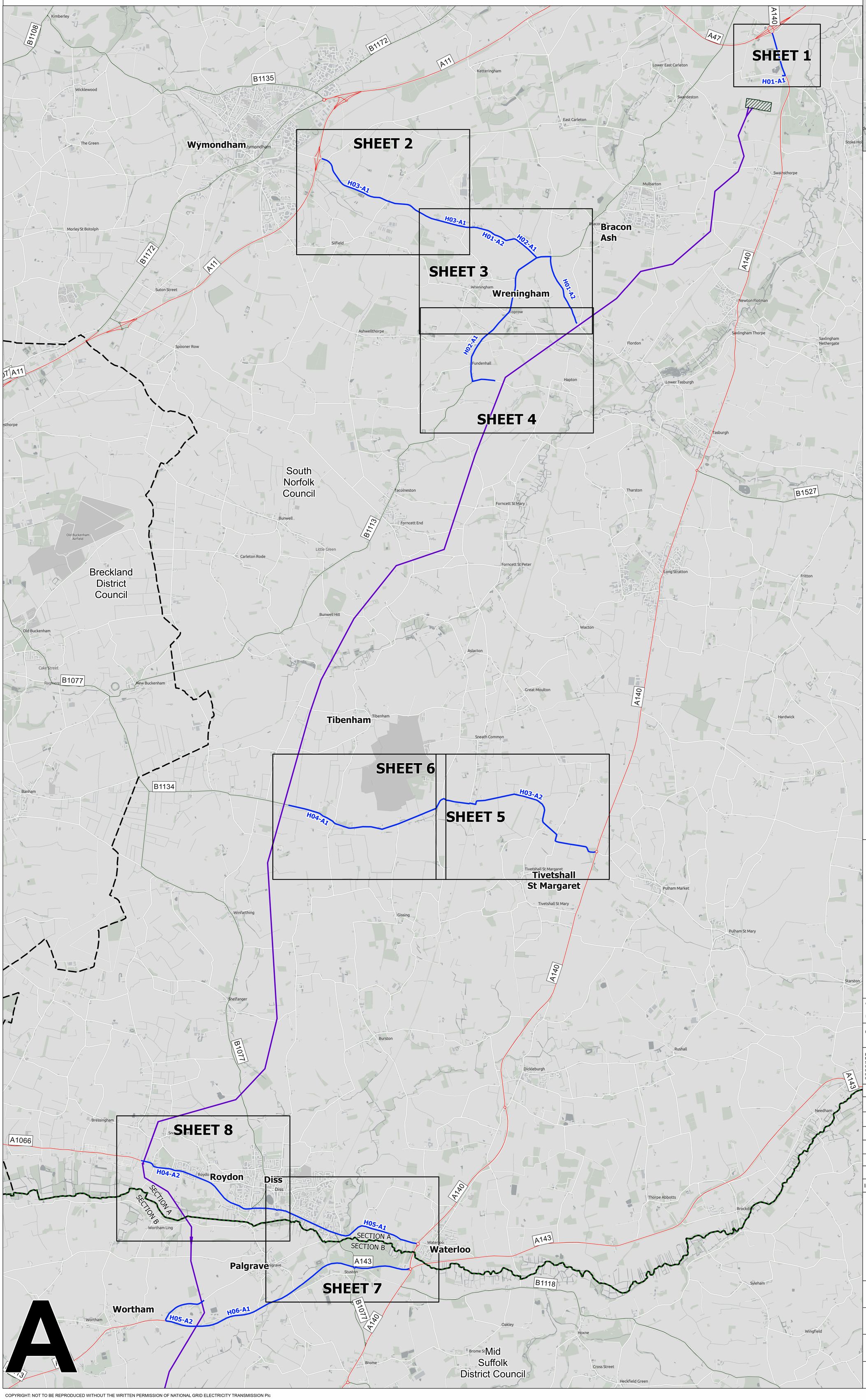
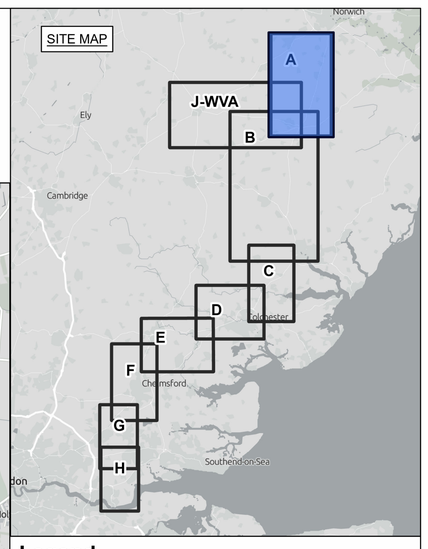
NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS KEY PLAN
SECTION A (SHEET 1 OF 1,
SOUTH NORFOLK COUNCIL)





Legend

- Sheet index
- Local authority boundary
- Section boundary and local authority boundary
- Section boundary

Existing roads

- A road
- B road

Proposed project design details

- Existing / proposed extension or proposed new substation boundary
- New overhead line
- Primary access route (no works anticipated)

Notes

This drawing is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.

The proposed overhead alignment and proposed underground alignment together compromise the 2024 preferred draft alignment.

Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald.

Drawing information is preliminary and subject to detailed design.

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 614975 Sheet Y Centroid Coordinate: 290187

0 0.3 0.5 1 1.5 Kilometres

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	DR

Title

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS KEY PLAN
SECTION A (SHEET 1 OF 1,
SOUTH NORFOLK COUNCIL)

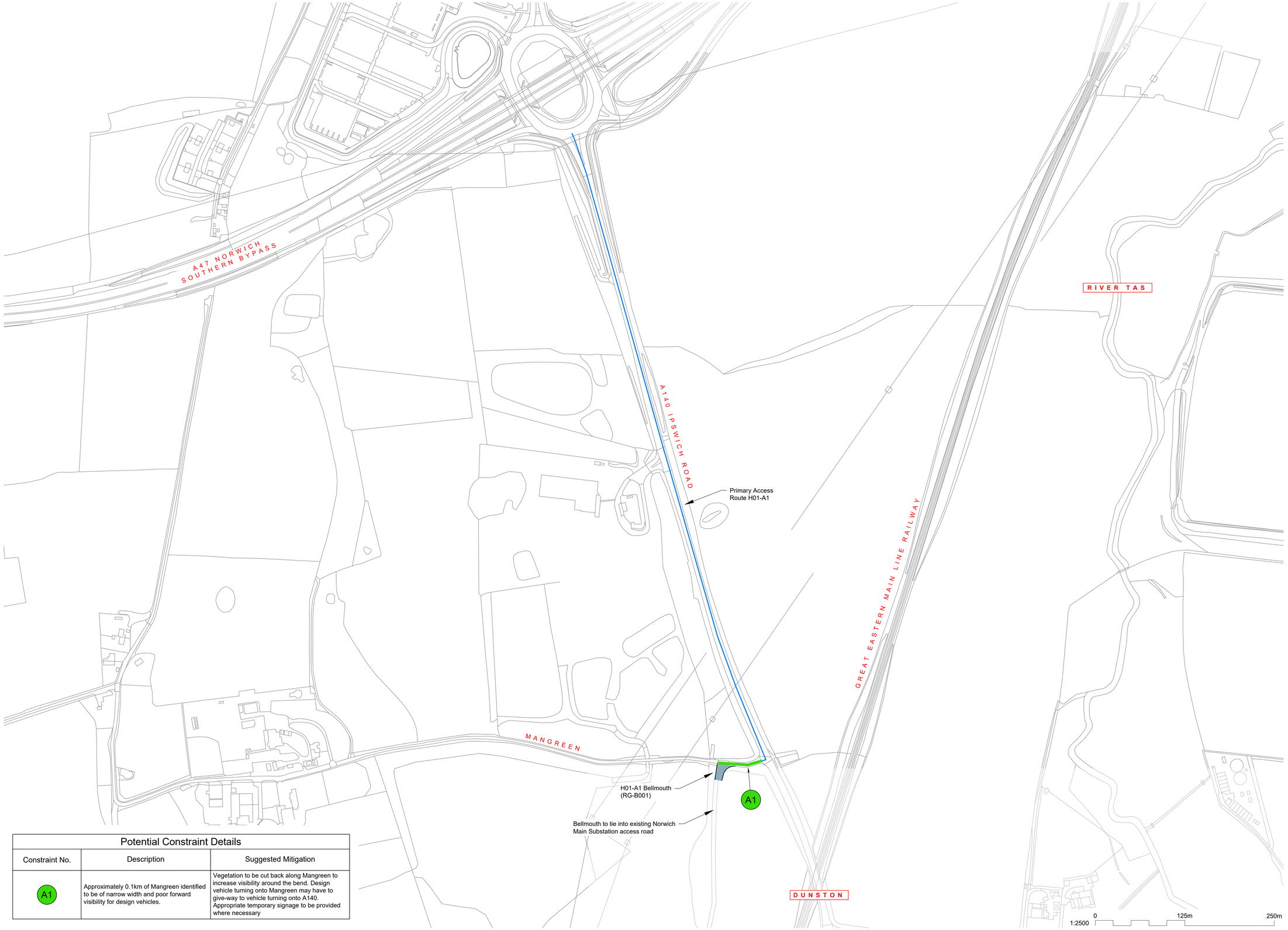
nationalgrid

National Grid Drawing Reference

AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:26,000	A0	SHEET 1 OF 1	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 1 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A1	Approximately 0.1km of Mangreen identified to be of narrow width and poor forward visibility for design vehicles.	Vegetation to be cut back along Mangreen to increase visibility around the bend. Design vehicle turning onto Mangreen may have to give-way to vehicle turning onto A140. Appropriate temporary signage to be provided where necessary

Notes

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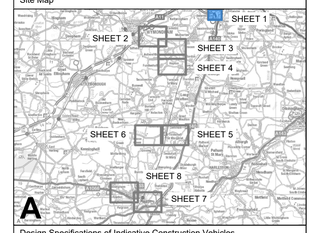
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald.
4. Drawing information is based on OS information. The extent of the existing public highway has been assumed from OS mapping.
5. Extent of public highway ownership to be confirmed with Local Highway Authorities.
6. Drawing information is preliminary and subject to detailed design.
7. Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
8. Swept Path Analysis (SPA) has been carried out for the largest vehicles anticipated to be required to use the proposed access route, and also a typical construction movement of two-way HGV traffic.
9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction at a time only. It is further assumed that any such movements shall be subject to specific movement plans, including suitable escort and temporary traffic management, where required.
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Scale of Mitigation Anticipated
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 622077 Sheet Y Centroid Coordinate: 303424

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 1 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTE H01-A1 GENERAL ARRANGEMENT

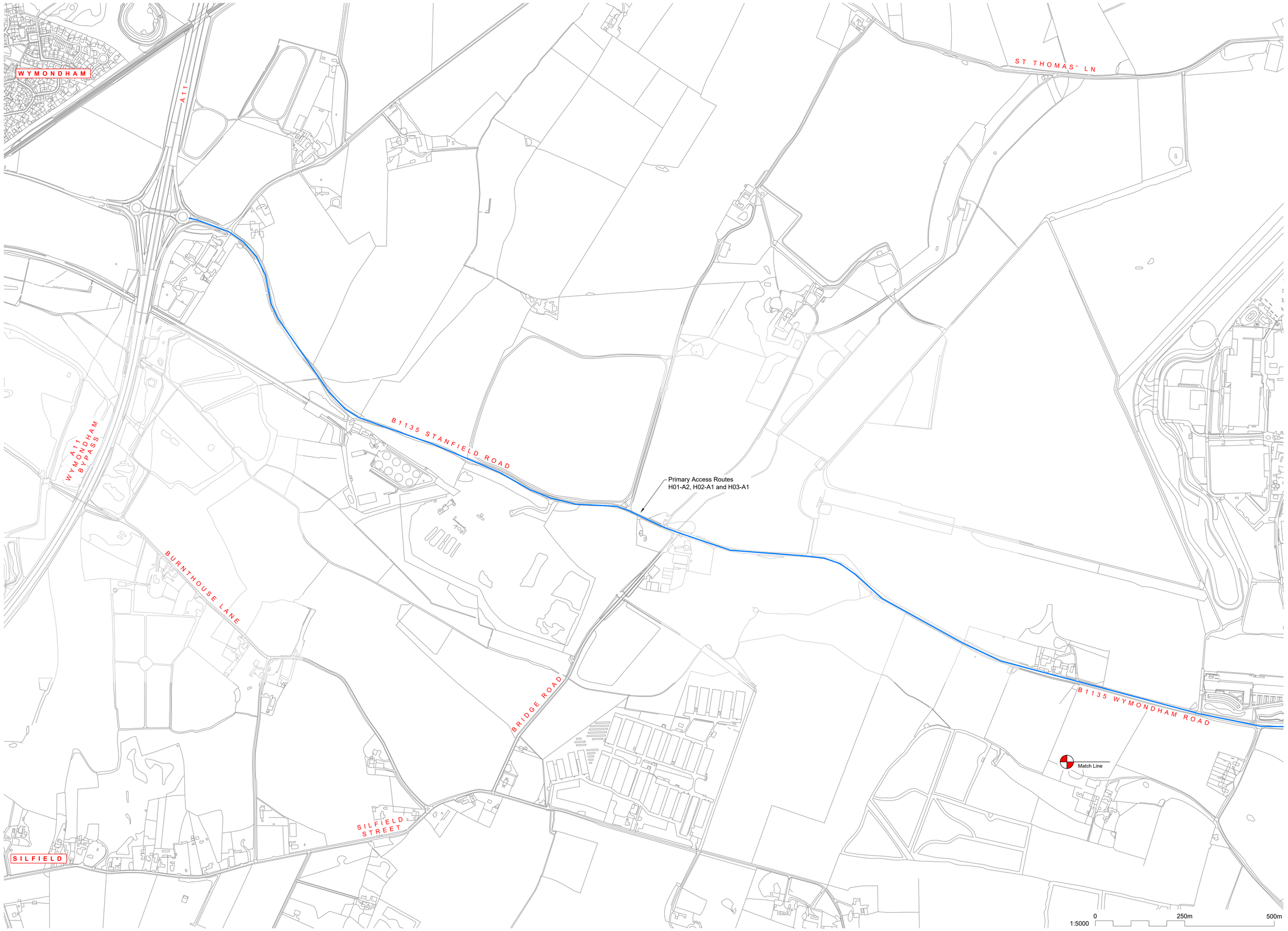
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:2500	A1	SHEET 1 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 2 OF 8,
SOUTH NORFOLK COUNCIL)



Notes

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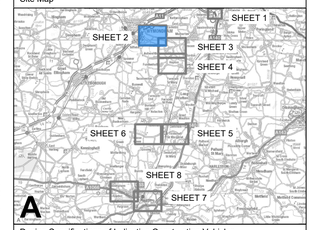
5. Extent of public highway ownership to be confirmed with Local Highway Authorities.
6. Drawing information is preliminary and subject to detailed design.
7. Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
8. Swept Path Analysis (SPA) has been carried out for the largest vehicles anticipated to be required to use the proposed access route, and also a typical construction movement of two-way HGV traffic.
9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction at a time only. It is further assumed that any such movements shall be subject to specific movement plans, including suitable escort and temporary traffic management, where required.
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Scale of Mitigation Anticipated
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 613952 Sheet Y Centroid Coordinate: 300606

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 2 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H01-A2, H02-A1, AND H03-A1 GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 2 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 3 OF 8,
SOUTH NORFOLK COUNCIL)

B1135 WYMONDHAM ROAD

Match Line

A2

HETHEL ROAD

CRANES ROAD

BRACON ASH

Primary Access Route H01-A2

B1113 NORWICH ROAD

Proposed Highway Construction Laydown Area

Approximate area required for contractors compound and material laydown associated with highways works on Wymondham Road

A3

CHURCH ROAD

Primary Access Routes H02-A1 and H03-A1

WRENINGHAM

FLORDON ROAD

MILL LANE

A4

TOPROW

B1113

Match Line

WYMONDHAM ROAD

Primary Access Route H01-A2

A5

H01-A2 Bellmouth (RG-B010)

H01-A2 Bellmouth (RG-B011)

RG22

RG23

The indicative highway mitigation Order Limits are to tie-in to the Project draft Order Limits at the proposed site access point.

1:5000 0 250m 500m

Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A2	Approximately 1.4km of B1135 Wymondham Road identified to be of narrow width for design vehicle movements	Traffic may need to slow / give way whilst passing on bends. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation is to be cut back to accommodate design vehicle movements.
A3	Approximately 100m of B1113 identified to be of narrow width and poor visibility around bend for design vehicle movements	Traffic may need to slow / give way whilst passing on bends. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation is to be cut back to accommodate design vehicle movements.
A4	Approximately 100m of B1113 identified to be of narrow width and poor visibility around bend for design vehicle movements	Traffic may need to slow / give way whilst passing on bends. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation is to be cut back to accommodate design vehicle movements.
A5	B1135 Wymondham Road identified to be of narrow width for design vehicle movements	Carriageway to be widened into land assumed to be privately owned, to provide passing places or carriageway widening to accommodate design vehicle movements

Notes

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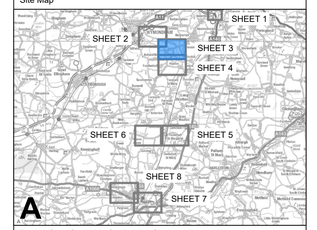
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Scale of Mitigation Anticipated

Site Map



Design Specifications of Indicative Construction Vehicles

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Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 616482 Sheet Y Centroid Coordinate: 298970

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 3 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H01-A2, H02-A1, AND H03-A1 GENERAL ARRANGEMENT

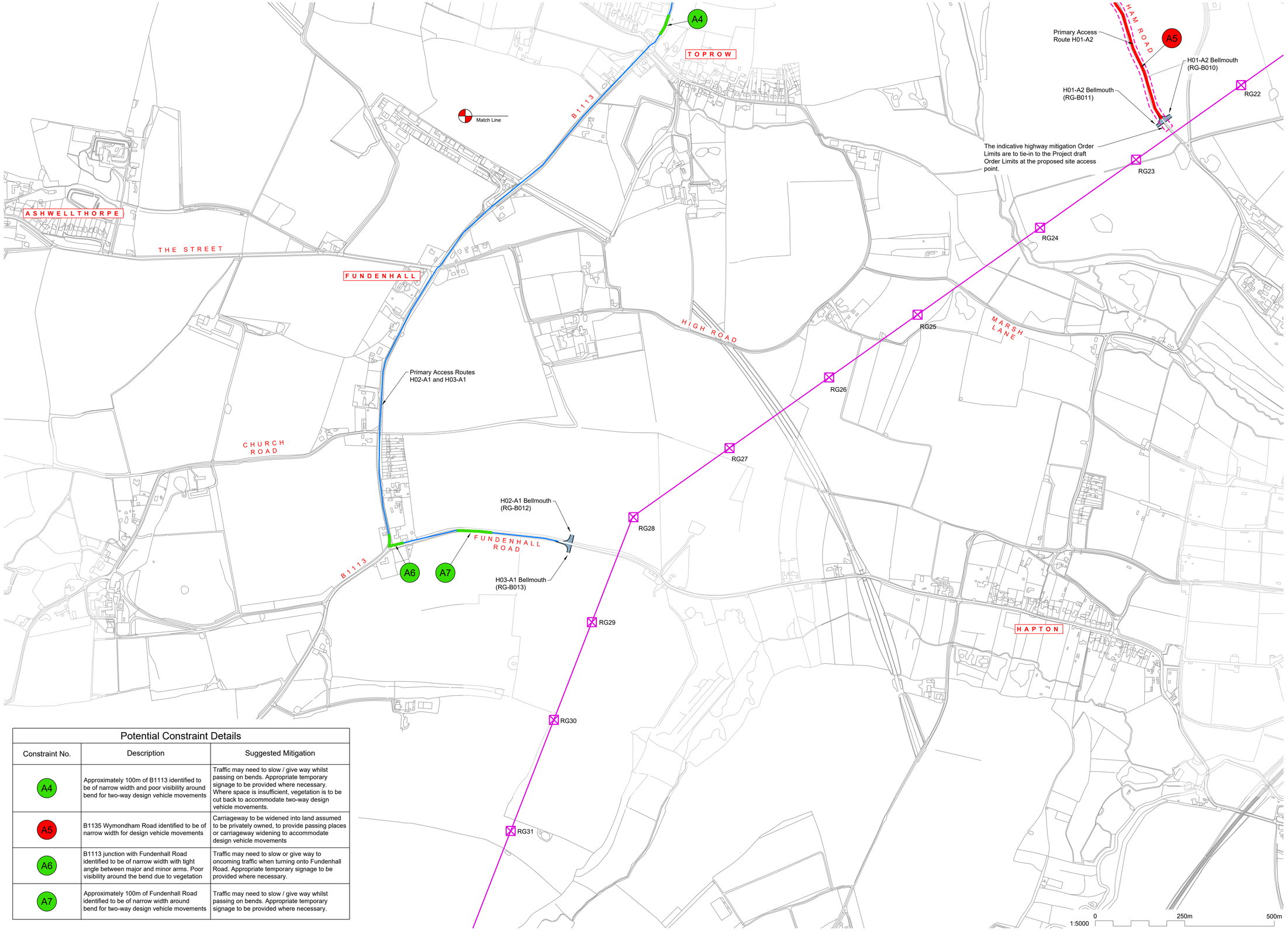
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 3 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 4 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A4	Approximately 100m of B1113 identified to be of narrow width and poor visibility around bend for two-way design vehicle movements	Traffic may need to slow / give way whilst passing on bends. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation is to be cut back to accommodate two-way design vehicle movements.
A5	B1135 Wymondham Road identified to be of narrow width for design vehicle movements	Carriageway to be widened into land assumed to be privately owned, to provide passing places or carriageway widening to accommodate design vehicle movements
A6	B1113 junction with Fundenhall Road identified to be of narrow width with tight angle between major and minor arms. Poor visibility around the bend due to vegetation	Traffic may need to slow or give way to oncoming traffic when turning onto Fundenhall Road. Appropriate temporary signage to be provided where necessary.
A7	Approximately 100m of Fundenhall Road identified to be of narrow width around bend for two-way design vehicle movements	Traffic may need to slow / give way whilst passing on bends. Appropriate temporary signage to be provided where necessary.

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Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
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  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Scale of Mitigation Anticipated
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
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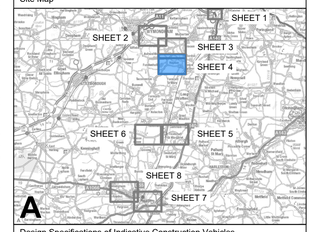
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Site Map



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Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 616504 Sheet Y Centroid Coordinate: 296925

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 4 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H01-A2, H02-A1, AND H03-A1
GENERAL ARRANGEMENT

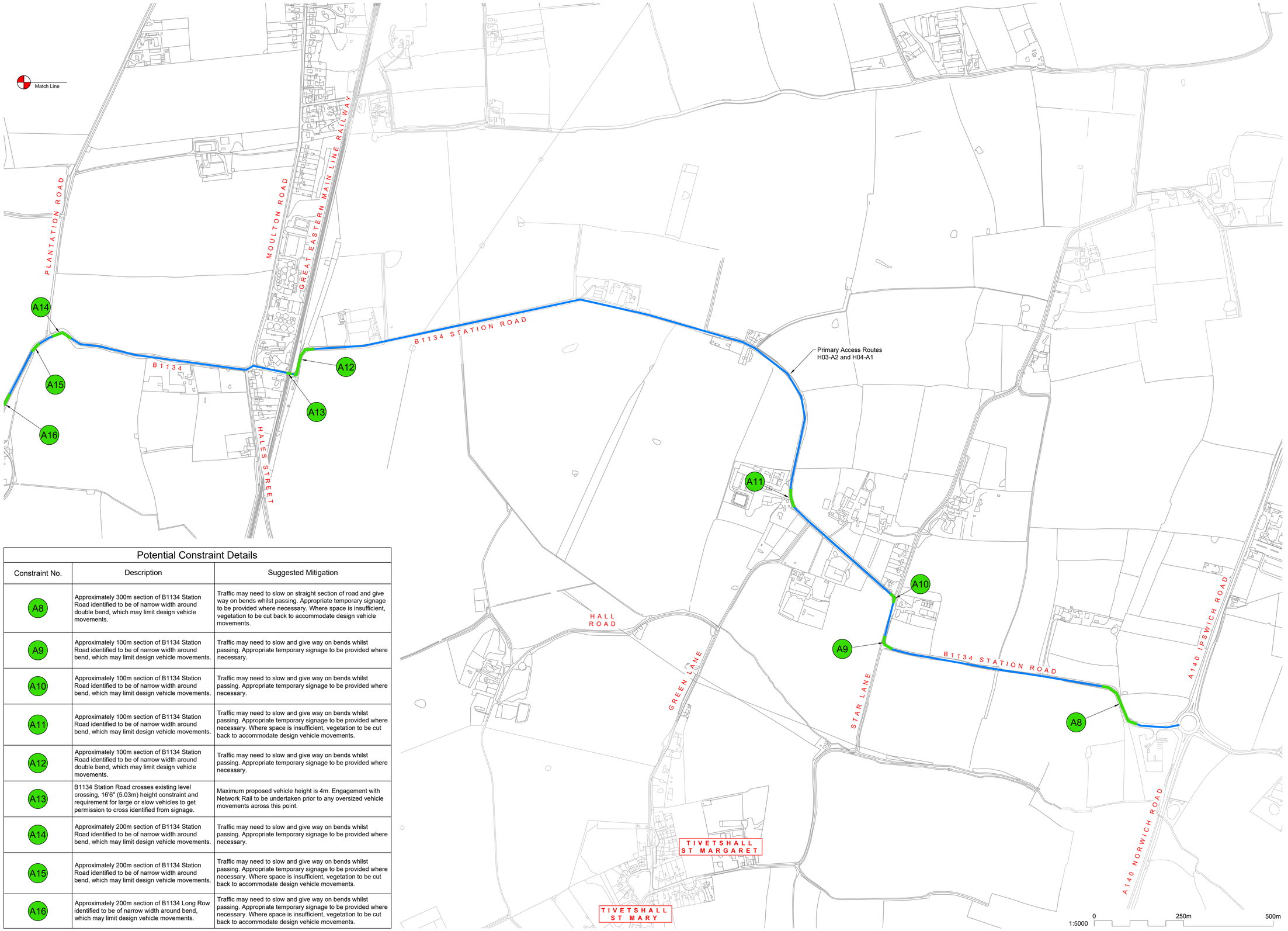
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 4 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 5 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A8	Approximately 300m section of B1134 Station Road identified to be of narrow width around double bend, which may limit design vehicle movements.	Traffic may need to slow on straight section of road and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A9	Approximately 100m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
A10	Approximately 100m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
A11	Approximately 100m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A12	Approximately 100m section of B1134 Station Road identified to be of narrow width around double bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
A13	B1134 Station Road crosses existing level crossing, 16'6" (5.03m) height constraint and requirement for large or slow vehicles to get permission to cross identified from signage.	Maximum proposed vehicle height is 4m. Engagement with Network Rail to be undertaken prior to any oversized vehicle movements across this point.
A14	Approximately 200m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
A15	Approximately 200m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A16	Approximately 200m section of B1134 Long Row identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.

Notes

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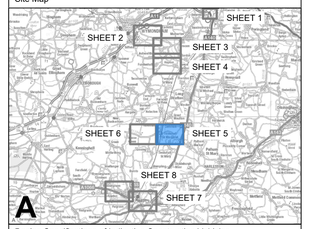
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald.
4. Drawing information is based on OS information. The extent of the existing public highway has been assumed from OS mapping.
5. Extent of public highway ownership to be confirmed with Local Highway Authorities.
6. Drawing information is preliminary and subject to detailed design.
7. Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
8. Swept Path Analysis (SPA) has been carried out for the largest vehicles anticipated to be required to use the proposed access route, and also a typical construction movement of two-way HGV traffic.
9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction at a time only. It is further assumed that any such movements shall be subject to specific movement plans, including suitable escort and temporary traffic management, where required.
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Scale of Mitigation Anticipated

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 616831 Sheet Y Centroid Coordinate: 287716

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 5 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H03-A2 AND H04-A1 GENERAL ARRANGEMENT

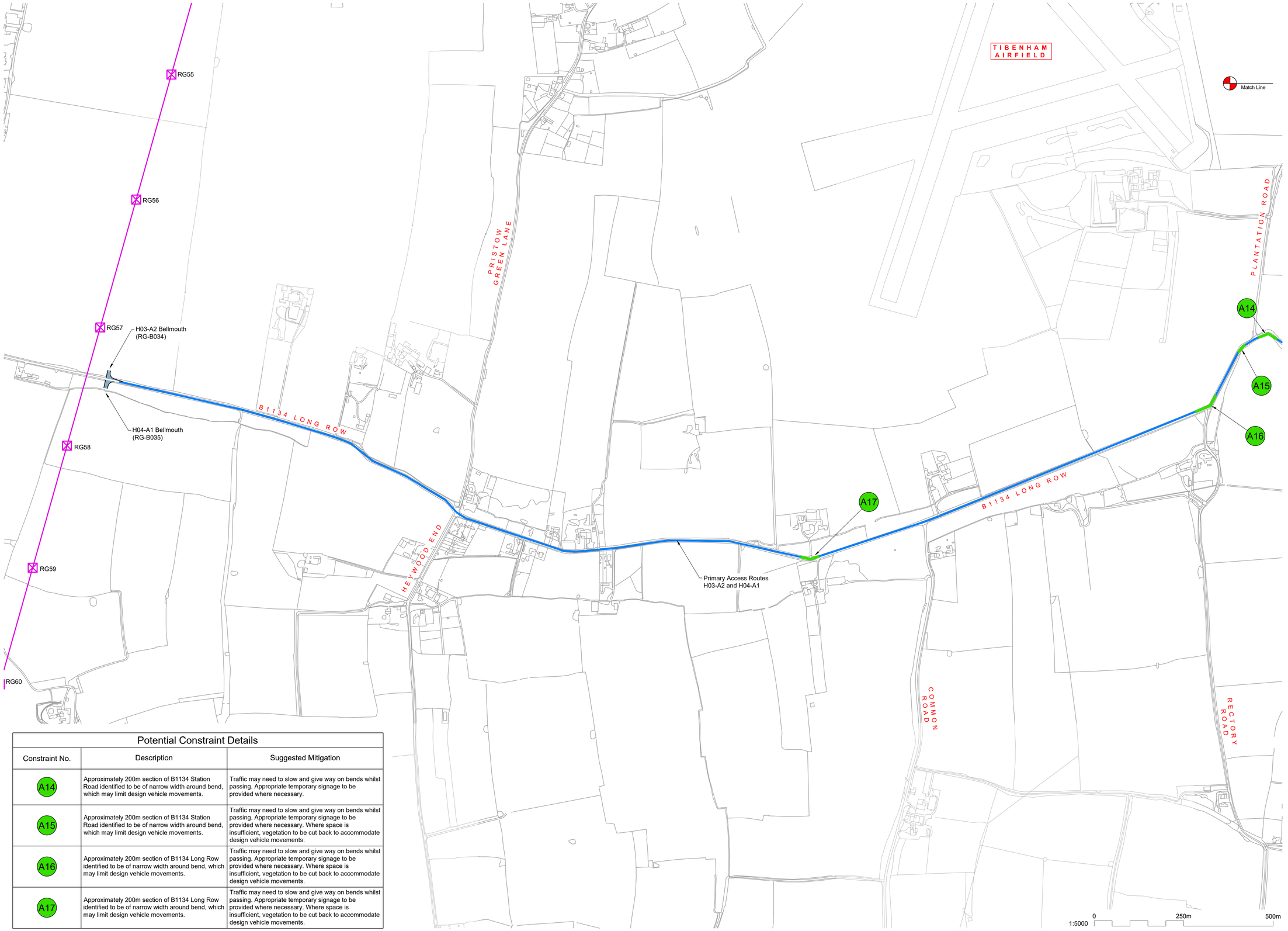
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 5 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 6 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A14	Approximately 200m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
A15	Approximately 200m section of B1134 Station Road identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A16	Approximately 200m section of B1134 Long Row identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A17	Approximately 200m section of B1134 Long Row identified to be of narrow width around bend, which may limit design vehicle movements.	Traffic may need to slow and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.

Notes

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9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction at a time only. It is further assumed that any such movements shall be subject to specific movement plans, including suitable escort and temporary traffic management, where required.
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11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
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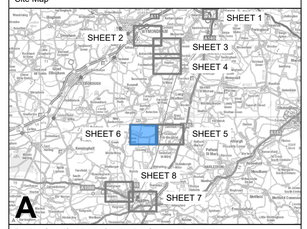
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Scale of Mitigation Anticipated

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 613461 Sheet Y Centroid Coordinate: 287716

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 6 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H03-A2 AND H04-A1 GENERAL ARRANGEMENT

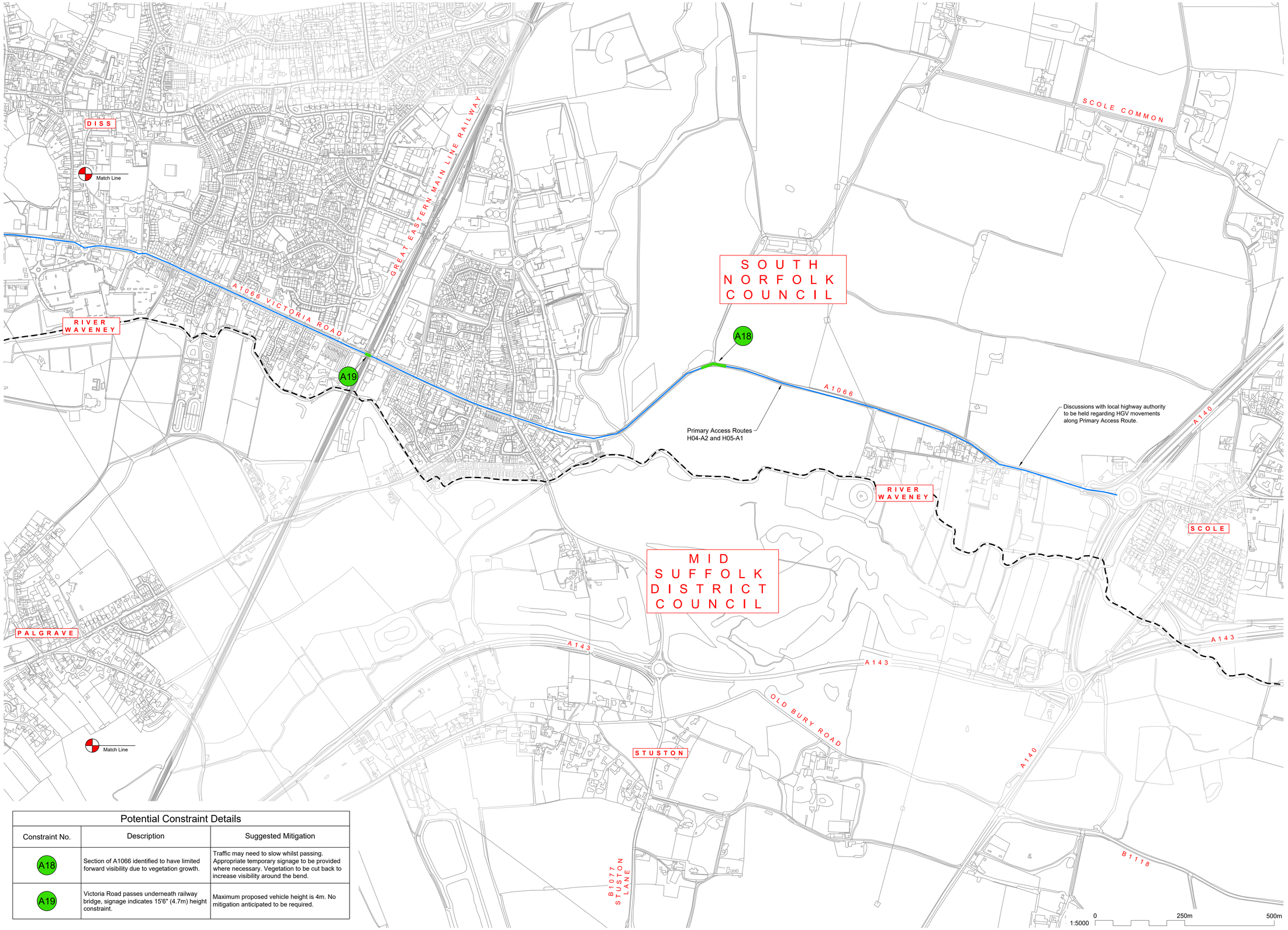
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 6 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 7 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A18	Section of A1066 identified to have limited forward visibility due to vegetation growth.	Traffic may need to slow whilst passing. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility around the bend.
A19	Victoria Road passes underneath railway bridge, signage indicates 15'6" (4.7m) height constraint.	Maximum proposed vehicle height is 4m. No mitigation anticipated to be required.

Notes

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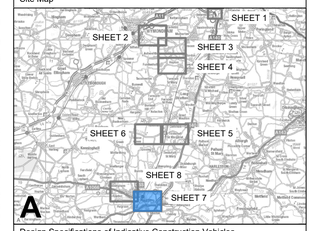
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that vegetation growth identified as within or overhanging the carriageway will be removed prior to construction activities commencing, and maintained in a suitable condition for the duration of access route use. Therefore, any such vegetation is not considered to impose additional constraint.
12. Constraints and mitigations do not include works associated with Bellmouth junctions.
13. It is assumed that all mitigation measures are removed following the completion of works, subject to agreement with the Local Highway Authority and/or National Highways.
14. Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (AILs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
15. These plans show the indicative highway mitigation draft Order Limits associated with potential highways mitigation works. Further information is provided in our 'Guide to interacting with our consultations plans' document.
16. The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Scale of Mitigation Anticipated

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1	
Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV	
Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

- For information regarding the proposed project design details please refer to the 'Consultation Plans'

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 613316 Sheet Y Centroid Coordinate: 278993

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 7 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H04-A2 AND H05-A1 GENERAL ARRANGEMENT

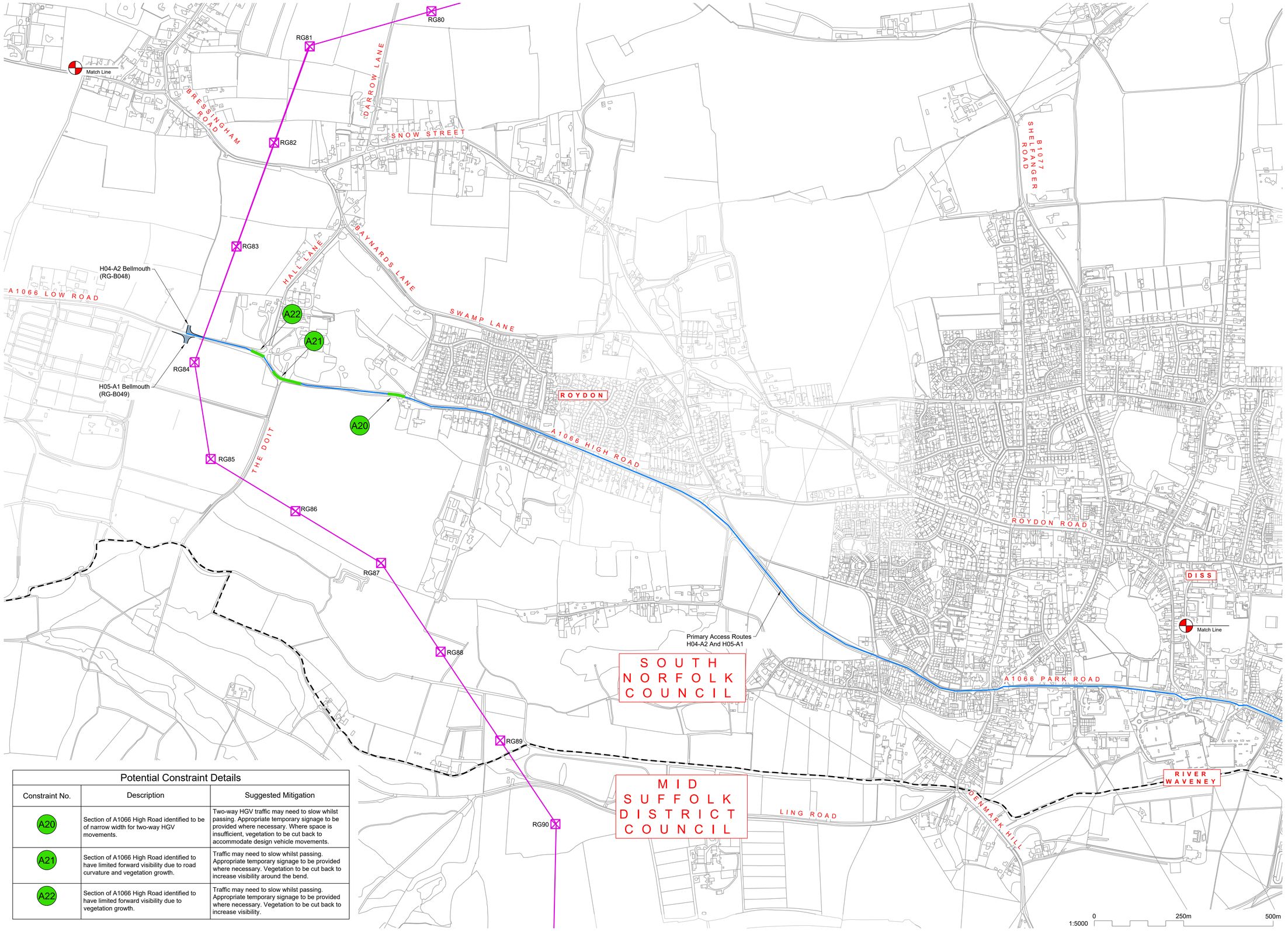
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 7 OF 8	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION A (SHEET 8 OF 8,
SOUTH NORFOLK COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
A20	Section of A1066 High Road identified to be of narrow width for two-way HGV movements.	Two-way HGV traffic may need to slow whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, vegetation to be cut back to accommodate design vehicle movements.
A21	Section of A1066 High Road identified to have limited forward visibility due to road curvature and vegetation growth.	Traffic may need to slow whilst passing. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility around the bend.
A22	Section of A1066 High Road identified to have limited forward visibility due to vegetation growth.	Traffic may need to slow whilst passing. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility.

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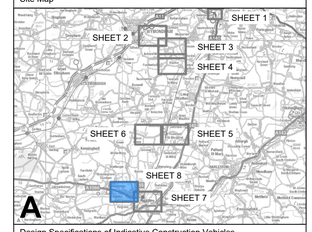
Legend

- Sheet match line
- **Existing land boundary**
  - Local Authority Boundary
- **Proposed land use**
  - Indicative Highway Mitigation Draft Order Limits
- **Proposed project design details**
  - Existing, proposed extension or proposed new substation boundary
  - Primary Access Route (No works anticipated)
  - Proposed new private access road
  - New underground cable swathe centreline
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Scale of Mitigation Anticipated
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Site Map



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
Overall Width	3.000m
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Track Width	3.000m
Kerb to Kerb Radius	11.624m

Low Loader HGV

Overall Length	16.633m
Overall Width	2.500m
Overall Body Height	3.396m
Max Track Width	2.500m
Kerb to Kerb Radius	6.790m

Drawing References (Section A)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 610240 Sheet Y Centroid Coordinate: 280253

Issue	Date	Remarks	Drawn	Checked	Approved
A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR

Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION A (SHEET 8 OF 8, SOUTH NORFOLK COUNCIL)

PRIMARY ACCESS ROUTES H04-A2 AND H05-A1 GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0022

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 8 OF 8	A