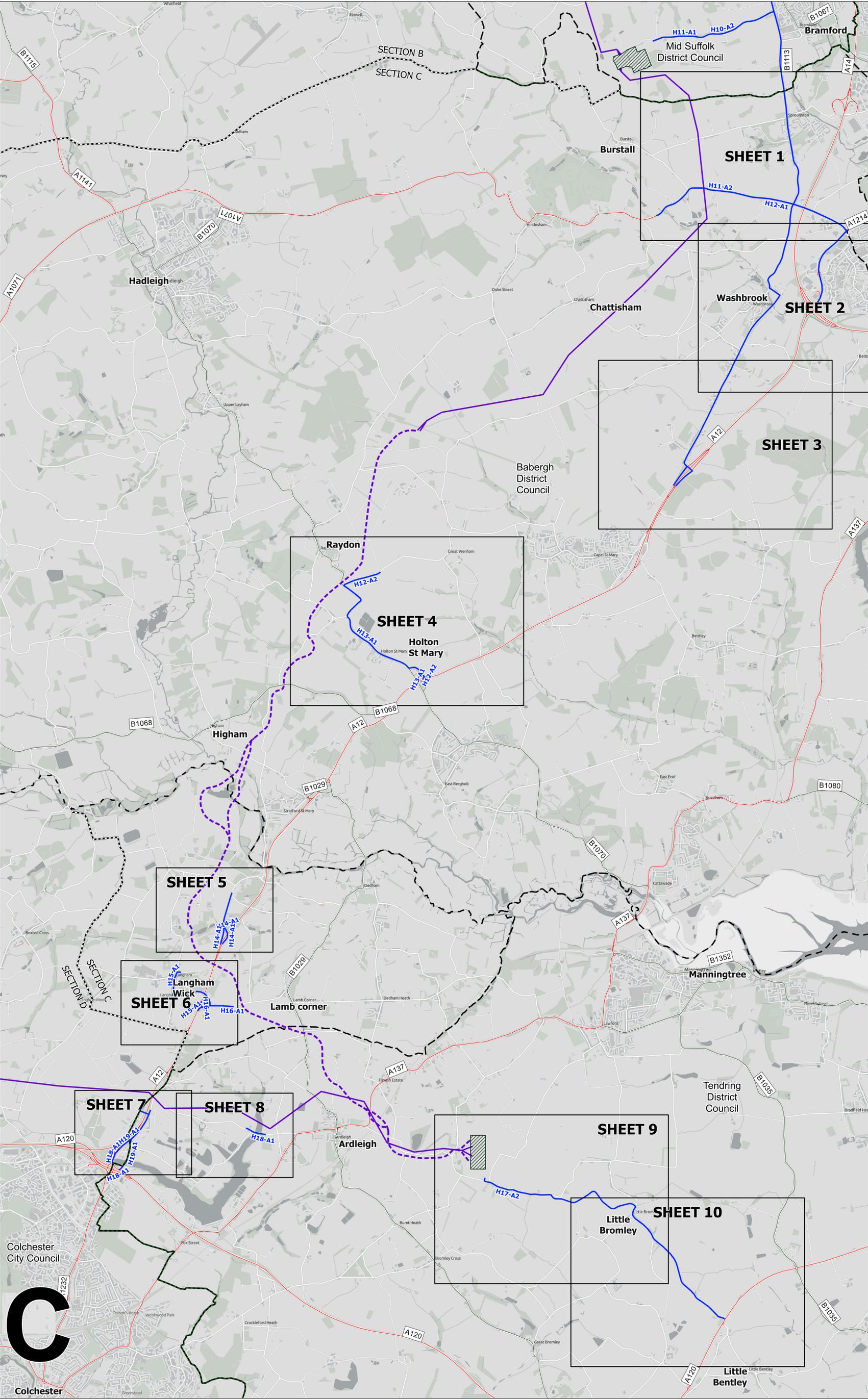
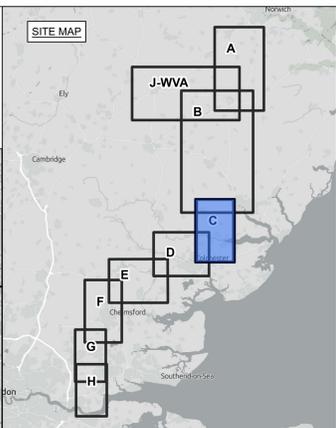




NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS KEY PLAN
SECTION C (SHEET 1 OF 1,
BABERGH DISTRICT COUNCIL, TENDRING DISTRICT COUNCIL AND COLCHESTER CITY COUNCIL)



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
- New underground cable swathe centreline
- 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 comprise 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: 606853 Sheet Y Centroid Coordinate: 236046

0 0.3 0.5 1 1.5 Kilometres

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

Title

NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS KEY PLAN
SECTION C (SHEET 1 OF 1,
BABERGH DISTRICT COUNCIL, TENDRING DISTRICT COUNCIL AND COLCHESTER CITY COUNCIL)

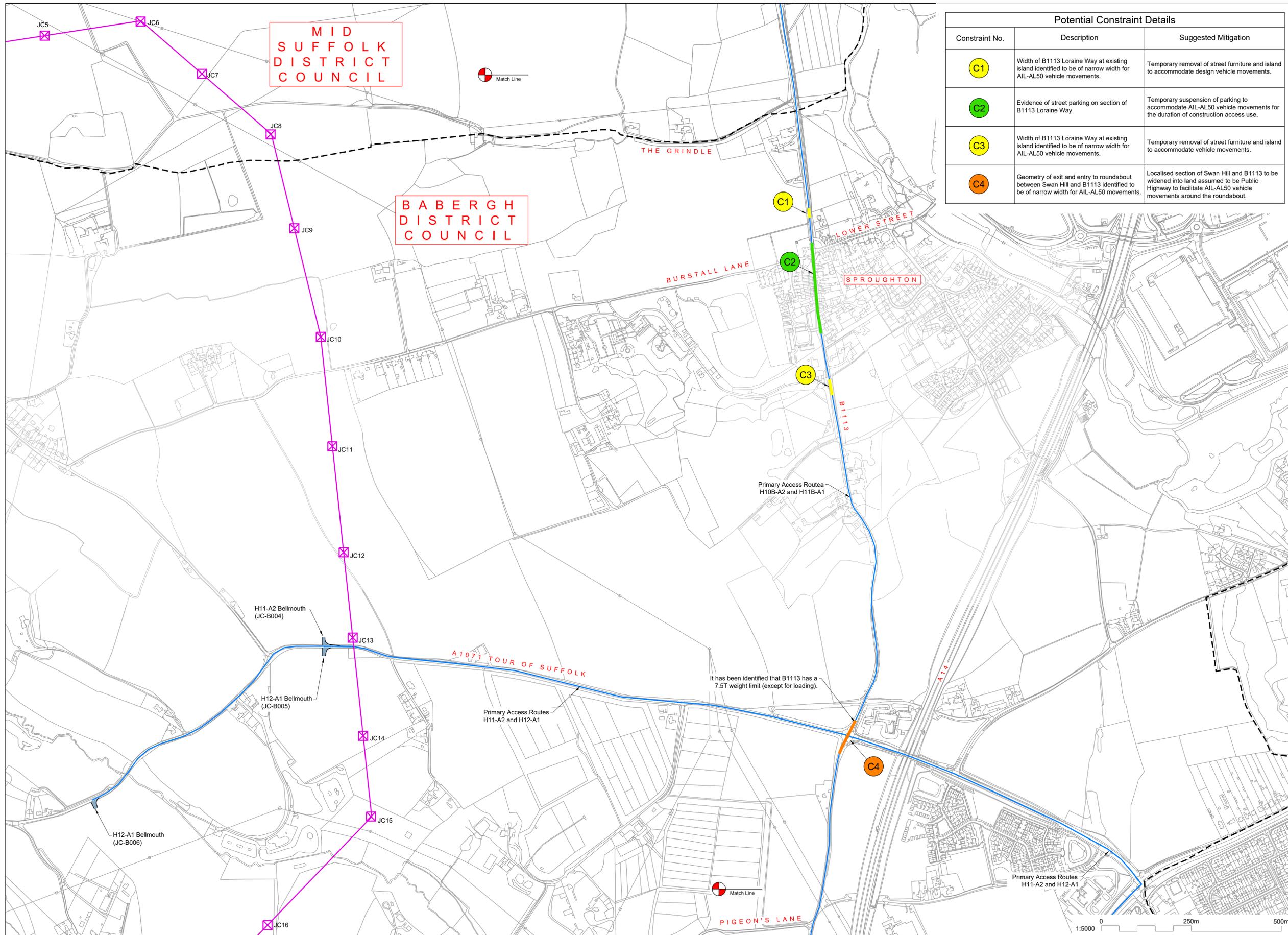


National Grid Drawing Reference
AENC-NG-ENG-PLN-0024

Scale	Sheet Size	Sheet	Issue
1:19,500	A0	SHEET 1 OF 1	A



NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 1 OF 10,
BABERGH DISTRICT COUNCIL)

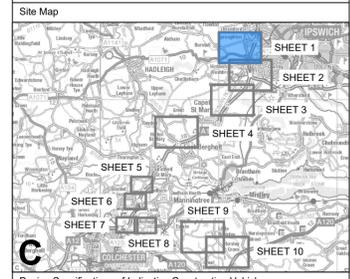


Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C1	Width of B1113 Loraine Way at existing island identified to be of narrow width for AIL-AL50 vehicle movements.	Temporary removal of street furniture and island to accommodate design vehicle movements.
C2	Evidence of street parking on section of B1113 Loraine Way.	Temporary suspension of parking to accommodate AIL-AL50 vehicle movements for the duration of construction access use.
C3	Width of B1113 Loraine Way at existing island identified to be of narrow width for AIL-AL50 vehicle movements.	Temporary removal of street furniture and island to accommodate vehicle movements.
C4	Geometry of exit and entry to roundabout between Swan Hill and B1113 identified to be of narrow width for AIL-AL50 movements.	Localised section of Swan Hill and B1113 to be widened into land assumed to be Public Highway to facilitate AIL-AL50 vehicle movements around the roundabout.

- Notes
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 - Drawing information is based on OS information. The extent of the existing public highway has been assumed from OS mapping.
 - Extent of public highway ownership to be confirmed with Local Highway Authorities.
 - Drawing information is preliminary and subject to detailed design.
 - Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
 - Sweep 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.
 - 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.
 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALLs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Max Track Width	Kerb to Kerb Radius
AIL-AL50 Girder Delivery Vehicle	61.520m	3.336m	4.020m	3.000m	11.550m
Low Loader HGV	16.633m	2.500m	3.396m	2.500m	6.790m

Drawing References (Section C)

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

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 611796 Sheet Y Centroid Coordinate: 244375

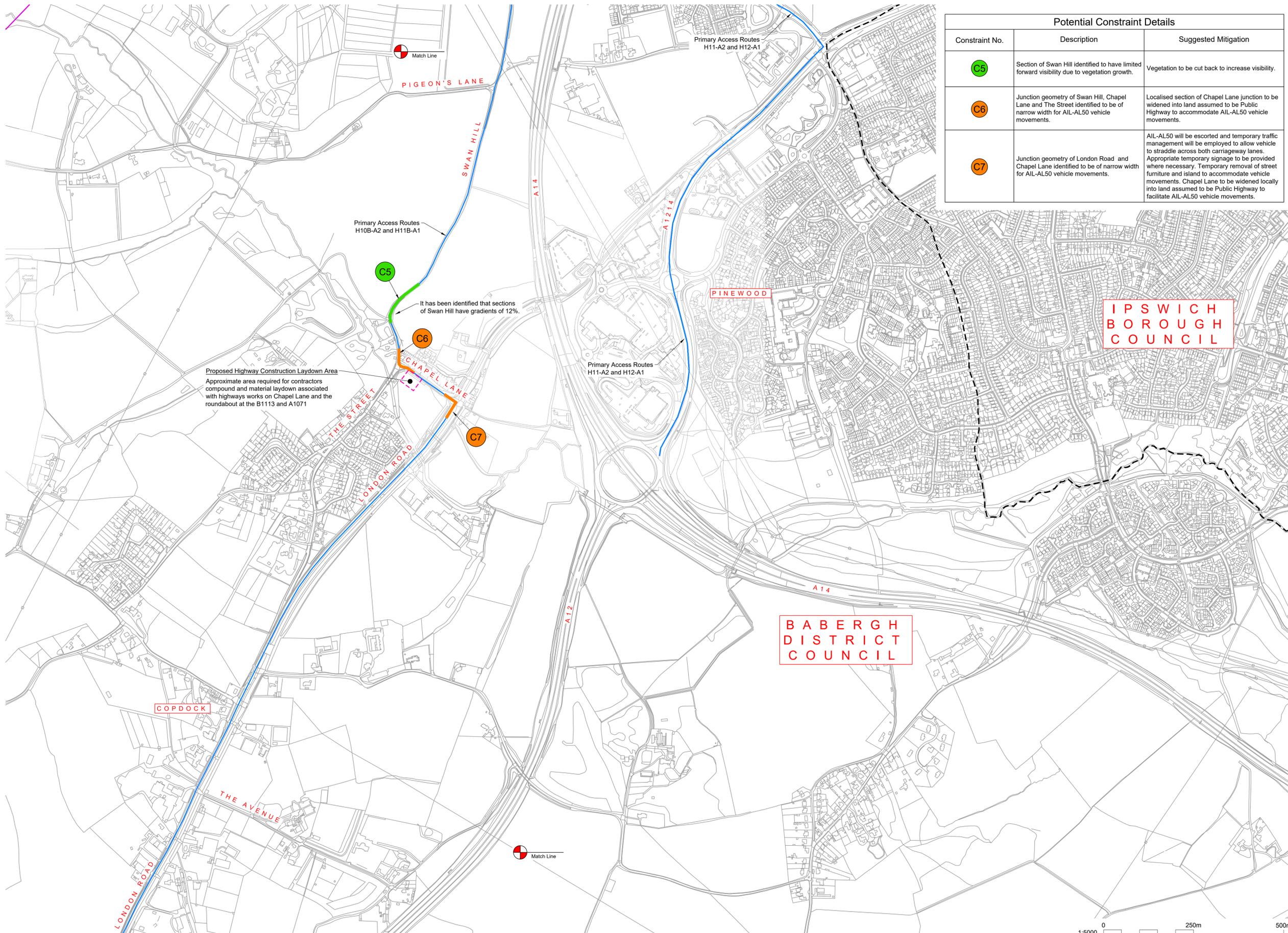
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A	April 2024	FOR STATUTORY CONSULTATION	AJM	WES	AMR
Issue	Date	Remarks	Drawn	Checked	Approved
Title: NATIONAL GRID (NORWICH TO TILBURY) S.42 CONSULTATION CONSTRUCTION ACCESS PLAN SECTION C (SHEET 1 OF 10, BABERGH DISTRICT COUNCIL) PRIMARY ACCESS ROUTES H10B-A2, H11B-A1, H11-A2, AND H12-A1 GENERAL ARRANGEMENT					
Application Number: nationalgrid					
National Grid Drawing Reference: AENC-NG-ENG-PLN-0024					
Scale: 1:5000	Sheet Size: A1	Sheet: SHEET 1 OF 10	Issue: A		



NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 2 OF 10,
BABERGH DISTRICT COUNCIL)



Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C5	Section of Swan Hill identified to have limited forward visibility due to vegetation growth.	Vegetation to be cut back to increase visibility.
C6	Junction geometry of Swan Hill, Chapel Lane and The Street identified to be of narrow width for AIL-AL50 vehicle movements.	Localised section of Chapel Lane junction to be widened into land assumed to be Public Highway to accommodate AIL-AL50 vehicle movements.
C7	Junction geometry of London Road and Chapel Lane identified to be of narrow width for AIL-AL50 vehicle movements.	AIL-AL50 will be escorted and temporary traffic management will be employed to allow vehicle to straddle across both carriage lanes. Appropriate temporary signage to be provided where necessary. Temporary removal of street furniture and island to accommodate vehicle movements. Chapel Lane to be widened locally into land assumed to be Public Highway to facilitate AIL-AL50 vehicle movements.

It has been identified that sections of Swan Hill have gradients of 12%.

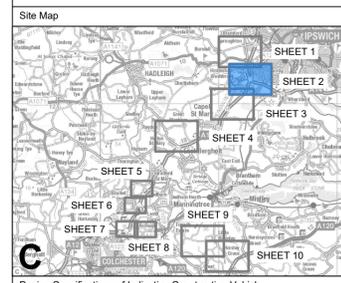
Proposed Highway Construction Laydown Area
Approximate area required for contractors compound and material laydown associated with highway works on Chapel Lane and the roundabout at the B1113 and A1071

IPSWICH
BOROUGH
COUNCIL

BABERGH
DISTRICT
COUNCIL

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 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALLs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

AIL-AL50 Girder Delivery Vehicle	Low Loader HGV	16.633m
Overall Length	61.520m	Overall Length
Overall Width	6.336m	Overall Width
Overall Body Height	4.020m	Overall Body Height
Max Track Width	3.000m	Max Track Width
Kerb to Kerb Radius	11.550m	Kerb to Kerb Radius

Drawing References (Section C)

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

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 612678 Sheet Y Centroid Coordinate: 242053

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

Title NATIONAL GRID (NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION
ACCESS PLAN
SECTION C (SHEET 2 OF 10,
BABERGH DISTRICT COUNCIL)
PRIMARY ACCESS ROUTES H10B-A2, H11B-A1,
H11-A2, AND H12-A1
GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 2 OF 10	A



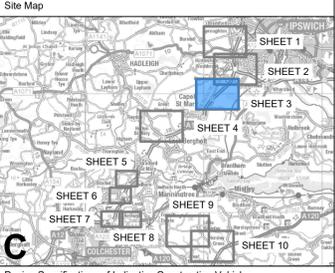


NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 3 OF 10,
BABERGH DISTRICT COUNCIL)



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 - Drawing information is preliminary and subject to detailed design.
 - Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
 - Swamp 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.
 - 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.
 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALLs to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

Vehicle Type	Overall Length	Overall Width	Overall Length	Overall Width
AIL-AL50 Girder Delivery Vehicle	61.520m	5.336m	16.633m	2.500m
Low Loader HGV	4.020m	3.000m	3.396m	2.500m
	3.000m	11.550m	6.790m	

Old Roman Road to be used for contractors compound if required for widening works

Proposed turning location on A12 for other access routes

Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C8	Junction geometry of A12 slip road with London Road identified to be of narrow width for AIL-AL50 vehicle movements.	AIL-AL50 will be escorted and temporary traffic management will be employed to allow vehicle to straddle across both carriageway lanes. Appropriate temporary signage to be provided where necessary. Temporary removal of street furniture and 2no. traffic islands to accommodate design vehicle movements. Localised widening of carriageway into land assumed to be Public Highway, and vegetation to be cut back to accommodate AIL-AL50 vehicle movements.

Drawing References (Section C)

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

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 611154 Sheet Y Centroid Coordinate: 239955

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

Title: NATIONAL GRID (NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 3 OF 10,
BABERGH DISTRICT COUNCIL)

PRIMARY ACCESS ROUTES H10B-A2 AND H11B-A1
GENERAL ARRANGEMENT

nationalgrid

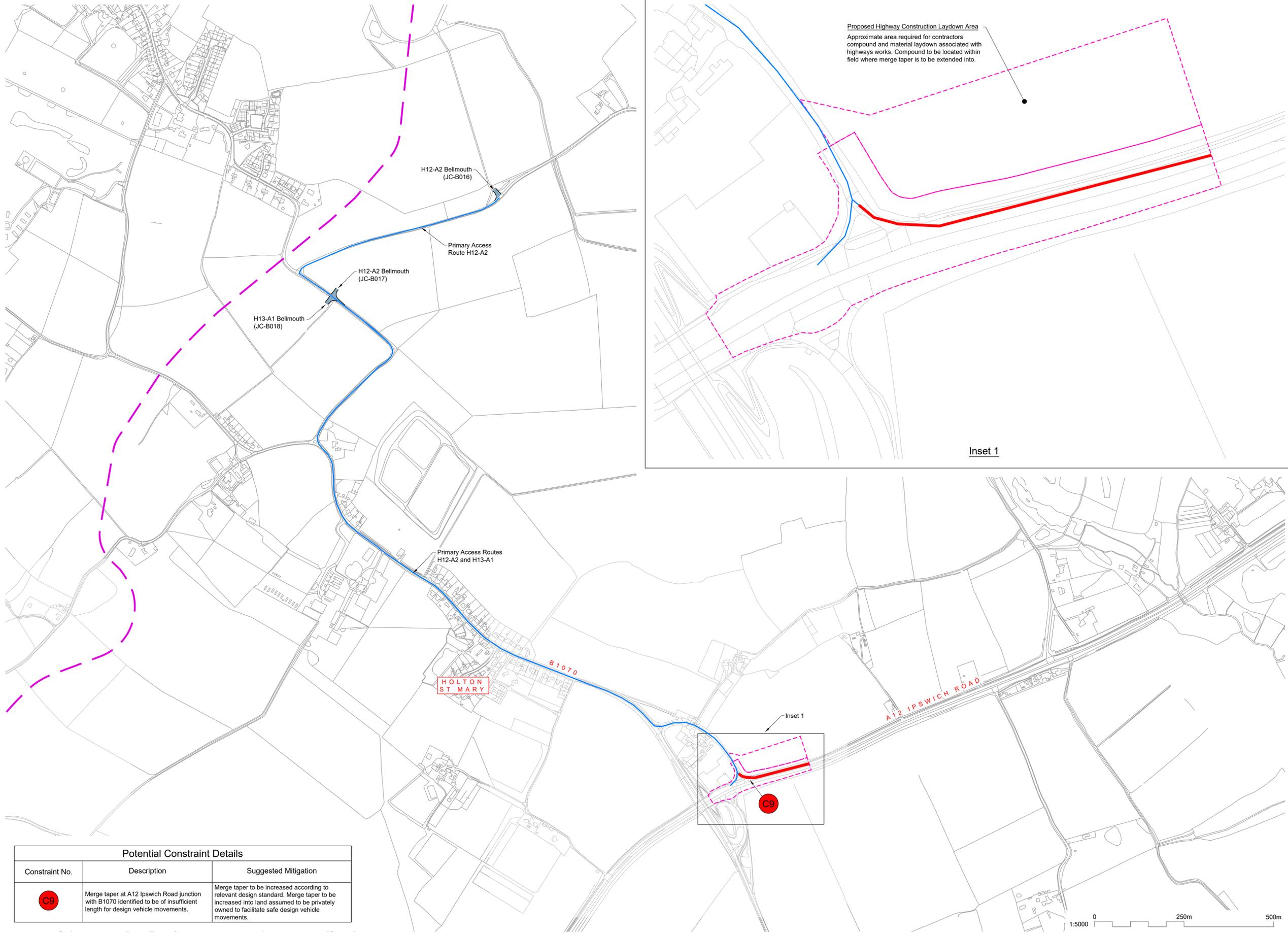
Application Number

National Grid Drawing Reference: AENC-NG-ENG-PLN-0024

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 3 OF 10	A



**NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 4 OF 10,
BABERGH DISTRICT COUNCIL)**

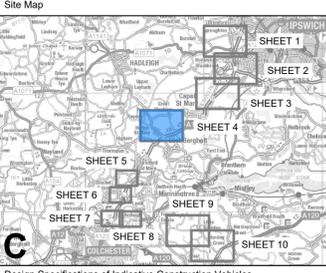


Proposed Highway Construction Laydown Area
Approximate area required for contractors compound and material laydown associated with highways works. Compound to be located within field where merge taper is to be extended into.

Inset 1

- Notes**
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 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
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 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1	Low Loader (Cable Drum Delivery)
Overall Length 17.835m	Overall Length 23.440m
Overall Width 3.000m	Overall Width 4.500m
Overall Body Height 4.000m	Overall Body Height 5.000m
Track Width 3.000m	Max Track Width 2.500m
Kerb to Kerb Radius 11.624m	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 C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 606435 Sheet Y Centroid Coordinate: 237252
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Potential Constraint Details

Constraint No.	Description	Suggested Mitigation
C9	Merge taper at A12 Ipswich Road junction with B1070 identified to be of insufficient length for design vehicle movements.	Merge taper to be increased according to relevant design standard. Merge taper to be increased into land assumed to be privately owned to facilitate safe design vehicle movements.

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 C (SHEET 4 OF 10,
 BABERGH DISTRICT COUNCIL)
 PRIMARY ACCESS ROUTES H12-A2 AND H13-A1
 GENERAL ARRANGEMENT

nationalgrid

Application Number: AENC-NG-ENG-PLN-0024

National Grid Drawing Reference: SHEET 4 OF 10

Scale: 1:5000

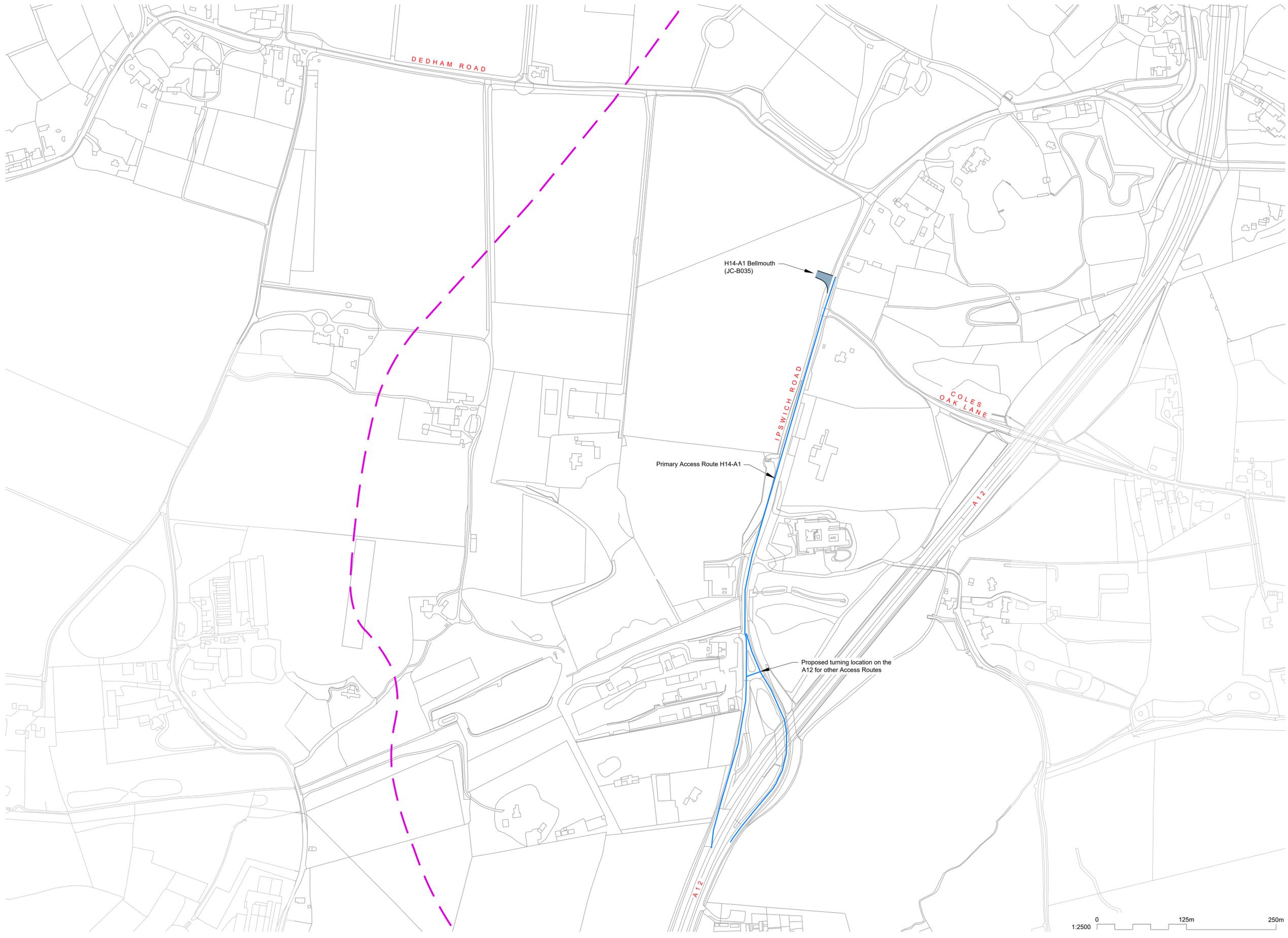
Sheet Size: A1

Sheet: SHEET 4 OF 10

Issue: A



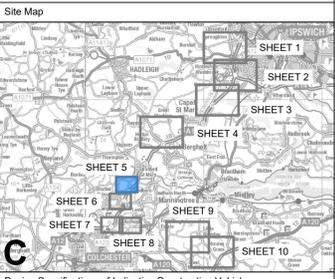
NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 5 OF 10,
COLCHESTER CITY COUNCIL)



- Notes
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 - 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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 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALL to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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
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- 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
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- 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)



Design Specifications of Indicative Construction Vehicles

	Low Loader (Cable Drum Delivery)	Low Loader HGV	
Overall Length	25.440m	Overall Length	16.633m
Overall Width	4.500m	Overall Width	2.500m
Overall Body Height	5.000m	Overall Body Height	3.356m
Max Track Width	2.500m	Max Track Width	2.500m
Kerb to Kerb Radius	14.500m	Kerb to Kerb Radius	6.790m

Drawing References (Section C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 603490 Sheet Y Centroid Coordinate: 232827
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 OFFICE FOR NATIONAL STATISTICS LICENSED UNDER THE OPEN GOVERNMENT LICENCE V.3.0

Issue	Date	FOR STATUTORY CONSULTATION	AJM	WES	AMR
A	April 2024				

Title NATIONAL GRID (NORWICH TO TILBURY)
 S.42 CONSULTATION CONSTRUCTION
 ACCESS PLAN
 SECTION C (SHEET 5 OF 10,
 COLCHESTER CITY COUNCIL)
 PRIMARY ACCESS ROUTE H14-A1
 GENERAL ARRANGEMENT

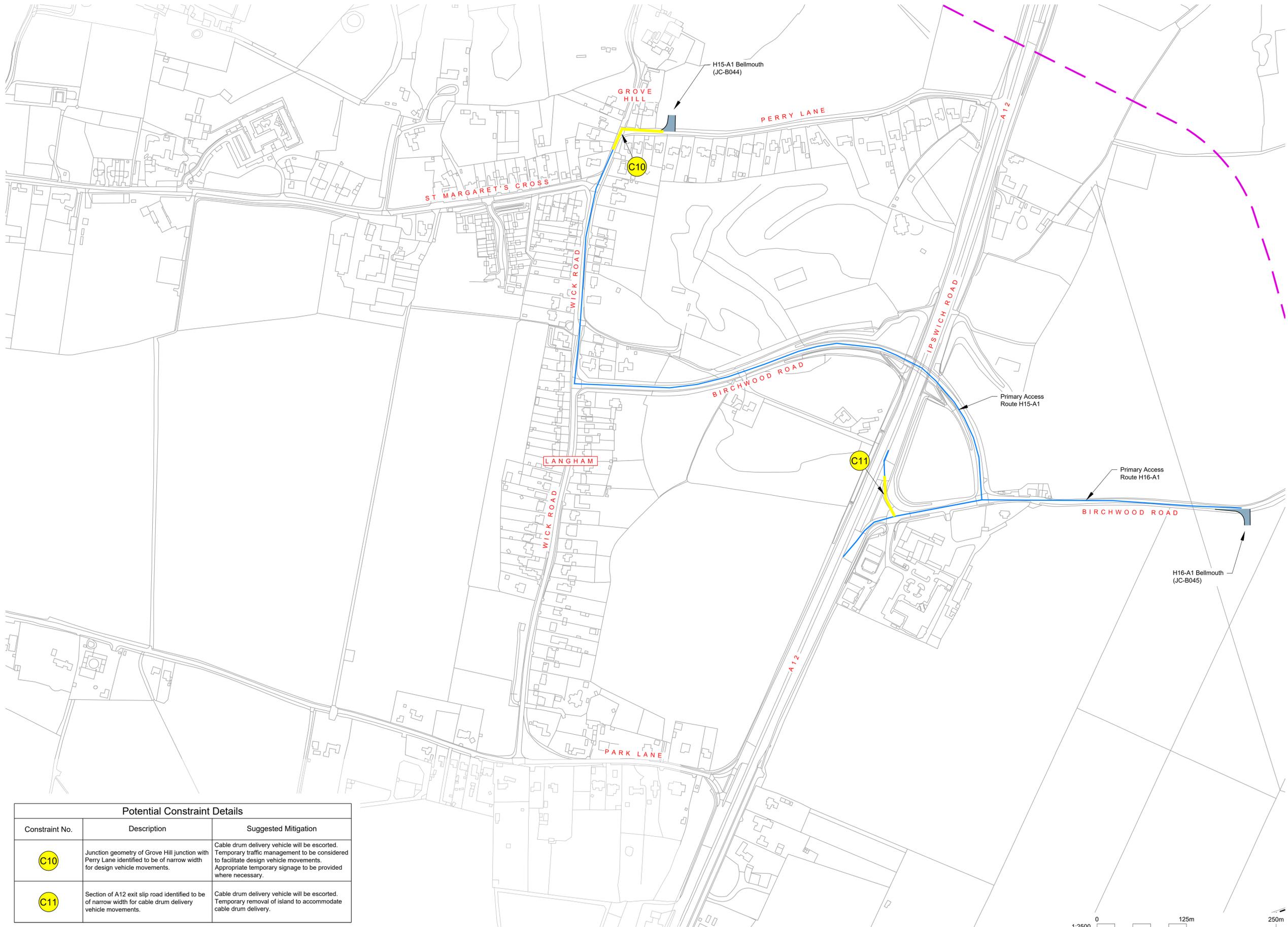


Application Number
 National Grid Drawing Reference
 AENC-NG-ENG-PLN-0024

Scale	Sheet Size	Sheet	Issue
1:2500	A1	SHEET 5 OF 10	A



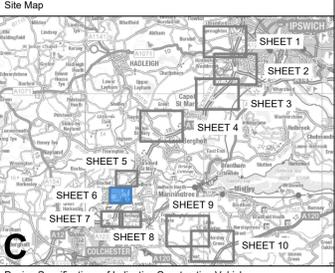
**NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 6 OF 10,
COLCHESTER CITY COUNCIL)**



- Notes**
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 - Any drawing errors or discrepancies should be brought to the attention of Matt MacDonald.
 - Drawing information is based on OS information. The extent of the existing public highway has been assumed from OS mapping.
 - Extent of public highway ownership to be confirmed with Local Highway Authorities.
 - Drawing information is preliminary and subject to detailed design.
 - Details of any signage, lining, surfacing or other highways infrastructure associated with any proposed interventions are subject to agreement with the Local Highway Authority.
 - Sweep 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.
 - 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.
 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALL to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Max Track Width	Kerb to Kerb Radius
Low Loader (Cable Drum Delivery)	25.440m	4.500m	5.000m	2.500m	14.500m
Low Loader HGV	16.633m	2.500m	3.366m	2.500m	6.790m

Drawing References (Section C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 602952 Sheet Y Centroid Coordinate: 231406
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 OFFICE FOR NATIONAL STATISTICS LICENSED UNDER THE OPEN GOVERNMENT LICENCE V.3.0

Issue	Date	FOR STATUTORY CONSULTATION	AJM	WES	AMR
A	April 2024				

Title NATIONAL GRID (NORWICH TO TILBURY)
 S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
 SECTION C (SHEET 6 OF 10,
 COLCHESTER CITY COUNCIL)
 PRIMARY ACCESS ROUTES H15-A1 AND H16-A1
 GENERAL ARRANGEMENT

nationalgrid

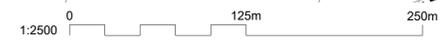
Application Number: AENC-NG-ENG-PLN-0024

National Grid Drawing Reference: SHEET 6 OF 10

Scale: 1:2500

Potential Constraint Details

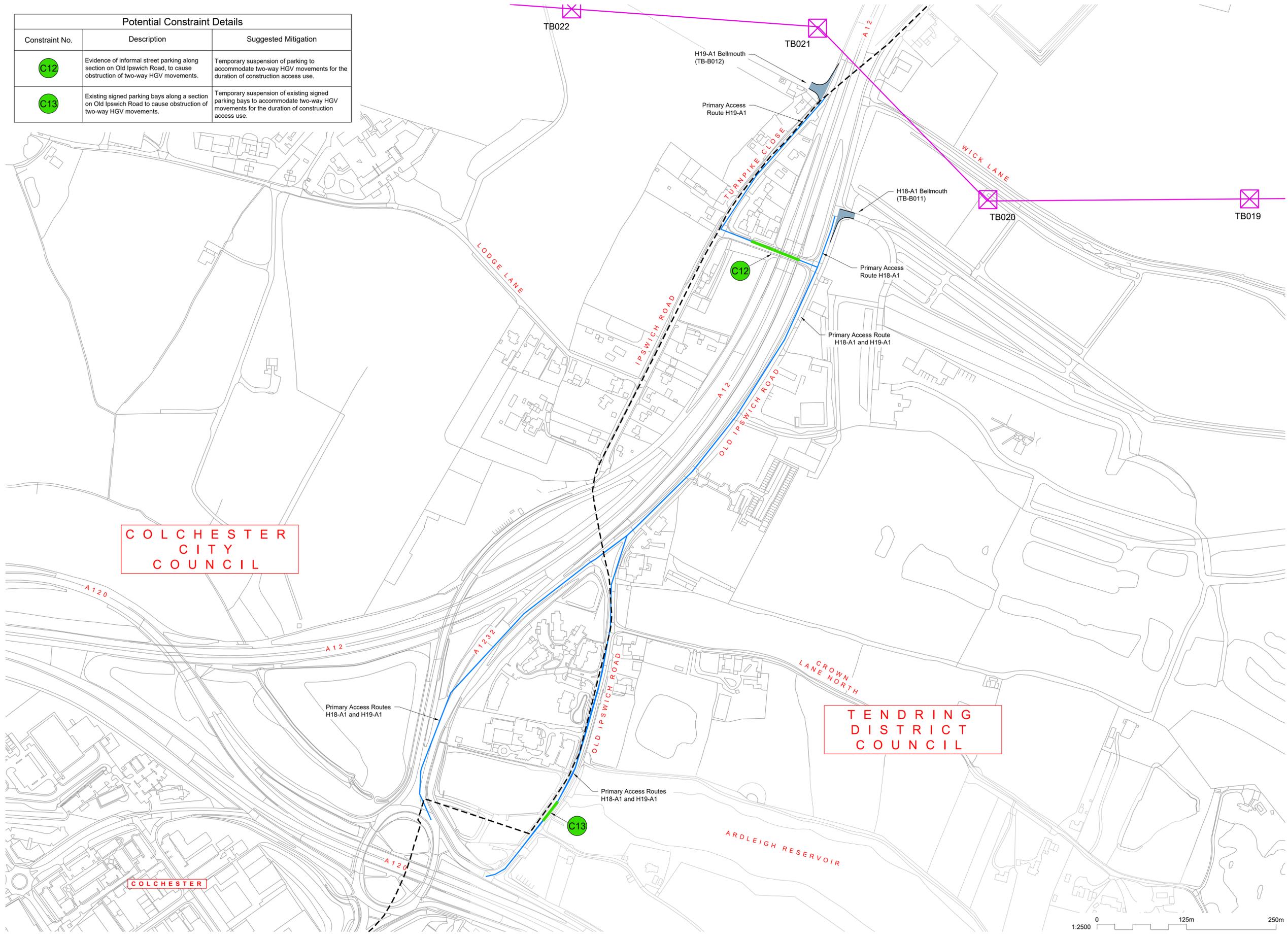
Constraint No.	Description	Suggested Mitigation
C10	Junction geometry of Grove Hill junction with Perry Lane identified to be of narrow width for design vehicle movements.	Cable drum delivery vehicle will be escorted. Temporary traffic management to be considered to facilitate design vehicle movements. Appropriate temporary signage to be provided where necessary.
C11	Section of A12 exit slip road identified to be of narrow width for cable drum delivery vehicle movements.	Cable drum delivery vehicle will be escorted. Temporary removal of island to accommodate cable drum delivery.





NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 7 OF 10,
TENDRING DISTRICT COUNCIL)

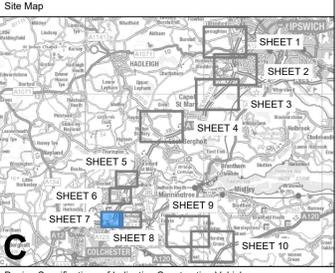
Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C12	Evidence of informal street parking along section on Old Ipswich Road, to cause obstruction of two-way HGV movements.	Temporary suspension of parking to accommodate two-way HGV movements for the duration of construction access use.
C13	Existing signed parking bays along a section on Old Ipswich Road to cause obstruction of two-way HGV movements.	Temporary suspension of existing signed parking bays to accommodate two-way HGV movements for the duration of construction access use.



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 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALL to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - 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
	Site Access Point (Bellmouth)



Design Specifications of Indicative Construction Vehicles

Vehicle	Overall Length	Overall Width	Overall Body Height	Max Track Width	Kerb to Kerb Radius
Mobile Crane Liebherr LTM 1250-6.1	17.855m	3.000m	4.000m	3.000m	11.624m
Low Loader HGV	16.633m	2.500m	3.396m	2.500m	6.790m

Drawing References (Section C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 602245 Sheet Y Centroid Coordinate: 229417
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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 C (SHEET 7 OF 10,
 TENDRING DISTRICT COUNCIL)
 PRIMARY ACCESS ROUTES H18-A1 AND H19-A1
 GENERAL ARRANGEMENT

Application Number

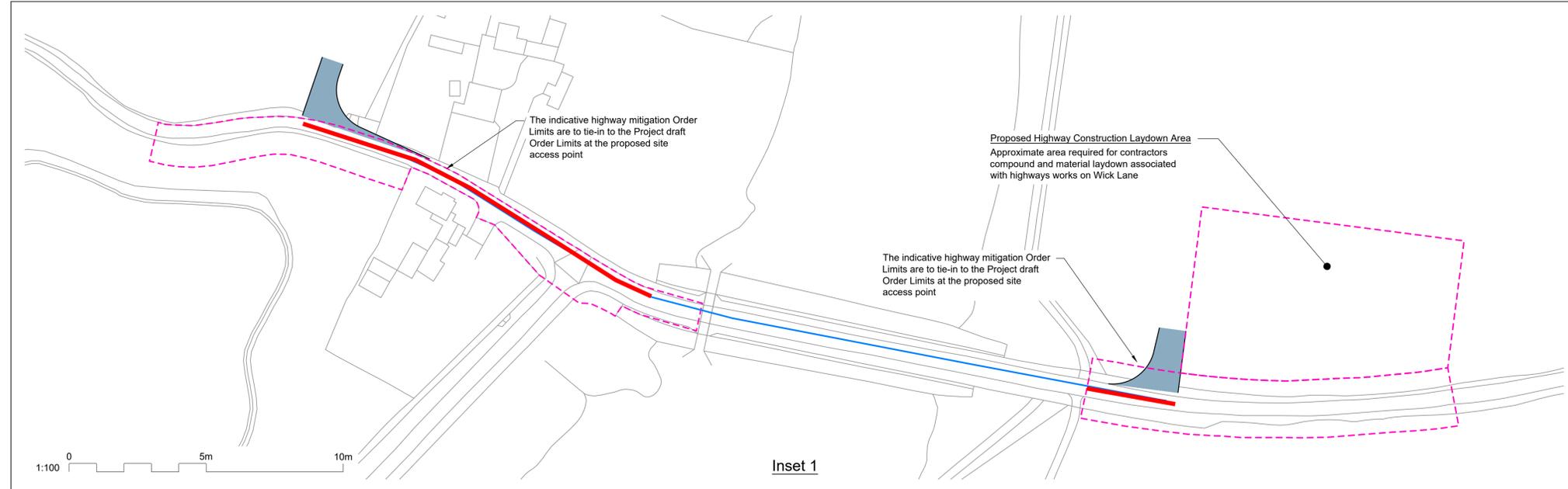
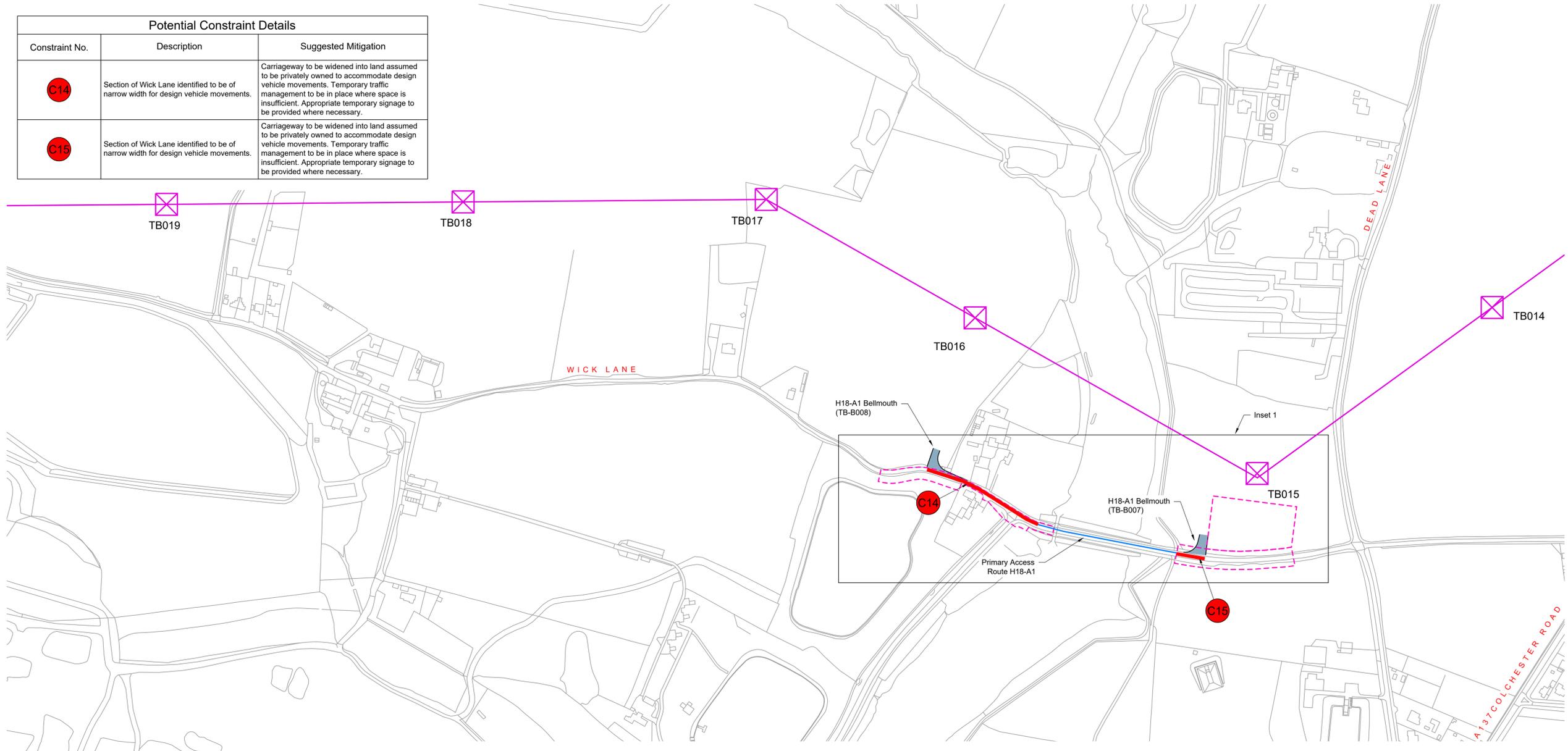
National Grid Drawing Reference

Scale	Sheet Size	Sheet	Issue
1:2500	A1	SHEET 7 OF 10	A



**NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 8 OF 10,
TENDRING DISTRICT COUNCIL)**

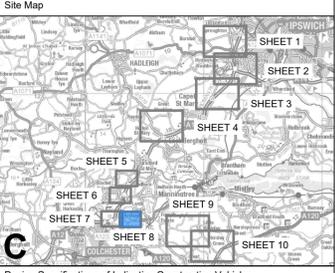
Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C14	Section of Wick Lane identified to be of narrow width for design vehicle movements.	Carriageway to be widened into land assumed to be privately owned to accommodate design vehicle movements. Temporary traffic management to be in place where space is insufficient. Appropriate temporary signage to be provided where necessary.
C15	Section of Wick Lane identified to be of narrow width for design vehicle movements.	Carriageway to be widened into land assumed to be privately owned to accommodate design vehicle movements. Temporary traffic management to be in place where space is insufficient. Appropriate temporary signage to be provided where necessary.



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 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
 - Unless stated otherwise, existing bridge and culvert structures along the primary access route are assumed to take UK standard vehicle weight limits (ALL to be considered in the abnormal case). This is to be confirmed with the Local Highway Authority prior to construction.
 - 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.
 - The proposed overhead line alignment and proposed underground cable alignment together comprise the 2024 preferred draft alignment.

Legend

- Sheet match line
- Local Authority Boundary
- Existing land boundary
- 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)



Design Specifications of Indicative Construction Vehicles

Vehicle Type	Overall Length	Overall Width	Overall Body Height	Track Width	Max Track Width	Kerb to Kerb Radius
Mobile Crane Liebherr LTM 1250-6.1	17.835m	3.000m	4.000m	3.000m	11.624m	
Low Loader HGV	16.633m	2.500m	3.396m	2.500m	6.790m	

Drawing References (Section C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 603798 Sheet Y Centroid Coordinate: 229375

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OFFICE FOR NATIONAL STATISTICS LICENSED UNDER THE OPEN GOVERNMENT LICENCE V.3.0

Issue	Date	FOR STATUTORY CONSULTATION	AJM	WES	AMR
A	April 2024				

Title NATIONAL GRID (NORWICH TO TILBURY)
 S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
 SECTION C (SHEET 8 OF 10,
 TENDRING DISTRICT COUNCIL)

**PRIMARY ACCESS ROUTE H19-A1
 GENERAL ARRANGEMENT**

nationalgrid

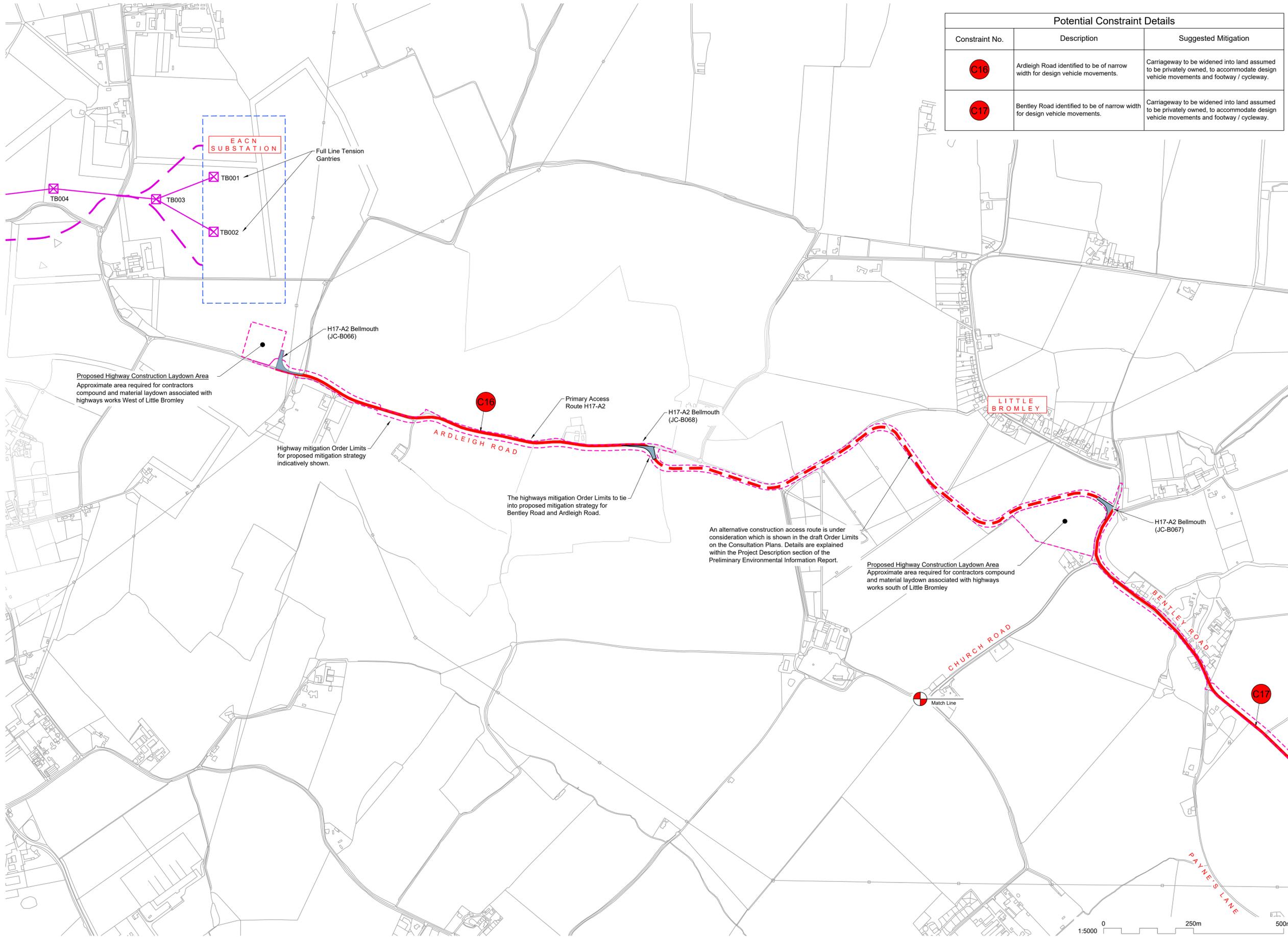
Application Number: AENC-NG-ENG-PLN-0024

National Grid Drawing Reference: AENC-NG-ENG-PLN-0024

Scale	Sheet Size	Sheet	Issue
1:2500	A1	SHEET 8 OF 10	A



NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 9 OF 10,
TENDRING DISTRICT COUNCIL)

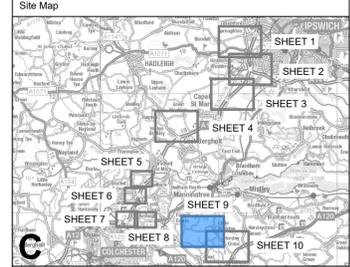


Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C16	Ardleigh Road identified to be of narrow width for design vehicle movements.	Carriageway to be widened into land assumed to be privately owned, to accommodate design vehicle movements and footway / cycleway.
C17	Bentley Road identified to be of narrow width for design vehicle movements.	Carriageway to be widened into land assumed to be privately owned, to accommodate design vehicle movements and footway / cycleway.

- Notes
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 - 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.
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 - 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.
 - 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.
 - Constraints and mitigations do not include works associated with Bellmouth junctions.
 - 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.
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 - 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.
 - 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)



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1	Low Loader HGV
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 (Cable Drum Delivery)	AIL-AL50 Girder Delivery Vehicle
Overall Length 25.440m	Overall Length 61.520m
Overall Width 4.500m	Overall Width 5.336m
Overall Body Height 5.000m	Overall Body Height 4.020m
Max Track Width 2.500m	Max Track Width 3.000m
Kerb to Kerb Radius 14.500m	Kerb to Kerb Radius 11.550m

Drawing References (Section C)

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

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 608649 Sheet Y Centroid Coordinate: 228397

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

Title NATIONAL GRID (NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 9 OF 10,
TENDRING DISTRICT COUNCIL)
PRIMARY ACCESS ROUTE H17-A2
GENERAL ARRANGEMENT

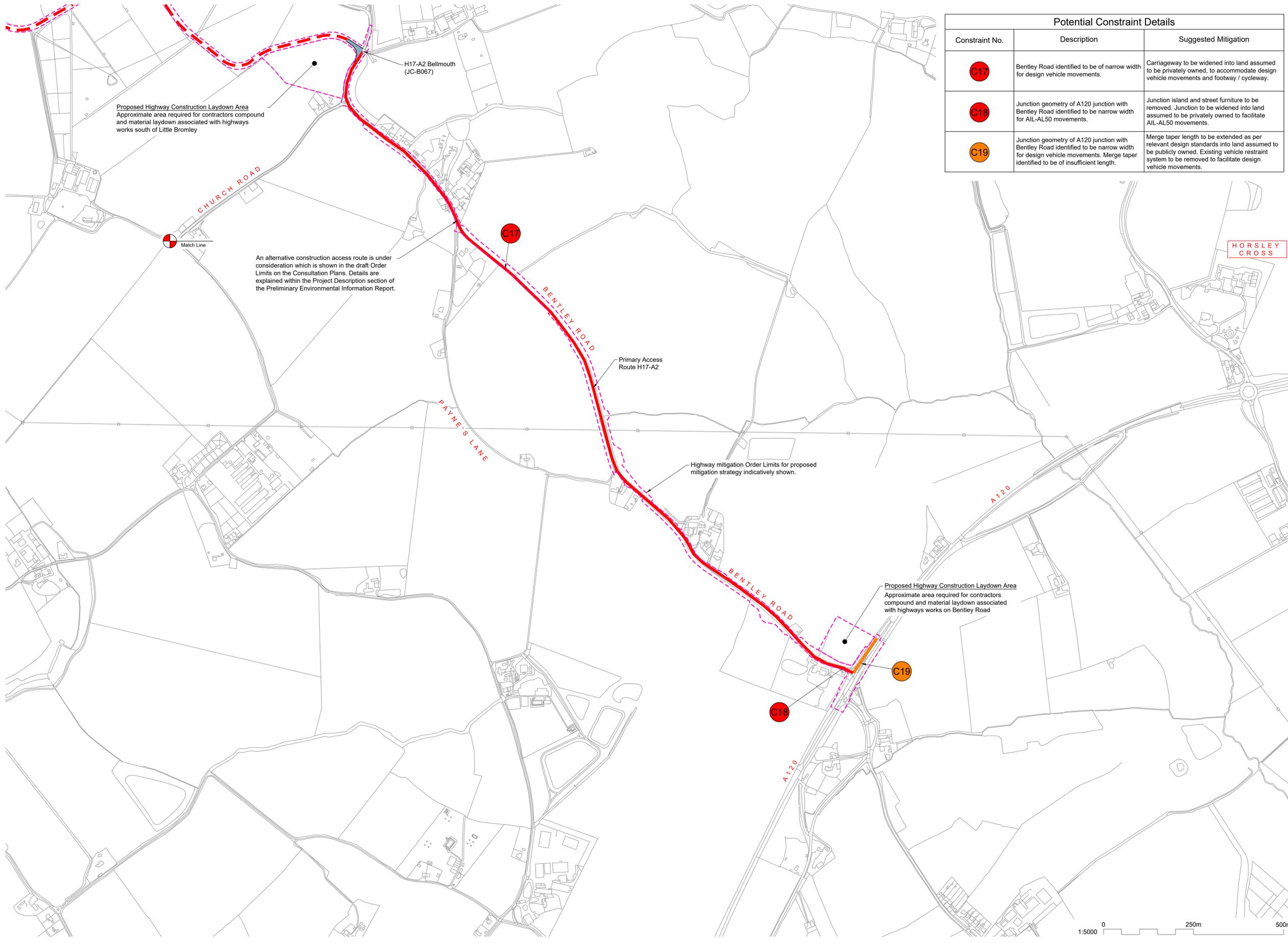
Application Number

National Grid Drawing Reference

Scale	Sheet Size	Sheet	Issue
1:5000	A1	SHEET 9 OF 10	A



NATIONAL GRID
(NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 10 OF 10,
TENDRING DISTRICT COUNCIL)



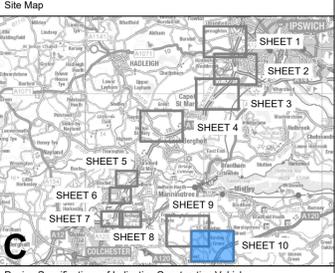
Potential Constraint Details		
Constraint No.	Description	Suggested Mitigation
C17	Bentley Road identified to be of narrow width for design vehicle movements.	Carriageway to be widened into land assumed to be privately owned, to accommodate design vehicle movements and footway / cycleway.
C18	Junction geometry of A120 junction with Bentley Road identified to be narrow width for AIL-AL50 movements.	Junction island and street furniture to be removed. Junction to be widened into land assumed to be privately owned to facilitate AIL-AL50 movements.
C19	Junction geometry of A120 junction with Bentley Road identified to be narrow width for design vehicle movements. Merge taper identified to be of insufficient length.	Merge taper length to be extended as per relevant design standards into land assumed to be publicly owned. Existing vehicle restraint system to be removed to facilitate design vehicle movements.

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 - 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
 - Site Access Point (Bellmouth)

Scale of Mitigation Order Limits: Indicated



Design Specifications of Indicative Construction Vehicles

Mobile Crane Liebherr LTM 1250-6.1	Low Loader HGV
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 (Cable Drum Delivery)	AIL-AL50 Girder Delivery Vehicle
Overall Length 25.440m	Overall Length 61.520m
Overall Width 4.500m	Overall Width 5.336m
Overall Body Height 5.000m	Overall Body Height 4.020m
Max Track Width 2.800m	Max Track Width 3.000m
Kerb to Kerb Radius 14.500m	Kerb to Kerb Radius 11.550m

Drawing References (Section C)

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

Coordinate System: British National Grid
 Sheet X Centroid Coordinate: 610732 Sheet Y Centroid Coordinate: 227125

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT AND DATABASE RIGHTS (2024) LICENCE: OS10002421 AND A1000007949.

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Issue	Date	FOR STATUTORY CONSULTATION	Remarks	AJM	WES	AMR

Title NATIONAL GRID (NORWICH TO TILBURY)
S.42 CONSULTATION CONSTRUCTION ACCESS PLAN
SECTION C (SHEET 10 OF 10,
TENDRING DISTRICT COUNCIL)

PRIMARY ACCESS ROUTE H17-A2
GENERAL ARRANGEMENT

nationalgrid

Application Number

National Grid Drawing Reference
AENC-NG-ENG-PLN-0024

Scale 1:5000 Sheet Size A1 Sheet SHEET 10 OF 10 Issue A