



**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Traffic and Transport Deadline 3 Clarification Note

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to East Anglia ONE North and East Anglia TWO



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Table of Contents

1	Introduction	1
1.1	Purpose of this Clarification Note	1
2	Review of Potential Road Closures	2
2.1	Overview	2
2.2	Construction Access Requirements	2
2.3	Onshore Cable Crossings of the Highway	4
2.4	Offsite Mitigation Measures	4
2.5	Church Road Drainage	6
3	Speed Limit Changes	7
3.1	Speed Limit Reduction Locations	7
3.2	Speed Limit Durations	13
4	References	15
	Appendix 1: Highway Works Locations	16
	Appendix 2: Proposed Preliminary Access Concepts	17



Glossary of Acronyms

AIL	Abnormal Indivisible Load
DCO	Development Consent Order
ES	Environmental Statement
ESC	East Suffolk Council
HGV	Heavy Goods Vehicle
kph	Kilometers per hour
mph	Miles per hour
OAMP	Outline Access Management Plan
SCC	Suffolk County Council
SoCG	Statement of Common Ground
TTRO	Temporary Traffic Regulation Order



Glossary of Terminology

Applicants	East Anglia TWO Limited / East Anglia ONE North Limited
The Councils	Suffolk County Council and East Suffolk Council
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia TWO project	The proposed project consisting of up to 75 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia TWO / East Anglia ONE North project from landfall to the connection to the national electricity grid.



1 Introduction

1. This clarification note has been prepared by East Anglia TWO Limited and East Anglia ONE North Limited (the Applicants) to clarify aspects of the East Anglia TWO and East Anglia ONE North Development Consent Order (DCO) applications (the Applications).
2. This note sets out the Applicants' clarification on traffic and transport matters in relation to the East Anglia TWO project and the East Anglia ONE North project (the Projects). The information included within this note aims to address queries raised by East Suffolk Council (ESC) and Suffolk County Council (SCC) (the Councils) through their Relevant Representations (RR-002 and RR-007 respectively) and the Statement of Common Ground (SoCG) process.
3. This document is applicable to both the East Anglia ONE North and East Anglia TWO DCO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23rd December 2019 (PD-004). Whilst this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it for the other project submission.

1.1 Purpose of this Clarification Note

4. Through their Relevant Representations (RR-002 and RR-007) and the SoCG process, the Councils have sought clarification regarding the assessment presented in **Chapter 26 Traffic and Transport** of the Environmental Statement (ES) (APP-074). In particular, this note provides clarity on the following:
 - Details of all locations where the Applicants consider road closures will be required; and
 - Details of all locations where the Applicants consider speed limits will be required and their durations.



2 Review of Potential Road Closures

2.1 Overview

5. **Chapter 26 Traffic and Transport** (APP-074) outlines the requirement for works on or adjacent to the public highway associated with the following activities:
 - Installing construction accesses (**Figure 26.2: Access Locations and Associated Onshore Infrastructure** (APP-307);
 - Installing the onshore cables under the highway;
 - Delivery of offsite mitigation measures; and
 - Installing drainage connections along Church Road, Friston.
6. Chapter 8 of the Traffic Signs Manual (Department for Transport, 2009) outlines the requirements for road works in the UK. It notes that to allow vehicles to pass road works, a minimum lane width of 3.0m should be provided and a lateral safety clearance (between the works and live traffic) of 0.5m should also be provided.
7. It is therefore calculated that to maintain access passed road works (by either, traffic signals, stop-go or give-take arrangements) a minimum operational requirement of 3.5m would be required. This minimal operational requirement (depicted in **Plate 1** below) would be required in addition to the area required for the respective works being undertaken by the Applicants.

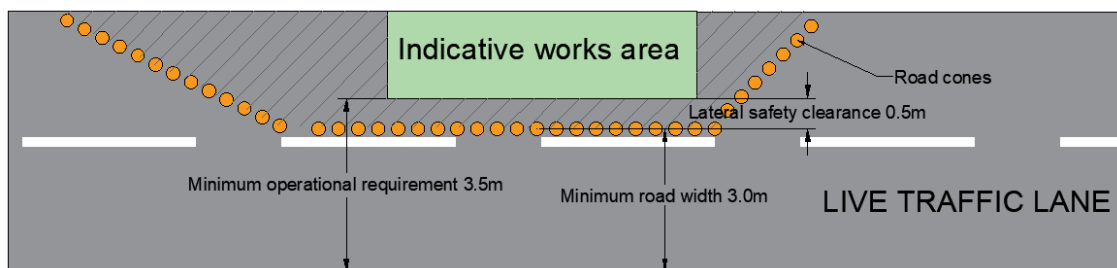


Plate 1: Indicative road works layout, demonstrating minimum operational requirements

8. The following sections therefore include a review of each of the aforementioned activities to understand if the minimum 3.5m operational requirements can be facilitated within the existing highway, and where this is not the case, the arrangements to be followed.

2.2 Construction Access Requirements

9. **Figure 26.2 Access Locations and Associated Onshore Infrastructure** (APP-307) details locations where the Projects would require the construction of new accesses from the public highway.



10. To allow the Projects' accesses to be constructed, the appointed Contractor would typically work off the highway within the Order limits. However, there would be periods where construction activities would be undertaken adjacent to, or on the highway to tie-in.
11. When these tie-in works are being undertaken, a working area of 2.5m would typically be required to allow vehicles to park on the road and be loaded by excavators. However, where the road width is restricted, vehicles could pull off the highway and park within the order limits. Working from the order limits it is reasoned that the minimum working area could be reduced to 1.5m.
12. It can therefore be calculated that to accommodate the new access tie-in works, a minimum road width of 5.0m would be required (i.e. 3.0m active lane, 0.5m lateral safety clearance and 1.5m working area). If a 5.0m highway width is not achievable, alternative accommodation works would be required.
13. **Table 2.1** provides a summary of the location and road widths of the accesses.

Table 2.1 Proposed Access Locations and Associated Road Widths

Location	Accesses	Road Width
Sizewell Gap (east)	Access 1	6.1m
Sizewell Gap (west)	Access 2	6.4m
B1353	Accesses 3 and 4	6.0m
B1122	Accesses 5 and 6	6.2m
Sloe lane	Accesses 7 and 8	3.0m
B1069	Accesses 9 and 10	6.1m
Grove Road	Accesses 11 and 12	4.3m
B1121	Access 13	5.8m

14. It can be noted from **Table 2.1** that Sloe Lane and Grove Road are less than 5.0m wide. All other roads are therefore wide enough to allow the accesses to be installed without the requirement for alternative works.
15. Sloe Lane is a single carriageway, no through road and provides access to two residential properties at its northern extent, and Billeaford Hall self-catering and bed and breakfast accommodation complex to its southern extent. However, the two residential properties are north of the proposed works location and would not be directly impacted by the works. To ensure the residents of, and visitors to Billeaford Hall can gain access whilst the access tie-in works are undertaken, a temporary section of road widening would be installed within the Order limits. This



would increase the road width from its current width of ~3.0m to a minimum of 5.0m, thereby allowing vehicles to pass.

16. Grove Road would also be temporarily widened within the Order limits to achieve a minimum 5.0m road width.

2.3 Onshore Cable Crossings of the Highway

17. **Chapter 26 Traffic and Transport** (AP-074) outlines that to allow installation of the onshore cables across the public highway (at the B1353, B1122, Sloe Lane, B1069 and Grove Road), the road would have to be excavated.
18. This process would involve the installation of ducts halfway across the road, before swapping to install ducts on the other half of the road, thereby allowing the onshore cables to be pulled through at a later date. To allow the ducts to be installed halfway across the road whilst maintaining the 3.5m operational requirement, the road would need to be at least 7.0m wide.
19. It can be noted from **Table 2.1** that none of the roads where cable crossings are proposed are over 7.0m wide, therefore alternative accommodation works would be required.
20. **Chapter 26 Traffic and Transport** (APP-074) outlines that accommodation works would include the temporary widening of the road into the adjacent Order limits. For example, the B1353 is approximately 6.0m wide, so the road would need to be widened by at least 1.0m. **Plate 2** details this concept.

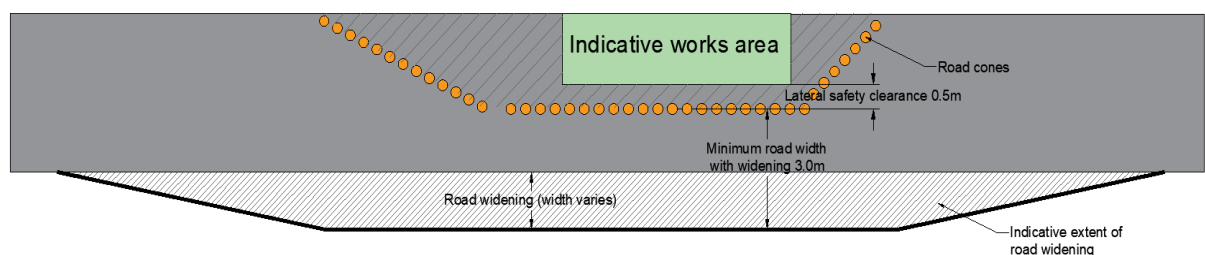


Plate 2: Conceptual temporary widening of road within Order Limits

21. This approach would allow all the roads to remain open whilst the onshore cables are installed.

2.4 Offsite Mitigation Measures

22. The potential for road closures associated with offsite mitigation measures are outlined below.



2.4.1 Footway Improvements

23. **Chapter 26 Traffic and Transport** (APP-074) identifies the requirement to provide new footways and crossing points along the B1122 through Theberton and the A1094 through Snape. These works are detailed in **Appendix 26.17** of the ES (APP-543).
24. The B1122 and A1094 are 6.3m and 6.2m wide respectively. It can therefore be calculated that the minimum 3.5m operational requirement can be provided whilst allowing at least 2.7m for the works. A width of 2.7m is considered to be sufficient as it would allow space for a heavy goods vehicle (HGV) (~2.5m wide) to be parked and loaded on the highway. Therefore, no alternative measures are required at this location.

2.4.2 A1094 / B1069 Widening

25. **Chapter 26 Traffic and Transport** (APP-074) identifies the requirement for mitigation measures to provide widening at the junction of the A1094 and B1069. These works are detailed in **Appendix 26.5** of the ES (APP-531).
26. In the vicinity of the junction, the B1069 and A1094 are 6.5m and 6.4m wide respectively. It can therefore be calculated that the minimum operational requirement of 3.5m can be provided with at least 2.9m available to undertake the works. A width of 2.9m is considered to be appropriate to undertake the works as it allows space for a HGV (~2.5m wide) to be parked on the highway. Therefore, no alternative measures are required at this location.

2.4.3 A12 / A1094 Improvements

27. **Chapter 26 Traffic and Transport** (APP-074) identifies the requirement for mitigation measures to provide road safety improvements at the junction of the A12 and A1094 known as Friday Street. The Applicants and SCC are separately discussing the final form of mitigation measures required at this junction.

2.4.4 A12 Marlesford Bridge

28. **Chapter 26 Traffic and Transport** (APP-074) outlines that the abnormal indivisible load (AIL) movements associated with the delivery of the Projects' transformers could come from either Felixstowe or Lowestoft ports.
29. If AIL movements originate from Felixstowe, **Chapter 26 Traffic and Transport** (APP-074) identifies the potential requirement for works to strengthen the A12 River Ore crossing. The need to strengthen the crossing would be further investigated once the chosen port is adopted. These investigations would consider if the crossing could accommodate the load or if accommodation works would be required. Should accommodation works be required, the form of works would be agreed with SCC. This would also include discussions regarding the



form of traffic management that may be required. Substantial works to Marlesford Bridge are not proposed under the Projects' DCOs.

2.5 Church Road Drainage

30. The **Works Plans (Onshore)** (and updated version has been submitted at Deadline 3, document reference 2.3.2) identify the potential requirement to undertake works along Church Road in Friston. The works would involve the construction of a surface water discharge connection from the onshore substation along Church Road for approximately 105m.
31. Church Road is less than 3.0m wide and as such would not provide sufficient space to accommodate the minimum 3.5m operational requirement and the works. Furthermore, it would not be possible to widen Church Road within the Order limits. Therefore, there would be a requirement for a temporary closure of Church Road for a short period of time.
32. The impacted section of Church Road provides access to a number of residential properties, St Mary the Virgin Church and Friston Village Hall. Access to these buildings would be maintained throughout.



3 Speed Limit Changes

33. This section of the clarification note provides further clarification on the locations, extent, estimated duration and nature of speed limit reduction measures associated with the Projects. All reductions would be temporary in nature, no permanent speed limit changes are proposed.

34. The purpose for temporary reductions in speed limits is for the:

- Safety of road workers during the construction of the highway works (roadworks); and/or
- Safe passage of traffic during the construction phase of the Projects.

3.1 Speed Limit Reduction Locations

35. For highway safety reasons, reductions in the posted speed limit would be required for offsite highway works (required to mitigate transport impacts) and the Projects' accesses and crossings collectively referred to as 'highway works' (shown in **Figure 1, Appendix 1**).

36. The offsite highway works authorised by the **draft DCO** (APP-023) are:

- Work No. 35 — highway alterations to the junctions between the A1094 and the B1121 and the A1094 and the B1069 including widening of the highway and vegetation clearance.
- Work No. 36 — highway alterations to the junction between the A12 and the A1094 including widening of the highway and vegetation clearance.
- Work No. 37 — highway alterations comprising reinforcement of bridge together with temporary construction works area and formation of access from the A12.

37. The requirements for speed limit reduction at each of these offsite highway works are outlined below.

3.1.1 Work No. 35

38. **Section 26.4.3.1.5** of **Chapter 26 Traffic and Transport** (APP-074) identifies that to accommodate the movement of AILs associated with the delivery of the transformers, there would be a requirement for temporary widening of the highway and vegetation clearance at the junction of the A1094 and B1069. The extent of these works is shown in **Appendix 26.5** (APP-531).

39. In order to construct these offsite highway works, roadworks will need to be implemented to maintain highway safety and to minimise delays to road users.



The roadworks will include a temporary reduction in the posted speed limit on the A1094 and the B1069 from 60mph to 30mph.

3.1.2 Work No. 36

40. **Section 26.6.1.10** of **Chapter 26 Traffic and Transport** (APP-074) identifies that the increase in construction traffic through the junction of the A12 and A1094 (cluster 3 - shown in **Figure 26.6** (APP-311)) could result in a major adverse impact upon road safety.
41. A package of mitigation measures has been developed for this junction for the Projects' overall construction phase. These measures include a proposed temporary reduction in the posted speed limit on the A12 from 50 miles per hour (mph) to 40mph in advance of the junction for the duration of the Projects' construction. **Section 26.6.1.10** of **Chapter 26 Traffic and Transport** (APP-074) identifies that the application of these mitigation measures would result in a reduction in the impact significance to minor adverse.
42. In order to construct the offsite highway works required, roadworks will also be implemented to maintain highway safety and to minimise delays to road users. The roadworks will include a temporary reduction in the posted speed limit on the A1094 from 40mph to 30mph and on the A12 from 50mph to 30mph.

3.1.3 Work No. 37

43. **Chapter 26 Traffic and Transport** (APP-074) outlines two potential ports for the import of the transformers for the Projects: Lowestoft and Felixstowe. Should the transformers come from Felixstowe, the AIL would need to pass over the Marlesford Bridge of the A12 on route to the onshore substation site.
44. The scope and scale of structural alterations that may be required to this bridge have not been determined at this stage as the final port and transformer size has not been defined. If the A12 south is identified as the preferred AIL haul route, there are a broad range of interventions available ranging from temporary load bearing solutions to, at the top end of the scale, bridge alterations. These will be determined pre-construction and the necessary technical approvals will be acquired from SCC.
45. In order to deliver the interventions, it is likely that there would be a requirement for roadworks to maintain highway safety and to minimise delays to road users. The roadworks may also include a requirement for a temporary reduction in the posted speed limit on the A12 from 40mph to 30mph or even 20mph.

3.1.4 Accesses and Crossings

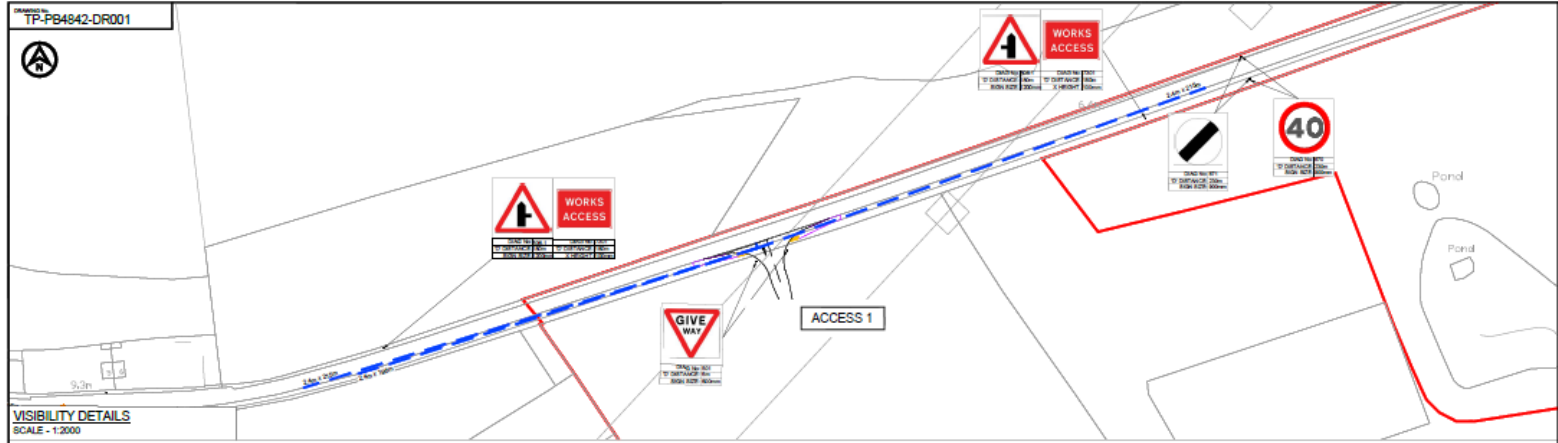
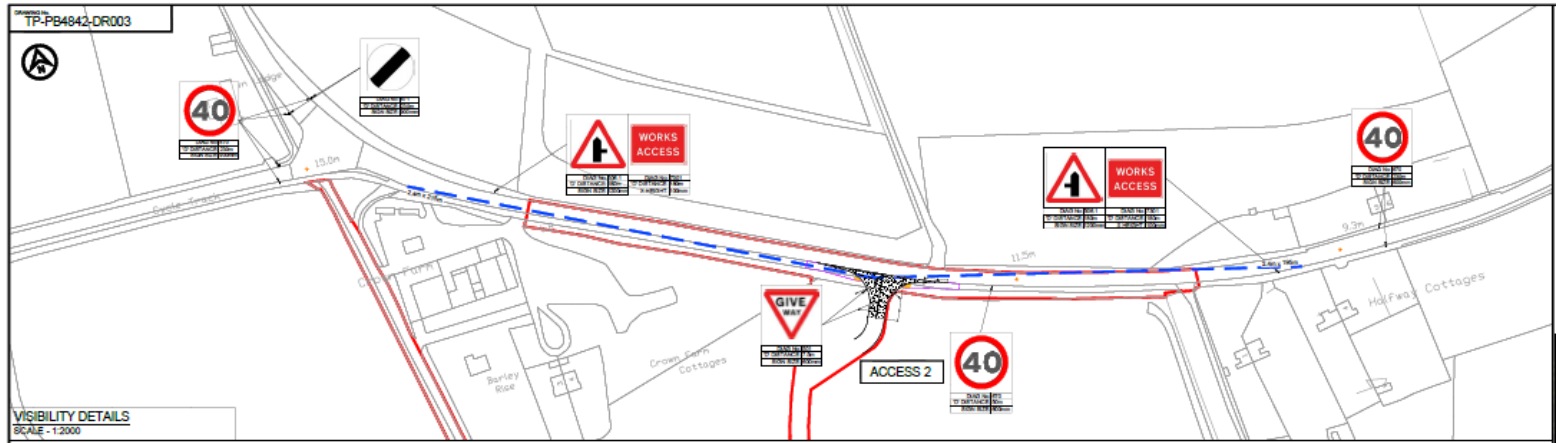
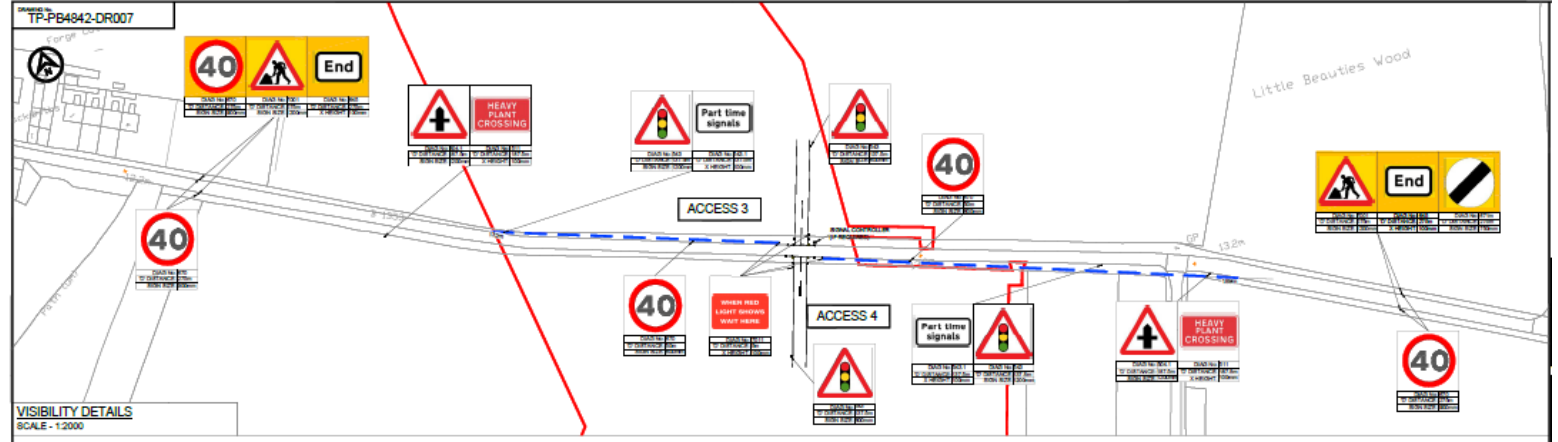
46. The accesses provide for access and egress to and from the existing public highway, whilst crossings would only permit construction traffic to cross from one

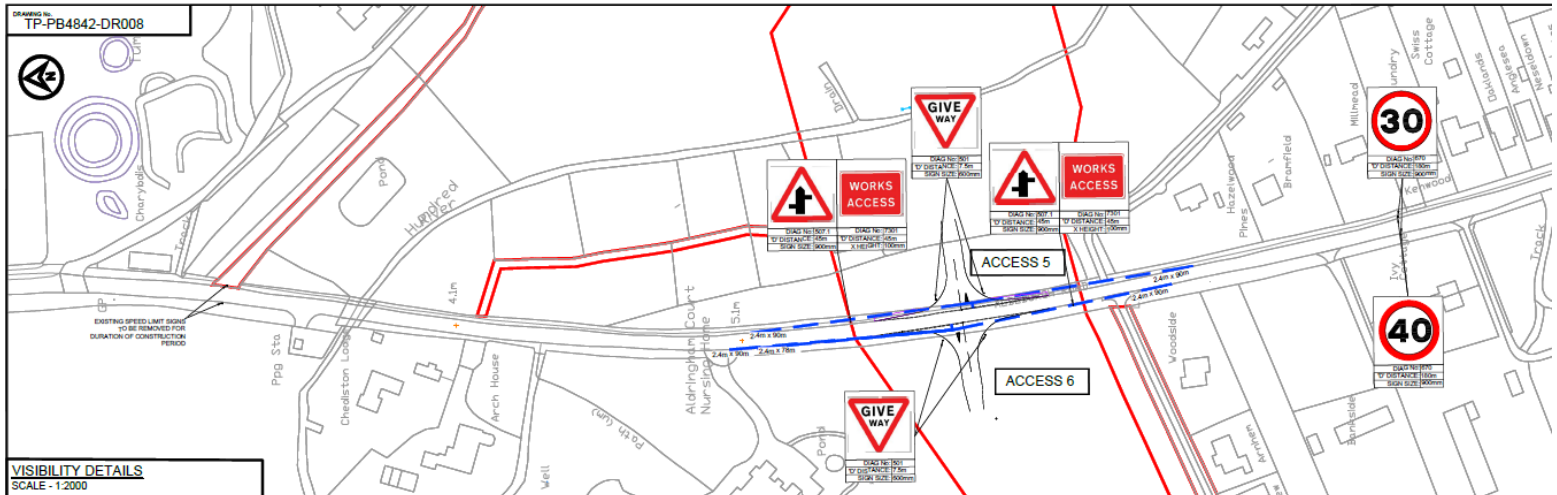
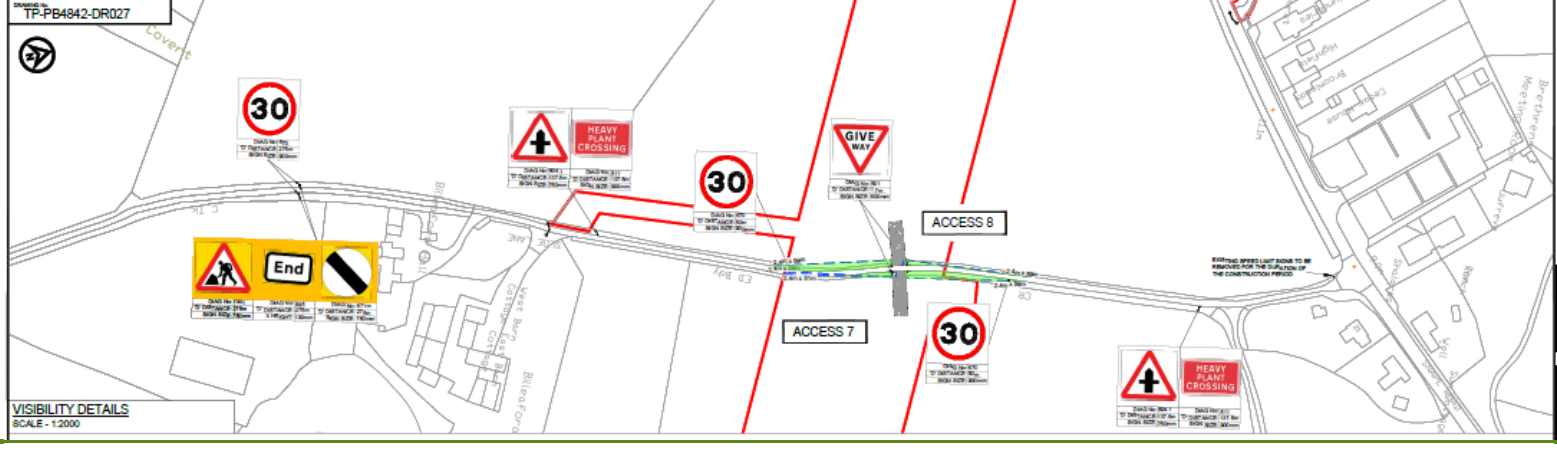
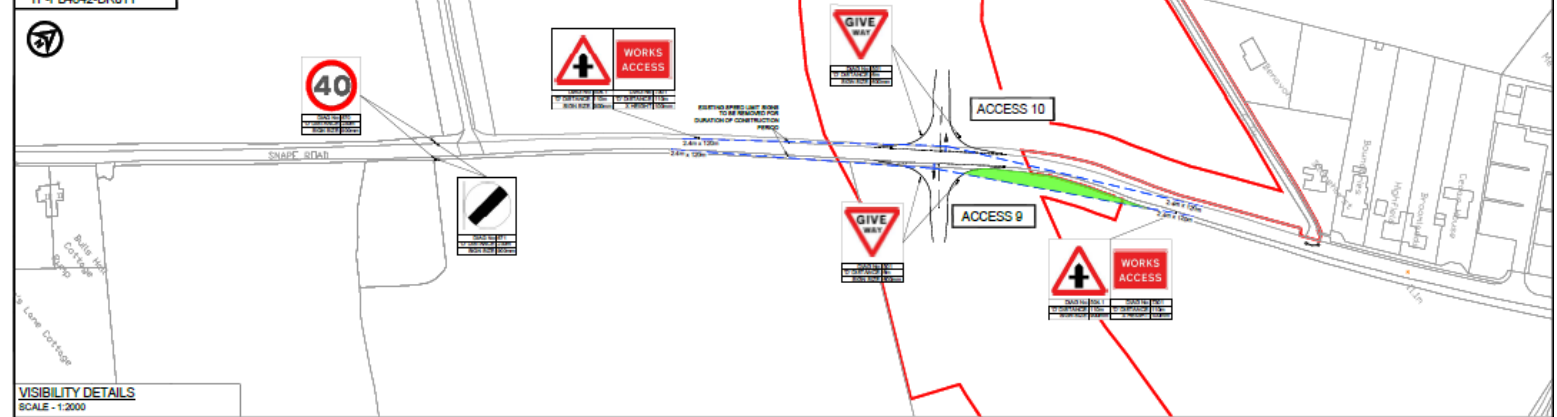


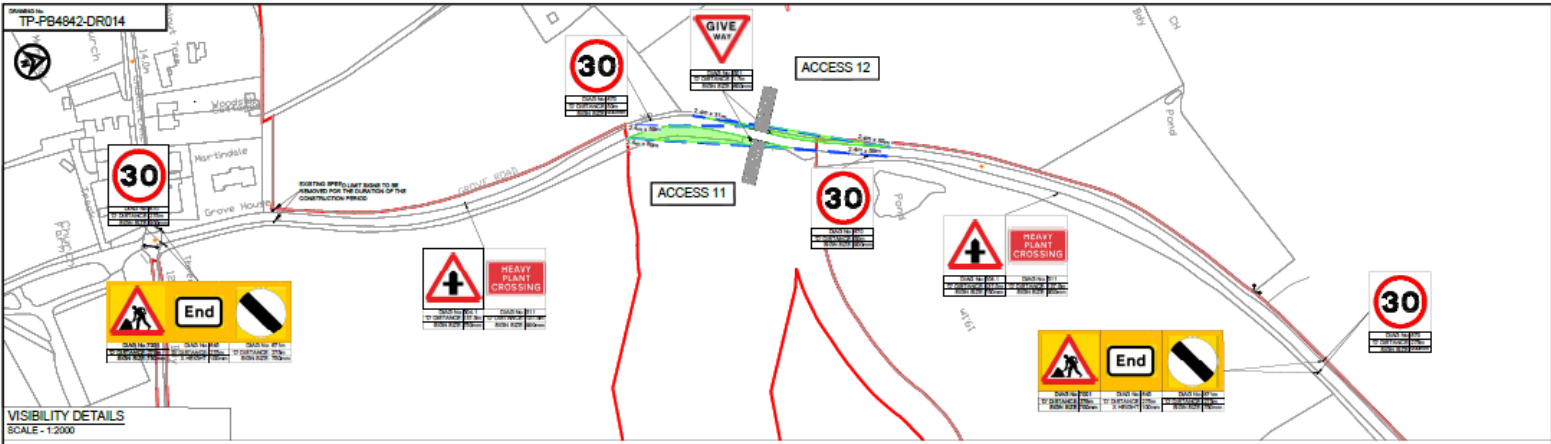
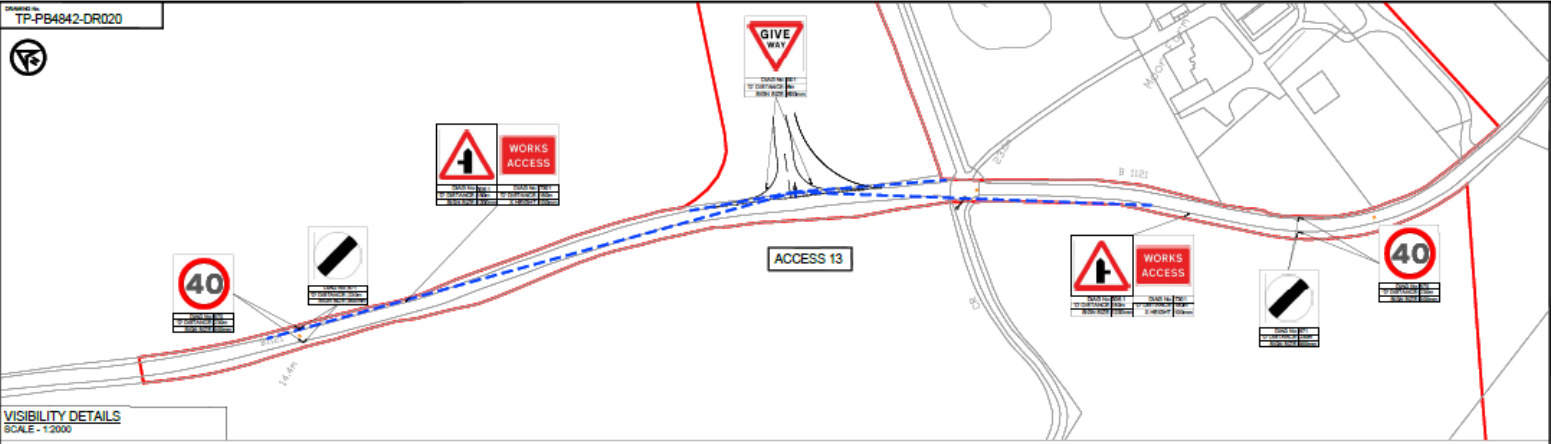
side of the existing public highway to the other. No construction access or egress would be permitted from the crossing points.

47. The ***Outline Access Management Plan*** (OAMP) (an updated version has been submitted at deadline 3, document reference 8.10) sets out that the general guiding principle for the access design is to keep engineering works to a minimum to reduce the environmental impact of the Projects and ensure timely reinstatement to baseline conditions. This approach has entailed minimising vegetation that needs to be removed to provide forward visibility (known as the visibility splay) of oncoming vehicles for drivers egressing at accesses and crossings.
48. Where visibility splays are limited, the OAMP introduces temporally reduced speed limits. Where full visibility splays can be achieved, a precautionary approach of reducing speed limits to manage the potential for adverse road safety impacts has been adopted.
49. Sketches and details of the proposed temporary speed limit reductions at accesses and crossings are provided in ***Appendix 26.18*** (APP-544) and reproduced in ***Table 3.1*** and ***Appendix 2*** of this note.

Table 3.1 Proposed Speed Reduction Locations at Accesses and Crossings

Location	Access	Proposed Speed Reduction	Sketch
Access 1 (Sizewell Gap)	Landfall and onshore cable route section 1	Visibility splays in accordance with the existing measured speeds can be provided, however, a precautionary temporary reduction in speed limit from 60 to 40mph is proposed. (Drawing 001 in Appendix 2).	
Access 2 (Sizewell Gap)	Onshore cable route section 2	The visibility splay to the east is less than required for a design speed of 100kph (62.5mph). It is therefore proposed to temporarily reduce the speed limit from 60 to 40mph. (Drawing 003 in Appendix 2).	
Accesses 3 and 4 (B1353 crossing)	Onshore cable route section 2	Due to the anticipated construction traffic movements and the volume of background traffic, it is proposed that construction vehicles would cross the public highway under traffic signal control. Visibility to the proposed traffic signal heads cannot be provided for a design speed of 100kph (62.5mph). It is therefore proposed to temporarily reduce the speed limit from 60 to 40mph. (Drawing 007 in Appendix 2).	

Location	Access	Proposed Speed Reduction	Sketch
Accesses 5 and 6 (B1122)	Onshore cable route section 3B	The visibility splays for both accesses are less than required for a design speed of 70kph (43.8mph). It is therefore proposed to temporarily reduce the speed limit from 40 to 30mph. (Drawing 008 in Appendix 2).	
Accesses 7 and 8 (Sloe Lane) (crossing)	Onshore cable route section 3A	The crossing points at Sloe Lane are located at sections of the highway where existing traffic flows and speeds are low. It is proposed therefore that construction vehicles would give-way to traffic on the public highway and cross in gaps in traffic when safe to do so. Visibility splays for both crossings are less than required for a design speed of 100kph (62.5mph). It is therefore proposed to temporarily reduce the speed limit from 60 to 30mph and trim/ cut back existing vegetation to ensure a visibility splays can be achieved in both directions. (Drawing 027 in Appendix 2).	
Access 9 and 10 (Snape Road)	Onshore cable route section 3A	Visibility splays are less than required for a design speed of 70kph (43.8mph). It is therefore proposed to temporarily extend the existing 40mph speed limit further south along the B1069 to reduce the speed of vehicles on the approach to access 9. In addition, existing vegetation will be removed/ cut back to ensure a visibility splays can be achieved in both directions. (Drawing 011 in Appendix 2).	

Location	Access	Proposed Speed Reduction	Sketch
Access 11 and 12 (Grove Road) (crossing)	Onshore cable route section 4, onshore substations and National Grid Substation	The crossing point at Grove Road is located at a section of the highway where existing traffic flows and speeds are low. It is proposed therefore that construction vehicles would give-way to traffic on the public highway and cross in gaps in traffic when safe to do so. Visibility splays for both crossings are less than required for a design speed of 100kph (62.5mph). It is therefore proposed that existing vegetation will be removed/ cut and to temporarily reduce the speed limit from 60 to 30mph to ensure a visibility splays can be achieved in both directions. (Drawing 014 in Appendix 2).	
Access 13 (B1121 Saxmundham Road)	Access 13 would provide a permanent access to the onshore substations and National Grid substation following completion of construction. During construction, the access would only be used by National Grid employees and for the delivery of the Projects transformers.	Visibility splays in accordance with the existing measured speeds can be provided, however, a temporary reduction in the speed limit from 60 to 40mph is proposed as a safety measure . (Drawing 020 in Appendix 2).	



50. In order to implement the accesses and crossings, the roadworks must maintain highway safety and minimise delays to road users. The roadworks will incorporate a temporary reduction in the posted speed limit.
51. It would be proposed that the extent of the proposed speed limit changes for the roadworks would mirror those detailed in **Table 3.1**. In the case of accesses 1, 2, 3, 4, 9, 10 and 13 speed limits would be restricted to a maximum of 30mph for the roadworks, reverting to 40mph for the duration of the Projects' construction phase.

3.2 Speed Limit Durations

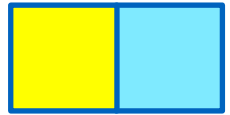
52. **Table 3.2** provides a summary of the proposed change in speed limit for all highway works and the approximate durations.

Table 3.2 Proposed Speed Limit Changes and Durations

Location		Construction of the Highways Works		Projects Construction Phase	
		Proposed speed limit change	Approximate Duration	Proposed speed limit change	Approximate Duration
Offsite Highway Works	Works No. 35 (A1094/ B1069 junction)	60 to 30mph	Approx. 2 weeks	n/a	n/a
	Works No. 36 (A12/ A1094 Friday Street)	A12: 50 to 30mph A1094: 40 to 30mph	Up to 26 weeks	A12: 50 to 40mph A1094: no change	Duration of construction for this Stage of the works. Approx. 48 months
	Works No. 37 (A12 Marlesford Bride)	40 to 30 or 20mph	To be confirmed depending upon scope of works required at Marlesford Bridge	n/a	n/a
Accesses and crossings	Access 1 and 2 (Sizewell Gap)	60 to 30mph	Approx. 4 weeks	60 to 40mph	For defined phases during construction and reinstatement period which spans
	Accesses 3 and 4 (B1353) (crossing)	60 to 30mph		60 to 40mph	

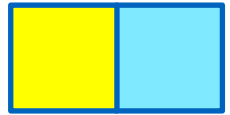


Location		Construction of the Highways Works		Projects Construction Phase	
		Proposed speed limit change	Approximate Duration	Proposed speed limit change	Approximate Duration
	Accesses 5 and 6 (B1122)	40 to 30mph		40 to 30mph	approximately 48 months.
	Accesses 7 and 8 (Sloe Lane) (crossing)	60 to 30mph		60 to 30mph	
	Access 9 and 10 (Snape Road)	60 to 30mph		60 to 40mph	
	Access 11 and 12 (Grove Road) (crossing)	60 to 30mph		60 to 30mph	
	Access 13 (Saxmundham Road)	60 to 30mph		60 to 40mph	

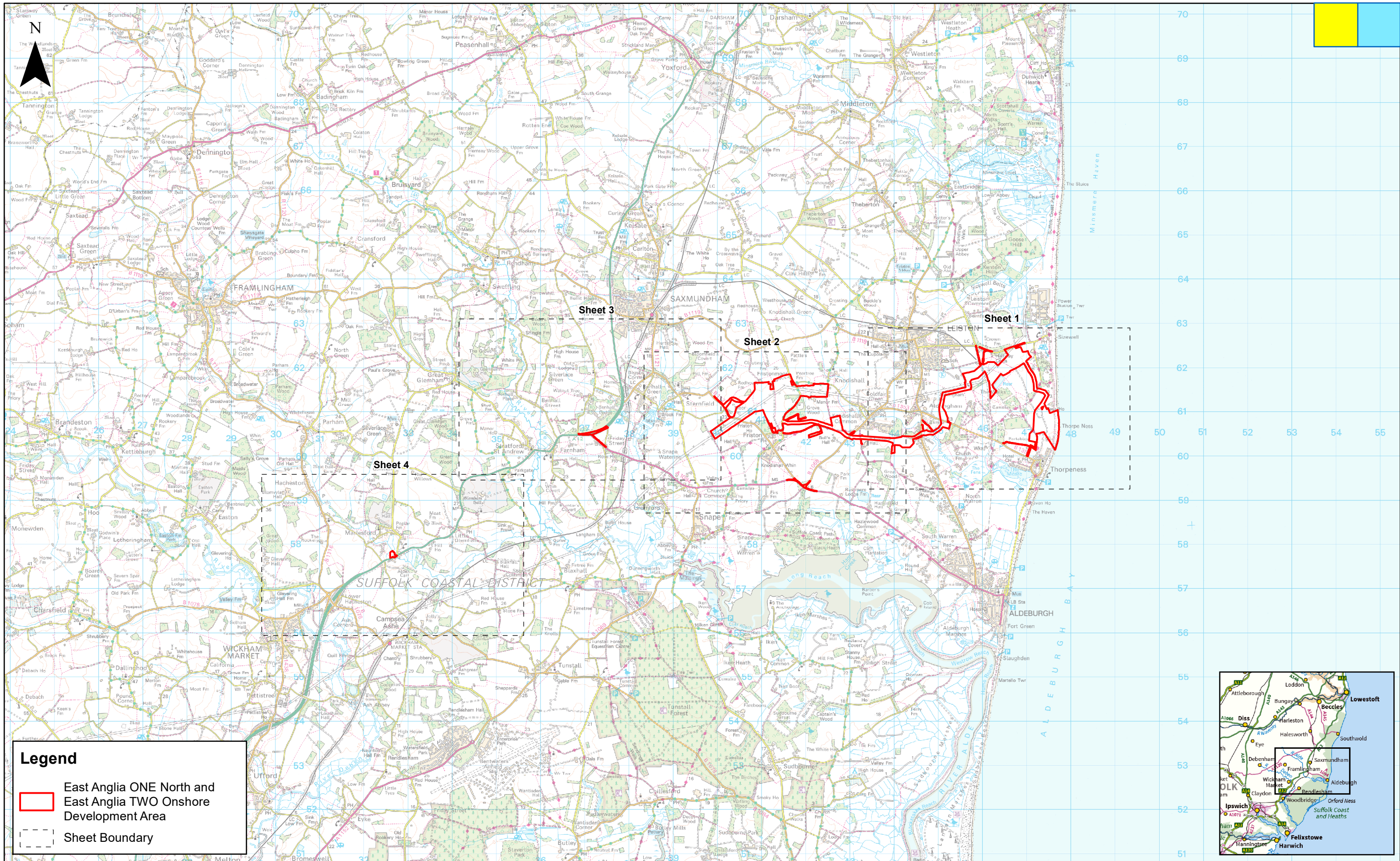


4 References

Department for Transport (2009). Traffic Signs Manual, Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations.



Appendix 1: Highway Works Locations



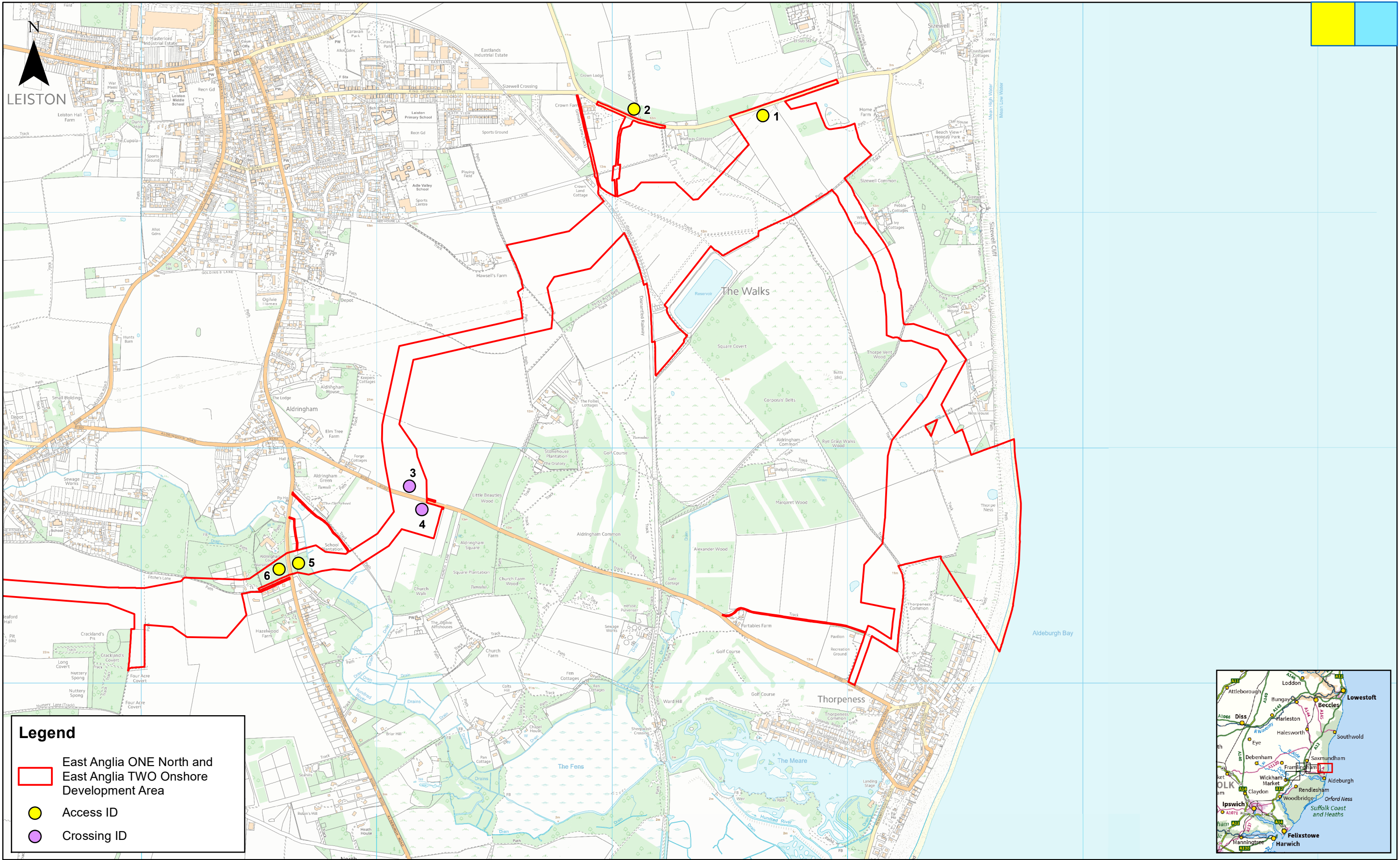
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East Anglia ONE North and East Anglia TWO Accesses, Crossings and Offsite Highway Works Locations Key Plan

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Figure	1		





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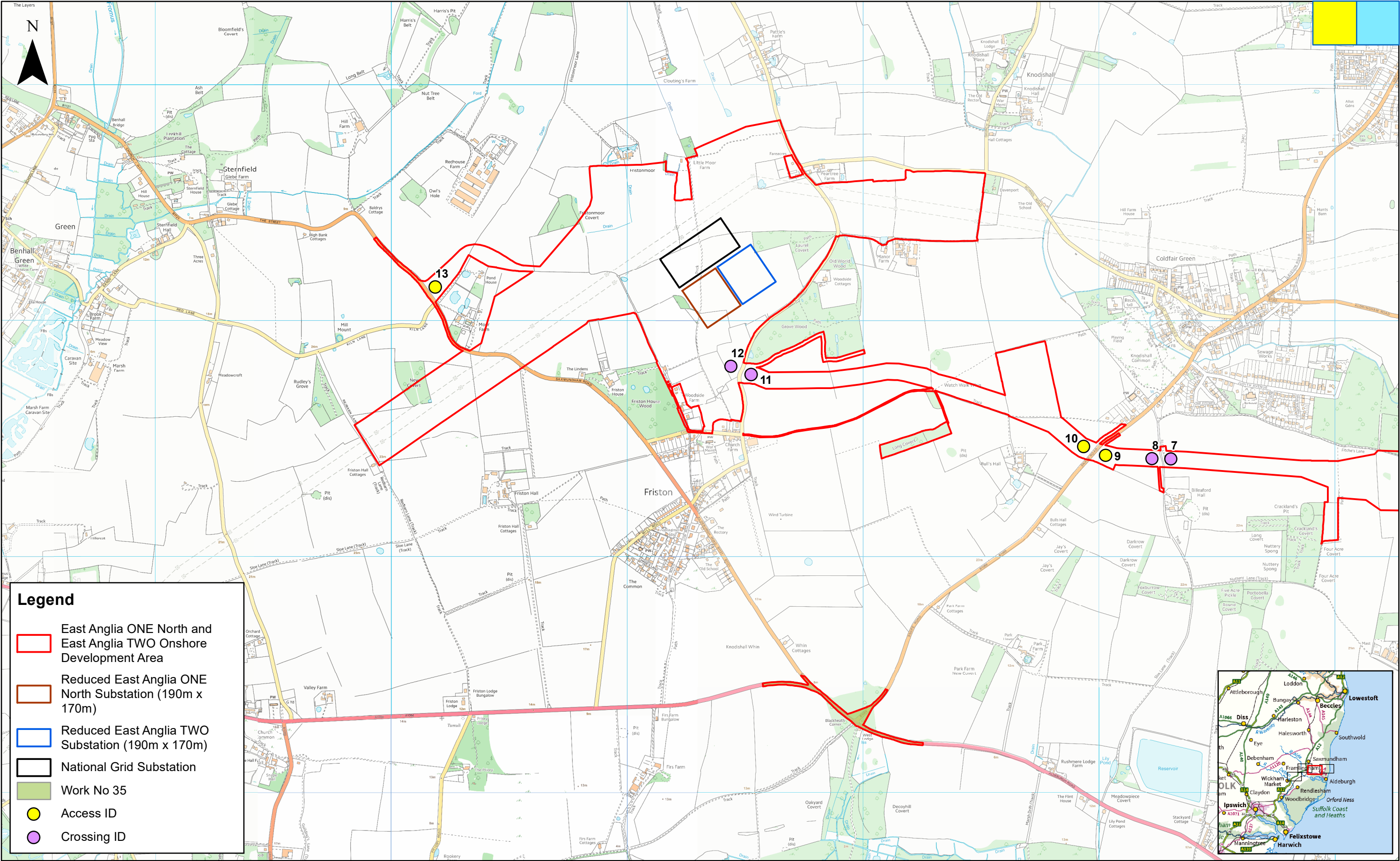
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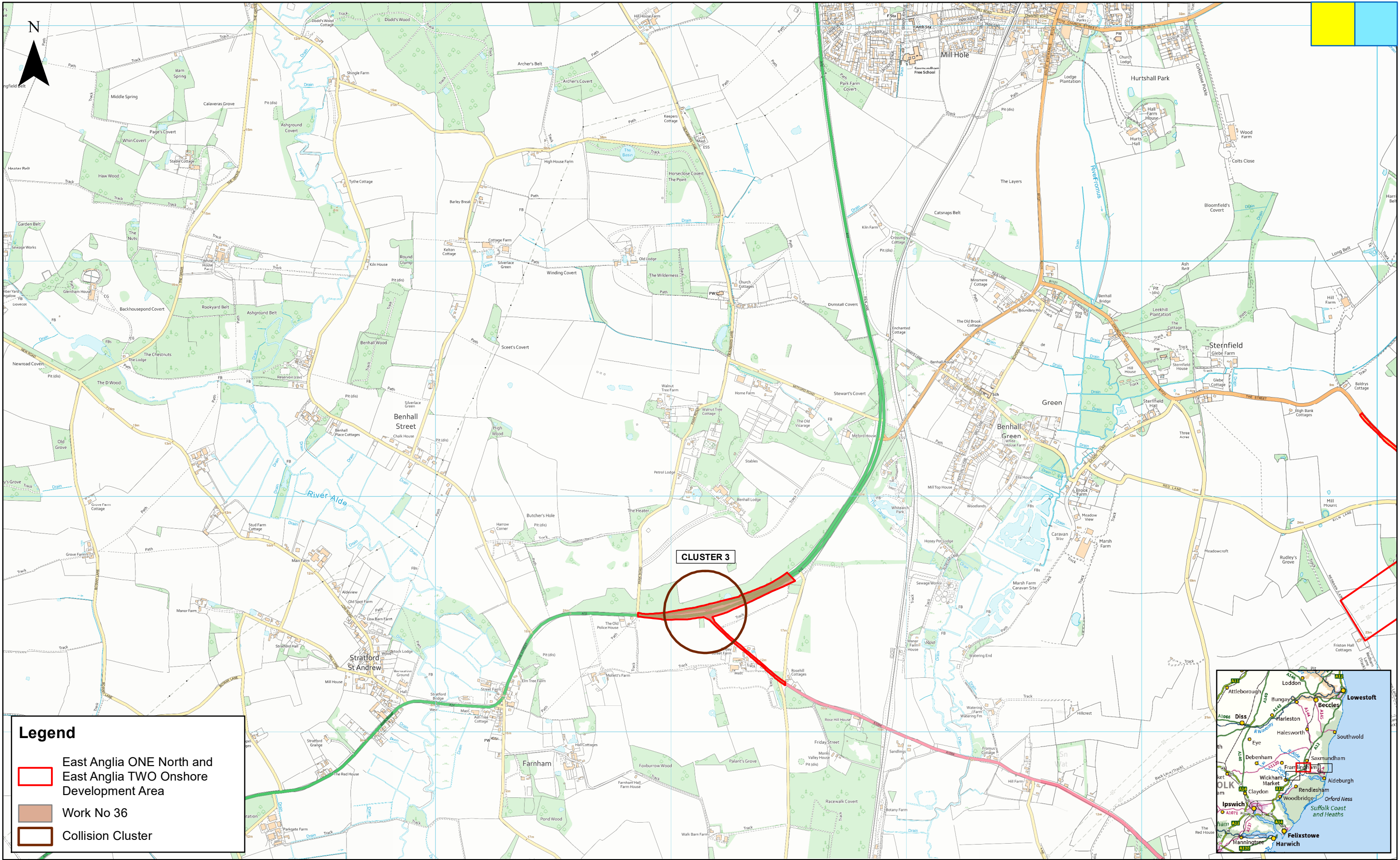
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East Anglia ONE North and East Anglia TWO Accesses, Crossings and Offsite Highway Works Locations Sheet 1 of 4

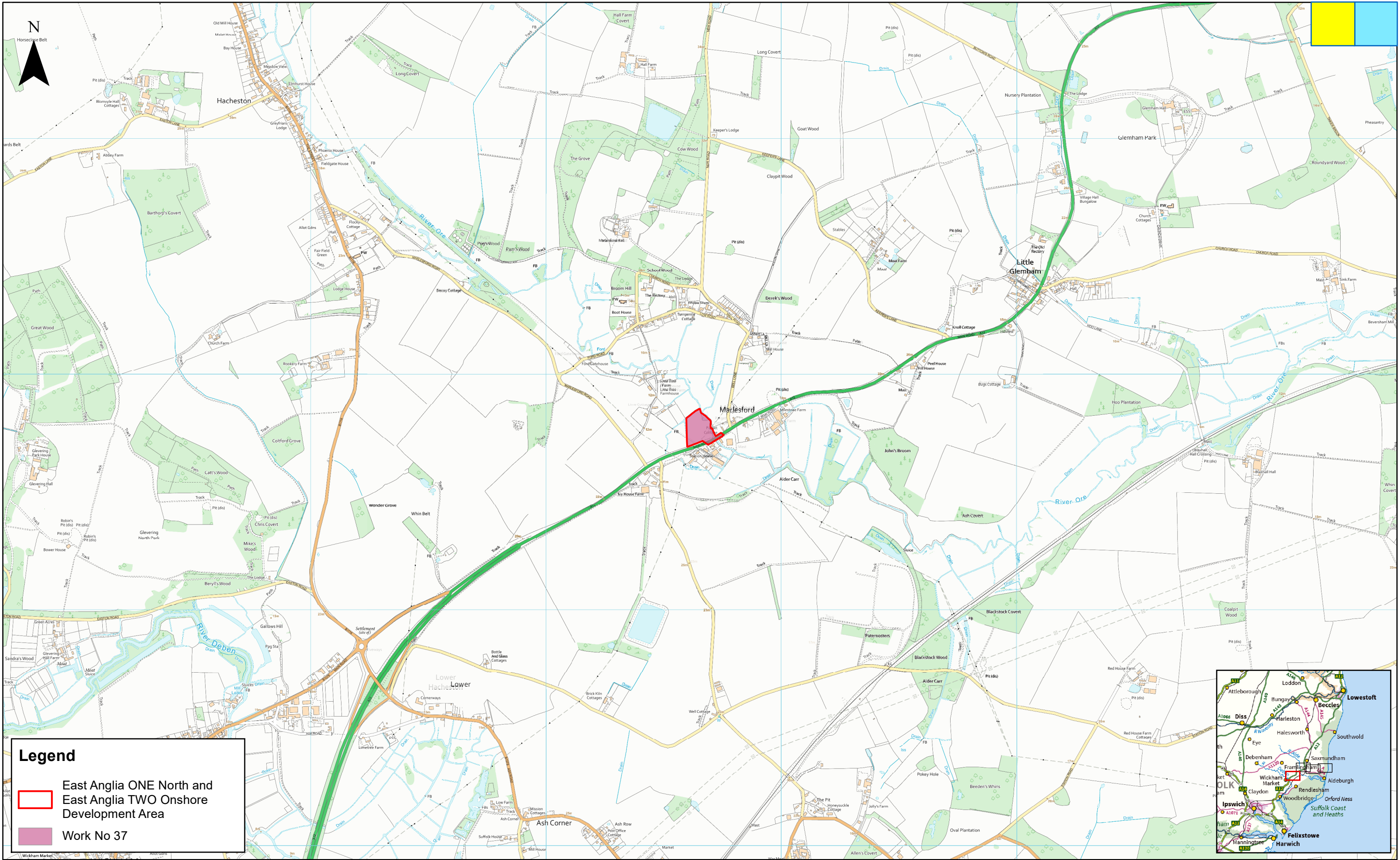
Drg No	EA1N-EA2-DEV-DRG-IBR-001254	
Rev	2	Coordinate System: BNG
Date	09/12/20	Datum: OSGB36
Figure	1	



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				2	09/12/2020	AB	Second Issue.	Prepared:	AB	Accesses, Crossings and Offsite Highway Works		Rev	2	Coordinate System: BNG Datum: OSGB36
				1	02/12/2020	AB	First Issue.	Checked:	ST	Locations		Date	09/12/20	
				Rev	Date	By	Comment	Approved:	BD	Sheet 2 of 4		Figure	1	



							1:15,000		East Anglia ONE North and East Anglia TWO Accesses, Crossings and Offsite Highway Works Locations Sheet 3 of 4	Drg No	EA1N-EA2-DEV-DRG-IBR-001254	
	2	09/12/2020	AB	Second Issue.	Prepared:	AB	Scale @ A3			Rev	2	Coordinate System: BNG Datum: OSGB36
	1	02/12/2020	AB	First Issue.	Checked:	ST	<small>Source: © Crown copyright and database rights 2020, Ordnance Survey 0100031673. Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community, 2020. This map has been produced to the latest known information at the time of issue, and has been produced for your information only. Please consult with the SPRG On-site GIS team to ensure the content is still current before using the information contained on this map. To the fullest extent permitted by law, we accept no responsibility or liability (whether in contract, tort (including negligence) or otherwise in respect of any errors or omissions in the information contained in the map and shall not be liable for any loss, damage or expense caused by such errors or omissions.</small>	Date		09/12/20		
	Rev	Date	By	Comment	Approved:	BD		Figure		1		

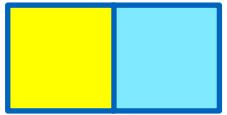


2	09/12/2020	AB	Second Issue.	Prepared:	AB
1	02/12/2020	AB	First Issue.	Checked:	ST
Rev	Date	By	Comment	Approved:	BD

1:15,000	Scale @ A3
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East Anglia ONE North and East Anglia TWO
Accesses, Crossings and Offsite Highway Works
Locations
Sheet 4 of 4

Drg No	EA1N-EA2-DEV-DRG-IBR-001254		
Rev	2	Coordinate System: BNG Datum: OSGB36	
Date	09/12/20		
Figure	1		



Appendix 2: Proposed Preliminary Access Concepts

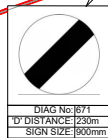
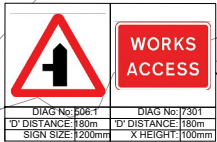
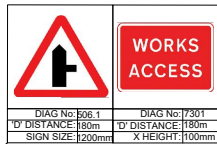
DRAWING No.
TP-PB4842-DR001



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:500



ACCESS 1

ACCESS 1

- NOTES
- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- Road markings and signs
- All road markings and signage to conform with the Traffic Signs Regulation and General Directions 2016 and Chapter 8.
 - 1' distance is the setting distance of temporary road signs from the closest haul road crossing point/access location.
- Visibility
- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
 - Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
 - SSD - Stopping Sight Distance for design speed of the road.
 - All vegetation to be cleared/trimmed within identified visibility envelope.

KEY	
	ORDER LIMITS
	PROPOSED EXTENDED CYCLEWAY
	PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
	VISIBILITY SPLAY (SEE VISIBILITY TABLE)
	PROPOSED TEMPORARY ROAD SIGN
	FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
	TACTILE PAVING

ACCESS 1 - SIZEWELL GAP		VISIBILITY	
Posted Speed Limit (PSL) (mph)		EAST	WEST
Required Y-distance SSD for PSL (m)		60	215
Required Y-distance SSD achievable?		Yes	Yes
85th percentile speed (mph)		57.1	

D0.6	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JL	SKT	SKT
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D0.3	11.04.19	ACCESS LOCATION AMENDED	JL	SKT	SKT
D0.2	16.11.18	ORDER LIMITS UPDATED	JL	SKT	ADR
D0.1		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

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PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 1
SIZEWELL GAP



DRAWN	JL	CHECKED	ST	APPROVED	ADR
DATE	09.10.18	SCALE AT A3	VARIES	AUTOCAD REF.	
DRAWING No	TP-PB4842-DR001				REVISION
CLIENT DWG No.					D0.6



SIZEWELL GAP - ACCESS 1
SCALE - 1:200

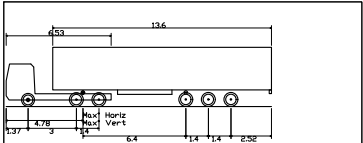
- NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY
- ORDER LIMITS
 - PROPOSED EXTENDED CYCLEWAY
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

TACTILE PAVING

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	10.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

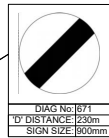
TITLE

ACCESS 1
SIZEWELL GAP
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS
(RIGHT TURN IN / LEFT TURN OUT)



DRAWN	JL	CHECKED	SKT	APPROVED	ADR
DATE	09.10.18	SCALE AT A3	1:200	AUTOCAD REF.	
DRAWING No.	TP-PB4842-DR002	REVISION			
CLIENT DWG No.					D0.3

DRAWING No
TP-PB4842-DR003



WORKS ACCESS

Diag No 506.1
D'DISTANCE 180m
SIGN SIZE 1200mm

Diag No 17301
D'DISTANCE 180m
X HEIGHT 100mm



WORKS ACCESS

Diag No 506.1
D'DISTANCE 180m
SIGN SIZE 1200mm

Diag No 17301
D'DISTANCE 180m
X HEIGHT 100mm



Diag No 1670
D'DISTANCE 230m
SIGN SIZE 600mm



Diag No 501
D'DISTANCE 17.5m
SIGN SIZE 600mm



Diag No 1670
D'DISTANCE 150m
SIGN SIZE 600mm

ACCESS 2

VISIBILITY DETAILS

SCALE - 1:2000



rm
tages

ACCESS DETAILS

SCALE - 1:500

NOTES

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- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- Road markings and signs
- All road markings and signage to conform with the 'Traffic Signs Regulation and General Directions 2016 and Chapter 8.
- D' distance is the siting distance of temporary road signs from the closest haul road crossing point/access location.
- Visibility
- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- SSD - Stopping Sight Distance for design speed of the road.
- All vegetation to be cleared/trimmed within identified visibility envelope.

KEY

- ORDER LIMITS
- PROPOSED EXTENDED CYCLEWAY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY (SEE VISIBILITY TABLE)
- PROPOSED TEMPORARY ROAD SIGN



ACCESS 2 - SIZEWELL GAP	VISIBILITY	
	EAST	WEST
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m)	215	
Existing achievable Y-distance SSD 1 (m)	195	215
Required Y-distance SSD achievable?	No	Yes
85th percentile speed (mph)	57.1	
Required Y-distance SSD for 85th percentile speed (m)	215	
Existing Y-distance SSD suitable for 85th percentile speeds	No	Yes
Proposed Reduced Speed Limit (RSL) (mph)	40	
Assumed design speed (mph)	40	
Required Y-distance SSD for design speed (m)	120	
Required Y-distance SSD achievable?	Yes	Yes
Traffic control measures required	Yes	Yes

Distances measured on site.

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D0.3	10.06.19	ORDER LIMITS UPDATED	JL	SKT	SKT
D0.2	16.11.18	ORDER LIMITS UPDATED	JL	SKT	ADR
D.01		FIRST ISSUE			

REV	DATE	DESCRIPTION	BY	CHK	APP
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REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 2
SIZEWELL GAP

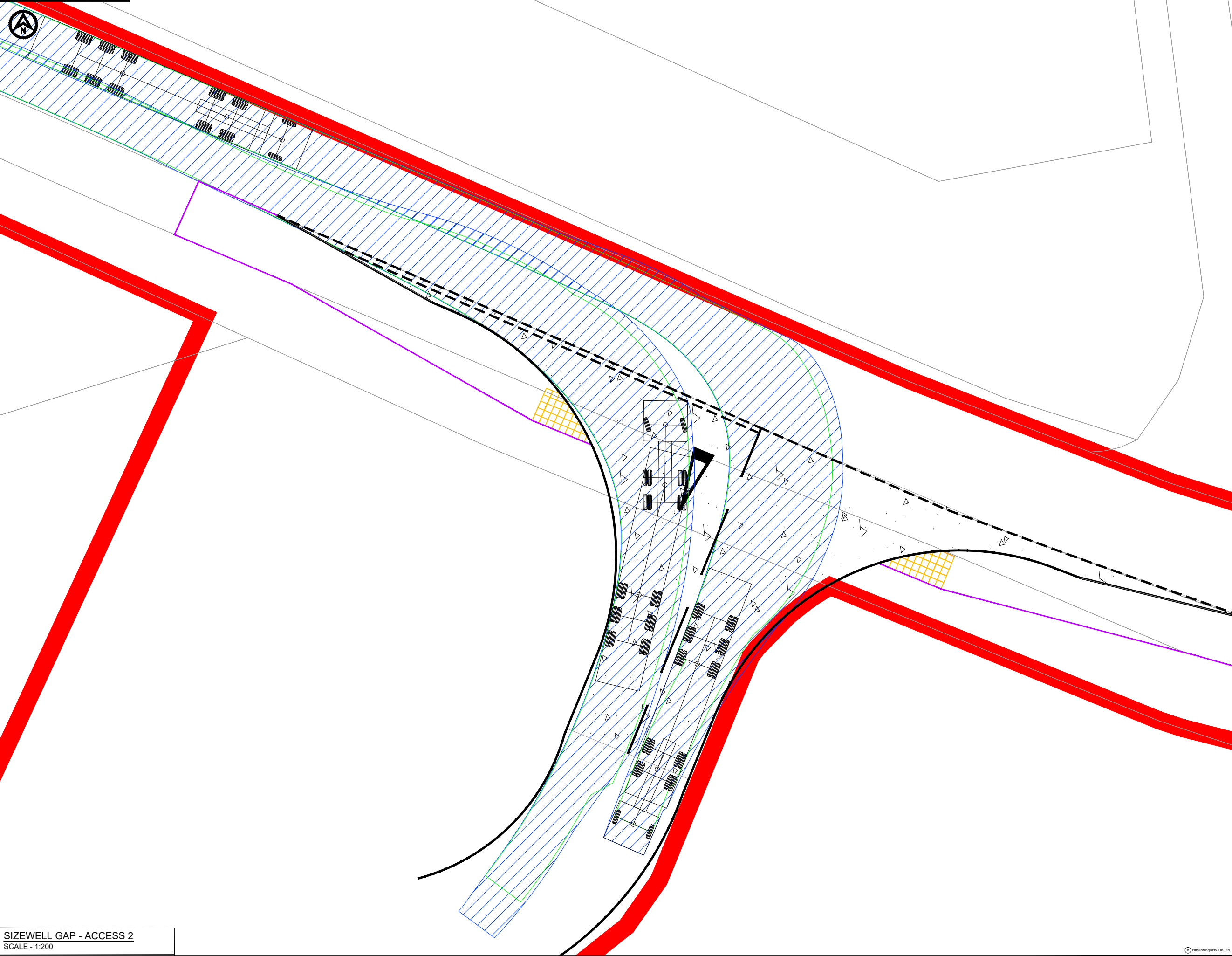


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DATE	09.10.18	SCALE AT A3	VARIABLES	AUTOCAD REF.	
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DRAWING No	TP-PB4842-DR003	REVISION	
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CLIENT DWG No.			
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SIZEWELL GAP - ACCESS 2
SCALE - 1:200

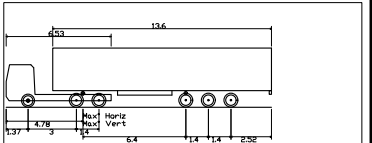
NOTES
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2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- ORDER LIMITS
 - PROPOSED EXTENDED CYCLEWAY
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

TACTILE PAVING

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.281m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

VEHICLE BODY SWEEP PATH (FORWARD GEAR)
VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	10.06.19	ORDER LIMITS, UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE

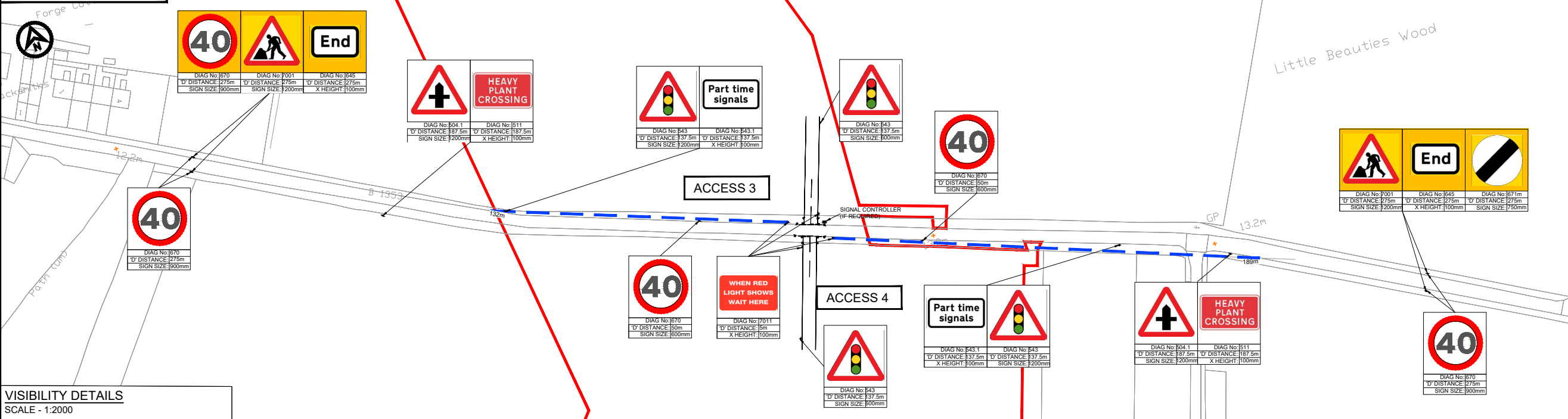
ACCESS 2
SIZEWELL GAP
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS
(RIGHT TURN IN / LEFT TURN OUT)



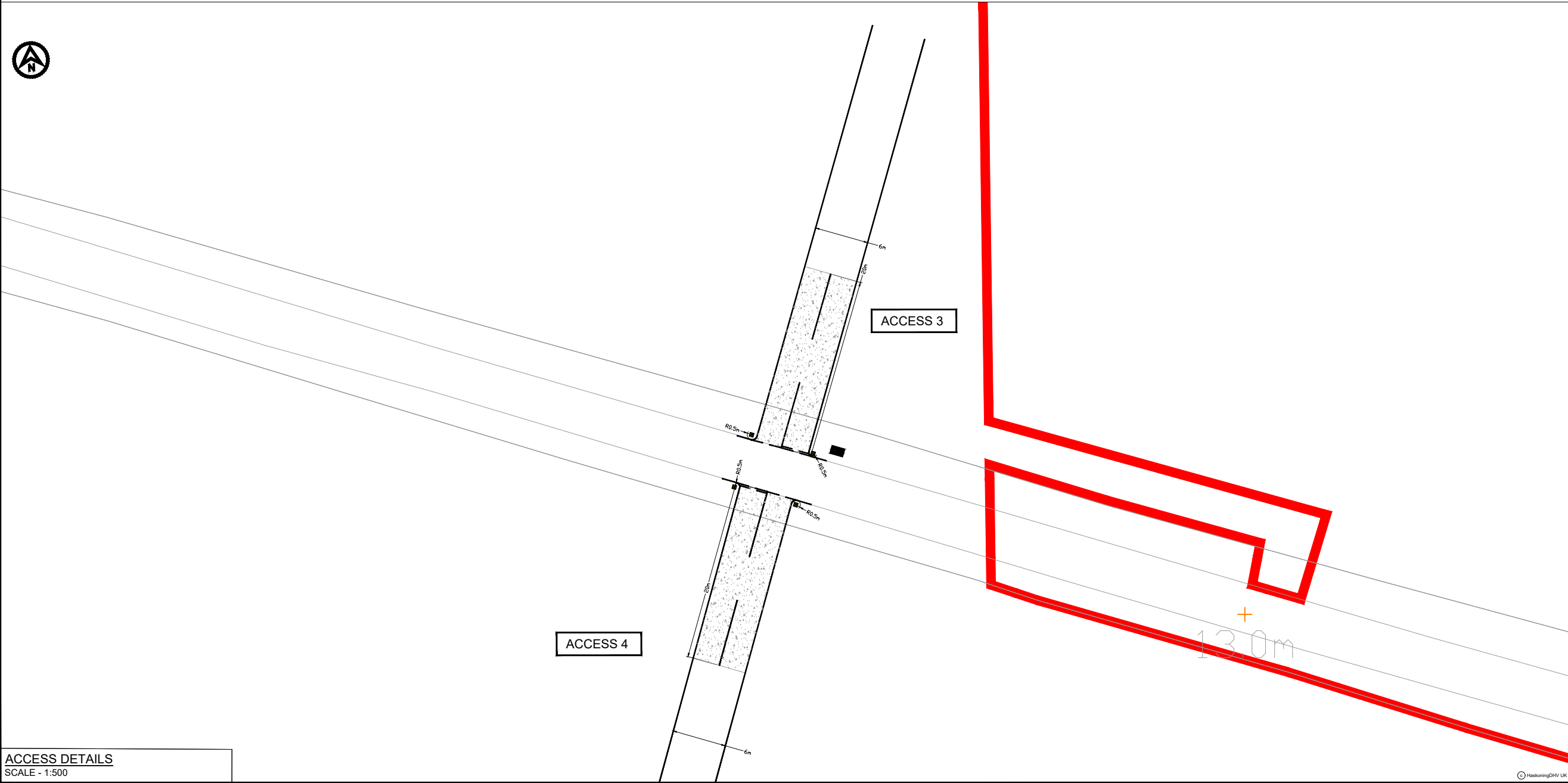
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DRAWING No.	TP-PB4842-DR004	REVISION	D0.3
CLIENT DWG No.			

DRAWING No.
TP-PB4842-DR007



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:500

- NOTES
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- Road markings and signs
- All road markings and signage to conform with the 'Traffic Signs Regulation and General Directions 2016 and Chapter 8.
 - 'D' distance is the sighting distance of temporary road signs from the closest haul road crossing point/access location.
- Visibility
- SSD - Stopping Sight Distance to traffic signals for design speed of road.
 - All vegetation to be cleared/trimmed within identified visibility envelope.

- KEY
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
 - ORDER LIMITS
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
 - SSD TO TRAFFIC LIGHTS (SEE VISIBILITY TABLE)
 - PROPOSED TEMPORARY ROAD SIGN
 - PROPOSED TRAFFIC SIGNAL
 - PROPOSED YELLOW DEMARCATION BOLLARD

ACCESS 3 - NORTH SIDE OF B1353 (EAST OF ALDRINHAM)		VISIBILITY	
		EAST	WEST
Posted Speed Limit (PSL) (mph)		60	
Required SSD for PSL (m)		215	
Existing achievable SSD (m)		N/A	132
Required SSD achievable?		N/A	No
85 th percentile speed (mph)		54.1	
Required SSD for 85 th percentile speed (m)		215	
Existing SSD suitable for 85 th percentile speeds		N/A	No
Proposed Reduced Speed Limit (RSL) (mph)		40	
Assumed design speed (mph)		40	
Required SSD for design speed (m)		120	
Required SSD achievable?		N/A	Yes
Traffic control measures required		Yes	
Distances measured on site.			
ACCESS 4 - SOUTH SIDE OF B1353 (EAST OF ALDRINHAM)		VISIBILITY	
		EAST	WEST
Posted Speed Limit (PSL) (mph)		60	
Required SSD for PSL (m)		215	
Existing achievable SSD (m)		189	N/A
Required SSD achievable?		No	N/A
85 th percentile speed (mph)		54.1	
Required SSD for 85 th percentile speed (m)		215	
Existing SSD suitable for 85 th percentile speeds		No	N/A
Proposed Reduced Speed Limit (RSL) (mph)		40	
Assumed design speed (mph)		40	
Required SSD for design speed (m)		120	
Required SSD achievable?		Yes	N/A
Traffic control measures required		Yes	
Distances measured on site.			

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D.03	16.11.18	ORDER LIMIT UPDATED	JL	SKT	ADR
D.02	14.11.18	EXTENSION OF TEMPORARY SPEED LIMIT	JL	SKT	ADR
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 3 & 4
B1353

DRAWN JL CHECKED ST APPROVED ADR

DATE 09.10.18 SCALE AT A3 VARIES AUTOCAD REF.

DRAWING No. TP-PB4842-DR007

REVISION

CLIENT DWG No.

D0.5

Royal HaskoningDHV

Enhancing Society Together

Enterprise House,
Delta Way, Egham,
Surrey, TW20 8PX
Tel +44(0)1832 569596
www.royalhaskoningdhv.com

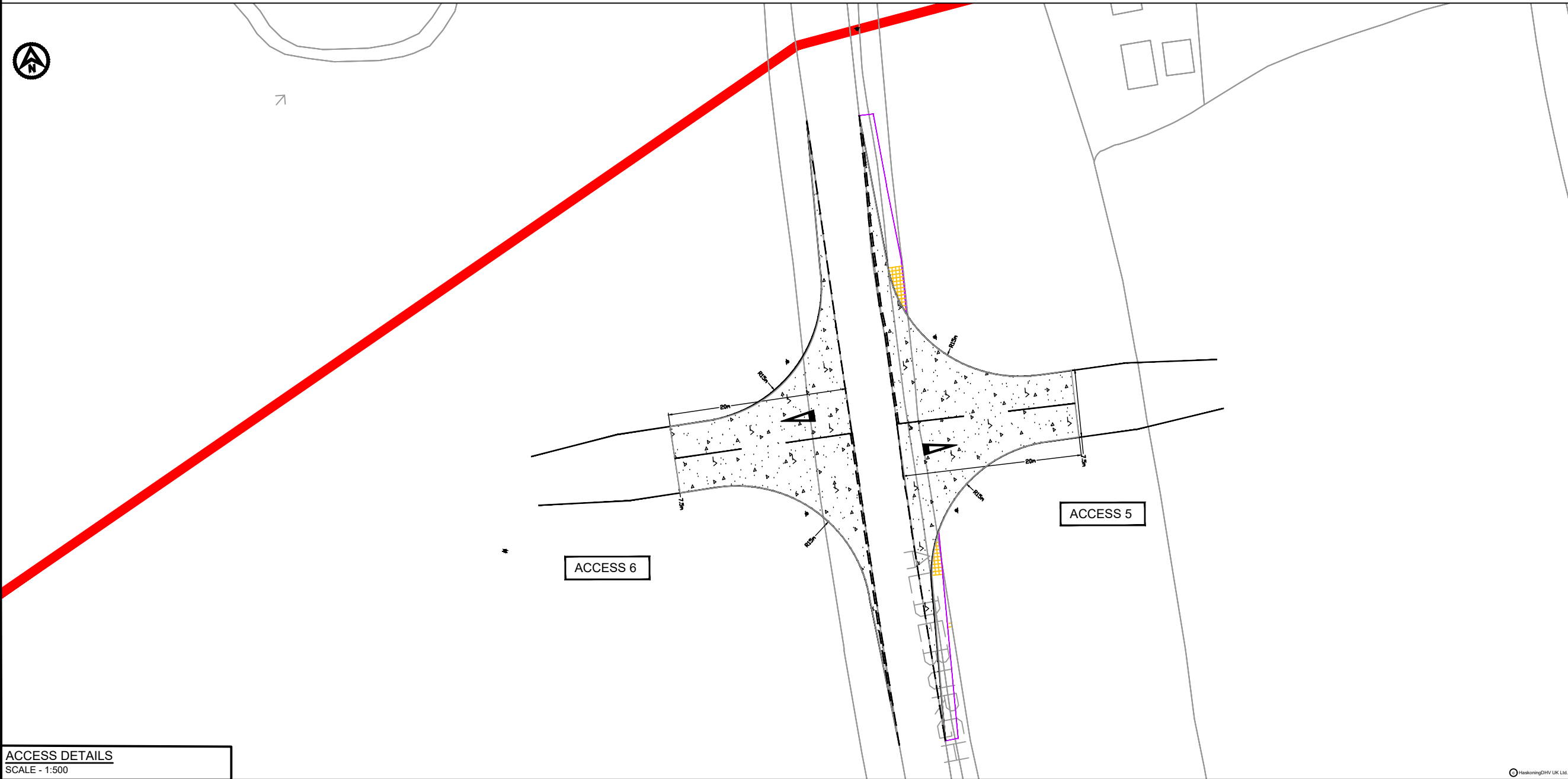
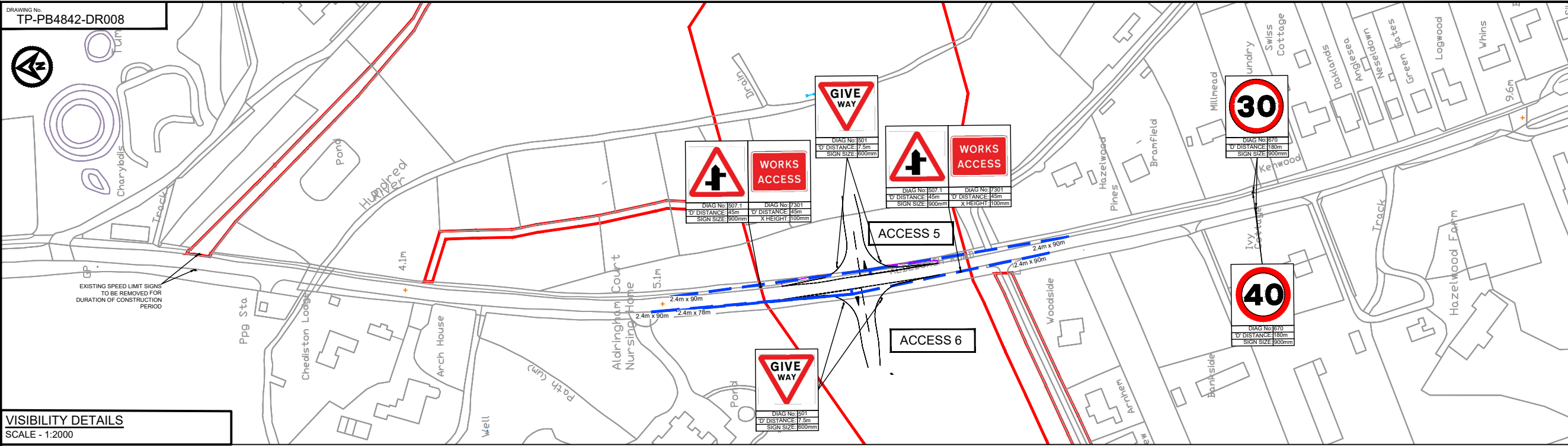
DRAWING No.
TP-PB4842-DR008



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:500



NOTES

- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- All road markings and signage to conform with the 'Traffic Signs Regulation and General Directions 2016 and Chapter 8'.
- Y-Distance is the stopping distance of temporary road signs from the closest haul road crossing point/access location.
- Visibility
- X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- SSD - Stopping Sight Distance for design speed of the road.
- All vegetation to be cleared/trimmed within identified visibility envelope.

KEY

- ORDER LIMITS
- PROPOSED EXTENDED CYCLEWAY
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY (SEE VISIBILITY TABLE)
- PROPOSED TEMPORARY ROAD SIGN
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- TACTILE PAVING

ACCESS 5 - EAST SIDE OF B1122 (SOUTH OF ALDRINGHAM)		VISIBILITY	
		NORTH	SOUTH
Posted Speed Limit (PSL) (mph)		40	
Required Y-distance SSD for PSL (m)		120	
Existing achievable Y-distance SSD (m)		120	120
Required Y-distance SSD achievable?	Yes		Yes
85 th percentile speed (mph)		44.7	
Required Y-distance SSD for 85 th percentile speed (m)		120	
Existing Y-distance SSD suitable for 85 th percentile speeds	Yes		Yes
Proposed Reduced Speed Limit (RSL) (mph)		30	
Assumed design speed (mph)		30	
Required Y-distance SSD for design speed (m)		90	
Required Y-distance SSD achievable?	Yes		Yes
Traffic control measures required	Yes		Yes

ACCESS 6 - WEST SIDE OF B11122 (SOUTH OF ALDRINGHAM)		VISIBILITY	
		NORTH	SOUTH
Posted Speed Limit (PSL) (mph)		40	
Required Y-distance SSD for PSL (m)		120	
Existing achievable Y-distance SSD (m)		120	120
Required Y-distance SSD achievable?	Yes		Yes
85 th percentile speed (mph)		44.7	
Required Y-distance SSD for 85 th percentile speed (m)		120	
Existing Y-distance SSD suitable for 85 th percentile speeds	Yes		Yes
Proposed Reduced Speed Limit (RSL) (mph)		30	
Assumed design speed (mph)		30	
Required Y-distance SSD for design speed (m)		90	
Required Y-distance SSD achievable?	Yes		Yes
Traffic control measures required	Yes		Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.0	26.11.20	SPEED LIMIT CHANGED	JL	SKT	SKT
D0.1	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JL	SKT	SKT
D0.4	11.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D0.3	11.04.19	HIGHWAY BOUNDARY ADDED	JL	SKT	SKT
D0.2	16.11.18	ORDER LIMITS UPDATED	JL	SKT	ADR
D0.1		FIRST ISSUE			

REVISIONS

CLIENT

SCOTTISHPOWER RENEWABLES

PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 5 & 6
B1122 ALDEBURGH ROAD

Royal HaskoningDHV
Enhancing Society Together

Enterprise House,
Delta Way, Egham,
Surrey, TW20 8PX
Tel +44(0)1932 569566
www.royalhaskoningdhv.com

DRAWN	CHECKED	APPROVED
JL	ST	ADR

DATE	SCALE AT A3	AUTOCAD REF.
09.10.18	VARIES	

DRAWING No.	REVISION
TP-PB4842-DR008	

CLIENT DWG No.	REVISION
	D0.6



ACCESS 5

B122 ALDEBURGH ROAD - ACCESS 5
SCALE - 1:200

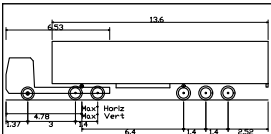
NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
— ORDER LIMITS
— PROPOSED EXTENDED CYCLEWAY
— PROPOSED ACCESS BOUNDARY/ROAD MARKINGS



 FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

 TACTILE PAVING

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.55m
Overall Body Height 3.65m
Min Bdy Ground Clearance 0.41m
Max Track Width 2.50m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

 VEHICLE BODY SWEEP PATH (FORWARD GEAR)
 VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	11.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

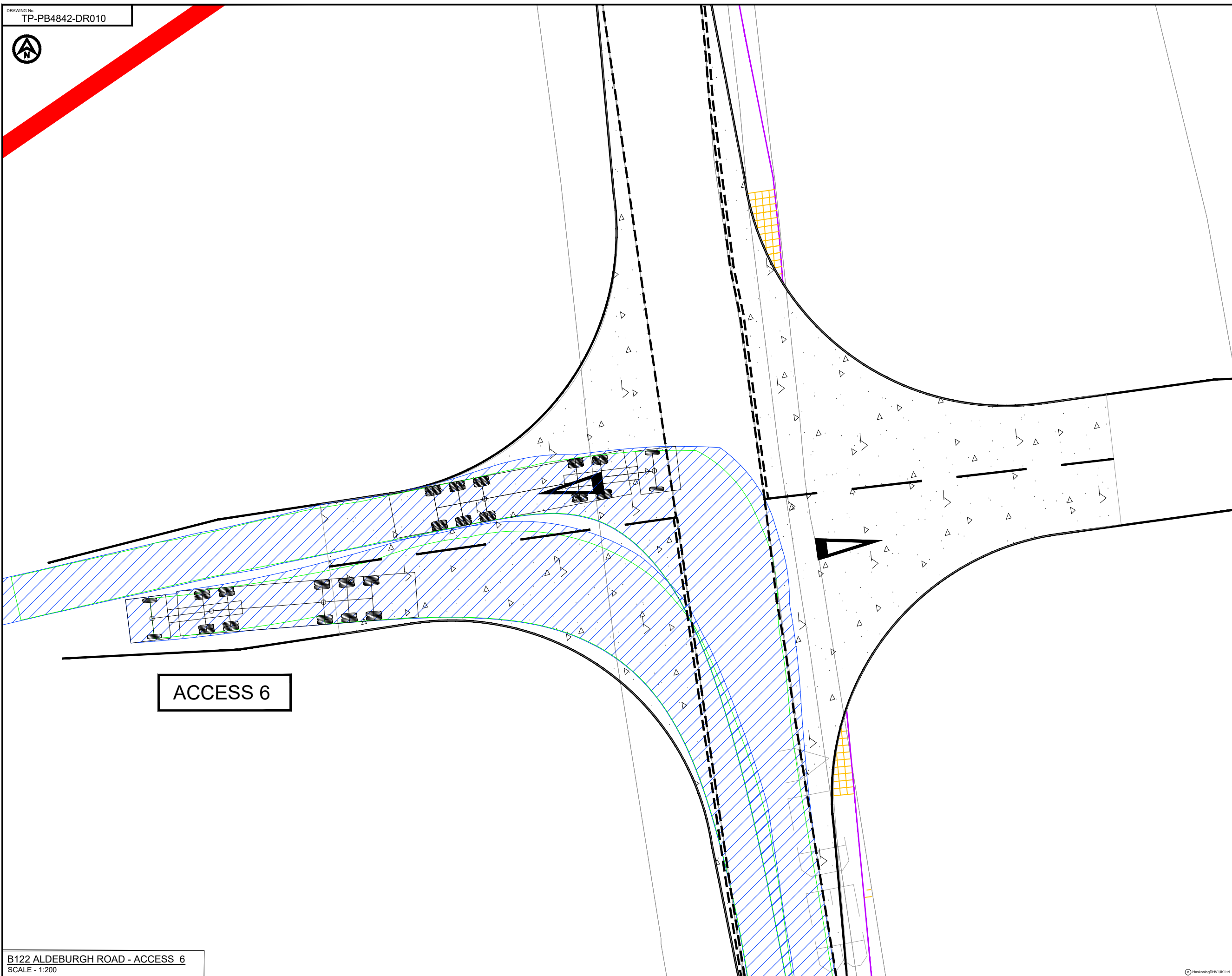
TITLE

ACCESS 5
B122 ALDEBURGH ROAD
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS



DRAWN	JL	CHECKED	SKT	APPROVED	ADR
DATE	09.10.18	SCALE AT A3	1:200	AUTOCAD REF.	

DRAWING No.	TP-PB4842-DR009	REVISION	D0.3
CLIENT DWG No.			




ACCESS 6

NOTES

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
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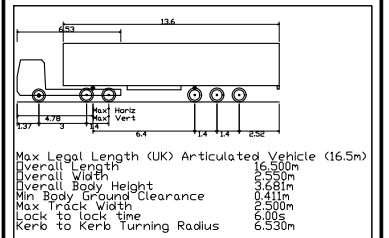
KEY

-  ORDER LIMITS
 PROPOSED EXTENDED CYCLEWAY
 PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

	TACTILE PAVING
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VEHICLE TRACKING

 VEHICLE BODY SWEEP PATH (FORWARD GEAR)

VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	Jl	SKT	SKT
D0.2	11.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	Jl	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE	
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ACCESS 6

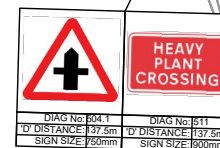
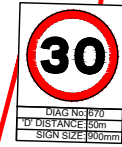
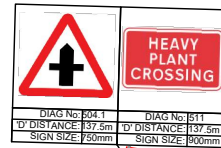
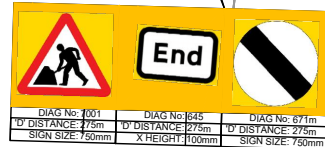
B1122 ALDEBURGH ROAD
MAX ARTICULATED HGV
SWEPT PATH ANALYSIS



DRAWN JI		CHECKED SKT	APPROVED ADR
DATE 09 10 18	SCALE AT A3 1:200	AUTOCAD REF.	

DRAWING No. TP-PB4842-DR010	REVISION
CLIENT DWG No.	D0.3

DRAWING No.
TP-PB4842-DR027



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS 8

ACCESS 7

ACCESS DETAILS
SCALE - 1:500

NOTES

- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

Visibility

- X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- SSD - Stopping Sight Distance for design speed of the road.
- All vegetation to be cleared/trimmed within identified visibility envelope.

KEY

- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- HEDGEROW REMOVAL REQUIRED TO ACCOMMODATE VISIBILITY
- ORDER LIMITS
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY (SEE VISIBILITY TABLE)
- PROPOSED TEMPORARY ROAD SIGN

ACCESS 7 - EAST SIDE OF SLOE LANE (NORTH OF KNORDISHALL COMMON)		VISIBILITY	
		EAST	WEST
Posted Speed Limit (PSL) (mph)		30	215
Required Y-distance SSD for PSL (m)			
Existing achievable Y-distance SSD (m)		12	101
Required Y-distance SSD achievable?		No	No
Proposed Reduced Speed Limit (RSL) (mph)			
Assumed design speed (mph)		30	30
Required Y-distance SSD for design speed (m)			59 (MIS)
Required Y-distance SSD achievable?		Yes	Yes
Traffic control measures required			Yes

ACCESS 8 - WEST SIDE OF SLOE LANE (NORTH OF KNORDISHALL COMMON)		VISIBILITY	
		EAST	WEST
Posted Speed Limit (PSL) (mph)		30	215
Required Y-distance SSD for PSL (m)			
Existing achievable Y-distance SSD (m)		91	19
Required Y-distance SSD achievable?		No	No
Proposed Reduced Speed Limit (RSL) (mph)			
Assumed design speed (mph)		30	30
Required Y-distance SSD for design speed (m)			59 (MIS)
Required Y-distance SSD achievable?		Yes	Yes
Traffic control measures required			Yes

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.3	09.12.20	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	24.07.19	HEDGEROW REMOVAL AND PAGE SIZE AMENDED	JL	SKT	SKT
D.01		FIRST ISSUE			

REVISIONS

CLIENT

PROJECT

TITLE

SCOTTISHPOWER RENEWABLES

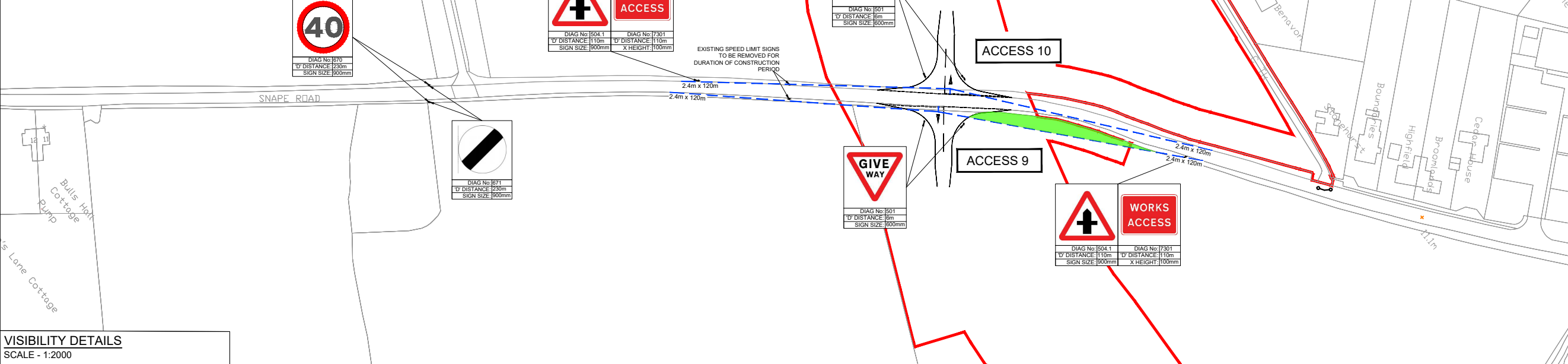
EAST ANGLIA TWO

ACCESS 7 & 8 SLOE LANE

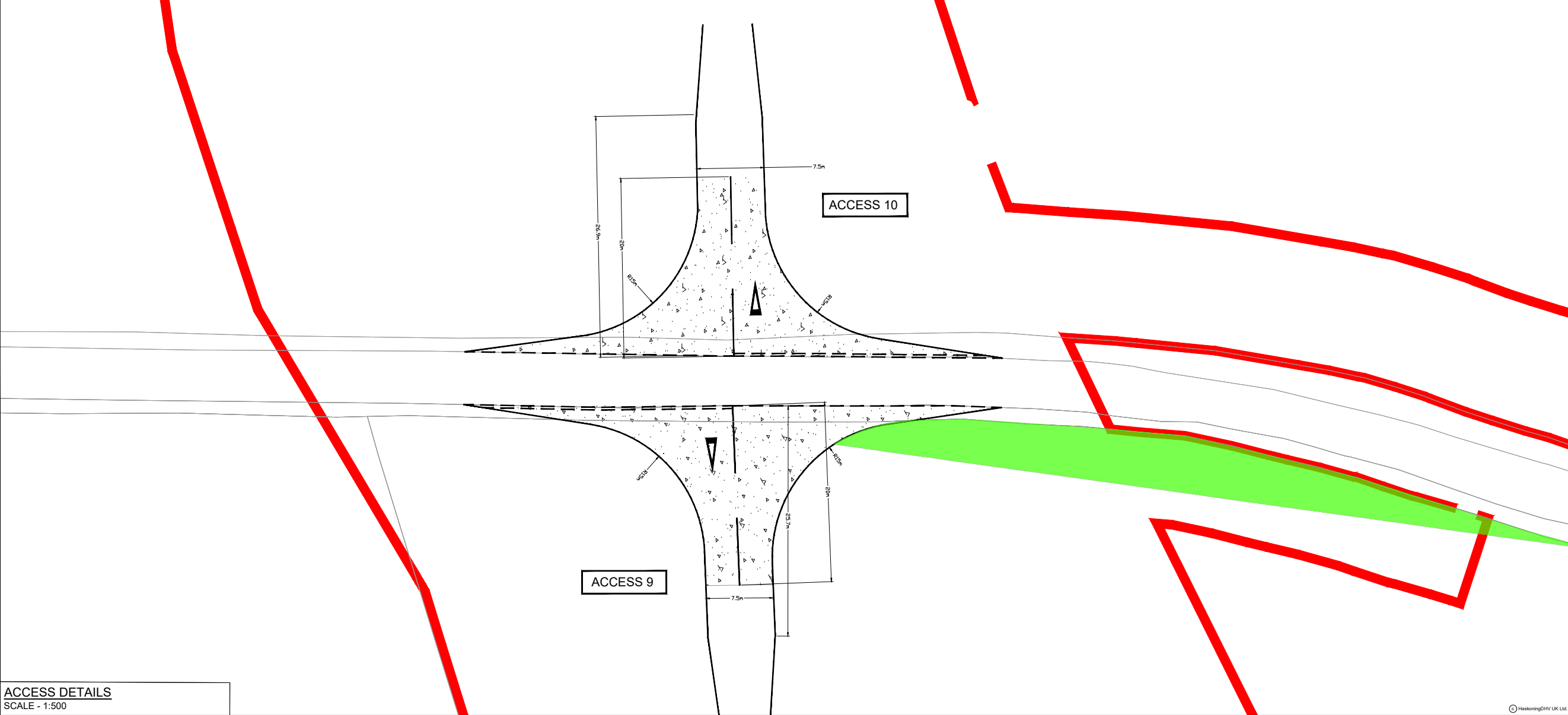
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DRAWN	JL	CHECKED	ST	APPROVED	ADR
DATE	12.06.19	SCALE AT A3 VARIES	AUTOCAD REF.		
DRAWING No.	TP-PB4842-DR027				REVISION
CLIENT DWG No.					D0.3

DRAWING No.
TP-PB4842-DR011



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:500

- NOTES**
- Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 - This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- Road markings and signs**
- All road markings and signage to conform with the 'Traffic Signs Regulation and General Directions 2016 and Chapter 8.
 - 'D' distance is the stiling distance of temporary road signs from the closest haul road crossing point/access location.

- Visibility**
- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
 - Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
 - SSD - Stopping Sight Distance for design speed of the road
 - All vegetation to be cleared/trimmed within identified visibility envelope.

- KEY**
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
 - HEDGEROW REMOVAL REQUIRED TO ACCOMMODATE VISIBILITY
 - ORDER LIMITS
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
 - VISIBILITY SPLAY (SEE VISIBILITY TABLE)
 - PROPOSED TEMPORARY ROAD SIGN

ACCESS 9 - EAST SIDE OF B1069 (SOUTH OF COLDFAIR GREEN)		VISIBILITY NORTH SOUTH	
Posted Speed Limit (PSL) (mph)	40		
Required Y-distance SSD for PSL (m)	120		
Existing achievable Y-distance SSD (m)	50	95	
Required Y-distance SSD achievable?	No	No	
85 th percentile speed (mph)	39.4		
Required Y-distance SSD for 85 th percentile speed (m)	120		
Existing Y-distance SSD suitable for 85 th percentile speeds	No	No	
Proposed Reduced Speed Limit (RSL) (mph)	40		
Assumed design speed (mph)	40		
Required Y-distance SSD for design speed (m)	120		
Required Y-distance SSD achievable?	Yes	Yes	
Traffic control measures required	Yes		

ACCESS 10 - WEST SIDE OF B1069 (SOUTH OF COLDFAIR GREEN)		VISIBILITY NORTH SOUTH	
Posted Speed Limit (PSL) (mph)	40		
Required Y-distance SSD for PSL (m)	120		
Existing achievable Y-distance SSD (m)	145	268	
Required Y-distance SSD achievable?	Yes	Yes	
85 th percentile speed (mph)	39.4		
Required Y-distance SSD for 85 th percentile speed (m)	120		
Existing Y-distance SSD suitable for 85 th percentile speeds	Yes	Yes	
Proposed Reduced Speed Limit (RSL) (mph)	40		
Assumed design speed (mph)	40		
Required Y-distance SSD for design speed (m)	120		
Required Y-distance SSD achievable?	Yes	Yes	
Traffic control measures required	Yes		

D0.4	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JL	SKT	SKT
D0.3	27.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D0.2	16.11.18	ORDER LIMITS UPDATED	JL	SKT	ADR
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 9 & 10
SNAPE ROAD

DRAWN JL CHECKED ST APPROVED ADR

DATE 09.10.18 SCALE AT A3 VARIES AUTOCAD REF.

DRAWING No. TP-PB4842-DR011 REVISION

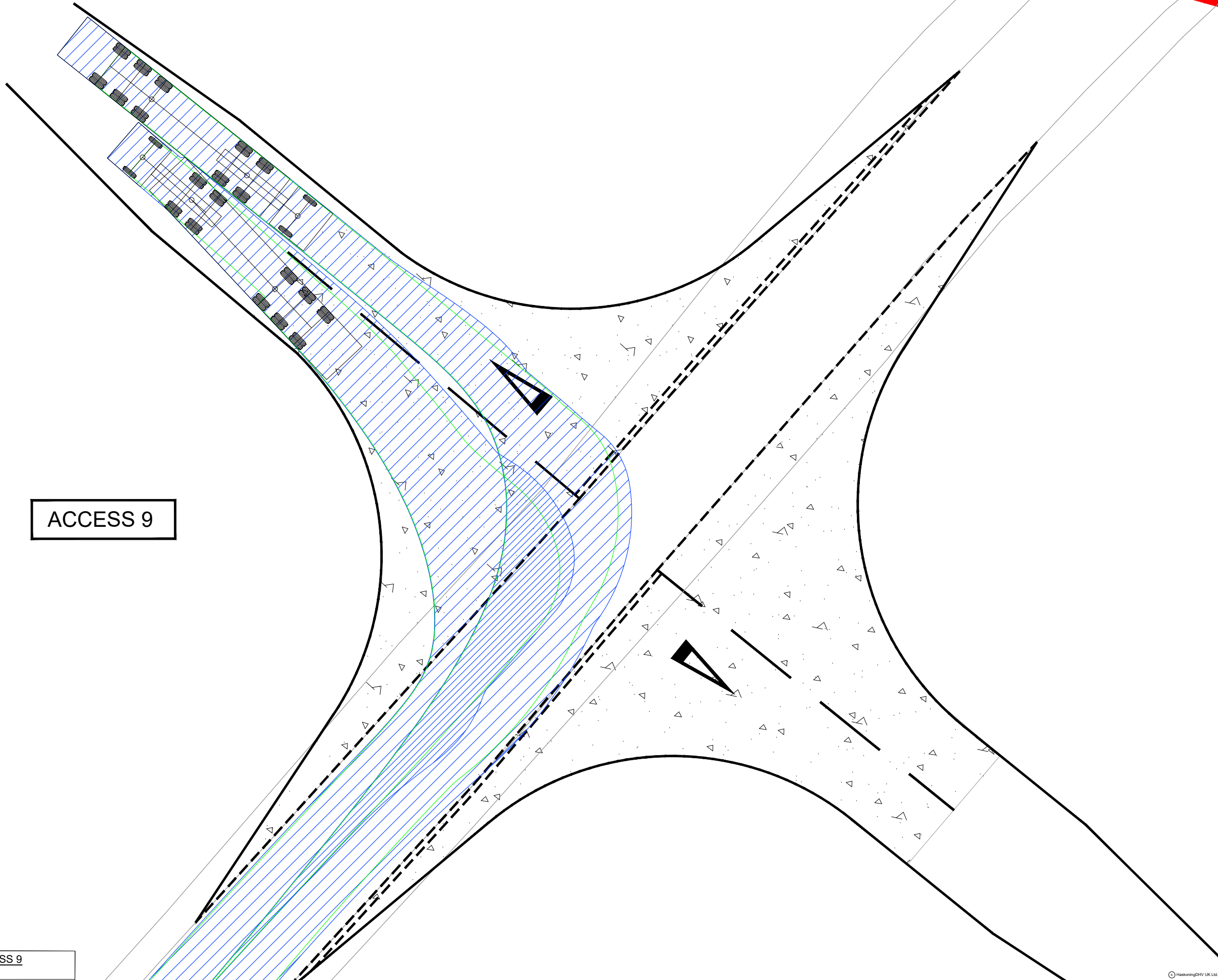
CLIENT DWG No.

D0.4

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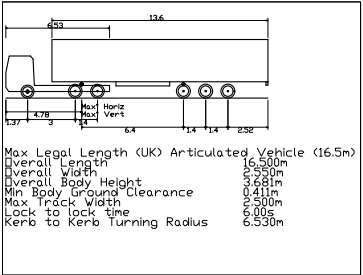
SNAPE ROAD - ACCESS 9
SCALE - 1:200

NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY
— ORDER LIMITS
— PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

— FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



— VEHICLE BODY SWEEP PATH (FORWARD GEAR)
— VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	27.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

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PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 9
SNAPE ROAD
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS
(RIGHT TURN IN / LEFT TURN OUT)



DRAWN	JL	CHECKED	SKT	APPROVED	ADR
DATE	09.10.18	SCALE AT A3	1:200	AUTOCAD REF.	

DRAWING No. TP-PB4842-DR012
CLIENT DWG No. D0.3



ACCESS 10

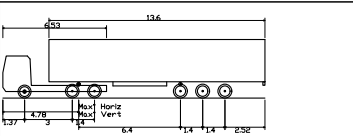
SNAPE ROAD - ACCESS 10
SCALE - 1:200

- NOTES**
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

- KEY**
- ORDER LIMITS
 - PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.55m
Max Body Height 3.68m
Min Body Ground Clearance 0.41m
Max Track Width 2.50m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

- VEHICLE BODY SWEEP PATH (FORWARD GEAR)
- VEHICLE CHASSIS SWEEP PATH

D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	27.06.19	ORDER LIMITS, ACCESS LOCATION UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 10
SNAPE ROAD
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS
(LEFT TURN OUT)

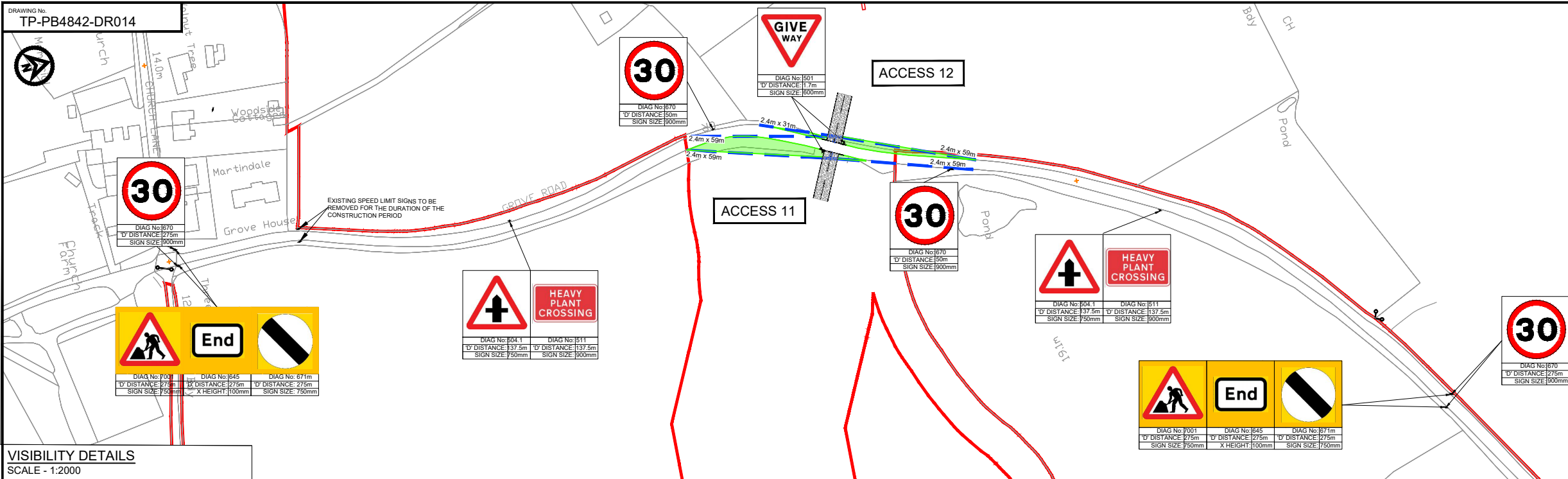


DRAWN JL CHECKED SKT APPROVED ADR

DATE 09.10.18 SCALE AT A3 1:200 AUTOCAD REF.

DRAWING No. TP-PB4842-DR013

CLIENT DWG No. D0.3



VISIBILITY DETAILS
SCALE - 1:2000




ACCESS DETAILS
SCALE - 1:500

- ## NOTES
1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.
 2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.
- ### Visibility
3. X-Distance - the set back from the nearest edge of the carriageway from which the access will be taken
 4. Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
 5. SSD - Stopping Sight Distance for design speed of the road.
 6. All vegetation to be cleared/trimmed within identified visibility envelope.

KEY





FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

HEDGEROW REMOVAL REQUIRED TO ACCOMMODATE VISIBILITY

- ORDER LIMITS
- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPY (SEE VISIBILITY TABLE)
- PROPOSED SPEED VISIBILITY SPY
-  PROPOSED TEMPORARY ROAD SIGN

ACCESS 11 - EAST SIDE OF GROVE ROAD (NORTH OF FRISTION)	VISIBILITY	
	EAST	WEST
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m)	215	
Existing achievable Y-distance SSD (m)	35	45
Required Y-distance SSD achievable?	No	No
85 th percentile speed (mph)		31.9
Required Y-distance SSD for 85 th percentile speed (m)		59 (MTR)
Proposed Reduced Speed Limit (PSL) (mph)		30
Required Y-distance SSD for proposed speed (m)		59
Required Y-distance SSD achievable?	Yes	Yes
Traffic control measures required		Yes
Distances measured on site.		

ACCESS 12 - WEST SIDE OF GROVE ROAD (NORTH OF FRISTON)	VISIBILITY	
	EAST	WEST
Posted Speed Limit (PSL) (mph)	60	
Required Y-distance SSD for PSL (m)	215	
Existing achievable Y-distance SSD (m)	0	0
Required Y-distance SSD achievable?	No	No
85 th percentile speed (mph)		31.9
Required Y-distance SSD for 85 th percentile speed (m)	59	MIS
Proposed Reduced Speed Limit (PSL) (mph)	30	
Required Y-distance SSD for design speed (m)	100	
Existing Y-distance SSD achievable?	Yes	Yes
Traffic control measures required		Yes
Distances measured on site.		

D0.4	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JI	SKT	SKT
D0.3	12.06.19	ORDER LIMITS UPDATED	JI	SKT	SKT
D0.2	16.11.18	ORDER LIMITS UPDATED	JI	SKT	ADR
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT

EAST ANGLIA TWO

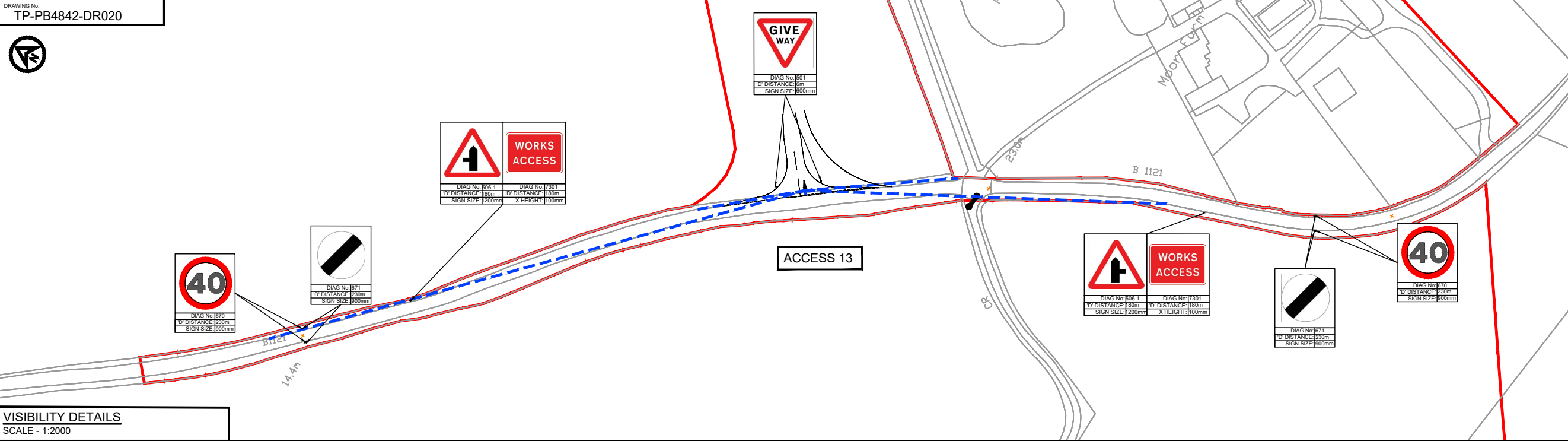
TITLE

ACCESS 11 & 12
GROVE ROAD



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al.haskoningdhv.com

DRAWN JI		CHECKED ST	APPROVED ADR
DATE 09.10.18	SCALE AT A3 VARIES	AUTOCAD REF.	
DRAWING No. TP-PB4842-DR014			REVISION
CLIENT DWG No.			D0.4



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:200

NOTES

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- This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

Road markings and signs

- All road markings and signage to conform with the 'Traffic Signs Regulation and General Directions 2016 and Chapter 8.
- 'D' distance is the sighting distance of temporary road signs from the closest haul road crossing point/access location.

Visibility

- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
- Y-distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- SSD - Stopping Sight Distance for design speed of the road.
- All vegetation to be cleared/trimmed within identified visibility envelope.

KEY

- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY (SEE VISIBILITY TABLE)
- PROPOSED TEMPORARY ROAD SIGN
- FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE
- INDICATIVE ABNORMAL LOAD VEHICLE OVERRUN AREA

ACCESS 13 - B1121		VISIBILITY	
		NORTH	SOUTH
Posted Speed Limit (PSL) (mph)		60	
Required Y-distance SSD for PSL (m)		215	
Existing achievable Y-distance SSD (m)		247	161
Required Y-distance SSD achievable?		Yes	No
85 th percentile speed (mph)		43.8	
Required Y-distance SSD for 85 th percentile speed (m)		180	
Existing Y-distance SSD suitable for 85 th percentile speeds		Yes	Yes
Proposed Reduced Speed Limit (RSL) (mph)		40	

Distances measured on site.

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.4	09.12.20	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.3	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JL	SKT	SKT
D0.2	12.06.19	ORDER LIMITS UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			

REVISIONS

CLIENT

PROJECT

TITLE

SCOTTISHPOWER RENEWABLES

EAST ANGLIA TWO

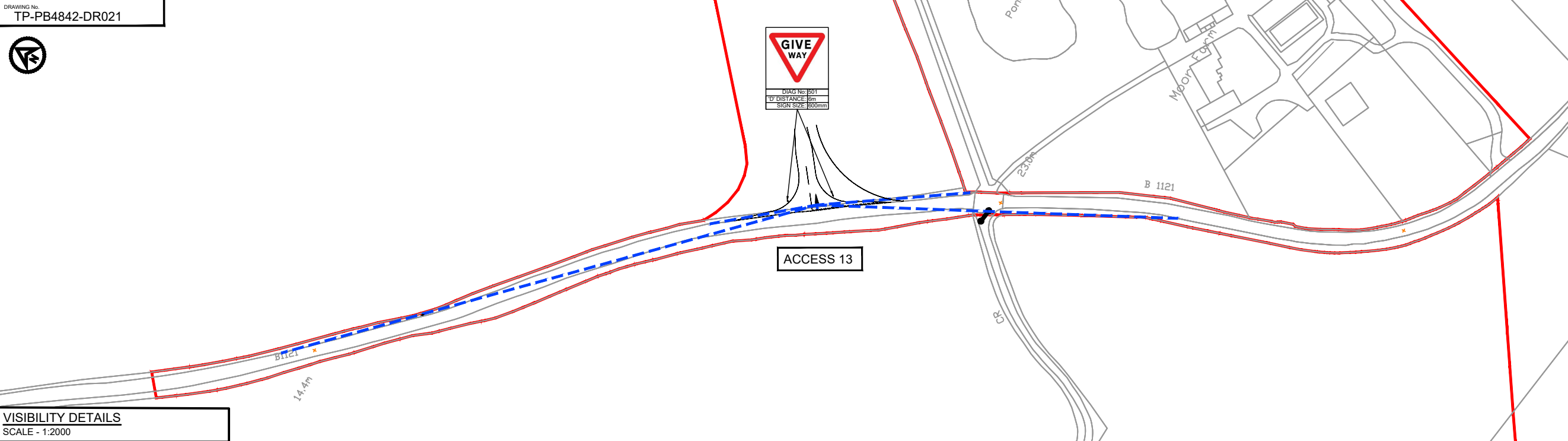
**ACCESS 13
B1121 SAXMUNDHAM ROAD
CONSTRUCTION PHASE**

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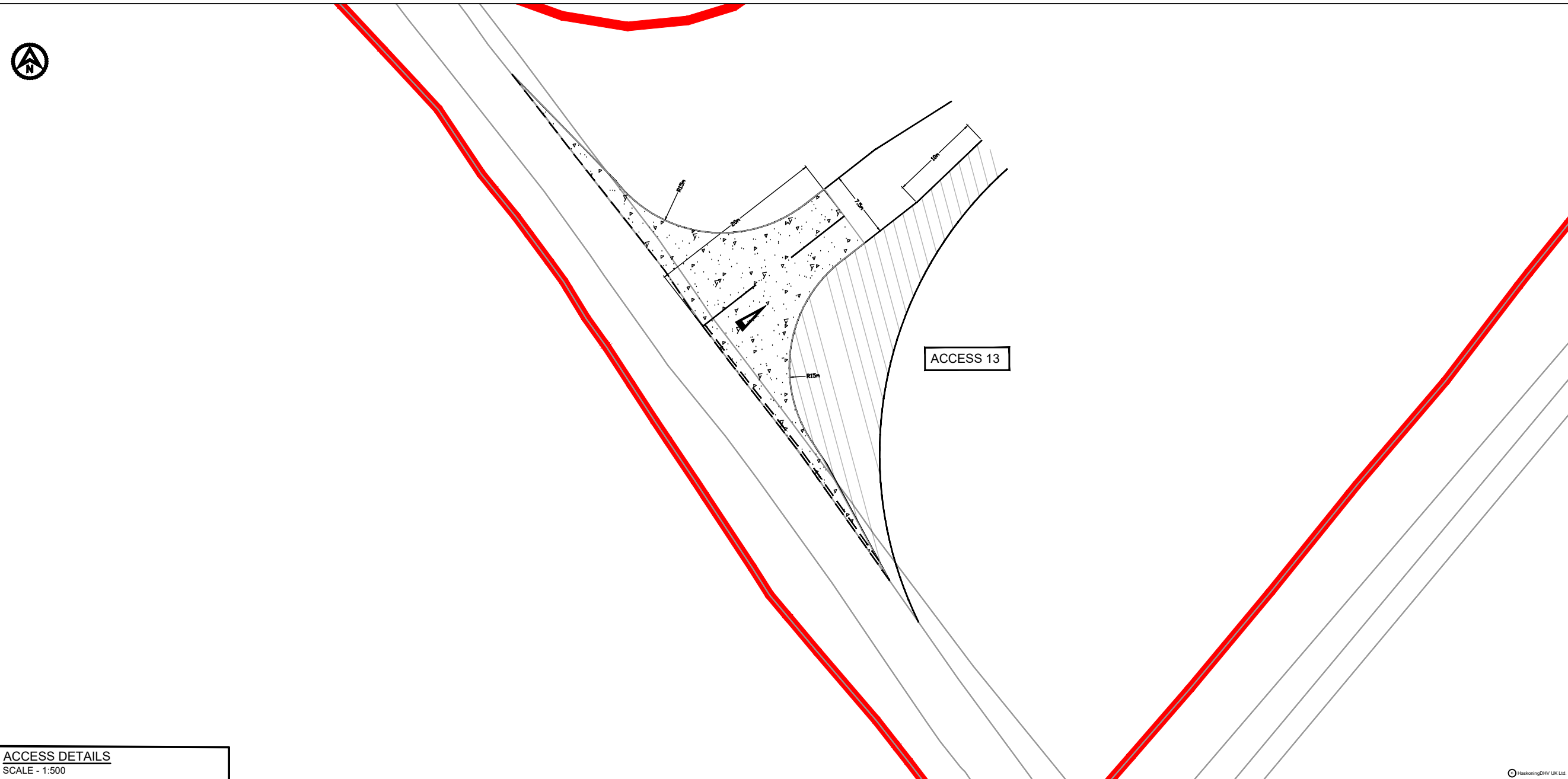
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Surrey, TW20 8PX
Tel: +44(0)1832 569566
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DRAWN	JL	CHECKED	ST	APPROVED	ADR
DATE	13.11.18	SCALE AT A3	VARIABLE	AUTOCAD REF.	
DRAWING No: TP-PB4842-DR020					REVISION
CLIENT DWG No.					D0.4

DRAWING No.
TP-PB4842-DR021



VISIBILITY DETAILS
SCALE - 1:2000



ACCESS DETAILS
SCALE - 1:500

NOTES

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Road markings and signs

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- 'D' distance is the sighting distance of temporary road signs from the closest haul road crossing point/access location.

Visibility

- X-distance - the set back from the nearest edge of the carriageway from which the access will be taken
- Y-Distance - the SSD measured along the nearest edge of the carriageway to its intersection with the centreline of the access.
- SSD - Stopping Sight Distance for design speed of the road.
- All vegetation to be cleared/trimmed within identified visibility envelope.

KEY

- PROPOSED ACCESS BOUNDARY/ROAD MARKINGS
- VISIBILITY SPLAY (SEE VISIBILITY TABLE)
- PROPOSED ROAD SIGN

FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

INDICATIVE ABNORMAL LOAD VEHICLE OVERRUN AREA

ACCESS 13 - B1121		VISIBILITY	
		NORTH	SOUTH
Posted Speed Limit (PSL) (mph)		60	
Required Y-distance SSD for PSL (m)		215	
Existing achievable Y-distance SSD (m)		247	161
Required Y-distance SSD achievable?		Yes	No
85 th percentile speed (mph)		43.8	
Required Y-distance SSD for 85 th percentile speed (m)		160	
Existing Y-distance SSD suitable for 85 th percentile speeds		Yes	Yes

* Distances measured on site.

REV	DATE	DESCRIPTION	BY	CHK	APP
D0.4	09.12.20	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.3	24.07.19	PAGE SIZE CHANGED FROM A3 TO A1	JL	SKT	SKT
D0.2	12.06.19	ORDER LIMITS UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			

REVISIONS

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SCOTTISHPOWER RENEWABLES

PROJECT

EAST ANGLIA TWO

TITLE

**ACCESS 13
B1121 SAXMUNDHAM ROAD
OPERATIONAL PHASE**

Royal HaskoningDHV
Enhancing Society Together

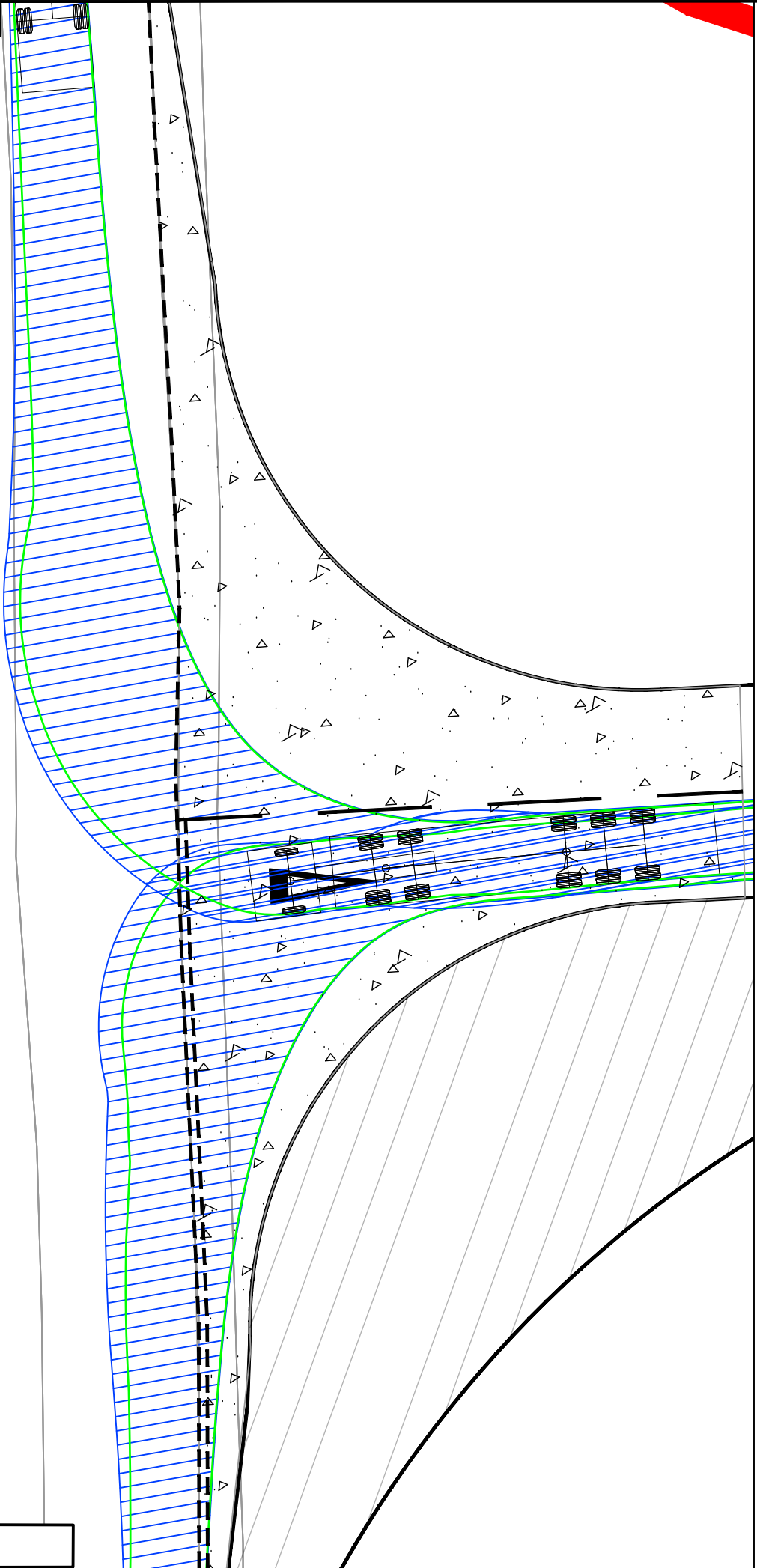
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DATE	13.11.18	SCALE AT A3	VARIABLES	AUTOCAD REF.	
DRAWING No. TP-PB4842-DR021					REVISION
CLIENT DWG No.					D0.4

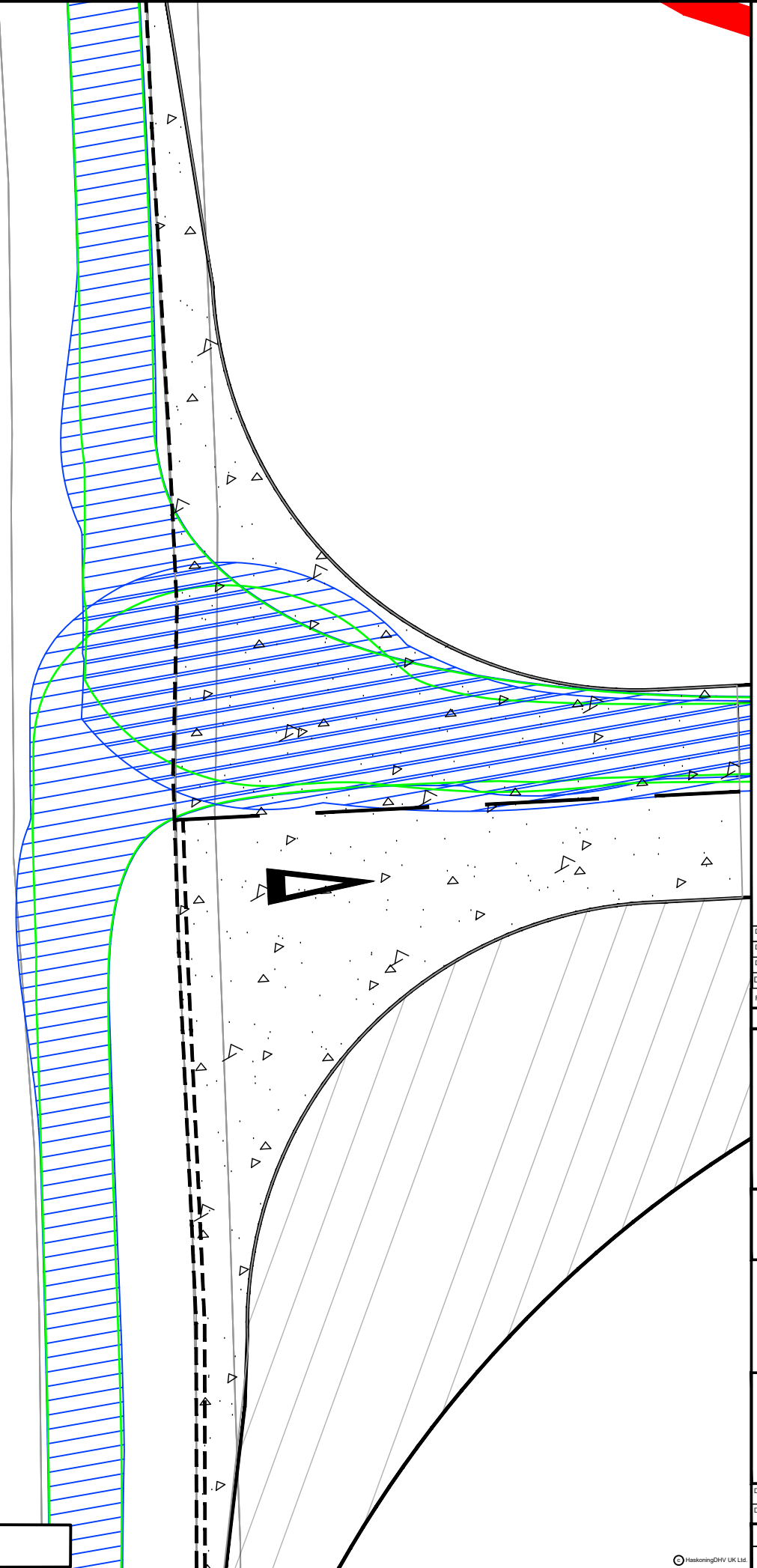
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B1121 - ACCESS 13
SCALE - 1:200



B1121 - ACCESS 13
SCALE - 1:200



NOTES

1. Do not scale from this drawing, all dimensions are in metres unless noted otherwise.

2. This drawing has been based upon Ordnance Survey Maps and Royal HaskoningDHV can not guarantee the accuracy of data.

KEY

— ORDER LIMITS

— PROPOSED ACCESS BOUNDARY/ROAD MARKINGS

 FULL DEPTH CARRIAGEWAY CONSTRUCTION WITH BOUND SURFACE

VEHICLE TRACKING



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.55m
Overall Body Height 3.68m
Min Body Ground Clearance 0.41m
Max Track Width 2.50m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.55m

 VEHICLE BODY SWEEP PATH (FORWARD GEAR)

 VEHICLE CHASSIS SWEEP PATH

D0.4	09.12.20	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.3	24.07.19	DRAWING TITLE AMENDED	JL	SKT	SKT
D0.2	12.06.19	ORDER LIMITS UPDATED	JL	SKT	SKT
D.01		FIRST ISSUE			
REV	DATE	DESCRIPTION	BY	CHK	APP

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PROJECT

EAST ANGLIA TWO

TITLE

ACCESS 13
B1121 SAXMUNDHAM ROAD
MAX ARTICULATED HGV
SWEEP PATH ANALYSIS



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DATE	13.11.18	SCALE AT A3	1:200	AUTOCAD REF.	
DRAWING No.	TP-PB4842-DR022				REVISION
CLIENT DWG No.					D0.4

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