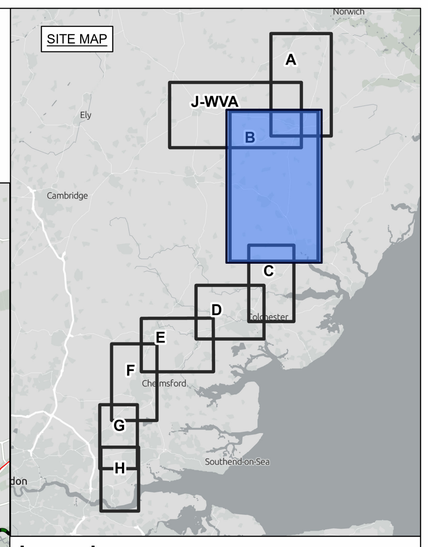
NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS KEY PLAN
SECTION B (SHEET 1 OF 1,
MID SUFFOLK DISTRICT COUNCIL AND BABERGH DISTRICT COUNCIL)



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: 607592 Sheet Y Centroid Coordinate: 262532

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 B (SHEET 1 OF 1,
MID SUFFOLK DISTRICT COUNCIL AND BABERGH DISTRICT COUNCIL)

nationalgrid

National Grid Drawing Reference

AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:38,000	A0	SHEET 1 OF 1	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 1 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

Match Line

DISS

RIVER WAVENEY

A1066 VICTORIA ROAD

SOUTH NORFOLK COUNCIL

A1066

A140

LOWER ROSE LANE

B1077 STUSTON ROAD

RIVER WAVENEY

MID SUFFOLK DISTRICT COUNCIL

SCOLE

UPPER ROSE LANE

Primary Access Routes
H05-A2 and H06-A1

A143

A143

A143

PALGRAVE

OLD BURY ROAD

STUSTON

Match Line

GREAT EASTERN MAIN LINE RAILWAY

A143 OLD BURY ROAD

B1118

0 250m 500m
1:5000

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.

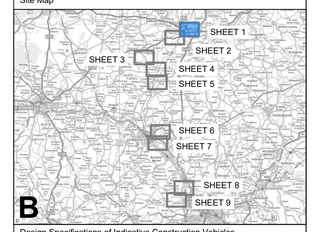
Legend

- 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 (Cable Drum Delivery)

Overall Length	25.440m
Overall Width	4.500m
Overall Body Height	5.000m
Max Track Width	2.500m
Kerb to Kerb Radius	14.500m

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 B)

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

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 613315 Sheet Y Centroid Coordinate: 278992

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 B (SHEET 1 OF 9, MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H05-A2 AND H06-A1 GENERAL ARRANGEMENT

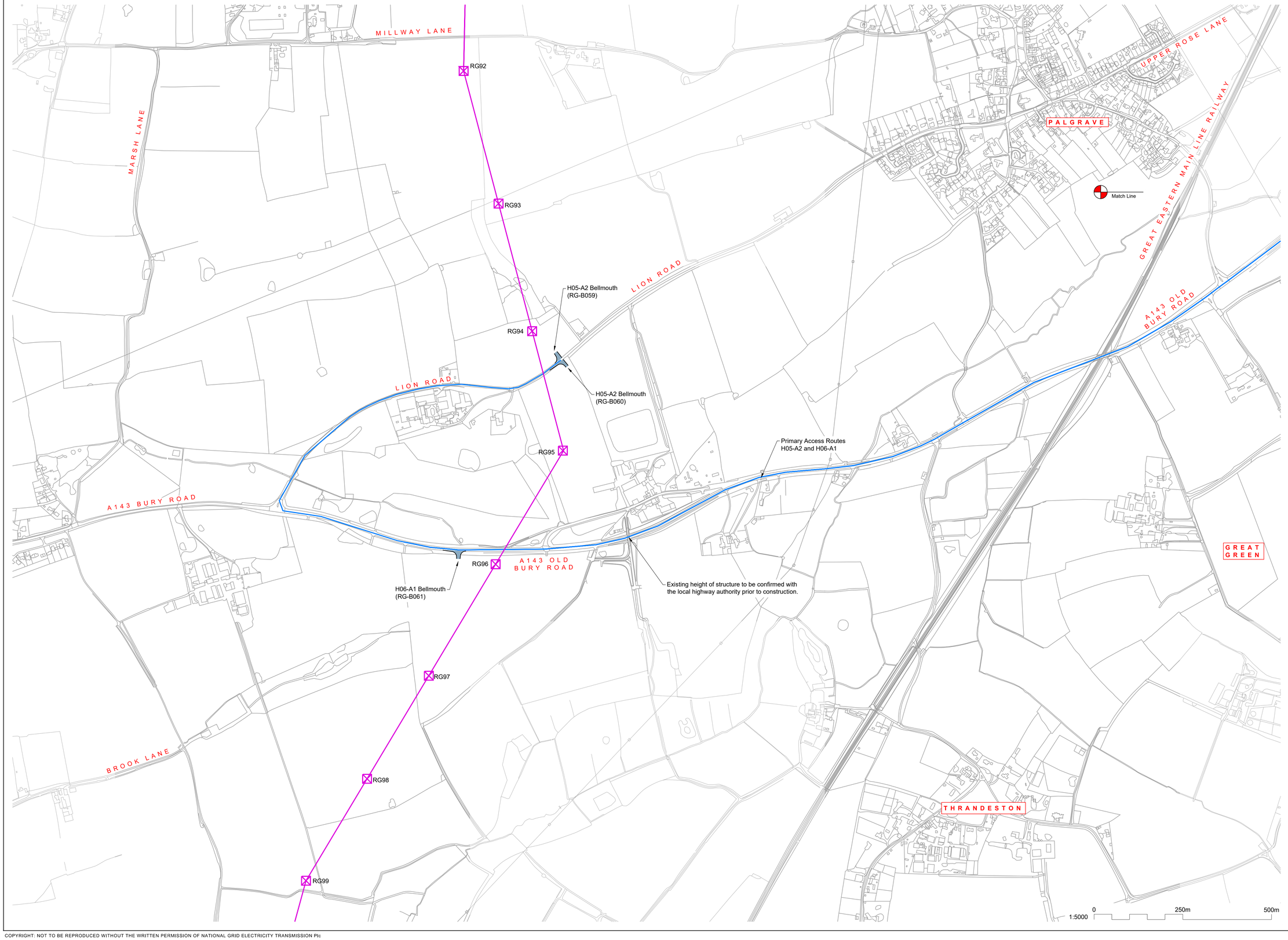
nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 1 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 2 OF 9,
MID SUFFOLK DISTRICT COUNCIL)



Notes

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5. Extent of public highway ownership to be confirmed with Local Highway Authorities.
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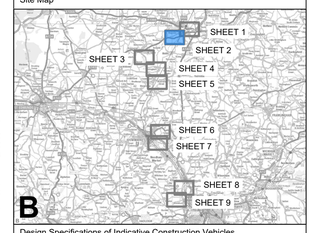
8. Swept Path Analysis (SPA) has been carried out for the largest vehicles anticipated to be required to use the proposed access route, and also a typical construction movement of two-way HGV traffic.
9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction 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 (Cable Drum Delivery)

Overall Length	25.440m
Overall Width	4.500m
Overall Body Height	5.000m
Max Track Width	2.500m
Kerb to Kerb Radius	14.500m

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 B)

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

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 610498 Sheet Y Centroid Coordinate: 277446

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 B (SHEET 2 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H05-A2 AND H06-A1
GENERAL ARRANGEMENT

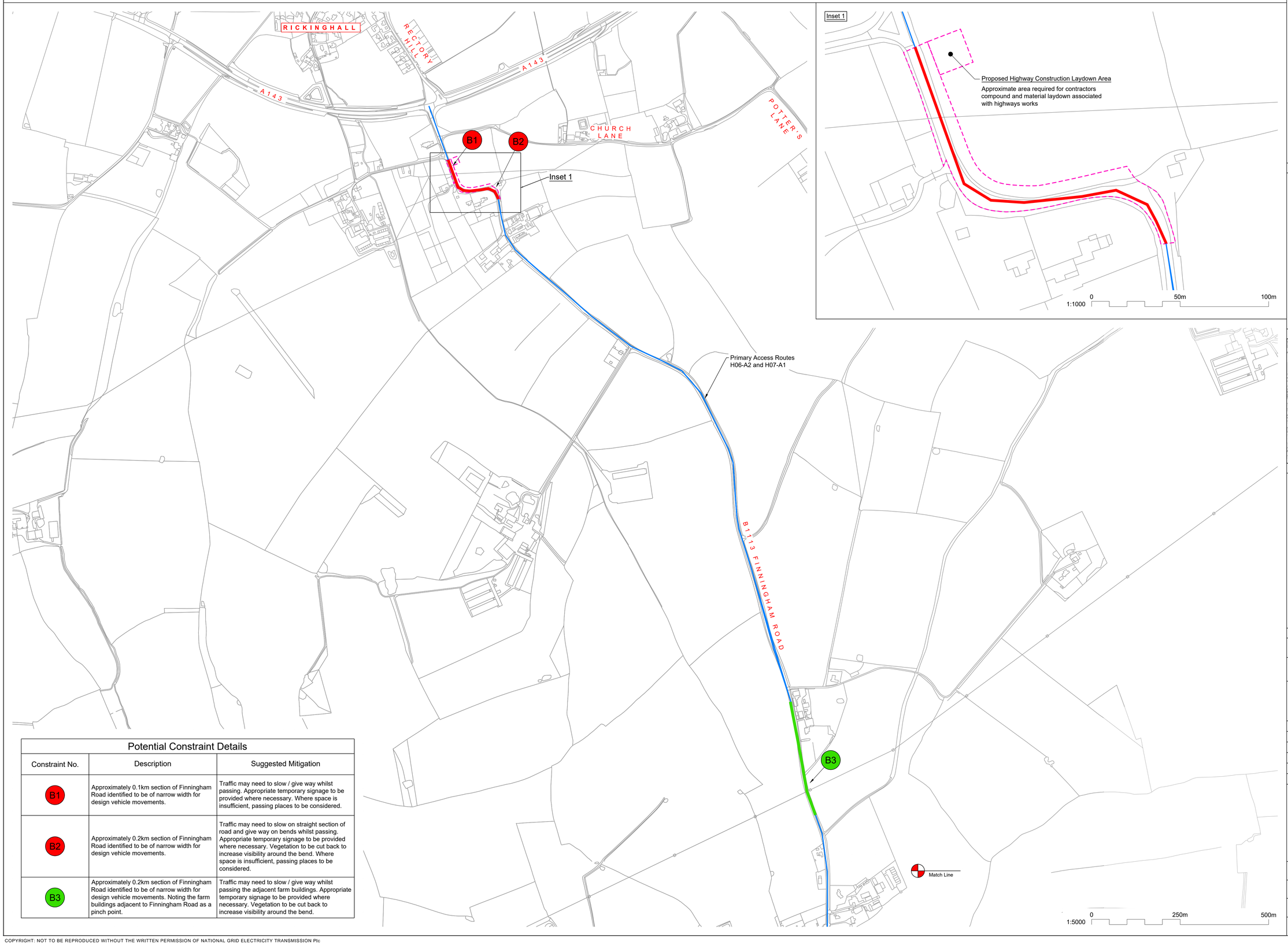
nationalgrid

Application Number

National Grid Drawing Reference
AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 2 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 3 OF 9,
MID SUFFOLK DISTRICT COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B1	Approximately 0.1km section of Finningham Road identified to be of narrow width for design vehicle movements.	Traffic may need to slow / give way whilst passing. Appropriate temporary signage to be provided where necessary. Where space is insufficient, passing places to be considered.
B2	Approximately 0.2km section of Finningham Road identified to be of narrow width for 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. Vegetation to be cut back to increase visibility around the bend. Where space is insufficient, passing places to be considered.
B3	Approximately 0.2km section of Finningham Road identified to be of narrow width for design vehicle movements. Noting the farm buildings adjacent to Finningham Road as a pinch point.	Traffic may need to slow / give way whilst passing the adjacent farm buildings. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility around the bend.

Notes

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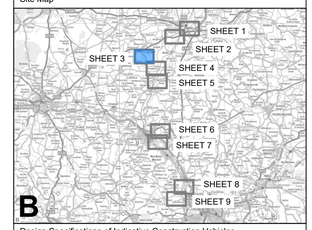
9. Movements of all vehicles exceeding maximum legal HGV dimensions are assumed to be in one direction at a time only. It is further assumed that any such movements shall be subject to specific movement plans, including suitable escort and temporary traffic management, where required.
10. Locations of 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 B)

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

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 604705 Sheet Y Centroid Coordinate: 273670

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 B (SHEET 3 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H06-A2 AND H07-A1
GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference

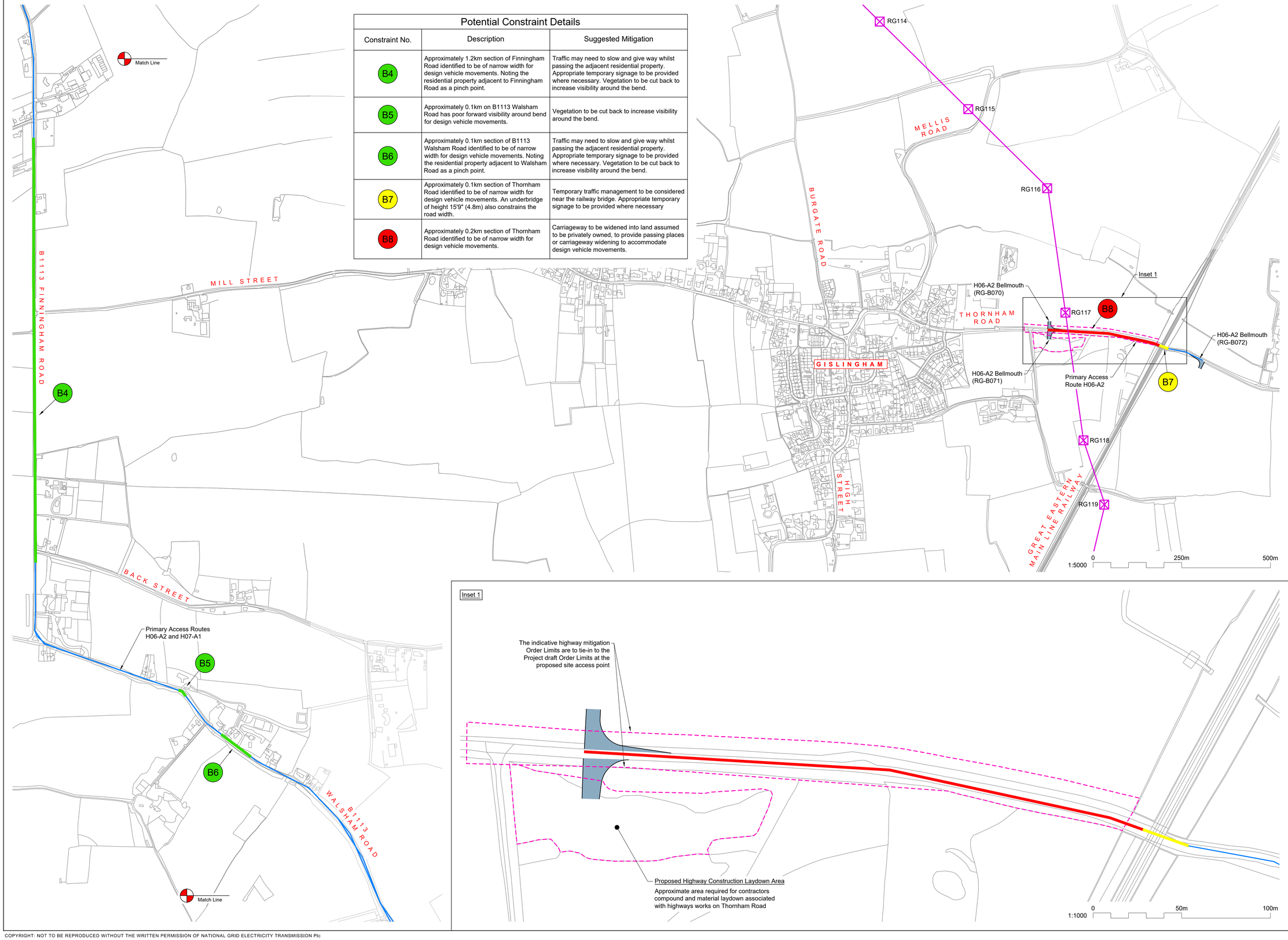
AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 3 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 4 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B4	Approximately 1.2km section of Finningham Road identified to be of narrow width for design vehicle movements. Noting the residential property adjacent to Finningham Road as a pinch point.	Traffic may need to slow and give way whilst passing the adjacent residential property. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility around the bend.
B5	Approximately 0.1km on B1113 Walsham Road has poor forward visibility around bend for design vehicle movements.	Vegetation to be cut back to increase visibility around the bend.
B6	Approximately 0.1km section of B1113 Walsham Road identified to be of narrow width for design vehicle movements. Noting the residential property adjacent to Walsham Road as a pinch point.	Traffic may need to slow and give way whilst passing the adjacent residential property. Appropriate temporary signage to be provided where necessary. Vegetation to be cut back to increase visibility around the bend.
B7	Approximately 0.1km section of Thornham Road identified to be of narrow width for design vehicle movements. An underbridge of height 15'9" (4.8m) also constrains the road width.	Temporary traffic management to be considered near the railway bridge. Appropriate temporary signage to be provided where necessary
B8	Approximately 0.2km section of Thornham 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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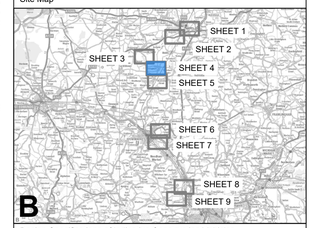
7. Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
8. Swept Path Analysis (SPA) has been carried out for the largest vehicles anticipated to be required to use the proposed 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

- Match Line — 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 B)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 606946 Sheet Y Centroid Coordinate: 271397

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 B (SHEET 4 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H06-A2 AND H07-A1 GENERAL ARRANGEMENT

nationalgrid

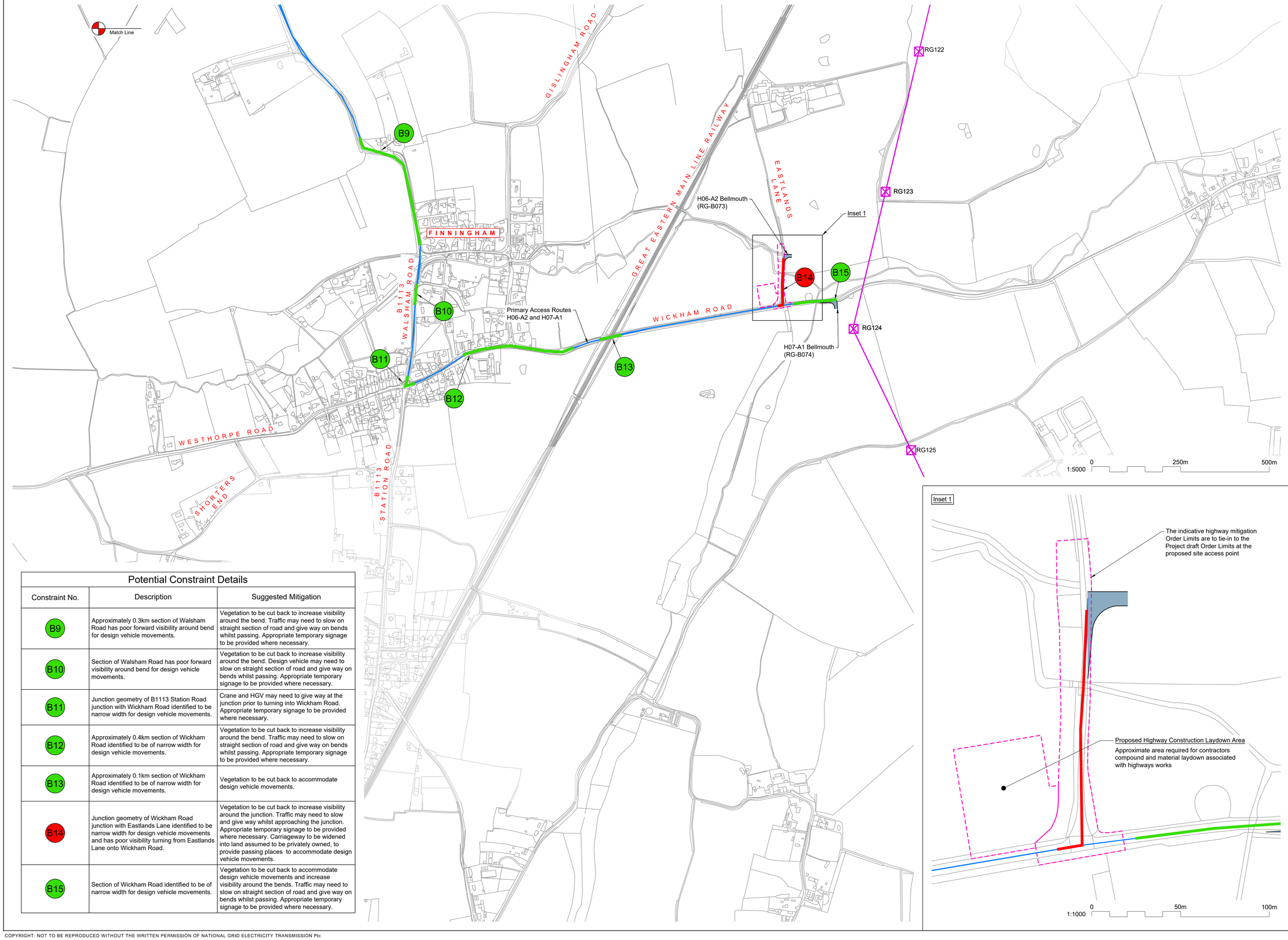
Application Number

National Grid Drawing Reference

AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 4 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 5 OF 9,
MID SUFFOLK DISTRICT COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B9	Approximately 0.3km section of Walsham Road has poor forward visibility around bend for design vehicle movements.	Vegetation to be cut back to increase visibility around the bend. 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.
B10	Section of Walsham Road has poor forward visibility around bend for design vehicle movements.	Vegetation to be cut back to increase visibility around the bend. Design vehicle may need to slow on straight section of road and give way on bends whilst passing. Appropriate temporary signage to be provided where necessary.
B11	Junction geometry of B1113 Station Road junction with Wickham Road identified to be narrow width for design vehicle movements.	Crane and HGV may need to give way at the junction prior to turning into Wickham Road. Appropriate temporary signage to be provided where necessary.
B12	Approximately 0.4km section of Wickham Road identified to be of narrow width for design vehicle movements.	Vegetation to be cut back to increase visibility around the bend. 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.
B13	Approximately 0.1km section of Wickham Road identified to be of narrow width for design vehicle movements.	Vegetation to be cut back to accommodate design vehicle movements.
B14	Junction geometry of Wickham Road junction with Eastlands Lane identified to be narrow width for design vehicle movements and has poor visibility turning from Eastlands Lane onto Wickham Road.	Vegetation to be cut back to increase visibility around the junction. Traffic may need to slow and give way whilst approaching the junction. Appropriate temporary signage to be provided where necessary. Carriageway to be widened into land assumed to be privately owned, to provide passing places to accommodate design vehicle movements.
B15	Section of Wickham Road identified to be of narrow width for design vehicle movements.	Vegetation to be cut back to accommodate design vehicle movements and increase visibility around the bends. 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.

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
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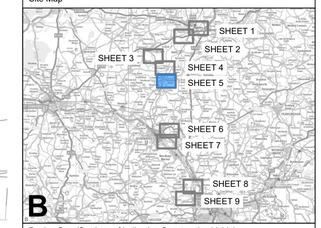
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption of highway boundary 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 Length	16.633m
Overall Width	3.000m	Overall Width	2.500m
Overall Body Height	4.000m	Overall Body Height	3.396m
Track Width	3.000m	Max Track Width	2.500m
Kerb to Kerb Radius	11.624m	Kerb to Kerb Radius	6.790m

Low Loader HGV

Drawing References (Section B)

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

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 607195 Sheet Y Centroid Coordinate: 268953

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 B (SHEET 5 OF 9, MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H06-A2 AND H07-A1 GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 5 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 6 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B16	Approximately 0.4km section of A1120 Church Road identified to be of narrow width for 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. Vegetation to be cut back to accommodate design vehicle movements.
B17	Approximately 0.7km section of A1120 Bells Lane identified to be of narrow width for design vehicle movements. Sections of A1120 Church 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.

GIPPING ROAD
RENDALL LANE
SAXHAM STREET
B17
A1120 BELLS LANE
RG151
RG152
H07-A2 Bellmouth (RG-B087)
H08-A1 Bellmouth (RG-B088)
RG153
RG154
RG155
RG156
RG157
FORWARD GREEN
A1120
B16
THORNEY GREEN ROAD
A1120 CHURCH ROAD
CREETING LANE
STOWUPLAND
B1115
Primary Access Routes H07-A2 and H08-A1
A1120
MILL STREET
A14
STOWMARKET
Match Line
A14
A1120
Primary Access Routes H09-A1 and H10-A1
CREETING ST PETER
STEARN'S LANE
BROAD GREEN
MILL LANE

1:5000 0 250m 500m

Notes

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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.
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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
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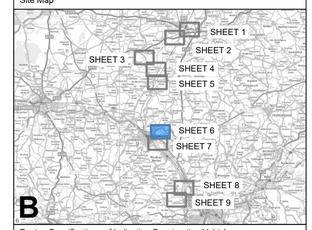
  - New overhead line
  - New lattice pylon
- **Temporary works**
  - Vegetation Removal / Cutting Back / Temporary Traffic Regulation Orders
  - Modifications to existing highway features
  - Work within the existing highway boundary
  - Work outside the existing highway boundary. Based upon assumption 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 B)

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

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 607781 Sheet Y Centroid Coordinate: 259506

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 B (SHEET 6 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H07-A2, H08-A1, H09-A1 AND H10-A1
GENERAL ARRANGEMENT

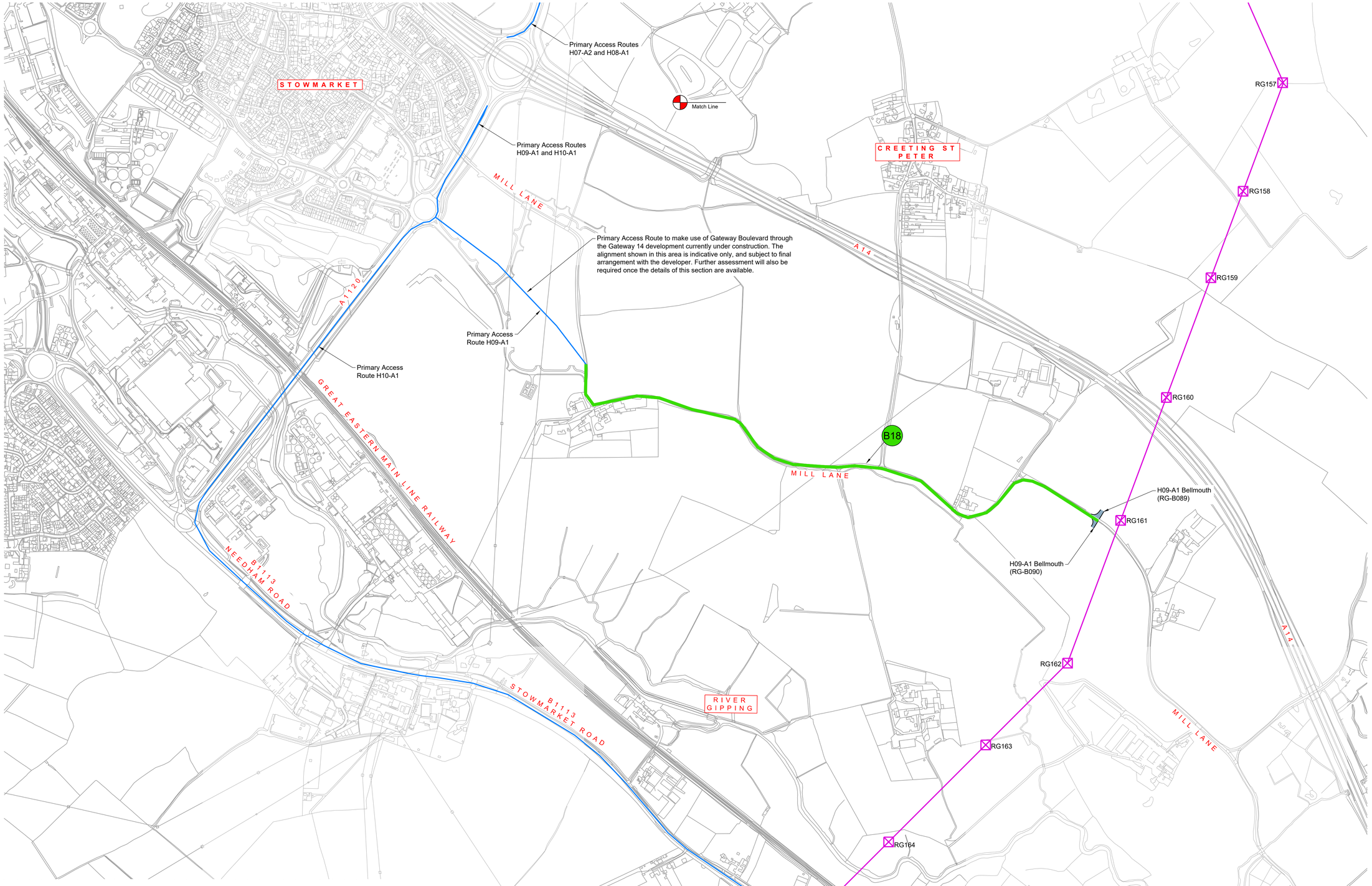
nationalgrid

Application Number

National Grid Drawing Reference
AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 6 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 7 OF 9,
MID SUFFOLK DISTRICT COUNCIL)



Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B18	Sections of Mill Lane identified to be of narrow width for design vehicle movements. Sections of Mill Lane identified to have limited forward visibility due to vegetation growth.	Two-way HGV traffic may need to slow whilst passing. Appropriate temporary signage to be provided where necessary.Where space and forward visibility is insufficient, vegetation to be cut back to accommodate design vehicle movements.

Notes

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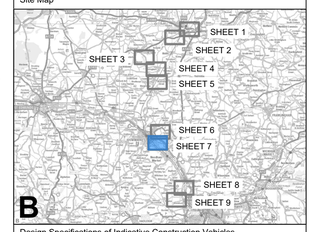
10. Locations of overhead line infrastructure crossing the Primary Access Route, may be impacted by the proposed construction vehicles. Vertical clearance and associated impact assessment to be confirmed with statutory undertaker. Refer to document titled Route RAG Assessment.
11. It is assumed that 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**
  - 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 B)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 607266 Sheet Y Centroid Coordinate: 257396

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 B (SHEET 7 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H07-A2, H08-A1, H09-A1 AND H10-A1
GENERAL ARRANGEMENT

nationalgrid

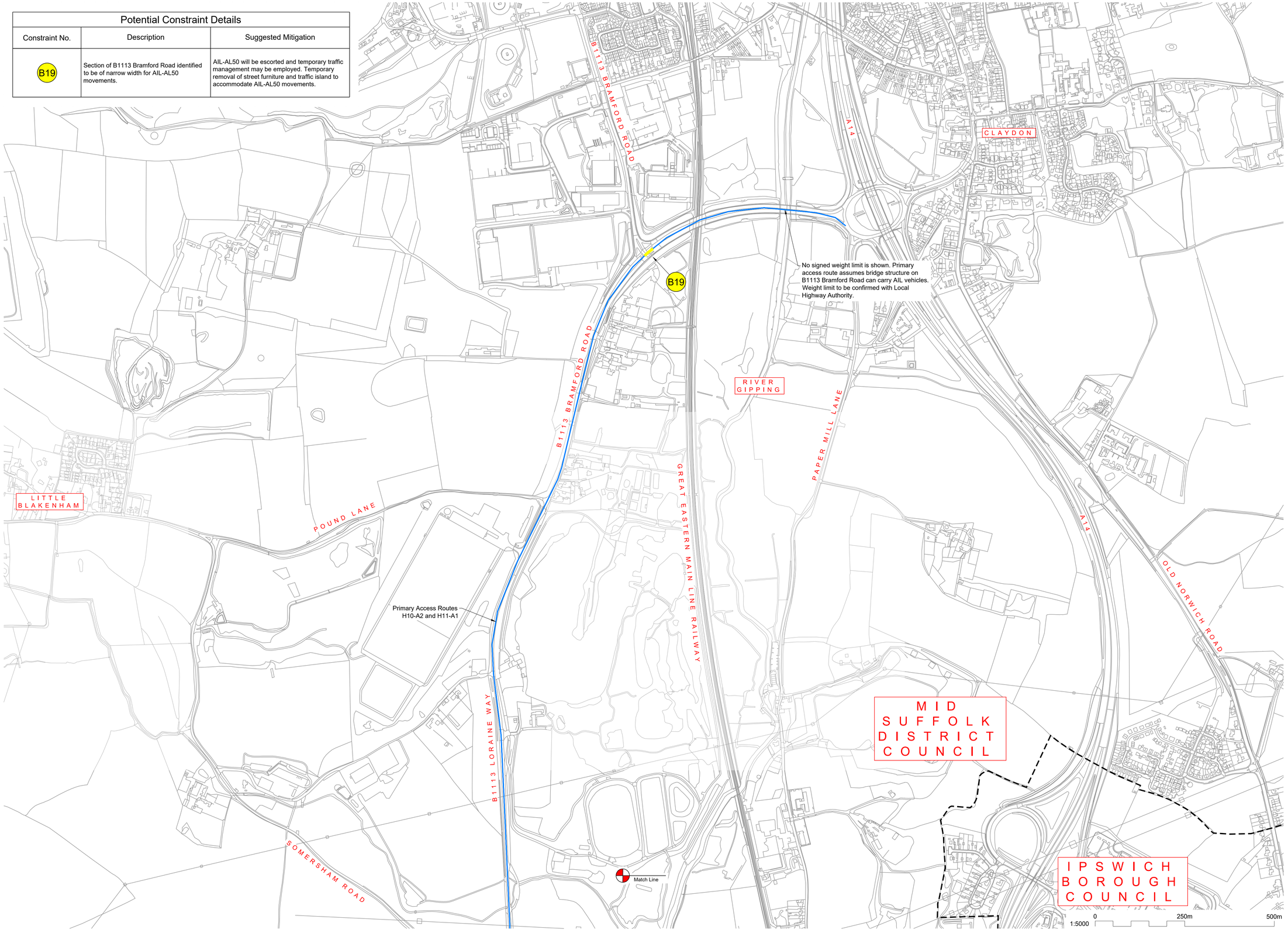
Application Number

National Grid Drawing Reference
AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 7 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 8 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
B19	Section of B1113 Bramford Road identified to be of narrow width for AIL-AL50 movements.	AIL-AL50 will be escorted and temporary traffic management may be employed. Temporary removal of street furniture and traffic island to accommodate AIL-AL50 movements.



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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.
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

- Match Line — Sheet match line

Existing land boundary
- Local Authority Boundary

Proposed land use
- Indicative Highway Mitigation Draft Order Limits

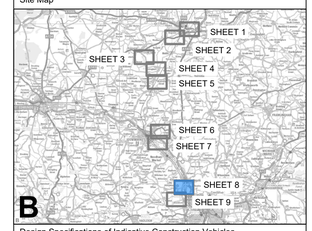
Proposed project design details
- Existing, proposed extension or proposed new substation boundary
- Primary Access Route (No works anticipated)
- Proposed new private access road
- New underground cable swathe centreline
- New overhead line
- New lattice pylon

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

AIL-AL50 Girder Delivery Vehicle

Overall Length	61.520m
Overall Width	5.336m
Overall Body Height	4.020m
Max Track Width	3.000m
Kerb to Kerb Radius	11.550m

Drawing References (Section B)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 612271 Sheet Y Centroid Coordinate: 248850

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 B (SHEET 8 OF 9, MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H10-A2 AND H11-A1 GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 8 OF 9	A

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION B (SHEET 9 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
B20	Section of B1113 Loraine Way identified to be of narrow width for design vehicle movements.	AIL-AL50 will be escorted and temporary traffic management may be employed. Temporary removal of street furniture and traffic island to accommodate design vehicle movements.
B21	Junction geometry of B1113 Lorraine Way with Bullen Lane identified to be of narrow width for design vehicle movements.	Junction to be widened into land assumed to be privately owned, to facilitate AIL-AL50 movements.
B22	Approximately 1.9km section of Bullen Lane identified to be of narrow width for design vehicle movements.	AIL-AL50 will be escorted and temporary traffic management may be employed to allow vehicle to straddle across both carriageway lanes. Carriageway to be widened into land assumed to be privately owned.

SOMERSHAM ROAD
TYE LANE
B1113 LORAINE WAY
BULLEN LANE
RIVER GIPPING
BRAMFORD
BRAMFORD SUBSTATION
BABERGH DISTRICT COUNCIL
MID SUFFOLK DISTRICT COUNCIL
RG204
RG205
RG206
RG207
RG208
RG209
RG210
JC1
JC2
JC3
JC4
JC5
JC6
JC7
JC8
B20
B21
B22
Match Line
Primary Access Routes H10-A2 and H11-A1
Proposed Highway Construction Laydown Area
Approximate area required for contractors compound and material laydown associated with highways works on Bullen Lane
Primary Access Routes H10-A2, H10B-A2, H11-A1 and H11B-A1
H11-A2 Bellmouth (JC-B001)
The indicative highway mitigation Order Limits are to tie-in to the Project draft Order Limits at the proposed site access point.
Primary Access Routes H10B-A2 and H11B-A1
1:5000
0
250m
500m

Notes

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Legend

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- **Existing land boundary**
  - Local Authority Boundary
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  - Indicative Highway Mitigation Draft Order Limits
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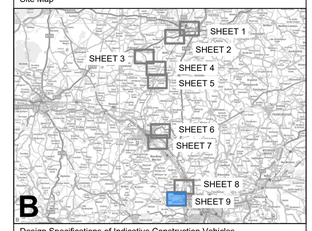
  - Work outside the existing highway boundary. Based upon assumption of highway boundary extents.
  - Site Access Point (Bellmouth)

Scale of Mitigation Anticipated

Site Map



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Mobile Crane Liebherr LTM 1250-6.1

Overall Length	17.835m
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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 610835 Sheet Y Centroid Coordinate: 246596

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 B (SHEET 9 OF 9,
MID SUFFOLK DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H10-A2 H10B-A2, H11-A1 AND H11B-A1
GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference

AENC-NG-ENG-PLN-0023

Scale	Sheet Size	Sheet	Issue
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