

Written Representation at Deadline 1

National Grid Electricity Transmission Project EN020026 : Sea Link

Interested Party: Aldringham-cum-Thorpe Energy Action (ACTEA)

PINS Registration Ref. [REDACTED]

Submission date: 18 November 2025

The purpose of this representation is to provide further evidence and references in order to assist ExA with its further consideration of Paragraph 2.8 of ACTEA's Relevant Representation' dated 18 August 2025,

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020026/representations/100008150>

1. Introduction

Re: Cable Drum AIL Construction Traffic through Aldringham, Suffolk

The applicant plans to use the narrow B1353 (Aldringham Lane) between a road junction at Knodishall on B1069 and a four way road junction at Aldringham at the Parrot Pub on B1122 (Aldeburgh Road, in order to deliver large Cable Drums, on Carriers to and from S-BM01 and S-BM02 to the north of Aldeburgh. The route from the Parrot junction would then continue through Aldringham in a southerly direction along the B1122. The swept path required for a cable drum carrier 25.44m long may be difficult to achieve at both ends of Aldringham Lane.

Following its own 2018 survey of Aldringham Lane, Scottish Power Renewables decided that:

'The B1353 (Aldringham Lane) between Aldringham and Coldfair Green is not wide enough for two HGVs to pass one another. Widening at this location will not be possible due to the proximity of residential properties to the edge of the road. HGVs will not travel between Aldringham and Coldfair Green'.

Reference: Paragraph 8 of EA1N & EA2 Traffic and Transport Factsheet (October 2018) - enclosed with this representation.

2. Further References

2.1 Cable drum delivery vehicle dimensions

These are specified in [APP-037](#) 2.13.1 Design and Layout Plans – Suffolk:

'Overall Length 25.440m, Overall Width 4.500m, Overall Body Height 3.695m, Min Body Ground Clearance 0.332m, Track Width 2.500m, Lock to lock time 6.00s, Kerb to Kerb Turning Radius 14.500'

2.2 Cable Drum Routing Plan

[APP-234](#) 6.4.2.7 Application Document 6.4.2.7 Traffic and Transport – Figures, 6.4.2.7.3 Abnormal Load Routing Plan - Suffolk Onshore Scheme Indicates that the Applicant intends to route Cable Drum Abnormal Loads via B1353 Aldringham Lane between junctions B1069 junction with B1353 (S-RJ13) at Knodishall and B1122 junction (S-RJ12) at Aldringham.

2.3 Cable drum AIL access routes

[AS-008](#) National Grid Electricity Transmission 7.5.1.1 (B) Construction Traffic Management and Travel Plan Suffolk - Accepted at the discretion of the Examining Authority states:

'6.1.8 Cable drum AIL access routes: Routes marked as Cable Drum AIL Access Only indicate those routes to be used by the cable drum delivery vehicle (not the transformer AIL). This may be due to differing site entry requirements, or the geometry of the route. Smaller construction vehicles would also be expected to use the Cable Drum AIL access routes.'

Ex Table 6.2 Constraints identified by ESDAL

Ref.	Location	Constraint
AC10	B1069 through Knodishall	Tight geometry would require traffic management, parking restrictions, and junction widening
AC11	Aldringham Lane/Aldeburgh Road Junction	Tight geometry – widening and street furniture removal may be required, including street lighting, signposts and traffic islands'

'6.4.2 The swept paths (which have been provided separately as part of the DCO) provide indicative road and access dimensions required to safely transport vehicles and equipment throughout the project site and the surrounding area and demonstrate that all construction vehicles will be able to access the site without overrunning any kerb lines.'

3. Conclusions

Since the Applicant has acknowledged that the geometry is 'tight' at both junctions AC10 / S-RJ13 and AC11 / S-RJ12, it is disappointing that a design has not been provided to demonstrate how Cable Drum Delivery Vehicles would navigate those junctions.

The Applicant has omitted to provide within its DCO submission:

1. a design specifying those temporary and/or permanent modifications and alterations that would be needed along Aldringham Lane and at its junctions with B1069 and B1122
2. swept path illustrations for AC10 / S-RJ13 and AC11 / S-RJ12 as 'Indicative Bellmouth Access Arrangements' in [APP-037](#) 2.13 Design and Layout Plans, 2.13.1 Design and Layout Plans – Suffolk.

Enclosures

1. Photographs

- Junction S-RJ12 at Aldringham
- Junction S-RJ13 at Knodishall

2. ScottishPower Renewables EA2 and EA1N Traffic and Transport and Factsheet (Oct 2018)

END





ScottishPower Renewables

East Anglia TWO and East Anglia ONE North

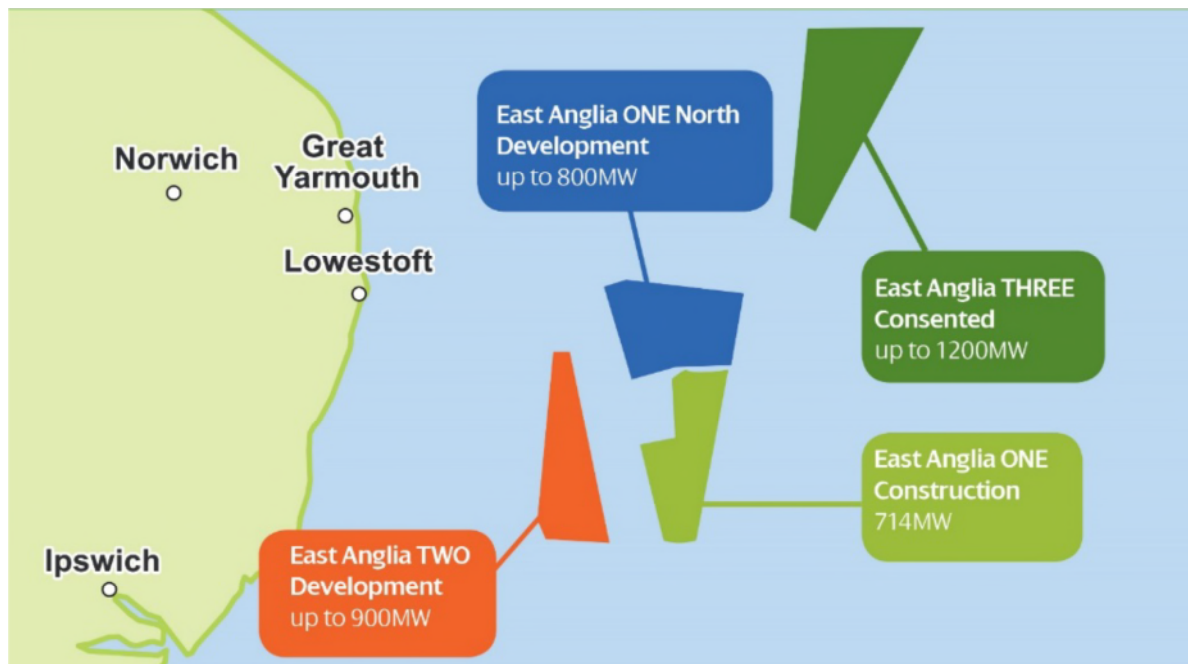
Traffic and Transport Factsheet

October 2018

East Anglia TWO and East Anglia ONE North Overview

Further to the ongoing construction of East Anglia ONE and consent for East Anglia THREE ScottishPower Renewables wishes to develop two further offshore windfarms off the coast of Suffolk, the proposed East Anglia TWO and East Anglia ONE North offshore windfarms.

East Anglia TWO is approximately 255km² in area and is expected to consist of up to 75 wind turbines with an overall installed capacity of up to 900MW (megawatts), with the potential to power around 742,000 homes¹. East Anglia ONE North is approximately 208km² in area and is expected to consist of up to 67 wind turbines with an overall installed capacity of up to 800MW, with the potential to power around 660,000 homes¹.



Traffic and Transport Overview

A Transport and Traffic Impact Assessment will be presented during our Phase 4 Consultation which will provide further information on potential traffic and transport related impacts and associated mitigation measures. The work to date in preparing the Transport and Traffic Impact Assessment has gathered baseline traffic information on the roads within the onshore study area for both projects. Over the past twelve months we have engaged with the local planning authority, local highway authority and Highways England through a series of Expert Topic Group (ETG) meetings.

This work has allowed our transport specialists to identify suitable Heavy Good Vehicle (HGV) access routes to the landfall, cable corridor and substation areas.

This factsheet presents the proposed HGV construction routes (**Figures 1 and 2**) for both the Grove Wood, Friston and the Broom Covert, Sizewell substation locations being consulted upon during Phase 3.5 Consultation for both projects.

The information presented within this factsheet will be further refined over the coming months, with further details presented as part of the Phase 4 Consultation.

¹ Calculated by taking the number of megawatts (900/800) multiplied by the number of hours in one year (8,766), multiplied by the average load factor (efficiency of electrical energy usage) for offshore wind (36.7% published by the Digest of United Kingdom Energy Statistics), divided by the average annual household energy consumption (3.9MWh), giving an equivalent of powering 742,413/659,922 homes.

Considerations in the Development of the Grove Wood Friston Substation Site

Figure 1 presents the proposed HGV access routes to the Grove Wood, Friston substation site, the landfall area and the connecting cable corridor.

HGV access to the Grove Wood, Friston substation site (shown in **red** on Figure 1) would be via the A12 (Friday Street junction), onto to the A1094 (Farnham Road) and the B1069 (Snape Road), from where they would turn onto a temporary haul road to access the substation site.

HGV access to the landfall area (shown in **blue** on Figure 1) would be via the A12 (Friday Street junction), onto the A1094 towards Aldeburgh before travelling north on the B1122 towards Aldringham and then travelling east along the B1353 towards Thorpeness. Alternatively, access to the landfall area may be gained directly off Sizewell Gap Road (via the A12 and B1122) once the eastern section of the cable corridor haul road is constructed.

HGV access to the cable corridor area (shown in **green** on Figure 1) would be via new accesses off Sizewell Gap Road (accessed via the A12/B1122/Lovers Lane); off the B1122 (accessed via the A12/A1094); and off the B1069 (accessed via the A12/A1094).

The following commentary is cross-referenced to the numbering on Figure 1 and explains some of the influencing factors in establishing the above proposed HGV routes:

1. In using the A1094 (Farnham Road) and the B1069 (Snape Road) as the HGV route for substation access, the 'Zone Distributor Routes', as identified in the Suffolk County Council Lorry Route Network, have been adopted. These routes are considered to be more appropriate for the proposed increase in traffic during the construction phase.
2. In accessing the landfall area via the A1094 and B1122, both routes are wide enough to allow two-way HGV traffic. The A1094 and the northern section of the B1122 is classified as a 'Zone Distributor Route' within the Suffolk County Council Lorry Route Network. **HGVs destined for the landfall will not travel through Aldeburgh town centre or Thorpeness.**
3. Grove Road (between the B1121 and B1119) is only wide enough for a single vehicle, with no footway and properties adjacent to the edge of the road constraining the potential for widening. **HGVs will not travel along Grove Road.**
4. The B1121 passes through Benhall Green, Sternfield and Friston, where various constraints prevent two HGVs from passing one another without significant localised road widening being undertaken. **HGVs will not travel through Benhall Green, Sternfield or Friston.**
5. The B1069 passes through Leiston and Coldfair Green. There is the potential for additional traffic using this route to add to existing delays within Leiston. **HGVs will not travel through Leiston or Coldfair Green.**
6. The B1119 passes through the community of Saxmundham. The highway geometry in the centre of Saxmundham is constrained for HGV traffic and the proximity of buildings would not allow for road widening. **HGVs will not travel through Saxmundham.**
7. A temporary haul road will be constructed from the B1069 (south of Coldfair Green) to the substation site. **HGVs will not travel through Coldfair Green.**
8. The B1353 (Aldringham Lane) between Aldringham and Coldfair Green, is not wide enough for two HGVs to pass one another. Widening at this location will not be possible due to the proximity of residential properties to the edge of the road. **HGVs will not travel between Aldringham and Coldfair Green.**
9. Use of Thorpe Road, between Aldeburgh and Thorpeness, would require HGVs to travel through Aldeburgh town centre and through Thorpeness. The limited width of Thorpe Road prevents two HGVs from passing without extensive widening of this road. **HGVs will not travel along Thorpe Road or travel through Aldeburgh Town Centre or Thorpeness.**

Considerations in the Development of the Broom Covert Sizewell Substation Site

Figure 2 presents the proposed HGV access routes to the Broom Covert, Sizewell substation site, the landfall area and the connecting cable corridor.

HGV access to the Broom Covert, Sizewell substation site (shown in **red** on Figure 2) would be via the A12 and B1122 onto Lovers Lane/Sizewell Gap Road.

HGV access to the landfall area (shown in **blue** on Figure 2) would be via the A12 (Friday Street junction), onto the A1094 towards Aldeburgh before travelling north on the B1122 towards Aldringham and then travelling east along the B1353 towards Thorpeness. Alternatively, access to the landfall area may be gained directly off Sizewell Gap Road (via the A12 and B1122) once the eastern section of the cable corridor haul road is constructed.

HGV access to the cable corridor area (shown in **green** on Figure 2) would be via new accesses off Sizewell Gap Road (accessed via the A12/B1122/Lovers Lane).

The following commentary is cross-referenced to the numbering on Figure 2 and explains the influencing factors in establishing the above proposed HGV routes:

1. In using the B1122 and Lovers Lane as the HGV route for substation access and cable corridor access, the 'Zone Distributor Routes', as identified in the Suffolk County Council Lorry Route Network, have been adopted. These routes are considered to be more appropriate for the proposed increase in traffic.
2. In accessing the landfall area via the A1094 and the B1122, both routes are wide enough to allow two-way HGV traffic. The A1094 is classified as a 'Zone Distributor Route' as identified in the Suffolk County Council Lorry Route Network. **HGVs destined for the landfall will not travel through Aldeburgh town centre or Thorpeness.**

Commentary associated with labels 5, 6, 8 and 9 shown on Figure 2 are as per that presented above for the Grove Wood, Friston substation site.

FIND OUT MORE

If you require any further information on the project please contact us via the methods below.

Email

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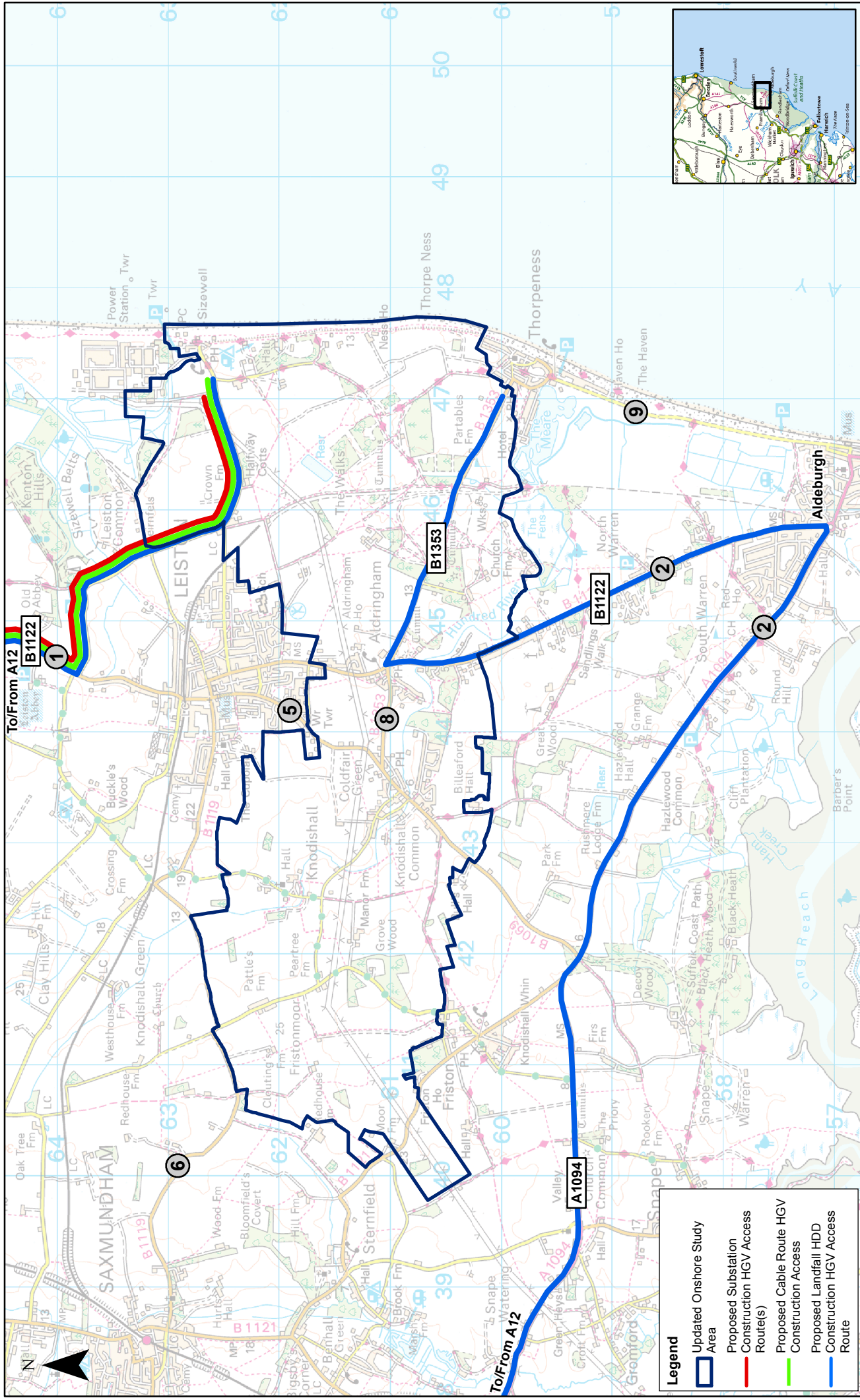
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