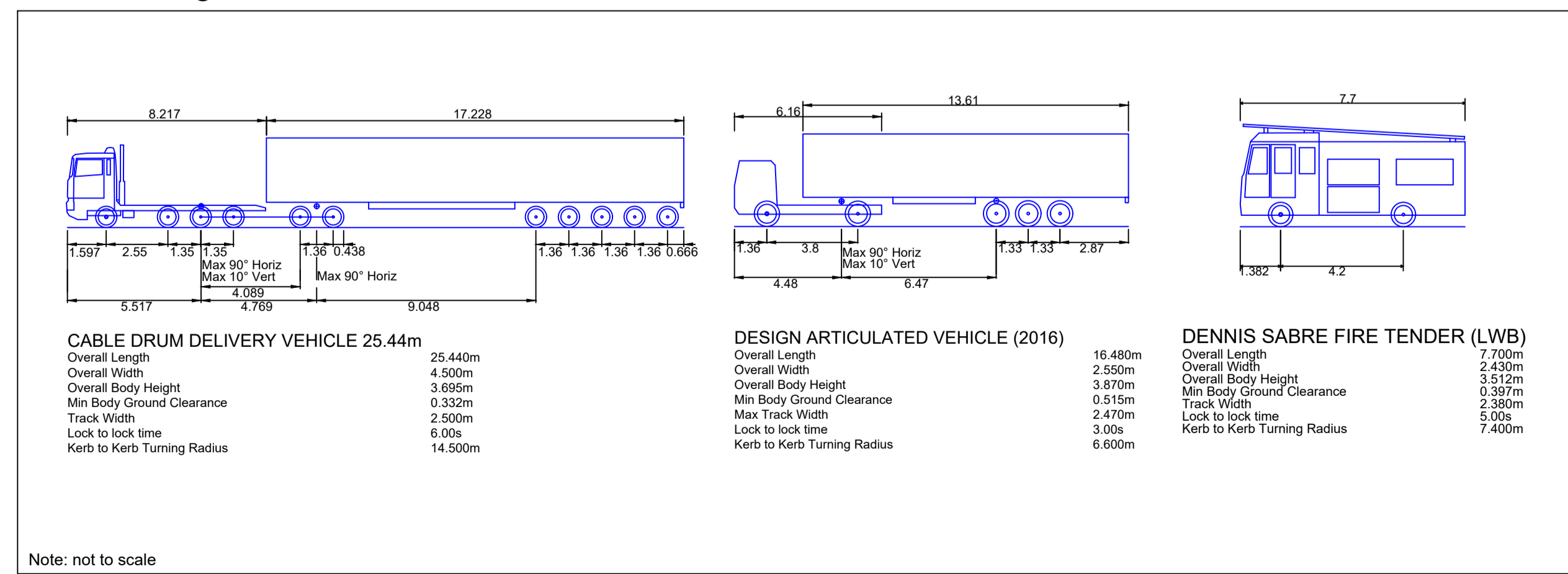
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THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL



Vehicle Diagram



Legend

- Bellmouth General Arrangement
- Overrun Area
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- HVDC Cable Alignment
- Indicative HVDC Construction Swathe
- Cable Limit of Deviation

Notes

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2. All dimensions are in meters unless otherwise stated.
3. Do not scale any items of information from this drawing.
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5. Drawing scaled at paper size A1.
6. Alignment/specification of fencing and gates subject to site conditions and contractor requirements.
7. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
8. The vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
9. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 40mph speed limit requiring a SSD of 120m. As required visibility is not available, a temporary 30mph speed limit requiring a SSD of 90m is recommended. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fencelines, hedgerows or wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axle steering.
16. Overrun areas illustrated are needed for ALL movement only. As AIL movement is infrequent, surfacing requirements may vary though are likely to either be: stone surfacing, grasscrete surfacing, or temporary matting (or similar). This will be determined at a later stage of design once a Contractor has been appointed.

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Issue	Date	Remarks	Drawn	Checked	Approved
P02	13/04/2023	Second Issue	AG	EVI	JW
P01	24/10/2022	First Issue	LS	EVI	JW

Title  
 THE NATIONAL GRID (SEALINK) ORDER  
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 Typical Bellmouth Construction Access Arrangement  
 S-BM01 & S-BM02



Application Number

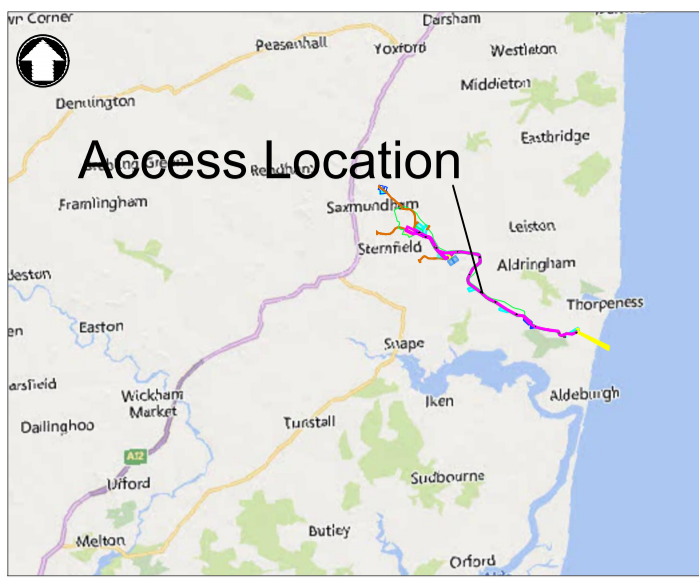
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THE NATIONAL GRID (SEALINK) ORDER  
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 (REGULATION XXXX)  
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SITE MAP



Legend

- Bellmouth General Arrangement
- Overrun Area
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- HVDC Cable Alignment
- Indicative HVDC Construction Swathe
- Cable Limit of Deviation

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10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 60mph speed limit requiring a SSD of 215m. As required visibility is not available, a temporary speed limit of 40mph requiring a SSD of 120m is recommended. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow or wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axles steering.
16. Overrun areas illustrated are needed for ALL movement only. As ALL movement is infrequent, surfacing requirements may vary though are likely to either be: stone surfacing, grasscrete surfacing, or temporary matting (or similar). This will be determined at a later stage of design once a Contractor has been appointed.

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 Typical Bellmouth Construction Access Arrangement  
 S-BM03 & S-BM04

Application Number

National Grid Drawing Reference  
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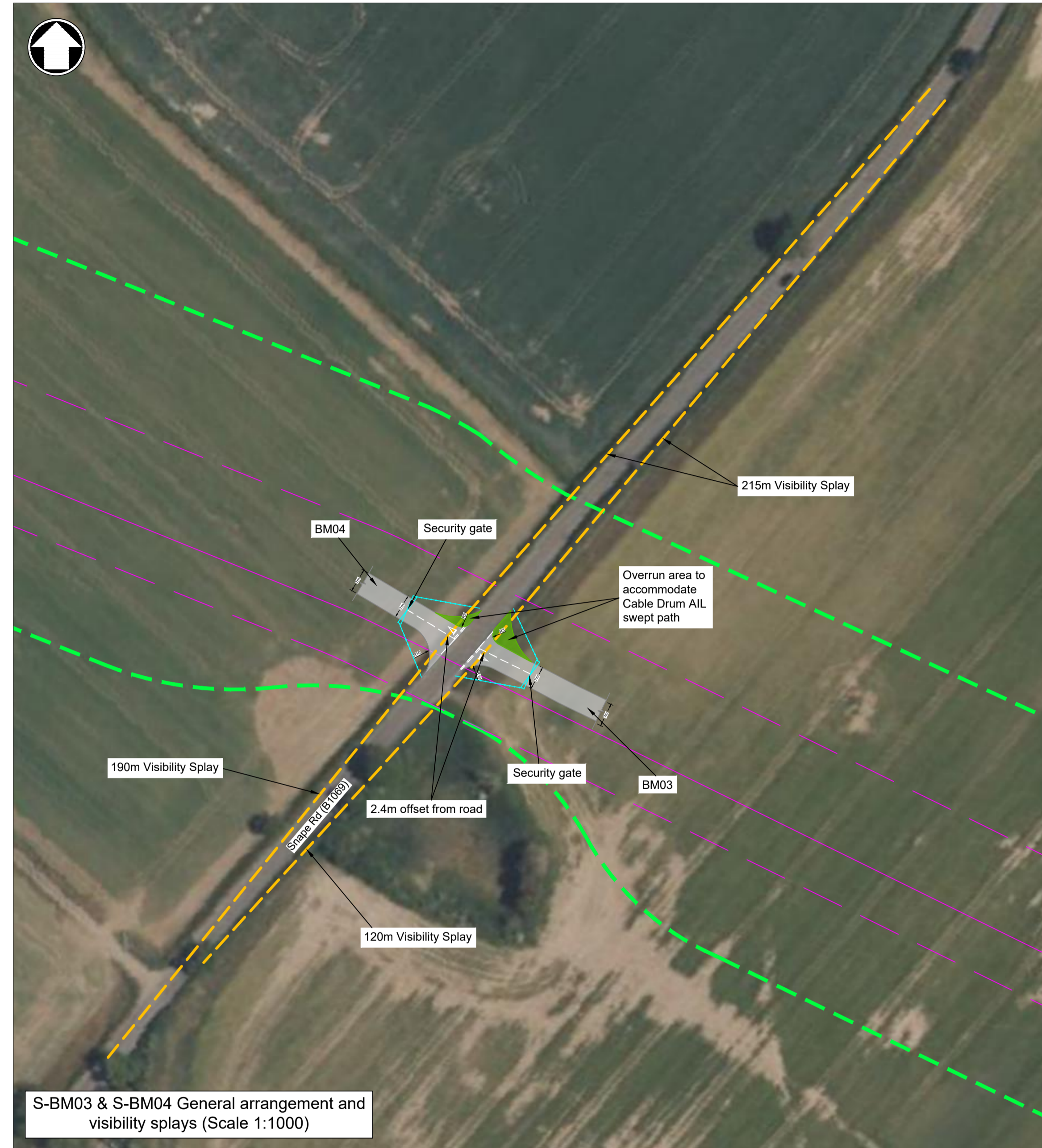
S-BM03 & S-BM04 Vehicle tracking arrangement  
 Northeast to Northwest - Drum Delivery Vehicle (25.5m)  
 Southwest to Southeast - Design Articulated Vehicle (16.48m)  
 (Scale 1:500)



S-BM03 & S-BM04 Vehicle tracking arrangement  
 Northeast to Southeast - Drum Delivery Vehicle (25.5m)  
 Southwest to Northwest - Design Articulated Vehicle (16.48m)  
 (Scale 1:500)

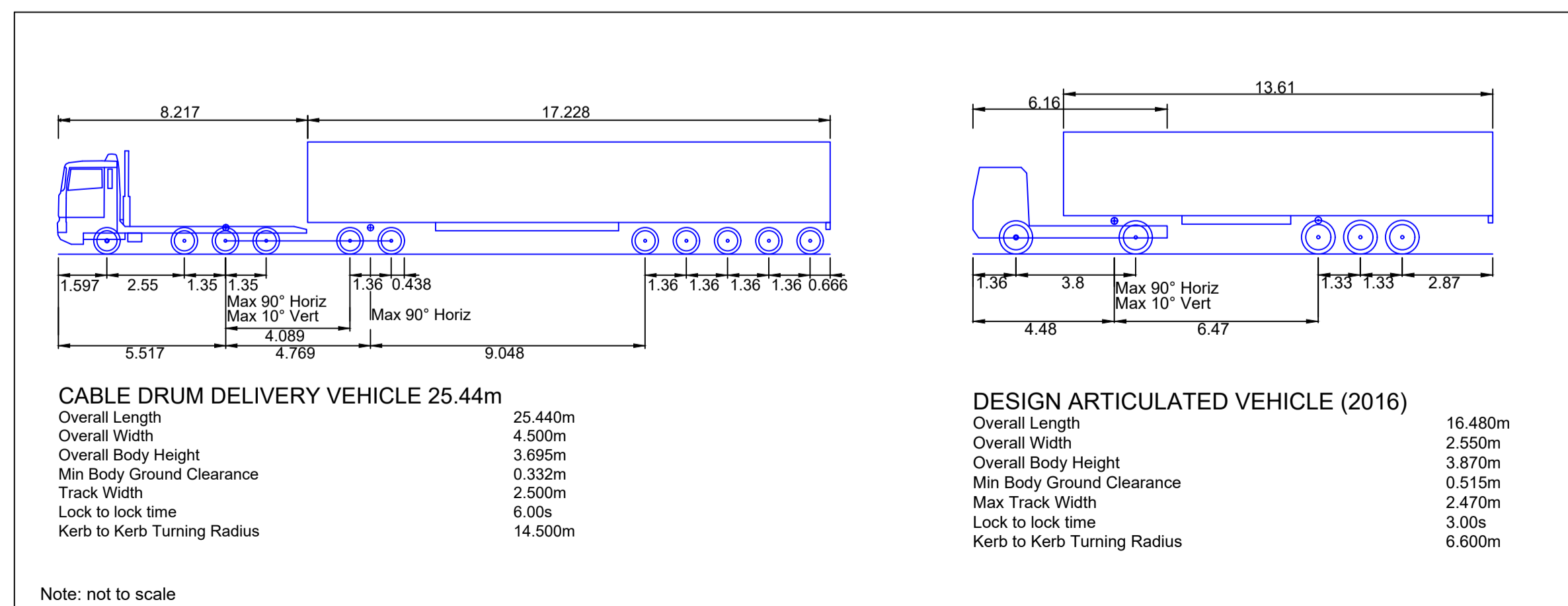


S-BM03 & S-BM04 General arrangement  
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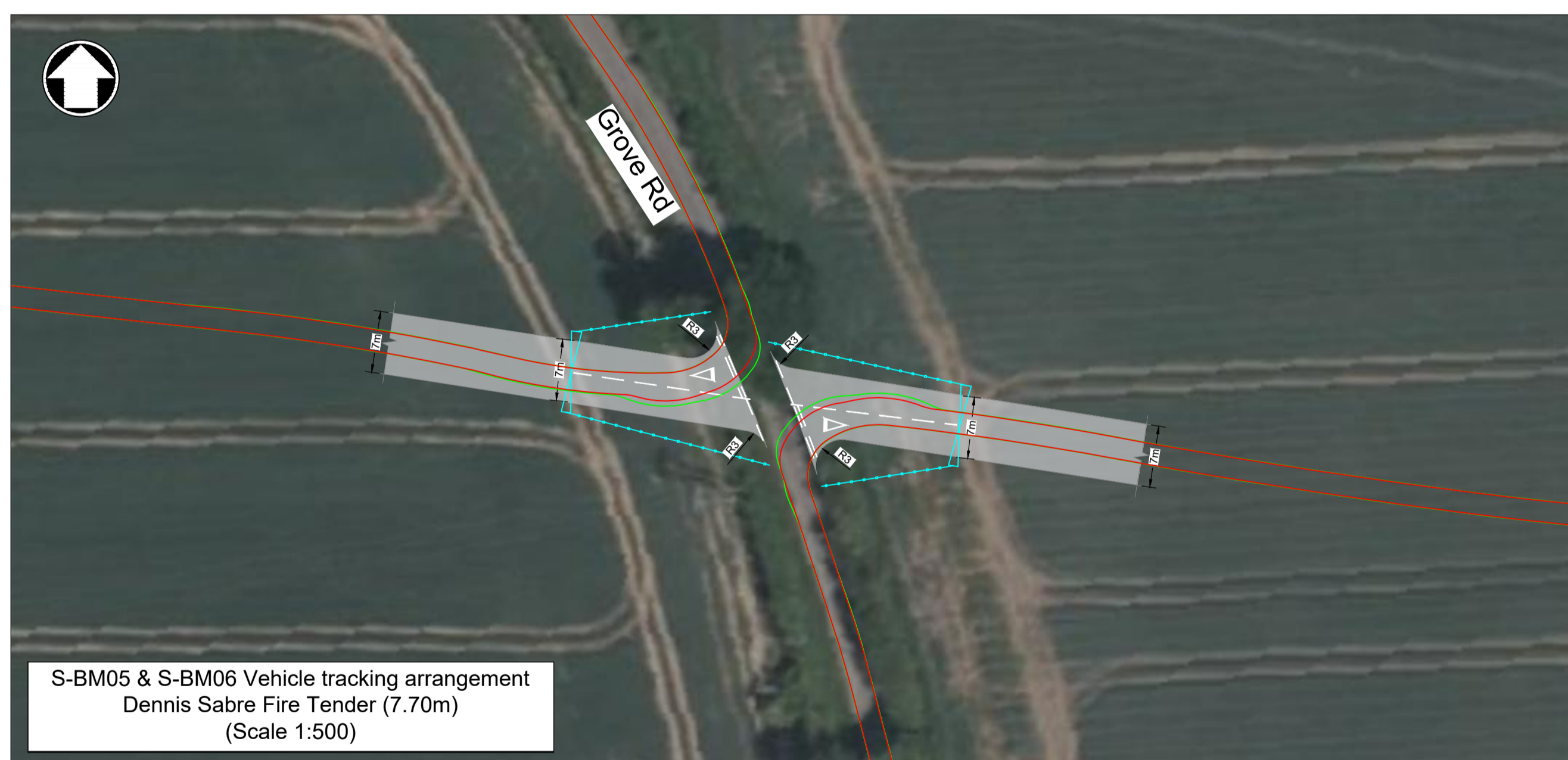
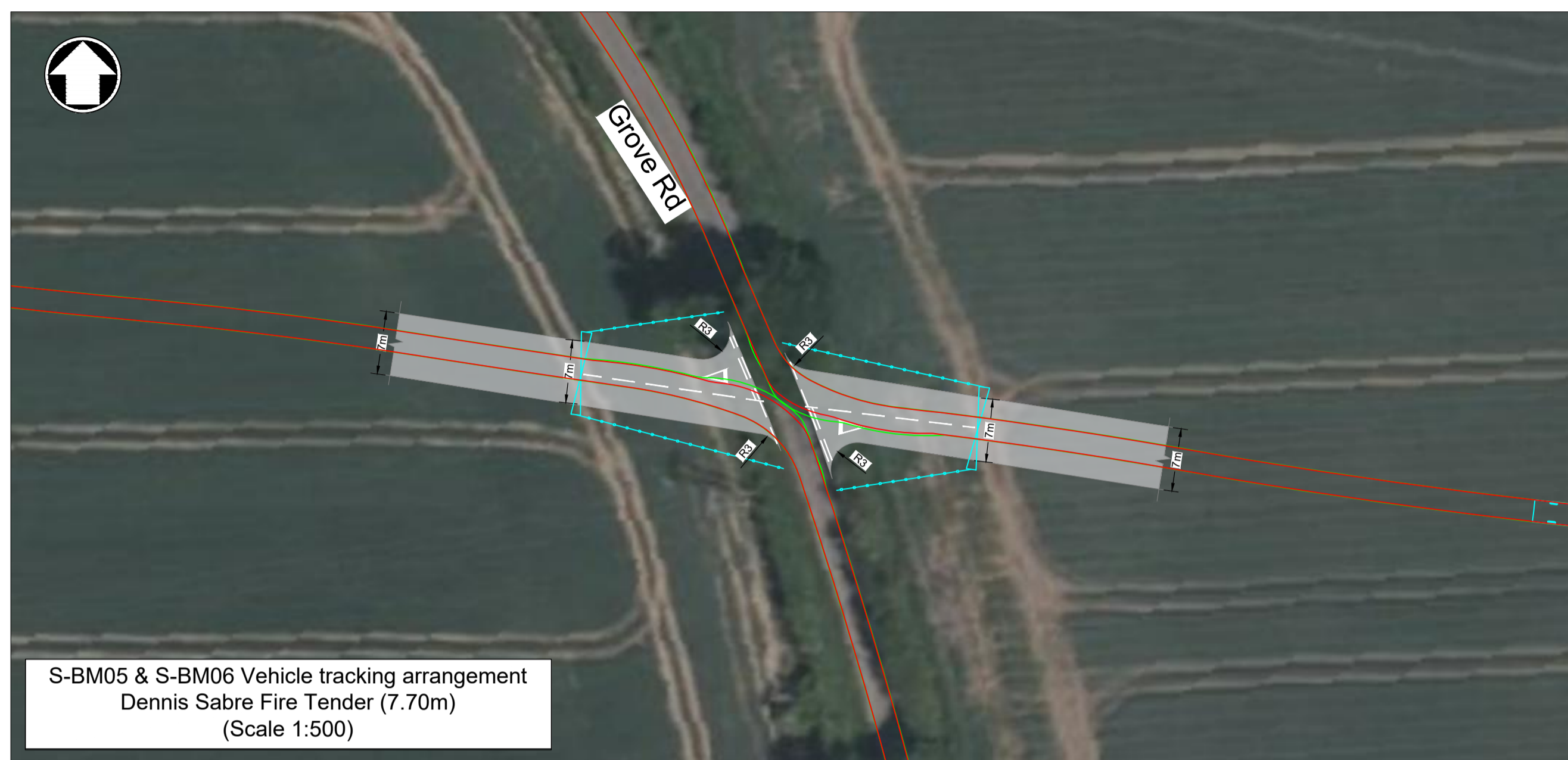
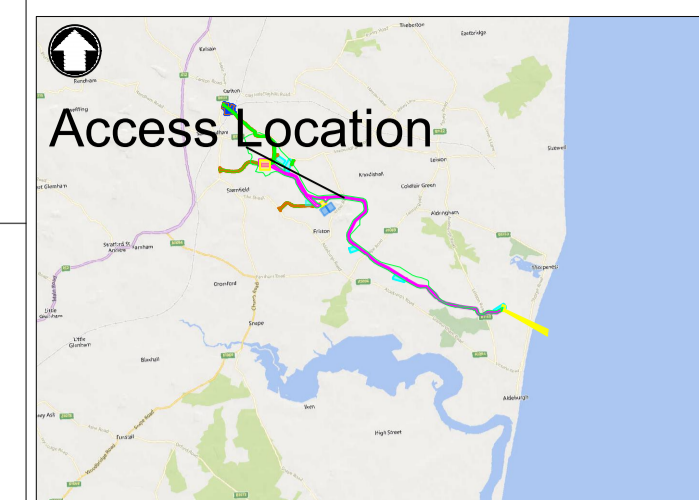
S-BM03 & S-BM04 General arrangement and  
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Vehicle Diagram

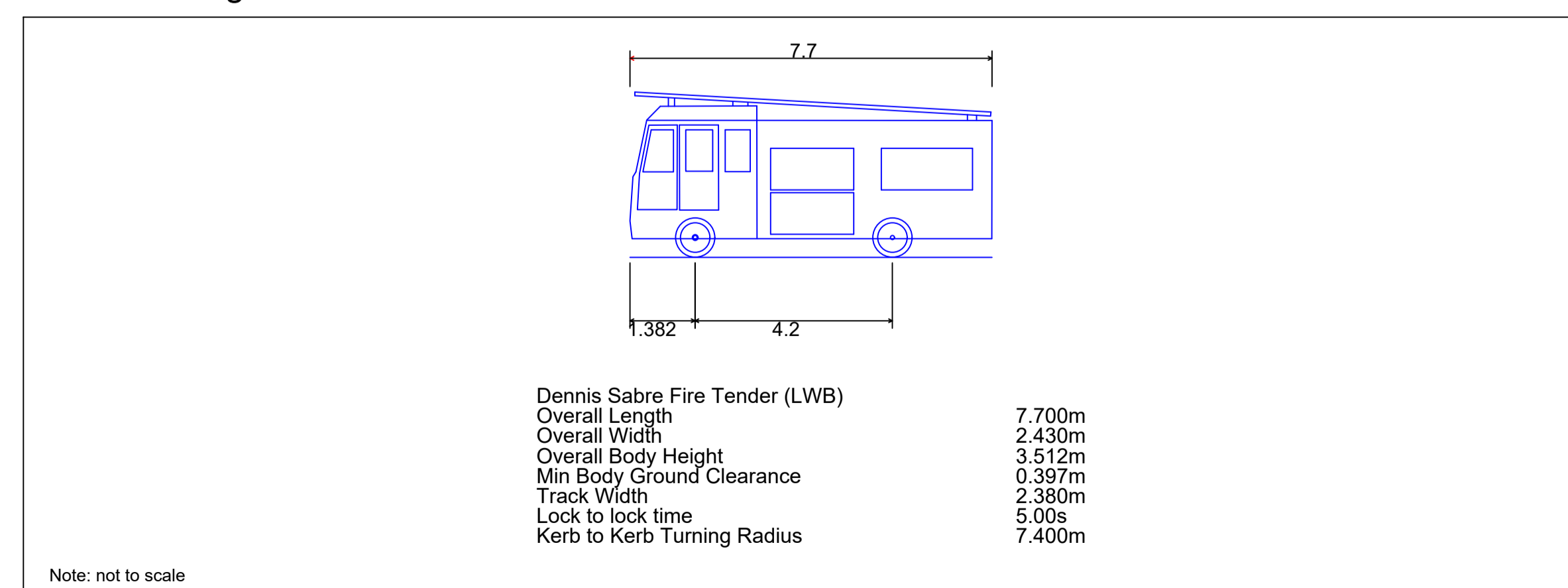


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SITE MAP



Vehicle Diagram



Legend

- Bellmouth General Arrangement
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- HVDC Cable Alignment
- Indicative HVDC Construction Swathe
- Cable Limit of Deviation

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9. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD109 of the DMRB.
11. The road currently has a 60mph speed limit requiring a SSD of 215m. As required visibility is not available, a temporary 30mph speed limit requiring a SSD of 90m is recommended. Some vegetation clearance may be required.
12. Priority control will be provided during construction.
13. For construction of the bellmouths it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow or wall where appropriate.

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 Typical Bellmouth Construction Access Arrangement  
 S-BM05 & S-BM06

**nationalgrid**

Application Number

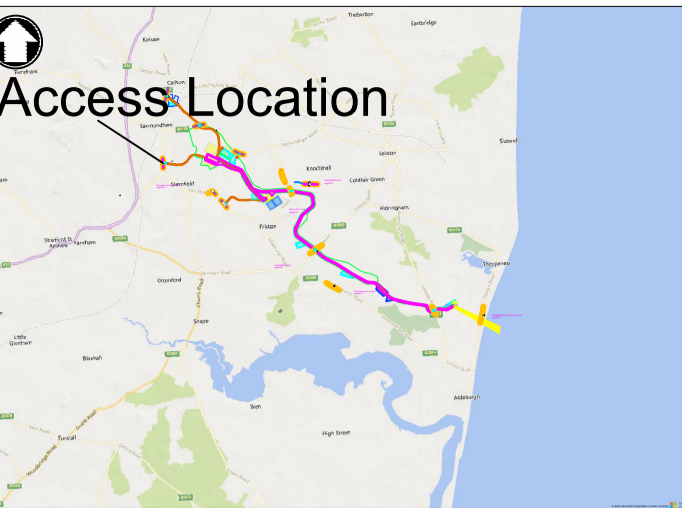
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SITE MAP



Legend

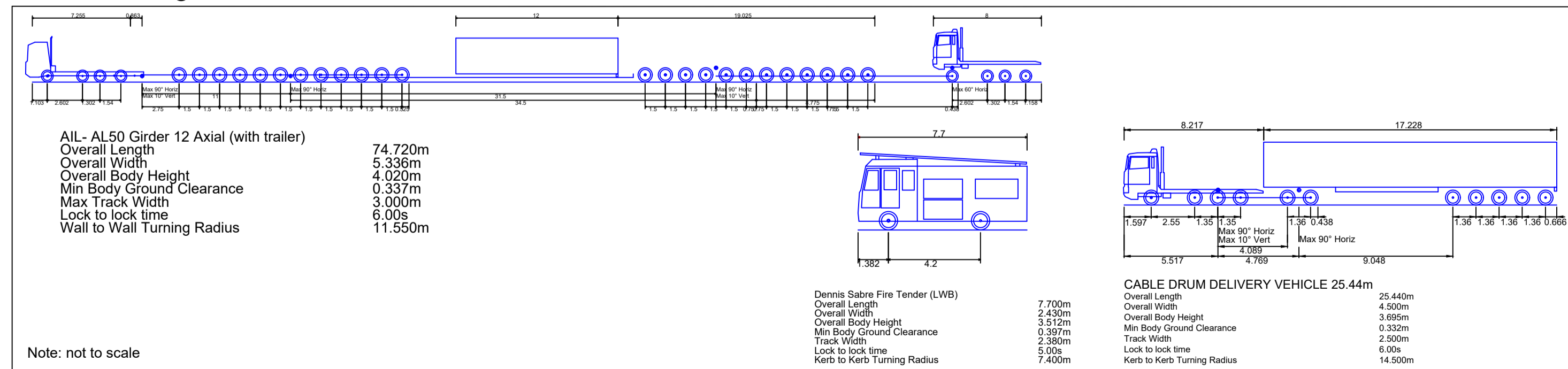
- Bellmouth General Arrangement
- Overrun Area
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- New Fence
- Highway Visibility Splay (see note 10)
- Haul Road Alignment
- Haul Road Construction Swathe (20m)
- Haul Road Limit of Deviation
- Haul Road Width

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10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 40mph speed limit requiring a SSD of 120m which is currently available on site. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axles steering.
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Vehicle Diagram



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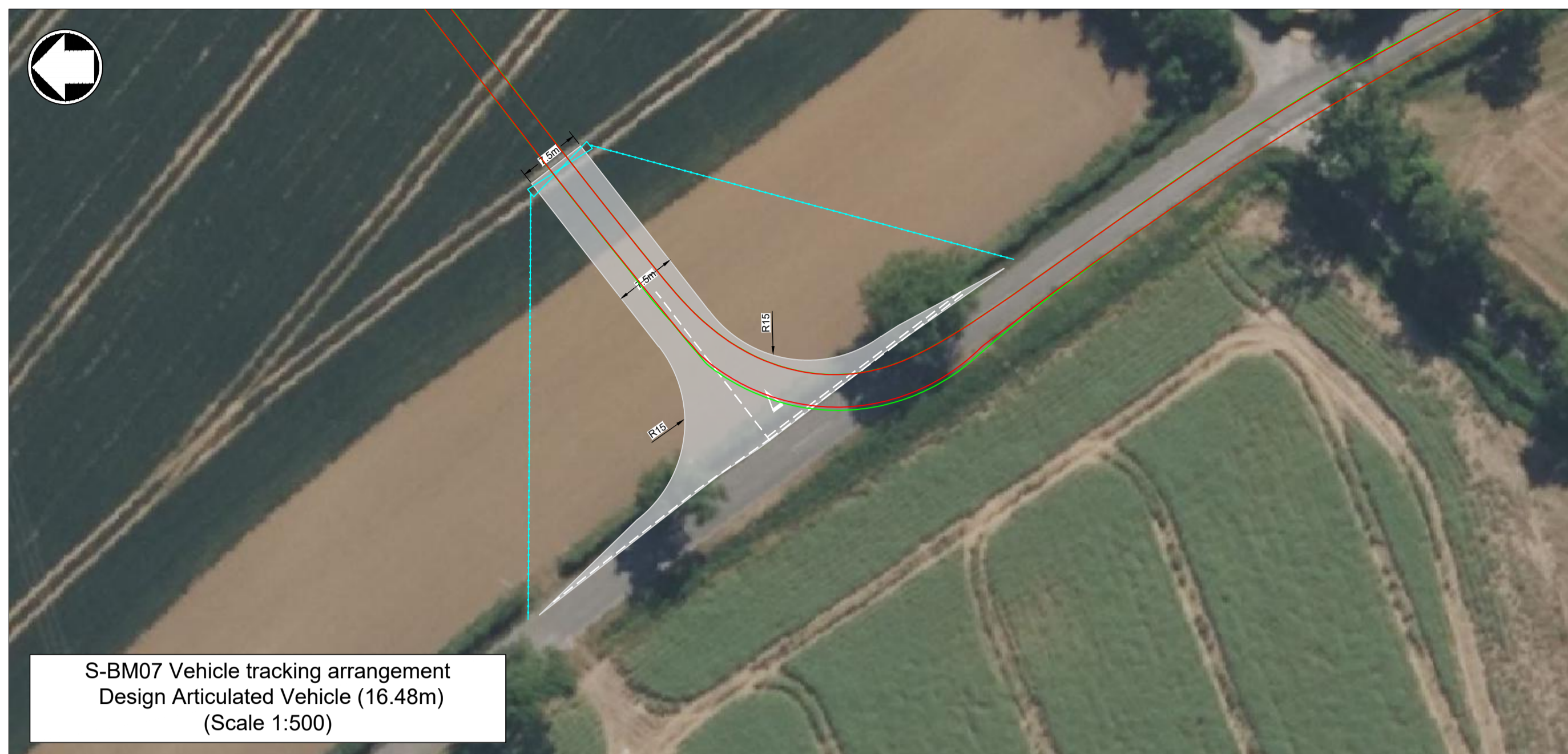
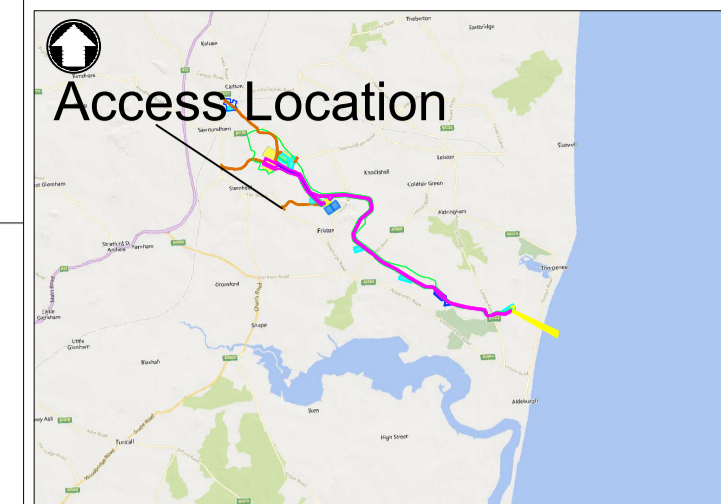
THE NATIONAL GRID  
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SECTION, SHEET OF  
XXXX COUNCIL  
Typical Bellmouth Construction Access Arrangement  
S-BM09

**nationalgrid**

Application Number

National Grid Drawing Reference  
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Scale	Sheet Size	Sheet	Issue
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Legend

- Bellmouth General Arrangement
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- Haul Road Alignment
- Haul Road Construction Swathe (20m)
- Haul Road Limit of Deviation
- Haul Road Width

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12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be used.
14. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axes steering.

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Issue	Date	Remarks	Drawn	Checked	Approved
P01	13/04/2023	First Issue	AG	EVI	JW

Title  
 THE NATIONAL GRID  
 (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL  
 Typical Bellmouth Construction Access Arrangement  
 S-BM07

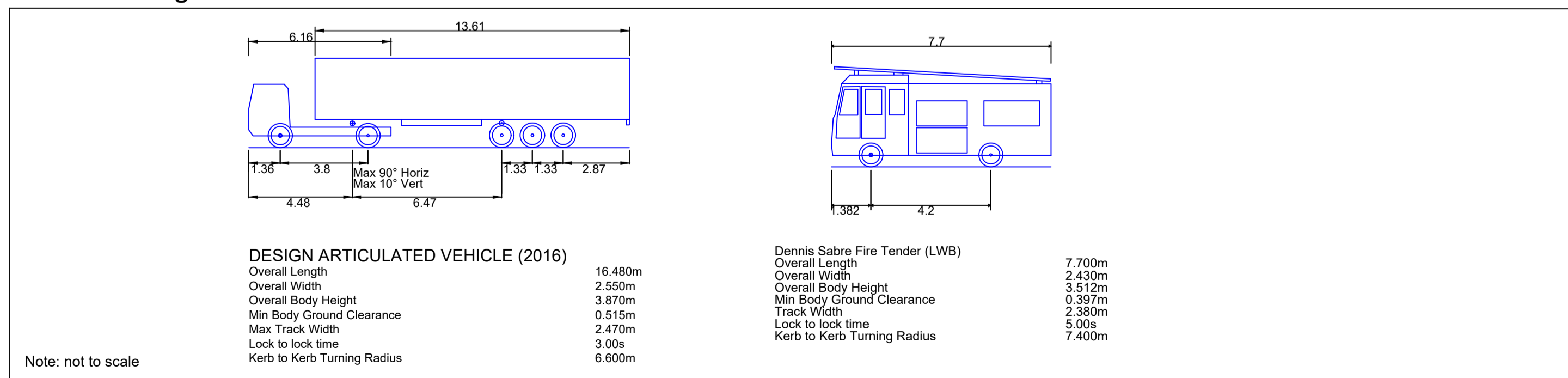
**nationalgrid**

Application Number

National Grid Drawing Reference  
 SEAL-MMD-SEAL-ENG-DWG-0555

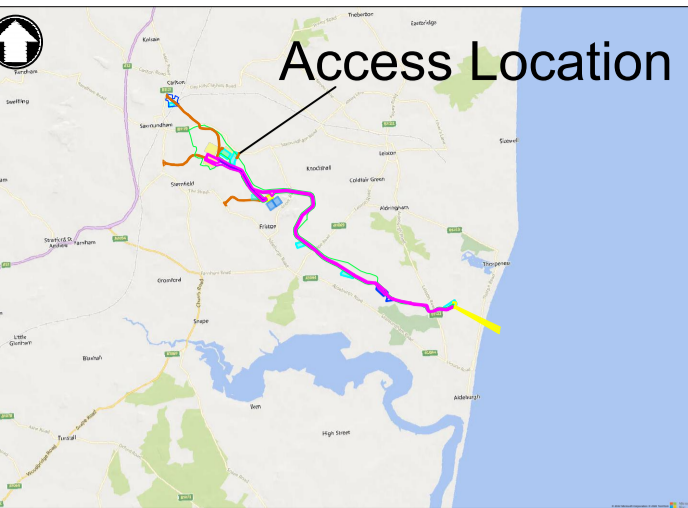
Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P01

Vehicle Diagram



THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION , SHEET OF  
 XXXX COUNCIL

SITE MAP



S-BM08 Vehicle tracking arrangement  
 Dennis Sabre Fire Tender (7.7m)  
 (Scale 1:500)



S-BM08 Vehicle tracking arrangement  
 Cable Drum Delivery Vehicle (25.44m)  
 (Scale 1:500)

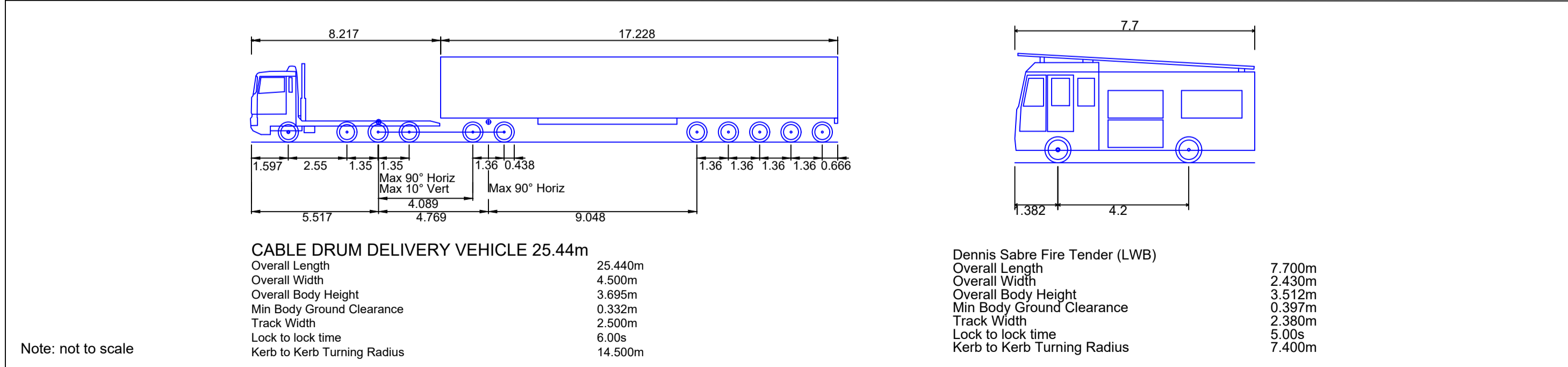


S-BM08  
 General arrangement and visibility splays  
 (Scale 1:500)



S-BM08 - General arrangement  
 (Scale 1:2000)

Vehicle Diagram



Legend

- Bellmouth General Arrangement
- Indicative Construction Compound
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- Haul Road Alignment
- Haul Road Construction Swathe (20m)
- Haul Road Construction Area
- Haul Road Construction Area
- Cable Limit of Deviation

Notes

1. This drawing is for development purposes only and should not be used for construction.
2. All dimensions are in meters unless otherwise stated.
3. Do not scale any items of information from this drawing.
4. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys and the detailed design.
5. Drawing scaled at paper size A1.
6. Alignment/specification of fencing and gates subject to site conditions and contractor requirements.
7. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
8. The vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
9. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 40mph speed limit requiring a SSD of 120m which is currently available on site. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axes steering.

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Issue	Date	Remarks	Drawn	Checked	Approved
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Title  
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 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL  
 Typical Bellmouth Construction Access Arrangement  
 S-BM08



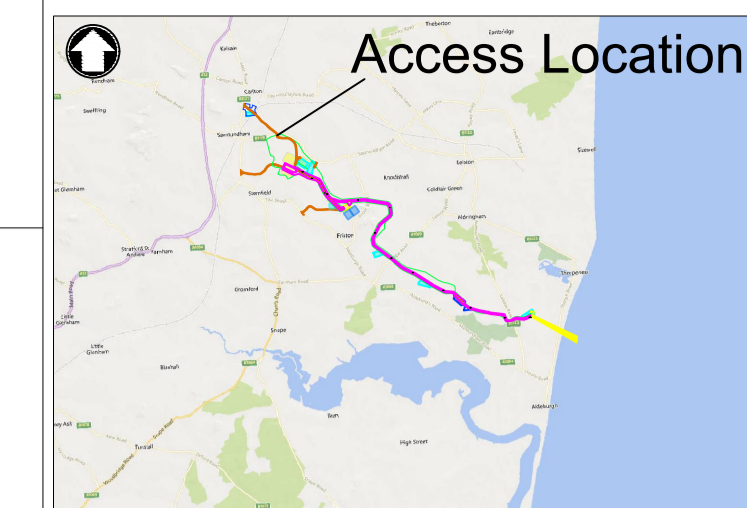
Application Number

National Grid Drawing Reference  
 SEAL-MMD-SEAL-ENG-DWG-0556

Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P01

THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION , SHEET OF  
 XXXX COUNCIL

SITE MAP

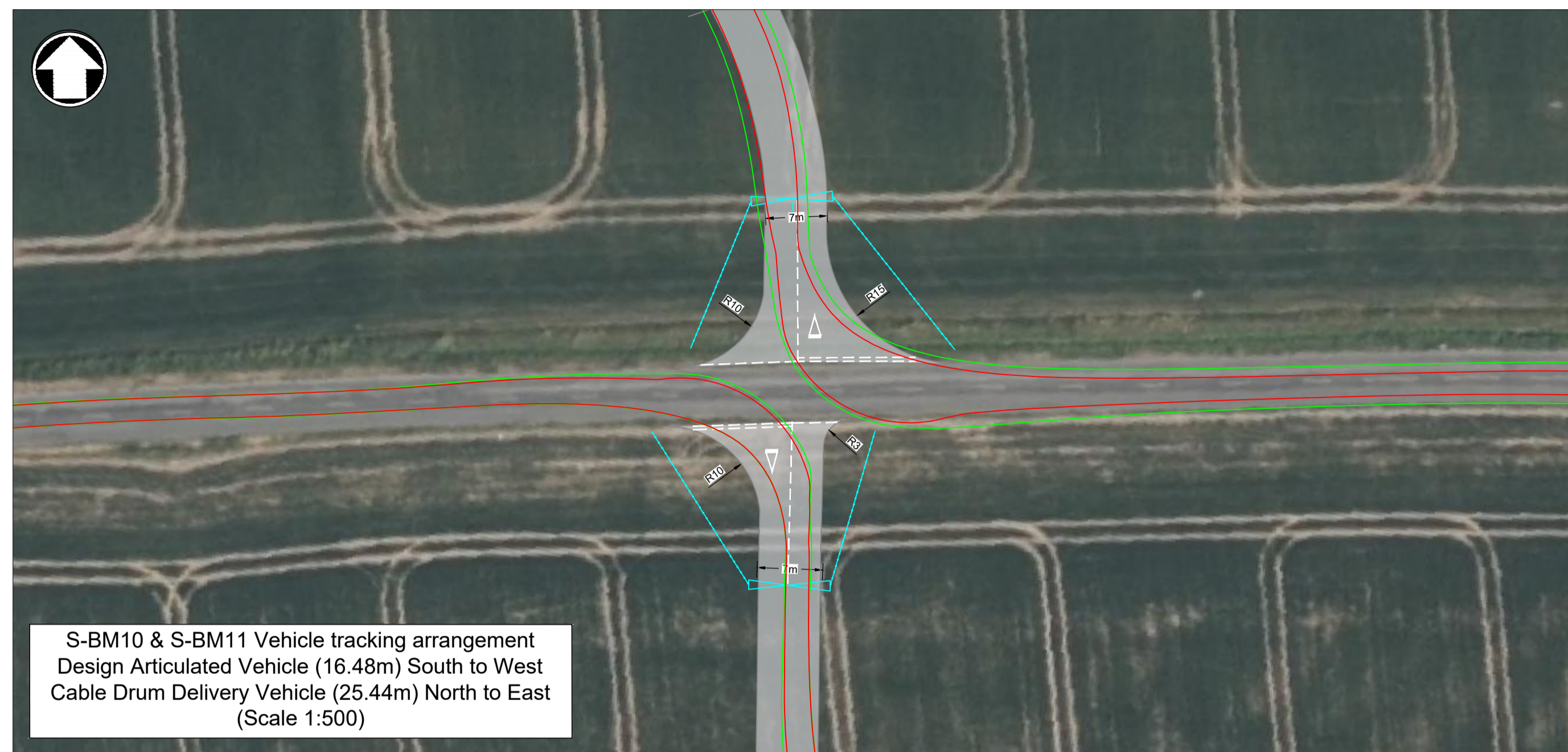


Legend

- Bellmouth General Arrangement
- Security Gate
- New Fence
- Highway Visibility Splay (see note 10)
- Cable Limit of Deviation
- Haul Road Alignment
- Haul Road Construction Swathe (20m)
- Haul Road Limit of Deviation
- Haul Road Width

Notes

1. This drawing is for development purposes only and should not be used for construction.
2. All dimensions are in meters unless otherwise stated.
3. Do not scale any items of information from this drawing.
4. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys and the detailed design.
5. Drawing scaled at paper size A1.
6. Alignment/specification of fencing and gates subject to site conditions and contractor requirements. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
7. The vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
8. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
9. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
10. The road currently has a 40mph speed limit requiring a SSD of 120m which is currently available on site. Some vegetation clearance may be required.
11. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
12. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
13. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
14. Vehicles considered for the swept path analysis do not incorporate rear axles steering.



S-BM10 & S-BM11 Vehicle tracking arrangement  
 Design Articulated Vehicle (16.48m) South to West  
 Cable Drum Delivery Vehicle (25.44m) North to East  
 (Scale 1:500)



S-BM10 & S-BM11 Vehicle tracking arrangement  
 Design Articulated Vehicle (16.48m) West to North  
 Dennis Sabre Fire Tender (7.70m) East to South  
 (Scale 1:500)

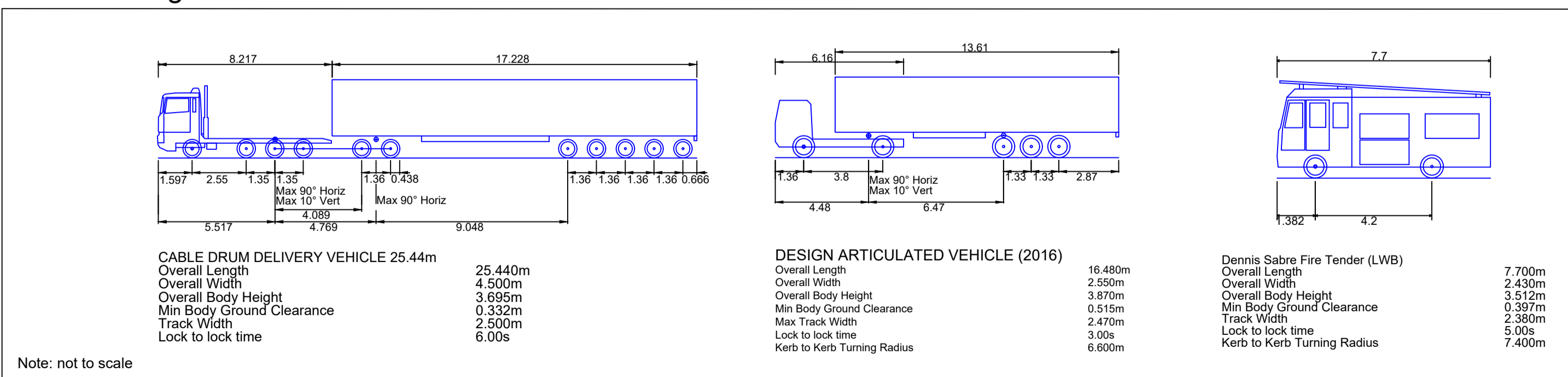


S-BM10 & S-BM11  
 General arrangement and visibility splays  
 (Scale 1:500)



S-BM10 & S-BM11 - General arrangement  
 (Scale 1:2000)

Vehicle Diagram



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 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL  
 Typical Bellmouth Construction Access Arrangement  
 S-BM10 & S-BM11

**nationalgrid**

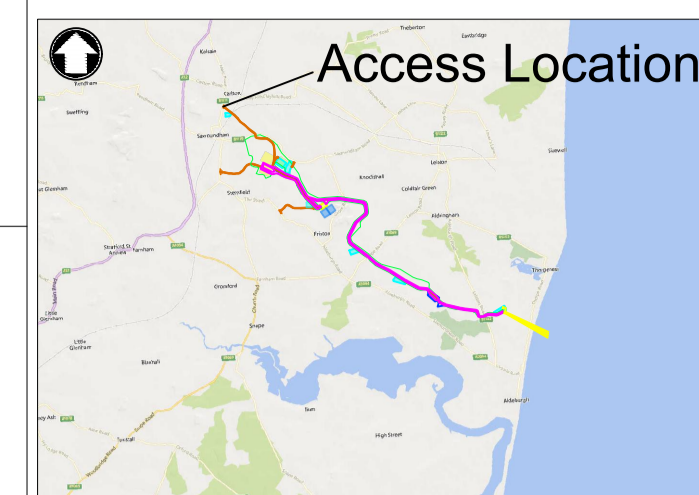
Application Number

National Grid Drawing Reference  
 SEAL-MMD-SEAL-ENG-DWG-0379

Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P01

THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION , SHEET OF  
 XXXX COUNCIL

SITE MAP



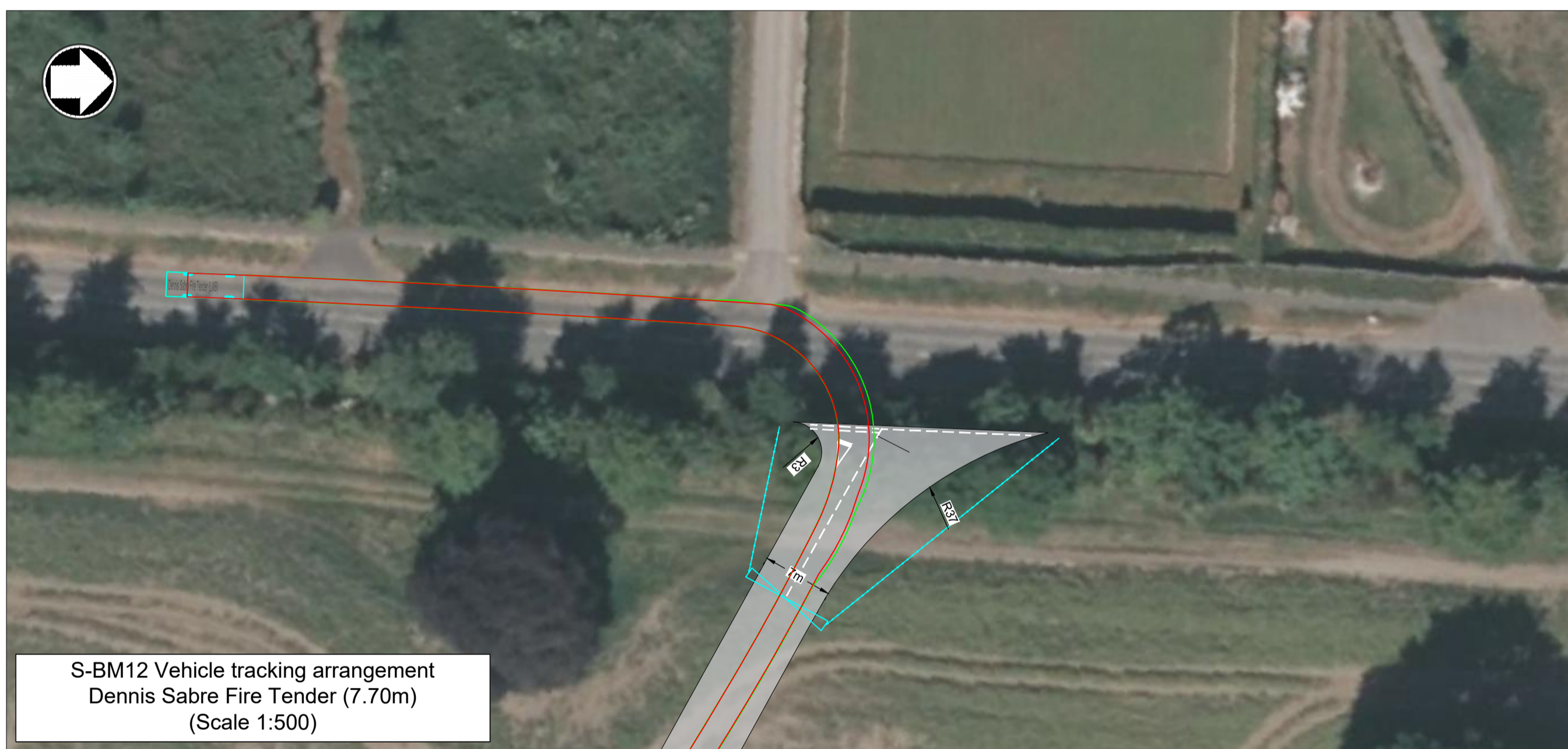
- Legend**
- Bellmouth General Arrangement
  - Security Gate
  - New Fence
  - Highway Visibility Splay (see note 10)
  - Haul Road Alignment
  - Haul Road Construction Swathe (20m)
  - Haul Road Limit of Deviation
  - Haul Road Width

**Notes**

1. This drawing is for development purposes only and should not be used for construction.
2. All dimensions are in meters unless otherwise stated.
3. Do not scale any items of information from this drawing.
4. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys and the detailed design.
5. Drawing scaled at paper size A1.
6. Alignment/specification of fencing and gates subject to site conditions and contractor requirements.
7. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
8. The vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
9. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 30mph speed limit requiring a SSD of 90m which is currently available on site. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axles steering.



S-BM12 Vehicle tracking arrangement  
 Transformer Delivery AIL (74.72m)  
 (Scale 1:500)



S-BM12 Vehicle tracking arrangement  
 Dennis Sabre Fire Tender (7.70m)  
 (Scale 1:500)

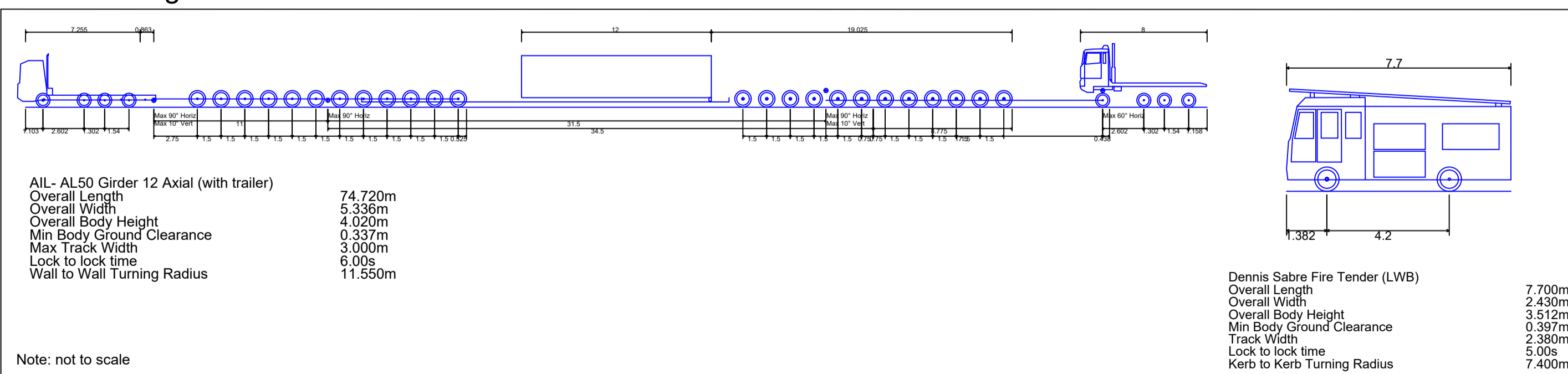


S-BM12  
 General arrangement and visibility splays  
 (Scale 1:500)



S-BM12 - General arrangement  
 (Scale 1:2000)

**Vehicle Diagram**



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P01	13/04/2022	First Issue	AG	EVJ	JW

Title  
 THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL  
 Typical Bellmouth Construction Access Arrangement  
 S-BM12



Application Number

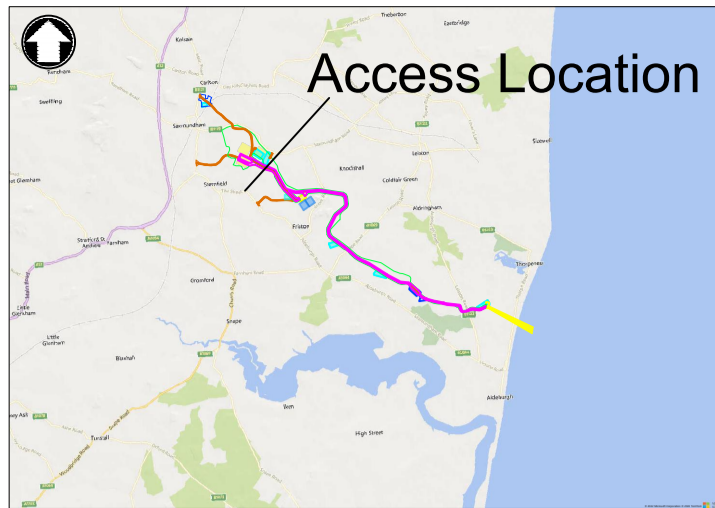
National Grid Drawing Reference  
 SEAL-MMD-SEAL-ENG-DWG-0558

Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P01



THE NATIONAL GRID (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION , SHEET OF  
 XXXX COUNCIL

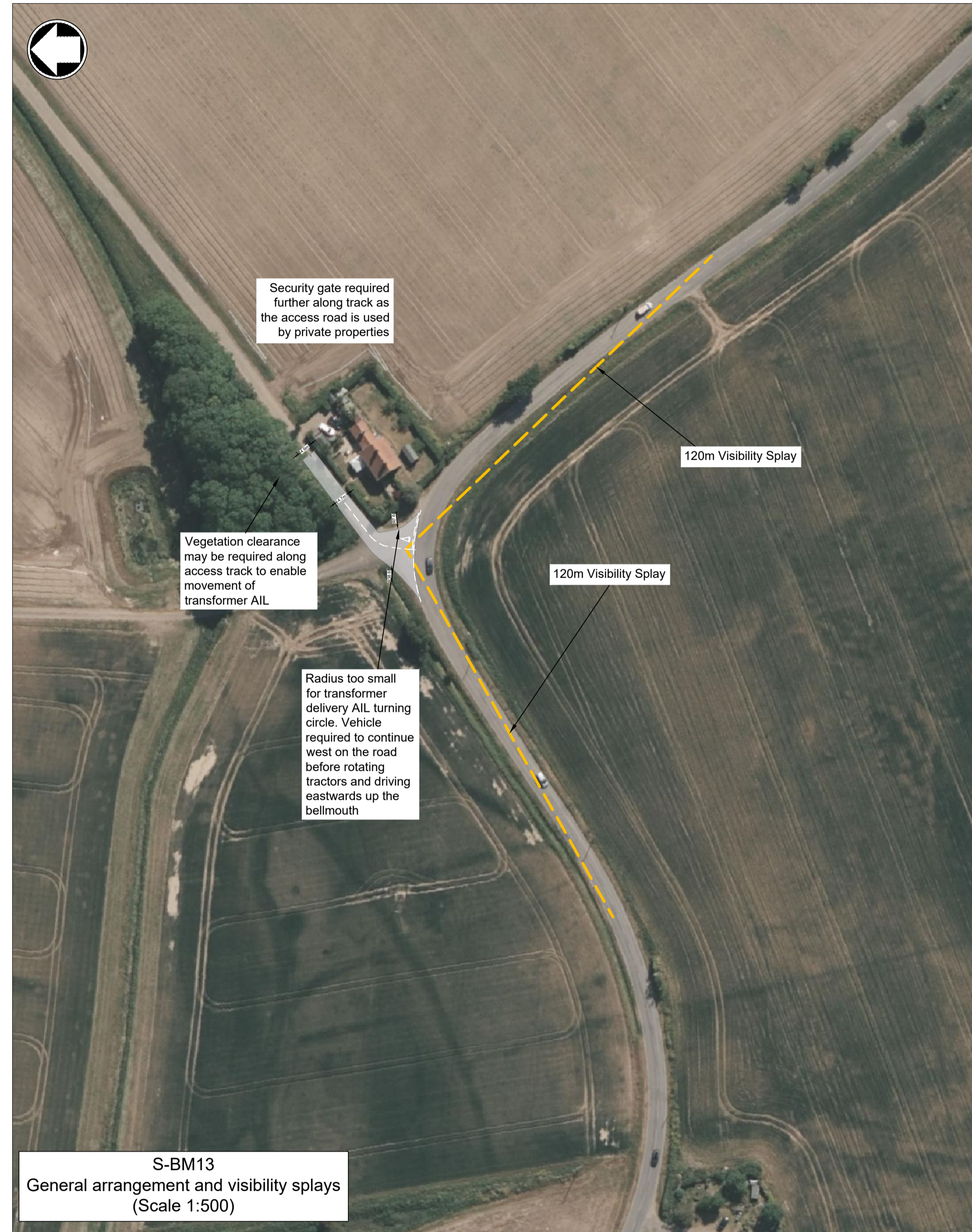
SITE MAP



S-BM13 Vehicle tracking arrangement  
 Transformer Delivery AIL (74.72m)  
 (Scale 1:500)



S-BM13 Vehicle tracking arrangement  
 Dennis Sabre Fire Tender (7.70m)  
 (Scale 1:500)



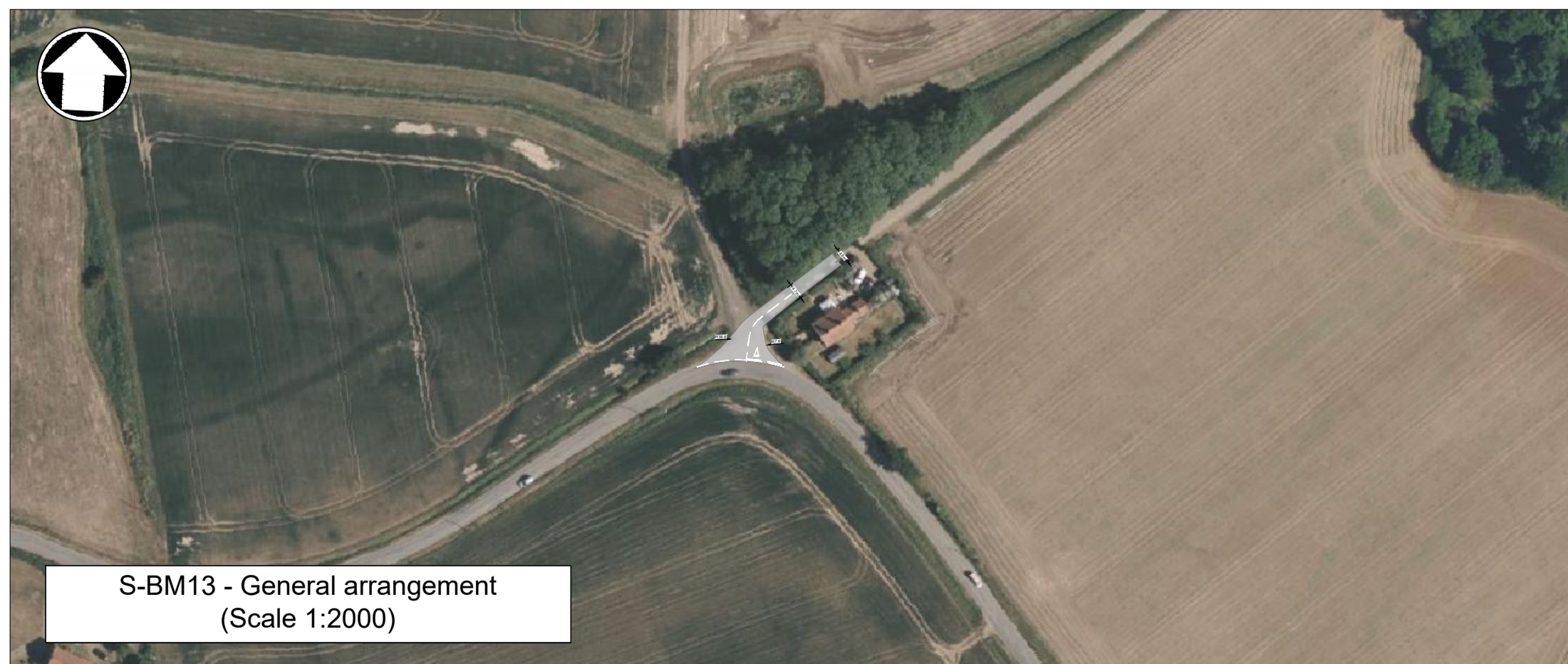
S-BM13  
 General arrangement and visibility splays  
 (Scale 1:500)

Legend

- Bellmouth General Arrangement
- Highway Visibility Splay (see note 10)

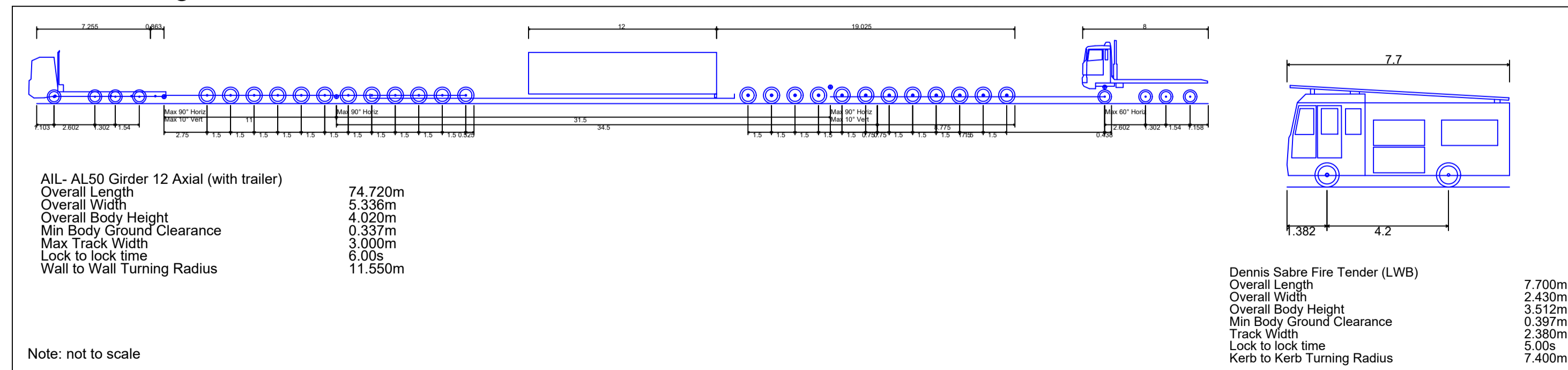
Notes

1. This drawing is for development purposes only and should not be used for construction.
2. All dimensions are in meters unless otherwise stated.
3. Do not scale any items of information from this drawing.
4. Proposed arrangements shown for indicative purposes only. Dimensions and design may vary following completion of site surveys and the detailed design.
5. Drawing scaled at paper size A1.
6. Alignment/specification of fencing and gates subject to site conditions and contractor requirements.
7. Vegetation clearance and groundwork may be required to facilitate any necessary sight distances.
8. The vehicles used in this drawing are indicative of those expected to be using this construction access. Actual turning radii and vehicle track will depend on the precise vehicles used by the works contractor.
9. Where required by the local highways authority, the proposed junction will be controlled by traffic signals designed and installed in accordance with Chapter 6 of the Traffic Signs Manual. Appropriate warning signage will be used where necessary.
10. Visibility splays shown on the drawing indicate the visibility currently available on site based on Stopping Sight Distance (SSD) as per CD 109 of the DMRB.
11. The road currently has a 60mph speed limit requiring a SSD of 215m. As required visibility is not available, a temporary 40mph speed limit requiring a SSD of 120m is recommended. Some vegetation clearance may be required.
12. Cable deliveries are expected to require use of additional lanes and will require traffic control measures.
13. For construction of the bellmouths, it is anticipated that temporary traffic signals will be installed with alternate lane closures.
14. Fencelines to tie into existing fenceline, hedgerow and wall where appropriate.
15. Vehicles considered for the swept path analysis do not incorporate rear axles steering.



S-BM13 - General arrangement  
 (Scale 1:2000)

Vehicle Diagram



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P01	13/04/2022	First Issue	AG	EVI	JW

Title  
 THE NATIONAL GRID  
 (SEALINK) ORDER  
 XXXXXXXXXXXX  
 (REGULATION XXXX)  
 SECTION, SHEET OF  
 XXXX COUNCIL  
 Typical Bellmouth Construction Access Arrangement  
 S-BM13



Application Number

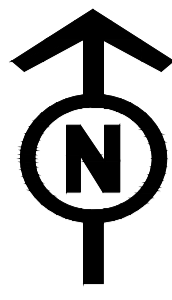
National Grid Drawing Reference  
 SEAL-MMD-SEAL-ENG-DWG-0559

Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P01

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# ANNEX B – Construction Site Area Sections

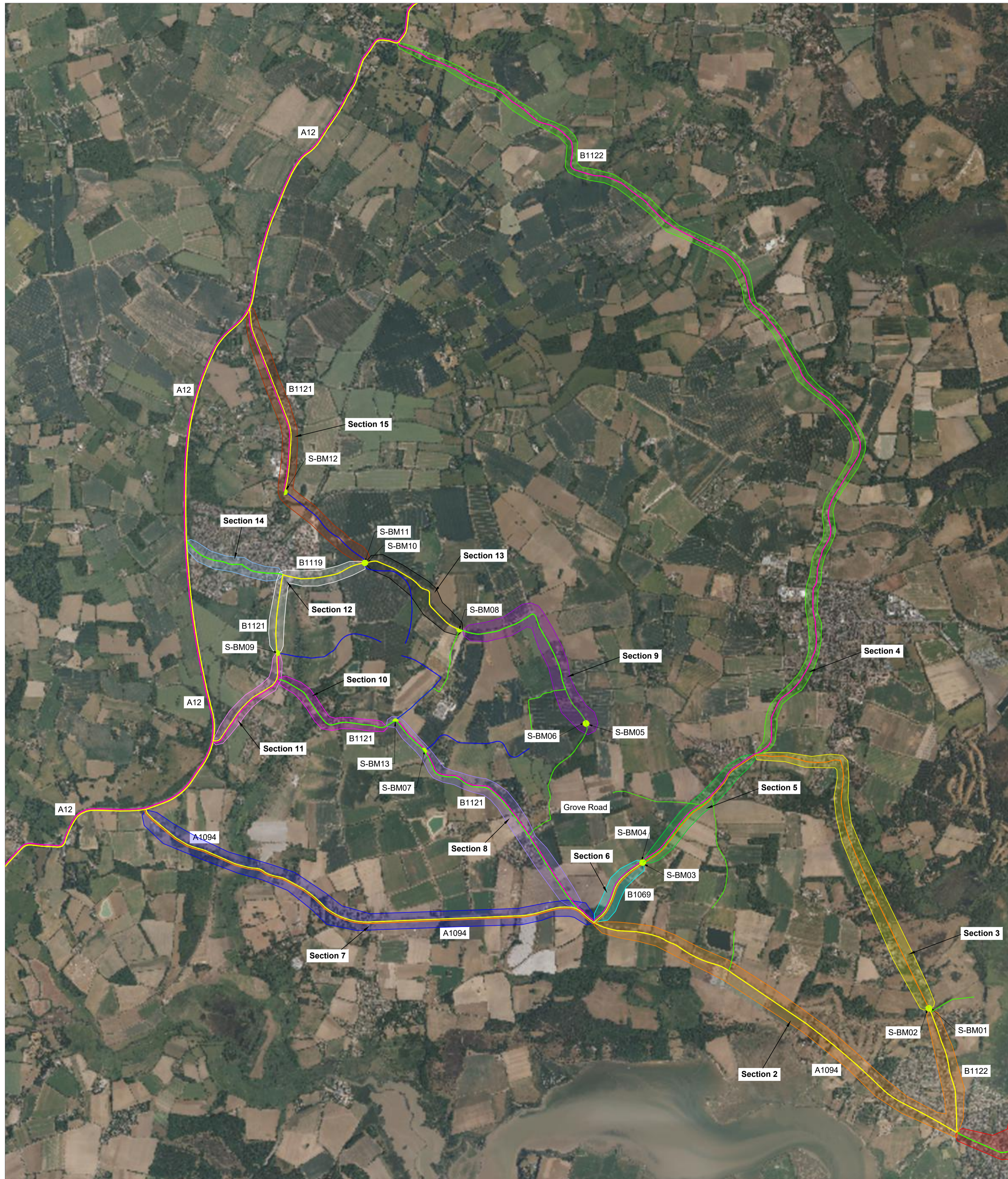
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THE NATIONAL GRID (SEALINK) ORDER  
SHEET 1 OF 1  
SUFFOLK COUNCIL

**Legend**

- Public Highway (Primary) Access Routes
- Permanent Access Route
- Permanent Field Access Route
- Mobilisation and Trenchless Works Access Routes
- AIL (Abnormal Indivisible Load) for Transformer and Cable Deliveries
- Cable Drum AIL Access Route
- Indicative Bellmouth Locations



Section Number	Road Name(s)	Description	Daily Vehicle Peaks					
			HGVs		LGVs		Combined	
			Two-Way Peak	Peak Date	Two-Way Peak	Peak Date	Two-Way Peak	Peak Date
1	Thorpe Rd	Access to foreshore for survey and monitoring purposes only	N/A	N/A	<10	N/A	<10	N/A
2	A1094 (Saxmundham Rd & Aldeburgh Rd)	Construction vehicle access to S-BM01 and S-BM02 excluding Cable Drum deliveries. Plus Foreshore traffic from Section 1.	83	01/11/2027	122	16/09/2027	135	16/09/2027
3	B1122 (Aldeburgh Rd)	Cable Drum deliveries for S-BM01 and S-BM02.	<10	N/A	<10	N/A	<20	N/A
4	B1069 & B1122	Cable Drum and AIL deliveries only.	<10	N/A	<10	N/A	<20	N/A
5	B1069 (Snape Rd)	Cable Drum and AIL deliveries plus mobilisation construction vehicles.	<10	N/A	<10	N/A	<20	N/A
6	B1069 (Snape Rd)	Construction vehicle access to S-BM03 and S-BM04, plus AIL vehicles. (Includes construction vehicles for the full construction of Friston Substation).	187	05/04/2028 12/04/2028	348	05/09/2028	465	05/04/2028 12/04/2028
7	A1094	Construction vehicle access to S-BM01, S-BM02, S-BM03, S-BM04, and S-BM07 excluding Cable Drum deliveries and AILs. Plus Foreshore traffic from Section 1.	191	05/04/2028	318	22/03/2028	509	05/04/2028 12/04/2028
8	B1121 (Aldeburgh Rd)	Construction vehicle access to S-BM07 (in the event Friston Substation and access has been constructed prior to works commencing). Plus AIL access to S-BM13.	9	30/11/2029	46	16/01/2030	51	30/11/2029 07/12/2029 16/01/2030
9	Grove Rd	Mobilisation construction vehicles to S-BM05 and S-BM06	<10	N/A	<10	N/A	<20	N/A
10	B1121 (Church Hill & The Street)	Mobilisation construction vehicles to S-BM13.	<10	N/A	<10	N/A	<20	N/A
11	B1121 (Main Rd)	Construction vehicle access to S-BM09 (if used). Plus construction mobilisation vehicles to S-BM13, S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05.	215	19/01/2028	310	24/08/2028	387	24/04/2029
12	B1121 & B1119 (Church Hill)	Construction mobilisation access to S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05.	9	30/09/2027 07/10/2027 28/10/2027 04/11/2027	78	13/12/2027	81	13/12/2027
13	B1119	Construction vehicle access to S-BM08 via S-BM12 and S-BM11. Plus mobilisation vehicles for S-BM08, S-BM06, and S-BM05.	86	01/04/2031	192	24/08/2028	196	24/08/2028
14	Mill Rd & B1119 (Rendham Rd)	Construction mobilisation access to S-BM11, S-BM10, S-BM08, S-BM06, and S-BM05.	9	30/09/2027 07/10/2027 28/10/2027 04/11/2027	78	13/12/2027	81	13/12/2027
15	B1121 (Main Rd)	Construction vehicle access to S-BM12 and S-BM11 (if used).	215	19/01/2028	310	24/08/2028	387	24/04/2029

**Notes**

1. Do not scale from this drawing.
2. This drawing is to be read in conjunction with all relevant documents and drawings.
3. No unauthorised disclosure, storage or copying.
4. All spatial coordinates relate to the Ordnance Survey, British National Grid (OSGB36).
5. All levels are in meters and relate to AOD (Ordnance Survey, Newlyn).
6. The routes shown are subject to engagement with the relative authorities and are shown at this stage for indicative purposes only.
7. Access from the wider road network is assumed to be suitable for all vehicles.
8. Routes designated for mobilisation and AIL vehicles would receive minimal traffic. Sections that include these routes have not had peak traffic numbers calculated, indicated by 'N/A' in the table.
9. Combined peak traffic numbers represent the day in which the largest volume of traffic is expected through each section, including both HGVs and LGVs. This may occur on a different day to the individual peaks for HGVs and LGVs.
10. Vehicle numbers have been taken from Construction Vehicle Numbers Calculation (SEAL-MMD-SEAL-ENG-CAL-0579). Numbers subject to change following stakeholder engagement.
11. Drawing to be read in conjunction with Suffolk Logistics Access Proposal (SEAL-MMD-SEAL-ENG-0250).
12. The peaks shown for Section 11 and Section 15 are either/or peaks depending on the access route selected. +-
13. The peaks presented are worst-case daily two-way vehicle movements for each section (based on associated peak levels for each access). The network would not experience the full extent of trips presented in the table at the same time (i.e. the sections/accesses are expected to have varying peak dates throughout construction).

Sheet X Centroid Coordinate:      Sheet Y Centroid Coordinate:

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Title  
**THE NATIONAL GRID (SEALINK) ORDER  
SUFFOLK COUNCIL  
Suffolk Peak Vehicle Numbers**



Application Number

National Grid Drawing Reference  
SEAL-MMD-SEAL-ENG-DWG-0250

Scale	Sheet Size	Sheet	Issue
1:25000	A1	SHEET 1 OF 1	P01



National Grid plc  
National Grid House,  
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CV34 6DA United Kingdom

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