The Great Grid Upgrade

Sea Link

Sea Link

Volume 7: Other Documents

Document 7.5.1.1: Outline Construction Traffic and Management and Travel Plan – Suffolk

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Date	**Issue**	**Status**	**Description / Changes**
March 2025	A	Final	For DCO submission
May 2025	B	Final	Update to replace reference to 6.4.1.4.20 to 6.4.1.4.7
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February 2026	C	Final	Update, Deadline 4 (Examination)

Executive Summary

Ex1.1.1 The purpose of this Outline Construction Traffic Management and Travel Plan (Outline CTMTP~~), which forms **Application Document 7.5.1.1 Outline CTMTP – Suffolk (Version 2, change request)** submitted at Deadline 1A,~~) is to set out proposals for the management of construction-related traffic along the local highway network within the vicinity of the Suffolk Onshore Scheme during the construction period of the Proposed Project, in order to limit any potential disruptions and implications on the overall transport network. It identifies the management of Heavy Goods Vehicles (HGVs), as well as construction staff vehicles.

Ex1.1.2 This Outline CTMTP has been informed by feedback received from stakeholders as part of the Statutory Consultation. It should be noted that as this is an outline document, certain details will remain to be developed as the Proposed Project progresses into detailed design. The full details of all measures may not be available until after consent for the Proposed Project has been determined and these will be provided within the CTMTP as necessary. However, the CTMTP will need to be in accordance with this Outline CTMTP.

Ex1.1.3 **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk (~~Version 2, change request) (~~Outline PRoWMP – Suffolk**~~) submitted at Deadline 1A~~** has also been prepared as a separate document for the Suffolk Onshore Scheme to identify measures to manage PRoW and mitigate any impacts as a result of the Proposed Project.

Ex1.1.4 It should also be noted that an equivalent Outline CTMTP has been produced for the Kent Onshore Scheme (**Application Document 7.5.1.2 Outline CTMTP – Kent**).

1. Introduction

1.1 Background and Scope

1.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.

1.1.2 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.

1.1.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent.

1.1.4 National Grid is also required, under Section 38 of the Electricity Act 1989, to comply with the provisions of Schedule 9 of the Act. Schedule 9 requires licence holders, in the formulation of proposals to transmit electricity, to:

1.1.5 Schedule 9(1)(a) '…have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;' and

1.1.6 Schedule 9(1)(b) '…do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'.

1.1.7 The purpose of this document is to:

- Set out a strategy for the management of construction traffic on the local highway network within the vicinity of the Suffolk Onshore Scheme during the construction period of the works. The purpose of this is to limit potential disruptions and implications on the wider transport network. It identifies the management of freight traffic i.e. Heavy Goods Vehicles (HGVs), as well as staff vehicles. This Outline CTMTP has been informed by consultation with Suffolk County Council (SCC) as the local highway authority. Further details of the engagement and associated documents are provided as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

1.2 The Proposed Project

1.2.1 The Proposed Project would comprise the following elements:

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed as part of the Proposed Project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) up to 26 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a Transition Joint Bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The Offshore Scheme

- Approximately 122 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
- A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

1.2.2 The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built pursuant to another consent) and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation and compensation. The construction phase will involve various temporary construction activities including overhead line diversions, use of temporary towers or masts, working areas for construction equipment and machinery, site offices, parking spaces, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of Public Rights of Way (PRoW) and other ancillary operations.

1.3 Objectives

1.3.1 The objectives of this Outline CTMTP, which set a framework for the CTMTP, are to:

- minimise the volume of HGV and staff vehicles associated with the construction phase, as far as reasonably practicable;
- maximise the safety and efficiency of movements of materials and staff required during the construction phase, as far as reasonably practicable;
- minimise the restrictions imposed on local PRoW within the Site and ensure efficient management during the construction phase;
- minimise the impacts on both the local community and visitors to the area who use the road network, as far as reasonably practicable; and
- set out additional measures to be adhered to by those travelling to and from the Site to reduce the impact of the construction of the Proposed Project.

1.3.2 This Outline CTMTP has been updated to support the application for development consent following the version prepared to support the statutory consultation stage, and following further consultation with SCC.

1.3.3 ~~It is anticipated that these~~These measures would be developed into a CTMTP that ~~would be~~is secured through ~~a suitably worded~~ requirement 6 in the Development Consent Order (DCO).

1.4 Report Structure

1.4.1 The remainder of this Outline CTMTP is structured as follows:

- Section 2 provides details of the site location, surrounding area and the existing highway network;
- Section 3 provides details of future baseline conditions during the construction phase;
- Section 4 sets out relevant planning policy and best practice for the construction phase of the Proposed Project;
- Section 5 summarises the HGV and staff vehicle movements which are expected to be generated by the Proposed Project across the construction period, including during the peak phase;

- Section 6 provides details of the proposed site accesses for the Proposed Project, as well as routing arrangements and internal site layout considerations including access tracks, compounds and parking;
- Section 7 summarises the proposed measures to manage the highway network and pedestrian and cycle routes during the construction phase, as well as measures directed at HGVs and staff members, as well as for the management, monitoring and review of the Outline CTMTP; and
- Section 8 deals with compliance and enforcement of the Outline CTMTP.

2. Existing Conditions

2.1 Study Area

2.1.1 The following parts of the highway network are situated within the study area, as shown on **Application Document 6.4.2.7.1 Traffic and Transport Study Area in Suffolk**:

- A12 (between the A1094 and B1122 junctions);
- B1121 Main Road (south of B1119 Church Street);
- B1119 Church Street (east of B1121 Main Road);
- B1121 Aldeburgh Road and B1121 Saxmundham Road;
- A1094 (between the A12 and B1122 Leiston Road);
- B1069 Snape Road (between A1094 Aldeburgh Road and Aldringham Lane);
- B1122 Leiston Road (between A1094 Aldeburgh Road and Aldringham Lane);
- B1353 Aldringham Lane;
- Grove Road;
- Victoria Road; and
- Thorpe Road.

2.1.2 The following junctions are situated within the surrounding area and have been reviewed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**:

- A12/A1094 Junction;
- A12/B1121 (South) Junction;
- A12/B1119 Junction;
- A12/B1121 (North) Junction;
- A12/B1122 Junction;
- B1121 Main Road/B1121 Church Hill Junction;
- B1121 Main Road/B1119 Church Hill Signalised Junction;
- B1121 Saxmundham Road/Grove Road/Mill Road Junction;
- A1094 Aldeburgh Road/B1121 Aldeburgh Road Junction;
- A1094 Aldeburgh Road/B1069 Snape Road Junction;
- A1094/B1122 Leiston Road/Church Farm Road Roundabout;
- B1122 Aldeburgh Road/B1353 Aldringham Lane Junction;
- B1069 Leiston Road/B1353 Aldringham Lane Junction; and
- A1094/Sternfield Road/Church Road Junction.

2.1.3 In addition to footways alongside the highway network, the following walking and cycling routes, identified by local PRoW reference numbers where appropriate, are situated within the wider study area. These routes have been reviewed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**:

- PRoW E-103/006/0 (Public Footpath);
- PRoW E-103/016/0 (Public Footpath);
- PRoW E-260/013/A (Public Footpath);
- PRoW E-260/012/A (Bridleway);
- PRoW E-354/002/0 (Bridleway);
- PRoW E-354/001/0 (Bridleway);
- PRoW E-354/018/0 (Public Footpath);
- PRoW E-354/007/A (Public Footpath);
- PRoW E-354/006/0 (Public Footpath);
- PRoW E-260/017/0 (Public Footpath);
- PRoW E-260/015/0 (Public Footpath);
- PRoW E-260/016/0 (Public Footpath);
- PRoW E-491/010/0 (Bridleway);
- PRoW E-491/006/0 (Public Footpath);
- PRoW E-491/005/0 (Public Footpath);
- PRoW E-491/004/0 (Public Footpath);
- PRoW E-460/023/0 (Public Footpath);
- King Charles III England Coast Path;
- The Suffolk Coast Path;
- Sandlings Walk; and
- Regional Cycle Route 42.

2.1.4 In addition to the above, PRoW E-137/026/0 has been reviewed as part of **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement** ~~submitted at Deadline 1A~~, given its proximity to Benhall Railway Bridge.

2.2 Accessing the Site

Highway Network

2.2.1 The study area (see **Application Document 6.4.2.7.1 Traffic and Transport Study Area in Suffolk**) includes key areas of the surrounding highway network. The most prominent are the A12, the B1121 Main Road to the south of Saxmundham, the A1094 to the west of Aldeburgh, and the B1069 Snape Road. The A1094 has a single lane in each direction and is the main route between Aldeburgh and the A12. The section of the

A1094 within the study area includes several farm accesses and is subject to the national speed limit.

2.2.2 The study area also includes the B1122 Leiston Road which runs from Aldeburgh in the south towards Aldringham, Leiston and Yoxford in the north. The B1122 is linked to the A1094 to the south and the A12 to the north.

2.2.3 Thorpe Road is a coastal road to the east of the study area which links Aldeburgh in the south with Thorpeness to the north. The route, which operates with the national speed limit, does not connect with any other key routes within the study area.

2.2.4 The B1069 Snape Road bisects the centre of the study area and connects the A1094 to the south with the village of Knodishall Common to the north. Grove Road is also a north-south route through the centre of the study area, running northwards from the village of Friston. Grove Road is unclassified and is a single carriageway road subject to a 30mph speed limit in the south and the national speed limit in the north of the study area. School Road also forms a junction with Grove Road and runs eastwards towards Knodishall. There are a number of unmade tracks which provide agricultural access within the centre of the study area via the A1094 and the B1069.

2.2.5 The northwest section of the study area includes the A12, which interacts with the B1119 and B1121, which in turn run from Saxmundham to Leiston and Sternfield to Friston respectively. The study area includes the junction between the B1119 and the B1121 within Saxmundham. The B1121 and B1119 operate with a 30mph speed limit within Saxmundham, whereas the B1119 is subject to the national speed limit to the east of Saxmundham.

Sustainable Access

Public transport

2.2.6 Several bus routes are accessible in the study area. These include:

- 64 – Aldeburgh to Ipswich – hourly service in each direction;
- 521 – Halesworth to Aldeburgh – hourly service in each direction; and
- 522/522a – Beccles to Aldeburgh – hourly service in each direction (partial school service, last buses between 5pm and 6pm).

2.2.7 There are bus stops in both directions on the B1122 towards the southeast of the study area, circa 800 m to the south of the Order Limits. Bus routes 64, 65 and 522 operate along the B1122. The 522 service operates between Saxmundham and Aldeburgh, with services operating between 7am and 5pm at a frequency of one service per hour in each direction. The 64 service runs from Ipswich to Aldeburgh via Leiston between 6am and 8pm at a frequency of one service per hour in each direction. The 65 service runs from Ipswich to Leiston via Woodbridge between 6am and 3:30pm on an hourly frequency in each direction.

2.2.8 The B1121 within the study area is used by bus route 521 which runs between Aldeburgh and Halesworth via Leiston, Friston and Saxmundham. The service operates at a frequency of around one service per hour in each direction and can be accessed from stops within and to the south of Saxmundham, including bus stops within 300 m of access S-BM09. Bus route 521 is also served by bus stops within Friston circa 800 m to the west of the Order Limits, and Sandy Lane further to the west. Bus route 522 also

operates along the B1119 circa 1 km to the southwest of the Order Limits, with bus stops within Saxmundham.

2.2.9 The closest railway station to the Suffolk Onshore Scheme is Saxmundham railway station which is located a circa 1.2 km walking distance to the north of the proposed site access (S-BM09) on the B1121 Main Road which equates to a circa 15-minute walk time (based on an average walking speed of 4.8 kilometres per hour). Saxmundham station is served by one train per hour to Ipswich and one train per hour to Lowestoft (Greater Anglia). Whilst there is a branch line between Saxmundham and Leiston, this is only used for freight associated with Sizewell Nuclear Power Station rather than for public services.

Walking and Cycling

2.2.10 There are many PRoW that pass through or within close proximity to the Order Limits as follows:

- E-103/006/0 - Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order limits;
- E-103/016/0 - Public footpath which runs southeast to northwest through a golf course and agricultural fields, largely non-trafficked, although shares a short section of access track;
- E-260/013/A - Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks;
- E-260/012/A - Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks;
- E-354/002/ - Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses;
- E-354/001/0 - Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks;
- E-354/018/0 - Public footpath which runs north-south through agricultural fields (non-trafficked);
- E-354/007/A - Public footpath which runs northeast-southwest through agricultural fields (non-trafficked);
- E-354/006/0 - Public footpath which runs north-south along an agricultural access track (lightly trafficked);
- E-260/017/0 - Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked;
- E-260/015/0 - Public footpath which runs southwest-northeast through agricultural fields (non-trafficked);
- E-260/016/0 - Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked);
- E-491/010/0 - Bridleway which runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses;
- E-491/006/0 - Public footpath which runs east-west through agricultural fields (non-trafficked);

- E-491/005/0 - Public footpath which runs north-south through agricultural fields (non-trafficked);
- E-491/004/0 - Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked;
- E-460/023/0 - Public footpath which runs north-south along an agricultural access track (lightly trafficked); and
- E-137/026/0 - Public footpath which runs north-south via agricultural/ open fields and a small area of woodland and is predominantly non-trafficked.

2.2.11 The Aldeburgh to Hopton On Sea section of the King Charles III England Coast Path has been approved (with establishment works planned/ in progress) and will run north-south through the study area using existing routes to the east of Thorpe Road. For the purposes of this report, the King Charles III England Coast Path has been included as part of the existing (and future) baseline.

2.2.12 The Suffolk Coast Path crosses the study area, north of Aldeburgh. Within the Order Limits, this comprises a public footpath which runs through agricultural fields to the west of Thorpe Road, as well as a pedestrian route which crosses Thorpe Road to the east and continues northwards parallel to the coastline towards Thorpeness.

2.2.13 Sandlings Walk, which is a promoted route from Ipswich to Lowestoft, runs east to west across the south of the study area. Within the Order Limits, this runs along a bridleway (PRoW E-354/002/0) which runs east-west along a rural (lightly trafficked) access track serving agricultural uses.

2.2.14 Regional Cycle Route 42 runs in a southwest to northeast direction across the study area. This on-carriageway cycle route runs along rural roads including a short section of the A1094 (between Priory Road and Mill Road), as well as Mill Road, Grove Road, School Road, Church Road and the B1119 Saxmundham Road towards Abbey Lane. This crosses the Order Limits on Grove Road.

3. Future Highway Network

3.1 Future Network Changes

3.1.1 During the construction phase, which is expected to be between 2026-2031, several improvements may have been implemented across the surrounding highway network within or in close proximity to the Site as a result of other developments. These include the following:

- A12 Bypass (a new single carriageway section of the A12 to help facilitate HGV transport during the construction and operational phases of Sizewell C Nuclear Power Station as well as for public use);
- Yoxford Roundabout (a replacement roundabout linking the A12 and B1122 at Yoxford, 100 m north of the existing A12/ B1122 junction). This will facilitate HGV construction and operational traffic associated with Sizewell C;
- Sizewell Link Road and associated junctions (part of a single carriageway bypass road to facilitate movement of HGV construction and operation traffic associated with Sizewell C and the public post-construction, to prevent congestion on the B1122); and
- junction improvements along the route of the A12, associated with the development of the East Anglia ONE North and East Anglia TWO offshore windfarms.

3.1.2 Construction traffic associated with Sizewell C, East Anglia ONE North Offshore Windfarm and East Anglia Two Offshore Windfarm has been assessed as part of **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. In terms of operation, the highway improvements identified above would increase the capacity of the highway network to accommodate construction traffic associated with the Suffolk Onshore Scheme. Nonetheless, for the purposes of **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** it has been assumed that none of these improvements would be in place for robustness.

3.1.3 There are not expected to be any further changes to the surrounding highway network, as a result of other projects or schemes, within or in close proximity to the Suffolk Onshore Scheme that require consideration.

3.2 Cumulative Developments

3.2.1 As above, cumulative schemes have been considered and assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.4.2.13.1 Suffolk Onshore Scheme Short List Developments**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm.

4. Best Practice and Policy

4.1 Introduction

4.1.1 This section provides an overview of the best practice guidance and planning policy that is considered to be relevant to the Outline CTMTP.

4.2 Best Practice

Constructions Logistics and Community Safety (CLOCS 2022)

4.2.1 The Constructions Logistics and Community Safety (CLOCS) 2022 guidance draws upon evolving best practice, standards, policies and codes of practice, providing a standard which planning authorities, developers and contractors can implement and providing a coherent set of guidelines which can be adhered to, with the primary goals of achieving:

- zero collisions between construction vehicles and the community;
- improved air quality and reduced emissions;
- fewer vehicle journeys; and
- reduced reputational risk.

Outline Code of Construction Practice

4.2.2 The purpose of this document is to set out control and management measures that will be in place during construction of the Proposed Project if granted consent. It is designed to support the assessment of effects in the ES and has been developed to support the Environmental Impact Assessment (EIA).

4.3 National Policy

Overarching National Policy Statement for Energy (NPS EN-1)

4.3.1 The Overarching National Planning Statement (NPS) for Energy (EN-1) was most recently reviewed and updated in January 2024 and provides the basis for decisions regarding nationally significant energy infrastructure. Section 5.14 outlines the planning policy for traffic and transport, including guidance on undertaking relevant parts of the EIA. The most relevant paragraphs for this purpose are set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

National Planning Policy Framework (NPPF, 2024)

4.3.2 The Government's National Planning Policy Framework (NPPF) as revised in December 2024 sets out the Government's planning policies for England. It promotes the use of sustainable transport throughout the UK, safe road design and the efficient and sustainable delivery of goods and supplies. The most relevant paragraphs in the context

of transport are set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

4.4 Local Planning Policy

4.4.1 The Suffolk Onshore Scheme (refer to **Application Document 6.2.1.1.2 Suffolk Onshore Scheme Boundary**) lies within the jurisdiction of SCC. County planning policy which is relevant to this Outline CTMTP includes Suffolk's Local Transport Plan (2025-2040).

4.4.2 Additional local planning policy documents relevant to traffic and transport matters includes the Suffolk Coastal Local Plan (East Suffolk Council, 2020).

4.4.3 Further details of the above are set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

5. Construction Movements

5.1 Introduction

5.1.1 This section provides a summary of the forecast HGV and staff vehicle movements estimated during the construction phase of the Proposed Project within Suffolk, based on the proposed indicative construction programme which is included in **Appendix A**.

5.2 Construction Programme

5.2.1 The main construction phase for the Proposed Project is currently predicted to be five years between 2026 and 2031, with the construction peak (in terms of total annual forecast construction traffic movements) expected to be in 2028 for the Suffolk Onshore Scheme. Construction vehicle movements towards the end of (and beyond) 2031 will be largely limited to demobilisation and reinstatement works which will require fewer vehicles.

5.2.2 The assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on the shortest expected programme for the main construction phase (excluding the removal of construction compounds and reinstatement at the end of the programme) to provide a reasonable worst-case assessment.

5.3 Vehicle Types and Plant

5.3.1 It is expected that most construction vehicles accessing the Site will fall into the 'normal' size category, defined as a vehicle not classed as an abnormal load (i.e. cars, transit vans and HGVs). Plant and machinery are expected to be sourced locally where possible and will be delivered to the Site either by being individually driven (larger units) or by plant haulage. A summary of the vehicle types and plant which will serve the Proposed Project during the construction phase is set out below.

Construction of converter station and substation

- personnel transport vehicles;
- welfare vehicles;
- traffic Management vehicles;
- tipper lorries;
- fuel tankers;
- articulated lorries;
- concrete mixer lorries;
- medium low loaders;
- excavators;

- tele handlers;
- piling rigs;
- dumper trucks;
- small cranes;
- medium cranes;
- large cranes; and
- Abnormal Indivisible Load (AIL) – Transformer delivery specialist low loader.

Construction of HVDC cable route works

- personnel transport vehicles;
- welfare vehicles;
- traffic management vehicles;
- tipper lorries;
- fuel tankers;
- CBS/concrete mixers;
- articulated lorries;
- medium excavators;
- small excavators;
- dumper trucks;
- medium low loaders;
- Horizontal Directional Drills (HDD);
- tractor trailers;
- AIL – Cable drum delivery vehicles;
- AIL – Cable drum installation side facing trailers; and
- AIL – Cable drum installation rear facing trailers.

Construction of overhead line and associated works

- personnel transport vehicles;
- welfare vehicles;
- traffic management vehicles;
- tipper lorries;
- fuel tankers;
- articulated lorries;
- excavators;
- tele handlers;

- piling rigs;
- dumper trucks;
- large cranes;
- concrete mixer lorries; and
- medium low loaders.

5.4 Construction Vehicle Movements

Overall Daily Peak

5.4.1 Table 5.1 below shows the daily peak in terms of total construction vehicle movements (and staff movements) across all accesses (combined) on the busiest day, based on a weekday profile. The daily peak is expected to occur on a single day, with lower construction vehicle movements across the remainder of the programme.

Table 5.1 Forecast peak daily total construction vehicle movements (all accesses, weekday profile, 2028)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	218	0	3	2	0	0	221	2	223
08:00-09:00	0	0	3	3	8	8	11	11	22
09:00-10:00	0	0	3	3	8	8	11	11	22
10:00-11:00	0	0	2	3	8	8	10	11	21
11:00-12:00	0	0	3	2	7	7	10	9	19
12:00-13:00	0	0	3	3	7	7	10	10	20
13:00-14:00	0	0	3	3	7	7	10	10	20
14:00-15:00	0	0	2	3	7	7	9	10	19
15:00-16:00	0	0	3	2	7	7	10	9	19
16:00-17:00	0	0	3	3	5	5	8	8	16
17:00-18:00	0	0	3	3	4	4	7	7	14
18:00-19:00	0	218	2	3	0	0	2	221	223
Total	**218**	**218**	**33**	**33**	**68**	**68**	**319**	**319**	**638**

5.4.2 As shown in Table 5.1 there will be a daily peak of 319 vehicles (638 movements) including 218 staff vehicles (based on the peak of 327 construction workers), 33 LGVs and 68 HGVs associated with the Suffolk Onshore Scheme. Of these, a total of 147 vehicles are expected to use the B1069 western access (S-BM04), with 111 vehicles using the B1121 Main Road access (S-BM09) and 61 vehicles using the B1069 eastern

access (S-BM03) based on the proposed construction works, compound locations and construction traffic forecasts.

5.4.3 Based on the construction programme, the daily peak in terms of total HGV movements across all accesses (combined) differs from the above and is shown in Table 5.2 below based on a weekday profile. This is expected to occur on a single day in 2027.

Table 5.2 Forecast peak daily total HGV movements (all accesses, weekday profile, 2027)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	72	0	3	2	0	0	75	2	77
08:00-09:00	0	0	3	3	20	20	23	23	46
09:00-10:00	0	0	2	3	20	20	22	23	45
10:00-11:00	0	0	3	2	19	19	22	21	43
11:00-12:00	0	0	3	3	19	19	22	22	44
12:00-13:00	0	0	2	3	19	19	21	22	43
13:00-14:00	0	0	3	2	19	19	22	21	43
14:00-15:00	0	0	3	3	18	18	21	21	42
15:00-16:00	0	0	2	3	17	17	19	20	39
16:00-17:00	0	0	3	2	12	12	15	14	29
17:00-18:00	0	0	3	3	10	10	13	13	26
18:00-19:00	0	72	2	3	0	0	2	75	77
Total	**72**	**72**	**32**	**32**	**173**	**173**	**277**	**277**	**554**

5.4.4 As shown in Table 5.2 there will be a daily peak of 173 HGVs (346 movements) associated with the Suffolk Onshore Scheme. Of these, a total of 82 HGVs are expected to use the B1121 Main Road access (S-BM09), with 65 HGVs using the B1069 western access (S-BM04), 25 HGVs using the B1069 eastern access (S-BM03) and one HGV using S-BM12.

5.4.5 As previously outlined, individual peaks for different access points and parts of the network are expected to occur on different days across the construction programme and these have been considered within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

Variation in Activity across the Construction Programme

5.4.6 The construction vehicle numbers presented above are based on the busiest days of the construction programme (in terms of total construction vehicles and then HGVs). It is expected that construction works will be carried out over a five-year period (circa 60 months) and Plate 5.1 below shows the forecast levels of total construction vehicle movements (arrivals + departures) across the construction programme.

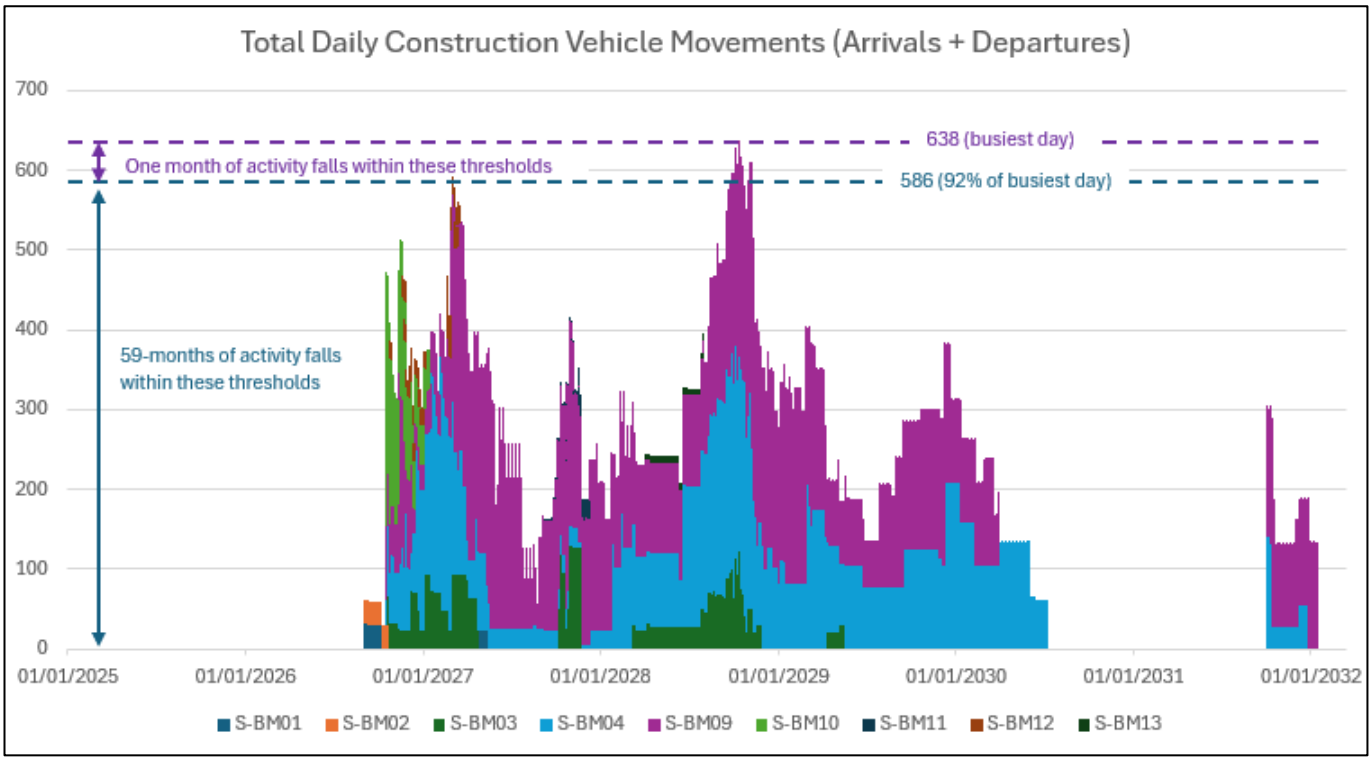


Plate 5.1 Overall Construction Vehicle Profile

5.4.7 The above shows that there will be a daily peak of 319 vehicles (638 movements) on the single busiest day of the construction programme, which has previously been identified in Table 5.1. Throughout the majority of the programme (59 of the 60 months) there will be no more than 293 vehicles (586 movements) which represents 92% of the level of activity experienced on the busiest day.

Forecast Trip Distribution

5.4.8 The majority of construction vehicles would be expected to ultimately travel to/ from the A12, in order to access the B1121 Main Road for S-BM09 and S-BM12, or the A1094 Aldeburgh Road for the remainder of the access points. The forecast trip distribution in terms of trips entering/ exiting the study area based on their expected points of origin when arriving to the Proposed Project (and conversely points of destination when departing) is as follows:

- To provide a robust assessment of the A12 south within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, it has been assumed that 63% staff/LGVs would travel to/ from the south and 85% HGVs would travel to/ from the south (in this instance it has been assumed that 37% staff/ LGVs and 15% HGVs would travel to/ from the A12 to the north, to avoid double-counting).
- To provide a robust assessment of the A12 north within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, it has been assumed that 50% staff/ LGVs would travel to/ from the north and 50% HGVs would travel to/ from the north (in this instance it has been assumed that 50% construction vehicles would travel to/ from the A12 to the south, to avoid double-counting).

5.4.9 The staff/ LGV trip distribution for the A12 has been informed by 2021 Census data (TS060 – Industry dataset) to identify the number of existing residents living within a 60-

minute catchment of the site who also work in the construction industry and could theoretically be employed by the Proposed Project. In view of the COVID-19 pandemic, this dataset has only been used to identify the districts where construction workers live rather than estimating travel patterns. A simple gravity model has been developed to inform the trip distribution based on their proximity to the Proposed Project. Further details of the methodology and calculations are held in within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The distribution shows that 63% staff would be expected to travel to/ from the A12 to the south and 37% staff would be expected to travel to/ from the A12 to the north. This distribution provides a robust assessment of the A12 to the south.

5.4.10 The HGV trip distribution for the A12 has been informed by the HGV distribution adopted for Sizewell C, where 85% HGVs were assumed to travel to/ from the A12 to the south and 15% HGVs were assumed to travel to/ from the A12 to the north. This distribution provides a robust assessment of the A12 to the south.

5.4.11 To provide a robust assessment of the A12 to the north, rather than adopting distributions of 37% staff/ LGV trips and 15% HGV trips, it has been assumed that 50% construction vehicles would use the A12 to the north.

5.4.12 The construction vehicle trips have been distributed across the local highway network based on the most logical route between the A12 and each access point as identified further above. The adopted distribution of construction vehicle trips across the highway network is illustrated on the traffic flow diagrams held in **Application Document 6.3.2.7.G Appendix 2.7.G Traffic Flow Diagrams**.

5.5 Abnormal Vehicles

5.5.1 The following abnormal vehicles are expected during the construction phase of the Proposed Project to transport AILs, on the worst-case assumption that Friston Substation is constructed as part of the Proposed Project (rather than by Scottish Power Renewables):

- a 74.72 m length vehicle to deliver the transformers to the site access (S-BM09) on the B1121 Main Road for Saxmundham Converter Station, as well as to the site access (S-BM04) on the B1069 Snape Road for Friston Substation (these would be arrivals only, as the vehicle would be dissembled prior to egress); and
- several 25.44 m length vehicles to transport cable drums to/ from site via the A12 and B1121 access points, as well as additional access points on the B1069 and the B1122 (arrivals and departures).

5.5.2 Both types of abnormal vehicle have been tracked at the access junctions using swept path analysis and the outputs are provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**. Potential constraints to AIL access along the proposed routes are identified in Table 6.2.

5.5.3 A specialist haulage service will be employed to allow AILs to be transported with the necessary escort, permits and traffic management, with National Grid consulting the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification of these journeys under the Road Vehicle Authorisation of Special Types Order 2003.

5.5.4 The abnormal vehicles will be required to follow the abnormal vehicle routing strategy (see ~~**Application Document 6.4.2.7.3 Abnormal Load Routing Plan**~~**Appendix B**)

when travelling to/ from the Site, including via the A12 and potentially other routes that provide connections with existing ports from further afield. A number of highway improvements will be required to accommodate the abnormal vehicle movements, which are outlined in Section 7.2.8. Further details of these abnormal loads are set out within Section 6.3 of this Outline CTMTP.

6. Site Access and Vehicle Routing

6.1 Vehicle Routing

6.1.1 Construction traffic is ultimately expected to arrive at the Site from the A12 as shown by **Application Document 6.4.1.4.7 Suffolk Onshore Scheme Traffic Routes during Construction and Operation , Application Document 6.4.2.7.2 Heavy Goods Vehicle (HGV) Routing Plan** and **Application Document 6.4.2.7.3 Abnormal Load Routing Plan**. Construction vehicles travelling to and from the access on the B1121 Main Road for the Saxmundham Converter Station (S-BM09) will travel via the A12/ B1121 Main Road southern junction, to avoid passing through Saxmundham.

6.1.2 Construction vehicles (LGVs and HGVs) will use the following types of routes when travelling to/from the Site.

6.1.3 **Public highway routes (primary) access routes:** These are generally considered to provide suitable access routes to the Site for all vehicles for the duration of the Proposed Project. These include both A and B roads, namely the A12, A1094, B1121, and B1122.

6.1.4 **Mobilisation and trenchless works routes:** These are temporary access routes for HGVs, or other construction vehicles/plant, to access the construction corridor to construct site access junctions, construct/remove the temporary haul road, and to access areas that are between watercourse crossings where advanced works may be required from both sides of a watercourse prior to installing a haul road crossing. These routes are also expected to provide access for light vehicles for the duration of the construction works. The routes are generally minor roads (predominantly rural lanes), and many are subject to the constraints typically associated with constrained highway geometry and weight/height restrictions. Therefore, appropriately sized vehicles would be used to reach the site.

6.1.5 **Permanent access routes:** Permanent access routes (taking access from the highway network) would be established to allow for the future maintenance of the substation, the converter station, and the buried HVDC cable. To facilitate future replacement of the transformer, if needed, permanent access routes to the substation and converter station would need to account for abnormal transformer and pick-up truck access.

6.1.6 **Permanent field access routes:** Access to the cable routes would be needed and would be in the form of permanent field access routes, whereby an agreement with the relevant landowner is established to allow for access to the former construction swathe in each field that the cable passes through, following existing tracks and field entrances where possible. All field access routes have been designed to accommodate a 16.5m articulated lorry, in the event that vehicles of this type are required for more significant repairs along the cable alignment during the operational period.

6.1.7 **AIL route for transformer and cable drum deliveries:** Routes identified as AIL transformer routes may also be used as AIL cable delivery routes due to the less onerous vehicular swept paths. In terms of routing to Saxmundham Converter Station, the transformer AIL vehicle would arrive via the A12 and the B1121 Main Road for S-BM09. In terms of routing to Friston Substation on the worst-case assumption that Friston Substation is constructed as part of the Proposed Project (rather than by

Scottish Power Renewables), the transformer AIL vehicle would arrive via the A12, the B1122 and the B1069 for S-BM04. The exact transformer AIL routing will be finalised following further discussion with SCC Highways. It will be necessary to close these roads for the duration of these manoeuvres. This would require a Temporary Traffic Regulation Order/Notice from the Highway Authority.

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.

6.2 Construction Access

Proposed Access Arrangements

6.2.1 The Suffolk Onshore Scheme will be predominantly accessed via the following three access points during the construction phase (as shown on **Application Document 6.4.2.7.2 Heavy Goods Vehicle (HGV) Routing Plan**):

- **B1069 Eastern Side (S-BM03)**: Access to the area to the east of the B1069, including for cable installation, building the Joint Bay shed, cable jointing and joint bays. To be used throughout the construction programme, peak activity at this access is expected to occur in 2028.
- **B1069 Western Side (S-BM04)**: Access to the area to the west of the B1069, including for access works, utility crossings, haul road and compound installation, access to Friston substation (for installation), cable jointing, testing, demobilisation and reinstatement. To be used throughout the construction programme, peak activity at this access is expected to occur in 2027.
- **B1121 Main Road (S-BM09)**: Access to Saxmundham Converter Station for preparation works, haul road and compound installation, bridge and converter station installation, demobilisation and reinstatement. To be used throughout the construction programme, peak activity at this access is expected to occur in 2027.

6.2.2 A small proportion of construction vehicles (circa 3% in total) is expected to use the remaining access points which comprise S-BM01 and S-BM02 (B1122 Leiston Road), S-BM11 (B1121 Saxmundham Road), S-BM10 (A1094 Aldeburgh Road), S-BM12 (B1119 Church Street) and S-BM13 (Thorpe Road). The accesses on Grove Road (S-BM05 and S-BM06) will be used as a vehicle crossover only and no vehicles will therefore turn to/ from Grove Road to use these access points. As previously identified, S-BM08 no longer forms parts of the proposals.

Saxmundham Converter Station Access

6.2.3 The Proposed Project requires one converter station in Suffolk (Saxmundham Converter Station). The Saxmundham Converter Station will be located to the south of the B1119 and will be accessed for construction via the B1121 Main Road (and S-BM09).

6.2.4 The Converter Station would require a main permanent access for cars/vans, rigid lorries and low loaders whilst also providing access provision for an AIL. The permanent access road would likely be finished with a bound surface material. AIL access during

operation would be infrequent and would only be required in the event of a transformer unit needing replacement. or larger plant required for more involved maintenance activities. The access would originate from S-BM09 on the east side of the B1121, in the instance that this access is retained after construction. Otherwise, an alternative permanent point of access would be taken from the B1119 to the northeast (S-BM14 or S-BM15) to access Saxmundham Converter Station during the operational phase. The final layout of permanent access points including with respect to accommodating AILs will be determined at detailed design stage.

Friston Substation Access

6.2.5 Friston Substation will be located to the northeast of the B1121 Saxmundham Road and will be accessed by construction vehicles via the A1094, B1069 Snape Road and then access point S-BM04.

6.2.6 Should Friston Substation be installed under the extant development consent order granted to SPR, then this would be expected to reduce peak construction vehicle trips given that the substation would be built before the Proposed Project. This would result in fewer construction vehicle trips via the B1069 Snape Road (access point S-BM04) for example. Operational access to this part of the site would subsequently be taken via B1121 Saxmundham Road (access point S-BM07) rather than the B1069 Snape Road (access point S-BM04).

Access Considerations

6.2.7 Factors considered for all routes have included overall distance of access route, geometry, anticipated traffic management measures, vegetation clearance and other general constraints.

6.2.8 The access and construction routing strategy within the Order Limits avoids railway crossings, except for a level crossing on the B1122 (circa 550 m east of the A12) which will only be used by the transformer AIL vehicle and managed accordingly (road closure).

6.2.9 There will also be a requirement for AIL vehicles to travel to/from the B1121 Main Road (access point S-BM09) via Benhall Bridge which is located to the east of the A12/ B1121 Main Road junction. Benhall Bridge currently has a weight restriction of 46 tonnes due to the structural condition of the bridge, following an inspection carried out by SCC in 2025. Whilst this weight limit would allow the majority of construction vehicles to access S-BM09 and the Saxmundham Converter Station, this would not allow the AIL vehicles associated with the transport of seven transformers, a piling rig and a mobile crane to cross the bridge. Two options are therefore currently being explored to allow AILs to be accommodated via Benhall Bridge, requiring temporary road closure(s), with further details provided in Section 7.2.

6.2.10 Should the options being explored for Benhall Bridge not be preferred due to cost, programme implications or feasibility, an alternative solution would be to bring the AIL vehicles in via the B1122 through Theberton and Leiston and along the B1069 to the cable haul road towards the site. It is considered extremely unlikely that this would be required, but this route has also been shown in Appendix B to allow for this possibility and provide certainty of access and this option is also explored further below.

Access Layouts

6.2.106.2.11 The proposed access junctions have been designed in accordance with the Design Manual for Roads and Bridges (DMRB), specifically Volume 6, Section 2, CD123 (Geometric Design of Priority Junctions). The latest revision was published by Highways England (now National Highways) in 2019. The access points are expected to be managed using a combination of temporary and permanent traffic management systems.

6.2.116.2.12 The construction makeup of these access points would likely consist of typical highway construction materials or reinforced concrete slabs poured in-situ. In either case, further details would need to be determined by the contractor at a later design stage and agreed with the local highway authority.

6.2.126.2.13 Bellmouth layouts have been prepared for S-BM01, S-BM02, S-BM03, S-BM04, S-BM05, S-BM06 and S-BM09. The bellmouth layouts are provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk** and **Application Document 2.7.1 (B) Access, Rights of Way and Public Rights of Navigation Plans – Suffolk (Version 2, change request)**.

Visibility Splays

6.2.136.2.14 The DMRB Volume 6, Section 1, CD 109 (Highway Link Design) identifies desirable minimum Stopping Sight Distances (SSDs) based on the design speed of the carriageway. The latest revision was published by Highways England (now National Highways) in 2020. The desirable minimum speed values are adopted within DMRB CD 123 (Geometric design of at-grade priority and signal-controlled junctions) in order to determine the visibility requirements (the 'y' distance) at priority junctions, measured along the edge of the major road carriageway from the centre line of the minor arm at the junction. These requirements are shown in Table 6.1 below.

Table 6.1 Desirable minimum SSDs based on design speed

Design speed (kph)	SSD ('Y' distance)
50	70 m
60	90 m
70	120 m
85	160 m
100	215 m
120	295 m

6.2.146.2.15 The minimum distance from which the visibility splays are measured at simple priority junctions is at a 2.4 m setback (the 'x' distance) from the give-way line.

6.2.156.2.16 The ‘Desirable Minimum’ SSDs in the DMRB are based on a driver perception/ reaction time of two seconds and a deceleration rate of 0.25 g (2.45 m/s^2). The ‘Absolute Minimum’ (one step below Desirable Minimum) SSD values use the same reaction time and a deceleration rate of 0.375 g (3.68 m/s^2).

6.2.166.2.17 The visibility splays are shown on the bellmouth drawings provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**.

6.3 Abnormal Vehicles

6.3.1 Constraints to access have been identified using a combination of aerial imagery, street view tools, and National Highways’ website portal ESDAL (Electronic Service Delivery for Abnormal Loads), which is located at https://gov.uk/esdal-abnormal-load-notification (as accessed 04/07/2024).

6.3.2 A summary of the constraints which have been identified are set out in Table 6.2 below. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments where necessary. Alternative routes will also be used if necessary.

Table 6.2 Constraints identified by ESDAL

Ref.	Location	Constraint
AC1	A12 through Yoxford	Tight geometry – widening may be required
AC2	B1122 east of Yoxford	Level crossing
AC3	B1121	Local Authority road over rail bridge (Benhall Bridge) – geometry potentially tight, weight limit of 80t imposed in Dec 2023. SCC has since confirmed that the bridge is restricted to 46 tonnes due to the structural condition of the bridge. See Section 7.2 for further details.
AC4	A12/B1121 Junction (South)	Tight geometry – vegetation clearance A12 from North, street furniture removal on B1121 including traffic islands, signposts and bollards
AC5	A12/A1094 Junction	Tight geometry – traffic management, street furniture removal on A1094 access including traffic islands, signposts and bollards

Ref.	Location	Constraint
AC6	A12 through Farnham	Tight geometry – traffic management required
AC7	A1094	Network Rail A1094 bridge – weight limit i.e. 84t for SGTO Category 3 vehicles
AC8	A1094/B1121 Junction	Tight geometry to west – improve/widen junction or limit access to from east only. Existing traffic signs and other street furniture may need to be taken down and re-erected.
AC9	A1094/B1069 Junction	Tight geometry – vegetation clearance and widening may be required
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
AC12	B1122 (Station Road)	Level crossing – tight geometry.

6.3.3 Several of the above constraints were identified for the nearby East Anglia TWO Offshore Windfarm project; namely AC2, AC6, AC7, AC8, AC9 and AC12. The remaining constraints (AC1, AC3, AC4, AC5, AC10 and AC11) are additional constraints which have been identified for the Proposed Project.

6.3.4 Once AIL movements have been finalised, a Special Order request should be submitted at least 10 weeks before the scheduled move. Five days clear notice should also be given to the Police and to Road and Bridge Authorities.

6.4 Vehicle Swept Paths

6.4.1 As part of the determination of access routes and access junction designs, swept paths have been carried out for the following three types of construction vehicle and one emergency vehicle:

- Cable Drum Delivery Vehicle (25.44 m in length);
- Design Articulated Vehicle (16.48 m in length);

- Transformer AIL AL50 Girder 12 Axial (74.72 m in length); and
- Dennis Sabre Fire Tender (7.7 m in length).

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.

6.4.3 In case of emergency, it would be necessary for an emergency vehicle (Dennis Sabre Fire Tender) to access the project site from any given access. Each access has been designed to accommodate this vehicle for both entry and exit.

6.5 Construction Compounds and Access Tracks

6.5.1 As described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and shown indicatively on **Application Document 2.14.1 General Arrangement Plans - Suffolk**, there will be a total of seven construction compounds as follows (moving from west to east):

- two construction compounds to the east of B1121 Main Road which will be served by the proposed access on the eastern side of the B1121 Main Road (S-BM09). One construction compound (S01) will facilitate the construction of the bridge over the River Fromus and the other construction compound (either S02, S03, S04 or S05 depending on which parcel is taken forward) will facilitate the construction of Saxmundham Converter Station. As above, in order to co-ordinate with and provide optionality for other potential projects, four separate parcels of land have been identified for the construction compound associated with Saxmundham Converter Station, one of which will be taken forwards for the Proposed Project. All four parcels have nonetheless been considered including in terms of potential PRoW closures/ diversions; see **Application Document 7.5.9.1 Outline PRoWMP – Suffolk**;
- two construction compounds near Friston substation (S06 and S07) which will be served by the proposed access on the western side of B1069 Snape Road (S-BM04);
- a construction compound to the northwest of B1069 Snape Road (S08) which will be served by the proposed access on the western side of B1069 Snape Road (S-BM04);
- a construction compound to the southeast of B1069 Snape Road (S09) which will be served by the proposed access on the eastern side of B1069 Snape Road (S-BM03) and/or the proposed access on the western side of B1122 Leiston Road (S-BM02); and
- a construction compound to the east of B1122 Leiston Road (S10) which will be served by the proposed access on the eastern side of B1122 Leiston Road (S-BM01).

6.5.2 At this stage of the design, it is anticipated that the construction haul road would be 7 m wide. The haul road is expected to be constructed of unbound stone, potentially with a geogrid reinforcement or ground stabilisation (subject to detailed design and agreement) for ease of trafficking by heavier vehicles together with wheel washing facilities at main compounds if required and regular road sweeping to reduce mud and debris brought onto the public highway.

6.6 Vehicle and Cycle Parking

6.6.1 During the construction phase of the works, a typical converter and substation works construction compound would accommodate a total of 150 car parking bays, 14 minibus bays, and 28 LGV parking bays in addition to a laydown area for HGVs and an AIL parking bay. A typical OHL and cable works construction compound would accommodate approximately 60 car parking bays and 12 minibus bays in addition to two laydown areas for LGVs and HGVs. It should be noted that the exact sizes/ layouts of these compounds will be designed to accommodate the specific needs of the Proposed Project at each compound location. Sufficient space will be allocated within the compound layouts to accommodate cycle parking for construction staff.

6.6.2 Construction workers arriving on site will be transported around the works site via minibus where travel distance exceeds that for which walking would be feasible. The usage of the car parks will be monitored and the potential to introduce additional parking will be explored during peak construction, if required, to ensure that parking does not occur outside of the works site.

6.7 Permanent Access

6.7.1 The new permanent access point for Saxmundham Converter Station will be via S-BM09 on the eastern side of the B1121 Main Road in the instance that this access is retained after construction. Otherwise, an alternative permanent point of access would be taken from the B1119 to the northeast (S-BM14 or S-BM15) to access Saxmundham Converter Station during the operational phase. The new permanent access point for Friston Substation will be via S-BM07 on the B1121 Saxmundham Road. A permanent access will also be provided on the southern side of the A1094 Aldeburgh Road (S-BM16) for monitoring purposes.

6.7.2 The permanent access roads will be finished with a bound surface material. AIL access will be very infrequent during the operational phase and will only be required in the event of a transformer unit needing replacement. The access arrangements are provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk** and **Application Document 2.7.1 (B) Access, Rights of Way and Public Rights of Navigation Plans – Suffolk (Version 2, change request)** which include the junction widening required to accommodate this AIL.

6.7.3 Bellmouth layouts for permanent (operational) access points S-BM14 and S-BM15 on the B1119 (for potentially accessing the Converter Station if S-BM09 is not retained) and S-BM16 to access land to the south of the A1094 Aldeburgh Road are also provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk** and **Application Document 2.7.1 (B) Access, Rights of Way and Public Rights of Navigation Plans – Suffolk (Version 2, change request)**.

7. Management and Mitigation

7.1 Introduction

7.1.1 This section of the Outline CTMTP outlines the construction traffic management measures that will be implemented in support of the Proposed Project, to reduce any adverse impacts on the surrounding networks during the construction phase. This includes travel planning measures which will be directed at construction staff.

7.2 Highway Network

Highway Safety

7.2.1 A review of the most recently available Personal Injury Accident (PIA) data obtained from SCC for the highway network within the agreed study area is set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

7.2.2 The review shows that there are several locations where more than five PIAs were recorded within the five-year period, which may suggest that these locations are more sensitive to an increase in traffic from a highway safety perspective. Further details of the collisions at these locations are set out within **Application Document 6.3.2.7.A Appendix 2.7.A Transport Assessment Note**. There are also several locations which appear to have a good safety record with two or fewer PIAs within the five-year period, which may suggest that these locations are less sensitive to an increase in traffic from a highway safety perspective. In terms of PIAs involving large vehicles, no locations recorded more than two PIAs involving such vehicles within the five-year period, suggesting that there are not any current issues regarding large vehicle road safety that need to be considered.

7.2.3 The residual assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that no significant effects have been identified as a result of the Proposed Project on Road Safety or Hazardous/Large Loads with the proposed mitigation in place.

7.2.4 With reference to road safety measures identified as GG11 within **Application Document ~~7.5.3.1 CEMP Appendix A~~9.83 Outline Code of Construction Practice**, appropriate site layout and housekeeping measures will be implemented by the contractor(s) at all construction sites. This will include, but not be limited to:

- managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and
- managing potential off-site contractor and visitor parking.

7.2.5 With reference to mitigation, the measure GG12 that is identified within **Application Document ~~7.5.3.1 CEMP Appendix A~~9.83 Outline Code of Construction Practice**, requires that vehicles will be correctly maintained and operated in accordance with the manufacturer's recommendations and in a responsible manner. All plant and vehicles will be required to switch off their engines when not in use and when it is safe to do so.

In addition, plant and vehicles will conform to relevant applicable standards for the vehicle type. These requirements will be the responsibility of the contractor.

7.2.6 Mitigation measure TT01 identified within **Application Document ~~7.5.3.1 CEMP Appendix A~~9.83 Outline Code of Construction Practice**, relates to the measures set out within this Outline CTMTP to reduce route and journey mileage to and from, as well as around site, and minimise nuisance to the residents, businesses and the wider community caused by parking, vehicle movements and access restrictions. This also relates to providing suitable control for the means of access and egress to the public highway and sets out measures for the maintenance and upkeep of the public highway. This Outline CTMTP also identifies access for emergency vehicles and sets out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.

Highway Improvements

7.2.7 Localised highway improvement works may be required for some of the construction vehicle routes. This may include localised widening and temporary removal of street furniture as previously identified in Table 6.2. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments where necessary.

Localised Traffic Management Measures

7.2.8 Temporary Traffic Management (TTM) measures will be required to accommodate the construction of each of the access points, which could entail temporary traffic lights or stop/go signage, road/lane closures and diversions, and restrictions to pedestrian access and car parking.

7.2.9 Where practicable, National Grid will inform the relevant Local Authority and other relevant stakeholders (e.g. Royal Mail, East of England Ambulance Service NHS Trust) of any road closures, diversions or access arrangements that are considered to impact their operations at the earliest possible opportunity.

Stage 1 Road Safety Audit

7.2.10 A Stage 1 Road Safety Audit (RSA) will be carried out as part of the technical approval process for the following where required:

- preliminary design of the proposed site access points and crossovers for the Proposed Project; and
- preliminary design of any proposed highway improvements should these be required, including those identified above.

7.2.11 The preliminary design of the above will subsequently be revised (where necessary) in line with the Designer's Response to the Stage 1 RSA.

7.2.12 The highway improvements will be secured by the DCO, and further details of the works required to deliver the improvements will be provide in the CTMTP.

Benhall Railway Bridge

Existing Structure

7.2.13 Benhall Railway Bridge, located west of Benhall, is a single-span bridge that supports the 6.7 m wide single carriageway of the B1121 Main Road (along with footways and a grass verge) over a non-electrified, single-track segment of the East Suffolk railway line.

7.2.14 A recent Principal Inspection carried out by SCC in 2025 reported that the bridge was found to be in a fair overall condition, except for a spalled section of deck exhibiting corrosion near the abutment. Accordingly, SCC Highways has concerns over the condition of the encased steel beams of the railway bridge and recommended that the structural capacity of the bridge should be restricted to Special Types General Order (STGO) Category 1, 46 tonnes.

Abnormal Loads

7.2.15 As previously set out in Section 6.2, there will be a requirement for AIL vehicles to travel to / from the B1121 Main Road (access point S-BM09) via Benhall Railway Bridge which is located to the east of the A12 / B1121 Main Road junction.

7.2.16 As identified above, Benhall Railway Bridge currently has a weight restriction of 46 tonnes due to the structural condition of the bridge. Whilst this weight limit would allow the majority of construction vehicles to access S-BM09 and the Saxmundham Converter Station, this would not allow the AIL vehicles associated with the transport of seven transformers~~, a piling rig~~ and ~~a mobile crane~~selected heavy plant deliveries to cross the bridge.

SCC Highways

7.2.17 SCC Highways has previously raised the following concerns with respect to the usage of Benhall Railway Bridge by AILs associated with the Proposed Project:

- Structural capacity of existing bridge specifically the weight restriction.
- Feasibility of overbridging due to geometry of bridge and the physical space available to install an overbridge.
- The impact on traffic queuing at the A12 junction during the installation and the use of an overbridge.
- Interaction with Network Rail for the installation and the use of an overbridge.
- Highway / surrounding land at Benhall Bridge is not included in the Order Limits therefore there are concerns around carrying out works outside of the DCO.

Mitigation

7.2.18 This section provides details of ~~two~~three potential options to accommodate ~~AILs across Benhall Bridge and~~AIL access to ~~address~~ the ~~concerns raised by SCC Highways.~~Suffolk converter station site. The final detail of AIL routing and solutions for movements will be developed as part of the ~~Detailed~~final CTMTP when the loads and programme for movements is known and a contractor is on board.

7.2.19 ~~The following~~ There are two options ~~are currently being explored:~~for crossing Benhall Railway Bridge which are::

- Option 1: Minor works to fix the bridge.
- Option 2: Installation of a ‘mini-bridge’ within the highway boundary only;
- Option ~~2: Minor works~~3 looks to ~~fix~~use the ~~bridge.~~

~~Option 1~~

~~7.2.20~~1.1.1 ~~Option 1 involves the installation of a ‘mini-bridge’ which would be placed for, and removed after, each transformer delivery. The works would be completed entirely within~~AIL route from the A12 at Yoxford via Leiston to access the ~~highway, with the bridge being transported to and from an off-site location between uses.~~

~~7.2.21~~1.1.1 ~~The mini-bridge option would be arranged by the heavy haulage contractor appointed to transport the 315-tonne transformer. The mini-bridge would be built up from steel modules to form steel beams spanning over~~project haul road at Snape Road, bypassing Benhall Railway Bridge. ~~These beams would avoid loading the bridge superstructure and be supported onto large steel plates to spread the vertical load transferred directly onto the carriageway. The mini-bridge would be installed ahead of the transformer delivery and dismantled and removed using low loaders once the transformer delivery has taken place. For safety reasons a three-day road closure to install / cross / dismantle the mini-bridge would be required on the B1121 Main Road.~~

~~7.2.20~~ ~~This Option would result in up to 15 road closures (except for local access e.g. Benhall residents and users of Whitearch Park Residential Park Homes) during the construction phase to install / remove the mini-bridge, with a duration of three days for each closure, resulting in a total maximum duration of 45 days.~~

7.2.21 Further details relating to the two options for crossing Benhall Railway Bridge are provided below.

Option 1

~~7.2.22~~ ~~This Option may also be required during the operational phase should a transformer need to be delivered or removed from the Converter Station due to a transformer failure for example.~~

~~7.2.23~~ ~~Option 1 is considered to be feasible subject to the following:~~

- ~~Span length will not adversely interact with substructure, wing walls etc.~~
- ~~Corresponding beam lengths are transportable.~~
- ~~Required crane size can get to and fit on carriageway.~~
- ~~Confirmation of depth of cover over existing underground utilities.~~
- ~~Installation plan and resulting road closures can be agreed with stakeholders.~~
- ~~Safety plan for working near to adjacent overhead line.~~
- ~~Interaction and close working with Network Rail.~~

~~7.2.24~~1.1.1 ~~It is considered that Option 1 would address all concerns raised by SCC Highways:~~

- ~~Structural capacity of existing bridge: Addressed – mini-bridge would take loads off the bridge superstructure.~~
- ~~Feasibility of overbridging due to geometry: Addressed – mini-bridge can be assembled / installed within the available space.~~

- ~~Impact on traffic queuing at the A12 junction: Addressed – the road would be closed (except for local access) during mini-bridge installation and usage. The mini-bridge would be removed after each transformer delivery with two-way traffic reinstated. The potential impact of the road closures (3 x 15 days) has been assessed within **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement** submitted at Deadline 1A.~~
- ~~Interaction with Network Rail: To be addressed – Network Rail would be informed of the works.~~
- ~~Highway / surrounding land not in Order Limits: Addressed – the proposed Order Limits have been amended as part of the Change Request to include the required land.~~

~~**Option 2**~~

~~7.2.25 Option 2 would involve intrusive investigation work to confirm the existing condition of the bridge and to define any remedial works required to strengthen the bridge to carry heavier loads. The structural works required to upgrade the structure from 46 tonnes to carry the transformer movements is not yet defined and any structural works would likely involve a closer assessment of the main load carrying longitudinal beams.~~

7.2.22 National Grid's preferred option is to undertake remedial works to the Benhall Railway Bridge to improve durability, prevent further deterioration and bring the structure up to a suitable capacity for the project's AIL vehicles. This would enable the use of the B1121 for all AIL vehicles which is the shortest route to the site minimising the use of the local road network for construction traffic. This option requires a structural inspection and assessment of the bridge to be carried out before the scope and programme of works can be finalised.

~~7.2.26~~7.2.23 Subject to the scale ~~and~~, programme ~~of these works~~ and feasibility of ~~the~~these works following consultation with SCC and Network Rail, National Grid would then seek to implement these remedial works, with the necessary consents. This Option is expected to result in a worst-case single road closure (except for local access e.g. Benhall residents and users of Whitearch Park Residential Park Homes) for a maximum duration of 28 days, early on in the construction programme.

~~7.2.27~~7.2.24 Option ~~2~~1 would deliver additional benefits by permanently improving the highway and removing the need for further road closures to install overbridges both for the Proposed Project and any future projects such as LionLink. It would provide a permanent solution to the issue rather than the temporary solution offered by Option ~~1~~2. National Grid recognises the additional benefits offered by Option ~~2~~1 as discussed with SCC in August 2025.

~~7.2.28~~7.2.25 Option ~~2~~1 may require several possessions of the railway (underneath Benhall Railway Bridge) which would be subject to agreement with Network Rail. These would be determined following a survey of the bridge and an assessment of any repair work necessary, to be reviewed and agreed between the asset owner (SCC), National Grid and Network Rail. Any possessions would be short-term and scheduled to minimise impacts on railway services and railway users e.g. weekend possessions, holiday period possessions or night-time possessions. However, the number and duration of these possessions would ultimately be dictated by Network Rail and the scope of any repair work necessary. Additional mitigation would be secured through the DCO where necessary, including as part of the final version of this report.

~~7.2.29 Option 2 is considered to be feasible subject to the following:~~

- ~~Further bridge assessments and any resulting remediation works.~~
- ~~Strengthening design and approval.~~
- ~~Check condition of abutments.~~

~~7.2.30~~7.2.26 It is considered that Option ~~2~~1 would address SCC Highways concerns as follows:

- Structural capacity of existing bridge: ~~Potentially Addressed –~~ The proposed assessment would confirm the capacity of the ~~works to repair~~bridge following remedial works to confirm to the satisfaction of SCC that the bridge ~~could potentially strengthen the bridge to allow AILs to cross the bridge.~~is suitable for AIL loadings.
- Feasibility of overbridging due to geometry: Addressed – no overbridging required, therefore geometry is not an issue.
- Impact on traffic queuing at the A12 junction: Addressed – the road would be closed during the works (except for local access) and reopened afterwards. The potential impact of the road closure (28 days) has been assessed within **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement** ~~submitted at Deadline 1A~~[CR1-055] .
- Interaction with Network Rail: To be addressed – Network Rail possessions are likely to be required depending on the nature of the bridge upgrade works.
- ~~Highway / surrounding land not in Order Limits: Addressed – not applicable.~~Highway / surrounding land not in Order Limits: Addressed – the proposed Order Limits have been amended as part of the Change Request to include the required land.

Option 2

7.2.27 National Grid has an alternative option for the crossing of the Benhall Railway Bridge. Option 2 provides assurance to National Grid that an access can be provided for AIL movements, the option includes the use of a temporary over bridge for the AIL deliveries. This option is a standard access solution used in the planned movement of AILs across the highway network and has been used by National Grid and their contractors on numerous previous projects. This 'mini bridge' option has been assessed at the planning stage by National Grid, their structural designers and experienced hauliers as being a viable solution for crossing Benhall Railway Bridge. A topographical survey and utilities investigation has helped to inform the assessment of this option.

7.2.28 The mini-bridge option would be arranged by the heavy haulage contractor appointed to transport the 315-tonne transformer. The mini-bridge would be built up from steel modules to form steel beams spanning over Benhall Railway Bridge. These beams would avoid loading the bridge superstructure and would be supported onto large steel plates to spread the vertical load transferred directly onto the carriageway. The mini-bridge would be installed ahead of the transformer delivery and dismantled and removed using low loaders once the transformer delivery has taken place. For safety reasons a three-day road closure to install / cross / dismantle the mini-bridge would be required on the B1121 Main Road.

7.2.29 This Option would result in up to 15 road closures (except for local access e.g. Benhall residents and users of Whitearch Park Residential Park Homes) during the construction

phase to install / remove the mini-bridge, with a duration of three days for each closure, resulting in a total maximum duration of 45 days. This Option may also be required during the operational phase should an AIL need to be delivered or removed from the Converter Station due to a transformer failure for example.

7.2.30 Option 2 is considered to be feasible. Assessment of the loads applied to the plate sections that rest on the B1121 will be required at detailed design to confirm surcharge downwards can be accommodated without detriment to the existing abutments/wingwalls. This will require the structural assessment of the bridge following a structural survey which National Grid is in the process of arranging.

7.2.31 It is considered that Option 2 would address all concerns raised by SCC Highways:

- Structural capacity of existing bridge: Addressed – mini-bridge would take loads off the bridge superstructure.
- Feasibility of overbridging due to geometry: Addressed – mini-bridge can be assembled / installed within the available space.
- Impact on traffic queuing at the A12 junction: Addressed – the road would be closed (except for local access) during mini-bridge installation and usage. The mini-bridge would be removed after each transformer delivery with two-way traffic reinstated. The potential impact of the road closures (3 x 15 days) has been assessed within **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement**[CR1-055].
- Interaction with Network Rail: To be addressed – Network Rail would be closely involved in the development of any proposed works with agreements in place to continue to work with Network Rail on this crossing.
- Highway / surrounding land not in Order Limits: Addressed – the proposed Order Limits have been amended as part of the Change Request to include the required land.
-

Additional Considerations

~~7.2.31~~7.2.32 The proposed change to the Order Limits (as documented in **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement** submitted at Deadline 1A) would provide the flexibility to implement the two options currently under consideration; enabling joint working with SCC to explore the best option. All Options would involve work within the highway boundary.

~~7.2.32~~7.2.33 The Proposed Project timescales and the expected point in the works sequence when the transformer AILs are expected to need the use of the Benhall Bridge means there is currently sufficient time for the assumptions and requirements described for each option above to be investigated further.

~~7.2.33~~7.2.34 As set out above, the proposed works associated with each Option at Benhall Bridge would require the temporary road closure(s) of the B1121 Main Road between the junctions with the A12 to the west and the B1121 Church Hill to the east (except for local access which will be retained). The potential impacts of the temporary road closure(s) including in terms of redistributed baseline traffic in combination with peak construction traffic have been assessed as part of **Application Document 9.76.5 Change Request Addendum to Volume 6 Environmental Statement** submitted at

Deadline 1A. It should be noted that the A12/ B1121 Main Road junction would also be closed as part of the works (except for access, strictly limited to works vehicles and those associated with Whitearch Park Residential Park Homes only), to avoid temporary traffic signals on the B1121 Main Road and the potential for vehicles to queue back to the A12 (which was a concern raised by SCC Highways).

~~7.2.34~~7.2.35 In addition to the temporary road closure, the footways on both sides of Benhall Bridge will be temporarily closed during the proposed works at Benhall Bridge (both Options). Otherwise, the existing footways on the B1121 Main Road to the east and west of Benhall Bridge will remain open throughout the works. The footway on the south-eastern side of Benhall Bridge currently provides a connection between Public Rights of Way (PRoW) E-137/026/0 to the east and the access to Whitearch Park Residential Park Homes to the west. The footway on the north-western side of Benhall Bridge runs towards the A12/ B1121 Main Road junction to the west. The temporary footway closures would only be in place for a limited overall duration of either 45 days (Option 1) or 28 days (Option 2) to minimise any impacts. Nonetheless, a shuttle / taxi service will be made available so that residents who do not have access to a vehicle can continue to travel between the Whitearch Park Residential Park Homes and nearby areas (e.g. Benhall and Saxmundham) when the temporary footway / footpath closures are in place on Benhall Bridge.

~~7.2.35~~7.2.36 The B1121 Main Road currently accommodates two pairs of bus stops between Benhall Bridge (southwest) and B1121 Church Hill (northeast), which are served by Bus Route 521. This bus route runs between Beccles and Aldeburgh via Saxmundham, with a frequency of approximately one service per hour in each direction during the week. These four bus stops would be temporarily suspended during any temporary road closures and Bus Route 521 would instead continue its route between the B1121 Main Road to the north and the B1121 Church Hill to the east, via the B1121 Main Road / B1121 Church Hill junction. Therefore, the bus service would continue to operate and no diversion would be required, other than avoiding the temporarily suspended bus stops on the section of temporarily closed road. The bus service would continue to be accessible via the existing bus stops on the B1121 Church Hill which are located within 50 m of the bus stops which would be suspended on the B1121 Main Road. The additional walking distance to the B1121 Church Hill bus stops for residents living within the centre of Benhall would be around 300m (via School Lane and the footways on the eastern side of the B1121 Main Road and on both sides of the B1121 Church Hill), equating to an average walk time of around four minutes.

7.2.37 During any road closures of the B1121 for the project, the associated temporary traffic management (TTM) would include any speed restrictions or alternative traffic calming methods required along potential diversion routes. These would be agreed with SCC as part of the TTM detailed design.

7.2.38 In addition, during any road closures of the B1121 for the project, no HGV construction traffic associated with the Proposed Project would use diversion routes through Saxmundham.

7.3 Pedestrian and Cycle Routes

7.3.1 Temporary diversions will be required for the following PRoW during the construction phase as a result of the Proposed Project, for example to accommodate the installation of cables:

- PRoW E-103/016/0;

- PRoW E-260/013/A;
- PRoW E-260/012/A;
- PRoW E-354/002/0;
- PRoW E-354/001/0;
- PRoW E-354/018/0;
- PRoW E-354/007/A;
- PRoW E-260/017/0;
- PRoW E-260/015/0;
- PRoW E-260/016/0;
- PRoW E-491/010/0;
- PRoW E-491/006/0;
- PRoW E-491/004/0; and
- PRoW E-460/023/0.

7.3.2 The northern end of PRoW E-137/026/0 would be temporarily closed when the temporary road closure(s) are in place on the B1121 Main Road, at the location where this currently joins the south-eastern footway on Benhall Bridge (which would also be closed), to maintain public safety by keeping the public away from the proposed works at Benhall Bridge. The remainder of the PRoW would remain open and signs would be provided at various locations along the PRoW (at intersection points with other routes) to inform users that the B1121 Main Road cannot be accessed via PRoW E-137/026/0 when the works are being carried out at Benhall Bridge. A shuttle / taxi service will be made available to those wishing to travel between Whitearch Park Residential Park Homes and nearby areas (e.g. Benhall or Saxmundham) during the periods of any closures i.e. for those who do not have access to a vehicle (see measure TT11 within **Application Document 7.5.3.2 (B) CEMP Appendix B Register of Environmental Actions and Commitments (REAC) (Version 2, change request**)). There will be no haul road crossing points or interactions with construction vehicles along the PRoW, throughout the construction period.

7.3.3 It should be noted that both PRoW E-137/034/0 and PRoW E-137/024/0, which also form connections with the B1121 Main Road between the A12 to the west and the B1121 Church Hill to the east, will not be affected by the Proposed Project at Benhall Bridge and will remain open throughout the works. These PRoW have therefore not been reviewed any further, given these will not be affected by the Proposed Project.

7.3.4 The following PRoW will require permanent diversions:

- PRoW E-354/006/0 – permanent diversion to accommodate Friston substation; and
- PRoW E-491/005/0 – permanent diversion to accommodate the Saxmundham Converter site.

7.3.5 Further details of the anticipated interactions between the construction works/ routes and existing PRoW, including any proposed closures/ diversions and how these will be managed during the construction phase, are set out within **Application Document 7.5.9.1 Outline PRoWMP – Suffolk (Version 2, change request)** submitted at Deadline 1A.

7.3.6 The King Charles III England Coast Path and Suffolk Coast Path will be managed during trenchless works, although no crossing points or diversions are expected during the construction phase.

7.3.7 A section of Sandlings Walk will be temporarily diverted (which will be a shared diversion with PRoW E-354/002/0) to separate users from the proposed construction works and construction traffic (except for at a single managed haul road crossing point). The diverted route will run parallel with the section to be temporarily closed, resulting in an increase in journey length of less than 50 m.

7.3.8 The section of Regional Cycle Route 42 which runs along Grove Road will require temporary traffic management to accommodate open cut HVDC installation. This is most likely to be a temporary closure, with an appropriate diversion for a duration of up to four weeks. The most likely diversion route for cyclists would be via School Road, B1069 Snape Road and PRoW (bridleways) E-260-026/0, E-354-020/0 and E-354-002/0, equating to an additional cycle distance of circa 1.5 km between the Church Road/ School Road and Grove Road/ Church Road junctions.

7.4 Management Measures and Controls

Introduction

7.4.1 The following measures will be implemented to manage the potential impacts of HGV deliveries to the Site. Further details are set out under separate headings below:

- working hours restrictions;
- road condition surveys;
- delivery management system;
- traffic management and monitoring;
- defining HGV routes;
- HGV timing restrictions;
- banksmen and site management;
- communication strategy;
- appropriate site access arrangements;
- necessary escort, permits and traffic management for AILs; and
- measures to minimise/safely manage interactions with pedestrians and cyclists.

Working Hours

7.4.2 The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Kent and Suffolk are:

- Monday – Friday: 0700 to 1900; and
- Saturday, Sundays and Bank Holidays: 0700 to 1700.

7.4.3 The core working hours exclude start up and close down activities up to one hour either side of the core working hours. These activities include staff arrival, briefings, checking

plant, loading equipment, compound general maintenance activities, debriefing, storing equipment and plant, and staff leaving site.

7.4.4 Exceptions to the above core working hours include but are not limited to:

- trenchless crossing operations including at landfalls and beneath highways, railway lines, woodlands, nature reserves, SSSI or watercourses;
- the installation and removal of conductors, pilot wires and associated protective netting across highways, railway lines or watercourses;
- the jointing of underground cables;
- the continuation of any work activity commenced during the core working hours to a point where they can securely and or safely be paused;
- delivery to the transmission works of abnormal loads and any highway works requested by the highway authority to be undertaken outside the core working hours;
- the testing or commissioning of any electrical plant installed as part of the authorised development including undertaking of any identified corrective activities;
- the completion of works delayed or held up by severe weather conditions which disrupted or interrupted normal construction activities;
- activity necessary in the instance of an emergency where there is a risk to persons or property;
- marine works (all works below the mean high water springs line);
- security monitoring;
- intrusive and non-intrusive surveys; and
- mechanical and electrical installation works within buildings once erected and enclosed;
- any highway works requested by the highway authority to be undertaken on a Saturday or Sunday or outside the core working hours; and
- activity necessary in the instance of an emergency where there is a risk to persons or property.

7.4.5 Percussive pilling works would be limited to Monday – Friday: 7am to 7pm and 7am to 5pm on Saturdays and may not occur on Bank Holidays, unless otherwise approved by the local planning authority.

7.4.6 Subject to the exceptions listed in paragraph 7.4.~~6.9~~51 above, Heavy Goods Vehicles (HGV) ~~deliveries~~movements to and from site would be limited to Monday – Friday: 0700 to 1900 and 0700 to 1700 on Saturdays and may not occur on Sundays or Bank Holidays, unless otherwise approved by the relevant highway authority.

Road Condition Surveys

7.4.7 Road condition surveys will be carried out pre-construction, during construction, and post-construction, to identify any defects that arise to highways assets/ verges during the construction phase of the Proposed Project and for re-instatement. At this stage, the exact locations for any road condition surveys have not been confirmed. Further

discussions will therefore be held with SCC Highways to identify any locations where road condition surveys may be required within the Order Limits.

Delivery Management System

7.4.8 A Delivery Management System (DMS) will be implemented to control bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routings which will be communicated to all suppliers in advance. In addition, measures will be in place to ensure no queuing back from accesses occurs onto the surrounding road network.

Traffic Management and Monitoring

7.4.9 A Traffic Management and Monitoring System (TMMS) will be developed to provide details of the technologies and other means employed to monitor HGV movements to/ from the site e.g. Global Positioning System (GPS) and Automatic Number Plate Recognition (ANPR). This will enable National Grid to monitor the following:

- compliance with the HGV routes;
- compliance with the number of HGV limits on Sundays/ Bank Holidays in terms of number of deliveries arriving and departing at any one time and over the course of the day (see further below); and
- compliance with the timing restrictions.

7.4.10 In addition, the TMMS will also record all LGVs which enter and exit the Site, to allow all vehicles to be monitored. Should a complaint be made in relation to inappropriate routes being used, then this will be cross-referenced with the TMMS to allow appropriate actions to then be taken.

7.4.11 With reference to mitigation measure TT02 identified within the **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, the contractor(s) will implement a monitoring and reporting system to check compliance with the measures set out within this Outline CTMTP. This will include the need for a GPS tracking system to be fitted to HGVs to check for compliance with authorised construction routes. The contractor(s) will also be expected to monitor the number of construction vehicles between the site and the strategic road network. Deviations from the authorised routes or changes to traffic levels that are higher than the assumptions set out within this Outline CTMTP will require discussion with the relevant highways authorities to determine whether additional mitigation measures are needed.

7.4.12 The precise form of TMMS will be determined following the appointment of a contractor and will include a summary of the contractual requirements which those visiting the Site will have to adhere to, along with the measures to be taken for non-compliance.

7.4.13 Temporary Traffic Management (TTM) proposals for diversion routes will be developed at detailed design. These will be agreed with SCC and shall include any speed restriction or traffic calming measures required to mitigate any safety concerns associated with the use of the proposed diversion. For example, speed restrictions could be implemented on the A12 near the A12/B1119 junction during the planned closure of the B1121.

HGV Routes

7.4.137.4.14 HGVs will be required to comply with the proposed routing strategy. Routing strategies for both HGVs and abnormal vehicles will be defined. In the case of exceptional circumstances where the proposed routing to the Site is compromised due to an incident or road closure (not proposed by the project) for example, then it is considered acceptable for HGVs to be redirected via an alternative route or to deliver outside of the established scheduling, if required.

7.4.15 During road closures proposed by the project, project HGVs will not use routes that are not already identified as HGV routes for the project, unless agreed in advance with SCC. For example, during the projects planned closure of the B1121, project HGVs will not use any proposed diversions through Saxmundham.

HGV Timing Restrictions

7.4.147.4.16 To reduce the potential impact of HGV deliveries, the arrival and departure times will be managed to minimise the number of HGVs travelling to the Site during the network peak hours for the local highway network; identified within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

7.4.157.4.17 The timing restrictions, considered likely to be implemented at this stage are:

- limiting HGV arrivals or departures on a weekday between 8am-9am and 5pm-6pm;
- no HGV arrivals or departures outside of the core hours, unless required for certain exceptions; and
- Further to the commitment within 7.4.53 that no HGVs will arrive or depart site on Sundays or public holidays. A limit on the number of HGVs associated with any exception activities as listed within 7.4.51 is also applied, limiting HGV arrivals or departures on Sundays and public holidays (there will be a maximum of 30 HGVs permitted per day on Sundays and public holidays).

7.4.167.4.18 The restrictions imposed on deliveries by HGVs will be set out within the DMS and TMMS produced by the contractor.

Banksmen and Site Management

7.4.177.4.19 In addition to other measures, suitably qualified banksmen will be positioned at the proposed site accesses when these are in use by construction vehicles, and at internal crossing points when required, to allow vehicle arrivals and departures, as well as internal vehicle movements, to be safely controlled during the construction period. This includes the internal access routes and any road/rail/pedestrian/cycle crossing points within the Site. Appropriate visibility will be maintained between construction vehicles and other users at the crossing points (through hedgerow clearance for example), and advanced signage will be provided to warn users of the potential presence of construction vehicles and crossing points.

7.4.187.4.20 Construction vehicle movements will be controlled by gates at any crossing points, with the default position that construction routes would be gated off to provide priority to other users. Further details are contained within **Application Document 6.3.2.1.4.A Part 3 Appendix 1.4.A Crossings Schedule**.

Communication Strategy

~~7.4.19~~7.4.21 A Communication Strategy will be developed by National Grid in consultation with the~~-~~ contractor to ensure that the measures contained within the CTMTP are communicated to the workforce. This will include an information pack setting out the contractual requirements which will be provided to the contractors. Furthermore, regular meetings will be held with contractors to discuss HGV management and to address any issues associated with travel to/from the Site as well as to relay information including any restrictions and requirements which should be followed.

Site Access Arrangements

~~7.4.20~~7.4.22 The site access layouts have been designed to accommodate HGVs as shown by the vehicle swept paths provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**. A hardstanding surface will be provided at the proposed accesses to ensure the weight of the HGVs can be accommodated. In addition, wheel washing facilities may be utilised (if required) at the main compounds (i.e. those with higher levels of construction vehicle activity such as S02, S03, S04 or S05 depending on which parcel is taken forward) to minimise mud from being trafficked onto the highway. Road sweepers will also be used to remove mud/ debris from the local highway network.

~~7.4.21~~7.4.23 Vegetation clearance will be carried out at the proposed site accesses, where required, to achieve appropriate levels of visibility, subject to agreement with the local highway authority.

Abnormal Vehicles

~~7.4.22~~7.4.24 As set out previously, a specialised haulage service will be employed to allow AILs to be transported, with the necessary escort, permits and traffic management in place. The relevant contractor will consult with the relevant highway authority to ensure the correct permits are obtained. The timing of AIL movements will also be agreed with the relevant highway authority when the permits are obtained. The police will be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003, which will be submitted at least ten weeks before the scheduled move.

Pedestrians and Cyclists

~~7.4.23~~7.4.25 **Application Document 7.5.9.1 Outline PRoWMP – Suffolk (Version 2, change request)** submitted at Deadline 1A sets out the management and mitigation measures to be implemented during all phases of the Proposed Project to minimise the traffic impacts on pedestrians and cyclists. All pedestrian and cycle routes will be maintained, managed as appropriate and remain unobstructed at all times when in use, to ensure the continued safe passage of the public including when using the PRoW through the Site and at crossing points. The measures will be secured through a requirement of the DCO, primarily by **Application Document 7.5.9.1 Outline PRoWMP – Suffolk (Version 2, change request)** submitted at Deadline 1A, as well as via the **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.

~~7.4.24~~7.4.26 With reference to mitigation measure TT03, identified within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, all designated PRoW have been identified along with any potential temporary closures applied for/detailed in the application for development consent. All designated PRoW

crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

7.5 Staff Measures and Controls

7.5.1 There is expected to be a daily peak of 327 construction workers associated with the Suffolk Onshore Scheme (which is a maximum daily figure). All construction workers will travel to/from the Site at the start and end of the working day. An average vehicle occupancy factor of 1.5 construction workers per vehicle has been adopted for the site-based construction staff, which is considered to be reasonable, yet robust, given that all staff have been assumed to travel by vehicle (rather than other modes) and that a formal Car Share Scheme will be implemented to match potential car sharers.

7.5.2 Further to the Communication Strategy identified previously, staff movements will be managed through the implementation of the following measures:

- limited car parking;
- car sharing;
- walking and cycling;
- public transport information
- staff arrival and departure times; and
- minibus service transferring staff across the Site.

Limited Car Parking

7.5.3 The proposed car parking spaces will be situated within the construction compounds. The capacity of the car parks will be limited to accommodate the expected parking demand of construction staff during the peak period (expected to be 218 vehicles based on 327 construction workers, to be accommodated across three compounds), with additional parking available for minibuses. Construction workers will not be permitted to park outside of the designated parking areas. The usage of the car park will be monitored and the potential to introduce additional parking will be explored during peak construction if required.

Car Sharing

7.5.4 To reduce the potential impact of vehicles associated with local staff during the construction period, National Grid will implement measures to encourage car sharing to reduce the number of vehicles travelling to/ from the Site each day. The benefits of car sharing will be promoted to encourage multi-occupancy vehicle use, such as reduced fuel costs and ease of parking with guaranteed spaces for those car-sharing within the compounds. A Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Site, and the limited car parking and will encourage staff to travel together.

Walking and Cycling

7.5.5 Walking and cycling will be promoted as sustainable modes to construction staff, where this is a viable transport mode for all or part of their journey. The following measures are proposed to promote walking and cycling:

- construction staff will be made aware of sustainable travel information including maps of walking and cycling routes and links with public transport
- the Transport Co-ordinator will promote the health benefits of active travel modes to construction staff;
- suitable changing facilities will be provided on-site within the construction compounds;
- a communal toolbox including a puncture repair kit, cycle tools, oil etc. will be made available to construction staff if required; and
- secure cycle storage will be provided within the construction compounds.

Public Transport Information

7.5.6 Public transport information including routes and destinations, service frequencies and the locations of nearest bus stops shall be provided in an information pack prepared electronically and sent by email to construction staff prior to them starting work at the Site. This information would also be displayed on travel information boards. The Transport Co-ordinator will be responsible for keeping this information up to date.

Staff Arrivals and Departures

7.5.7 The proposed working hours of staff are set out below:

- Monday to Friday (7am-7pm); and
- Saturday, Sundays and Bank Holidays (7am-5pm)

7.5.8 The network peak hours for the local highway network have been established from the traffic surveys carried out in support of the ES. Construction workers will be expected to arrive in the hour before the start of their shift and to depart in the hour after the end of their shift. Based on the above, all staff are expected to avoid the network peak hours. The proposed working hours are therefore designed to minimise additional trips at the busiest times in terms of trips on the surrounding highway network.

7.5.9 Further to the above, it is expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays.

7.5.10 To minimise additional vehicle trips on local roads, construction staff will be requested to use the main routes to get to the Site, in particular via the A12 and then either the A1094 or the B1121 Main Road to the south of Saxmundham, to avoid passing through Saxmundham.

Internal Minibus Service

7.5.11 Construction workers will be transported around the Site by minibus (where travel distance exceeds that for which walking would be feasible) to reduce vehicle trips on the surrounding highway network i.e. when travelling between access points, as well as

along the internal haul road. The minibuses will be stored and accessed from within the construction compounds.

7.5.12 There is also the opportunity for the minibus service to transfer construction workers to and from Saxmundham railway station, which is located a circa 1.2 km walking distance to the north of the proposed site access (S-BM09) on the B1121 Main Road. This would both encourage and increase the viability of rail travel amongst construction workers, reducing vehicle trips on the surrounding highway network.

7.6 Management Structure

7.6.1 The overall management and implementation of this Outline CTMTP and the CTMTP will be the responsibility of National Grid.

7.6.2 Overall roles and responsibilities are presented in Table 7.1. These roles may be delivered by multiple people across the wider project team who are designated with that specific responsibility e.g. Environmental Clerk of Works.

7.6.3 The roles and responsibilities set out in Table 7.1 are consistent with those identified within **Application Document 7.5.9.1 Outline PRoWMP – Suffolk (Version 2, change request)** to allow both PRoW and street works to be co-ordinated where necessary, including any programmes of closures which may involve users of both the highway and PRoW networks, to reduce any impacts on those using these networks.

Table 7.1 Roles and Responsibilities

Role	Organisation	Responsibilities
Environmental Manager	Contractor	The Environmental Manager will be responsible for the maintenance of all environmental plans and registers, including monitoring that the environmental measures and mitigation are implemented on site and as recorded within the CTMTP. They will be the main point of contact for all environmental matters on the Proposed Project. They will also develop good working relationships with external stakeholders such as the relevant PRoW officers.
EnvCoW	National Grid	The Environmental Clerk of Works will monitor the works so that these proceed in accordance with relevant environmental DCO requirements and adhere to the required mitigation measures. The Environmental Clerk of Works will be supported by appropriate technical specialist advisors depending on the location and potential impacts.
Permits and Consents Manager	Contractor	The Permits and Consents Manager will work with the Environmental Manager to draft and submit permits and consents on behalf of the Proposed Project, track progress, provide updates and communicate approvals.

Role	Organisation	Responsibilities
Works Supervisor	Contractor	The Works Supervisor will be responsible for delivering the site works in accordance with the requirements of the CTMP and implementing good environmental practices required by the Environmental Manager. They will be responsible for managing operatives, plant and their areas of work in accordance with the principles of good environmental practice.
Technical Specialist Advisors	Contractor / National Grid	These advisors will be made available on an on-demand basis to respond to questions raised on their specialism through the works. The advisors will have the relevant experience to supervise the relevant aspects of the works, to include but not be limited to arboriculturists, land contamination specialists, soil specialists, ecologists and archaeologists.

7.6.4 A Transport Co-ordinator will be appointed by National Grid to implement, manage, and develop the CTMTP at the appropriate time/ stage. The CTMTP will include the following information:

- specifics of any carriageway widening, or improvement works if required;
- specifics of the design of TTM measures;
- details of the works to accesses, to accommodate the swept paths and to include provision of visibility splays;
- further details in respect of the design and management measures required to accommodate AILs; and
- information on sanctions for breaches of the routing strategies.

7.6.5 The Transport Co-ordinator will take responsibility for implementing the CTMTP and will:

- implement and monitor the CTMTP to identify successful measures and areas for improvement;
- promote the CTMTP to all staff and contractors travelling to and from the Site to ensure compliance with its requirements;
- liaise as appropriate with local transport and traffic groups, local planning authorities and the local highway authority;
- liaise with other developers/ third party schemes including Sizewell C, Scottish Power Renewables (SPR) and LionLink, to provide co-ordination and to work collaboratively, including holding meetings to review construction programmes and discuss any measures that may limit cumulative traffic impacts;
- monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS;
- manage the Car Share Scheme; and
- discuss any issues with relevant parties and identify any amendments to the CTMTP (including measures) to ensure compliance is maintained.

7.7 Monitoring and Review

Heavy Goods Vehicles

7.7.1 The CTMTP will be monitored and revised to ensure that contractors are complying with the document. This process will be led by the Transport Co-ordinator.

7.7.2 The Transport Co-ordinator will monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS. The results of the data monitoring will be reported to identify any issues which need to be resolved and any additional measures which should be implemented to prevent these from arising again. The reports will be shared with National Grid, local authority and the highway authority (i.e. SCC Highways).

Staff Vehicles

7.7.3 A Car Share Scheme will be implemented and managed by the Transport Co-ordinator, to match potential car sharers and to help staff identify any colleagues who could potentially be collected along their route to/from the Site. The car share database will be available to staff that have signed up, to allow them to identify their own potential matches. Car sharing staff will be given preferential parking provision as an incentive to reduce single occupancy (and therefore overall) car travel to the construction compounds.

7.7.4 Construction staff will be directed to available parking bays upon arrival to assist them to park in a timely manner. Given the working patterns identified, it is expected that the car parks will be managed between 6am-9am and 5pm-8pm, to cover the periods when the majority of staff are expected to arrive and depart. Appropriate signage will be provided to clearly identify the entry and exit points to the car parks. It should be noted that the usage of the car park will be monitored and that the potential to introduce additional parking will be explored during peak construction if required.

Additional Monitoring

7.7.5 The following monitoring will also be carried out during the construction phase of the Proposed Project, and secured as part of the CTMTP:

- construction vehicles (HGVs) will be monitored to ensure HGV drivers are adhering to the proposed routing strategy; and
- road safety will be monitored within the Site including at the proposed access points and at the internal PRoW crossing points.

8. Compliance and Enforcement

8.1 Introduction

8.1.1 This section of the Outline CTMTP provides a summary of the mechanisms that will be implemented to ensure compliance with the CTMTP.

8.2 Best Practice

8.2.1 National Grid will use internal management procedures to maximise compliance with the requirements of this Outline CTMTP and subsequent CTMTP, including:

- Contractor kick-off meetings: contractors will be reminded of National Grid's standards and expectations as set out in contract documentation.
- Site induction: drivers will be briefed on the aims and objectives of the CTMTP, including the booking system, designated routes and expected driver behaviour. A copy of the CTMTP will be provided to each contractor to provide details of how the site will be managed as well as the rules and regulations.
- Reporting: incidences of non-compliance will be investigated by the Transport Co-ordinator and recorded as part of the management of the CTMTP. Reports from each incident will be raised and shared with the relevant contractor. The CTMTP will be updated where necessary to resolve any ongoing issues.

8.3 Contractual Conditions

8.3.1 Each contractor will be provided with a contract setting out their contractual requirements in terms of compliance with the CTMTP upon appointment. A copy of the CTMTP will be provided along with details of the proposed routing strategy for HGVs to ensure that the routes are followed by HGV drivers.

8.4 Information Packs and Communications

8.4.1 In accordance with good practice, information packs will be provided to all contractors once they have been confirmed. The information pack will form part of the agreement between National Grid and the designated contractors. The information pack will include details of the following:

- code of practice;
- details of the Transport Co-ordinator;
- delivery routing restrictions;
- worker routing;
- emergency procedures;
- non-compliance guidance; and

- compliant procedures.

8.5 Community Engagement and Public Information

8.5.1 The contractor will implement a system for the provision of information to local residents and occupiers about the works. A community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the work, the duration of works and the hours to be worked.

8.5.2 Local residents will be informed of the commencement and likely duration of the construction work activities through a letter drop, which will be carried out once per year throughout the construction phase. The letter(s) will be tailored to a specific area and reflect the works to be carried out and the duration of works. The letter will include a contact telephone number for public information. In addition, good practice measure GG09 within the **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** states that an emergency number will also be displayed at the entrance to the compounds.

8.5.3 The name and contact details of the contractor/ site manager will be displayed at the entrance to the main site compound. This will include an emergency telephone number. In addition, details of the works, including contact details, will be provided to the relevant community groups, such as the local parish councils and landowners before work commences.

8.5.4 A free telephone project helpline and project website will be maintained and managed by National Grid's community relations team. The project helpline and website information will be visible on boards placed in appropriate locations where they will be visible to the public, including the main site compound. The telephone number and project website details will be provided to relevant planning authorities and other relevant parties.

8.5.5 The community relations team will record the details of any complaints and how these are to be investigated and appropriately managed. Further details about the complaint's procedure can be found in **Application Document 7.5.3.1 CEMP**.

8.6 Enforcement

8.6.1 National Grid will take all reasonable steps to avoid any breach of the CTMTP through the implementation of the management measures. However, should any breaches occur, then enforcement procedures will be followed:

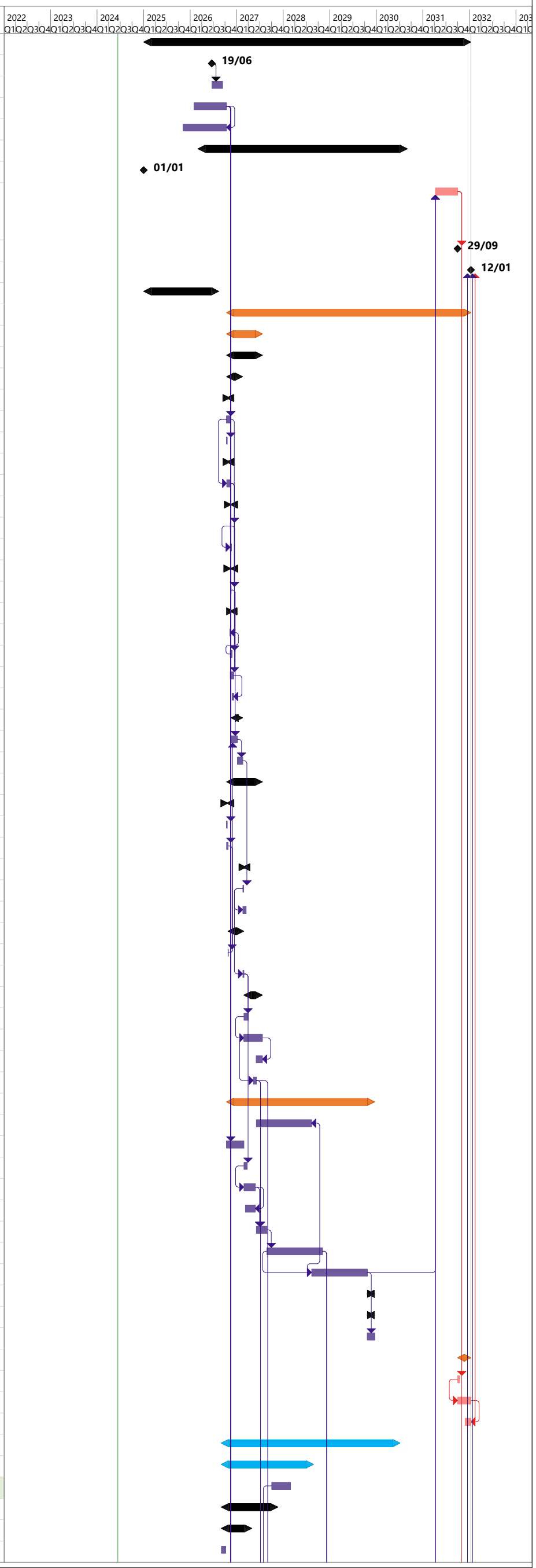
- The Transport Co-ordinator will notify National Grid of any breaches of the CTMTP arrangements as and when they occur.
- National Grid will issue a warning letter to the relevant contractor outlining what action would be taken in the event of any further non-compliance (in general terms).
- National Grid will report the details of the response to the Transport Co-ordinator as part of the monitoring report. The monitoring report will be made available to the relevant local planning authorities and relevant highway authority, at their request, to ensure compliance and to demonstrate that action is being taken where necessary.

8.6.2 Further detail on the sanctions which could be applied will be included within the CTMTP.

Appendix A Suffolk Onshore Scheme Indicative Construction Programme

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
1		**SeaLink - Suffolk Construction Programme**	**01/01/2025**	**12/01/2032**	**2133 days?**
2		Planning Decision Key Date	19/06/2026	19/06/2026	0 days
3		CPO	19/06/2026	11/09/2026	3 mons
4		DCO Requirements	29/01/2026	12/10/2026	9 mons
5		Survey Works (incl env. Surveys to clear DCO requirements)	05/11/2025	12/10/2026	12 mons
6		**Woodlark Nesting Period**	**02/03/2026**	**31/08/2030**	**1358 days?**
12		Contract Award	01/01/2025	01/01/2025	0 days
13		Site testing and trial run	09/04/2031	29/09/2031	6 mons
14		Link Operational	29/09/2031	29/09/2031	0 days
15		Off Site -Excl. Ongoing Landscape Monitoring	12/01/2032	12/01/2032	0 days
16		**Detail Design**	**01/01/2025**	**13/08/2026**	**502 days**
22		**Converter Station**	**13/10/2026**	**12/01/2032**	**1581 days**
23		**Enabling Works - Converter Station**	**13/10/2026**	**21/07/2027**	**231 days**
24		**Enabling Converter Station - Converter Station**	**13/10/2026**	**21/07/2027**	**231 days**
25		**Area 9 - B1121 to River Fromus Crossing**	**13/10/2026**	**16/02/2027**	**102 days**
26		**Vegetation Clearance and Fencing**	**13/10/2026**	**09/11/2026**	**24 days**
27		Vegetation Clearance	13/10/2026	09/11/2026	24 days
28		Fencing	13/10/2026	17/10/2026	5 days
29		**Bellmouth (BM09)**	**14/10/2026**	**10/11/2026**	**24 days**
30		Bellmouth Construction (Including TM)	14/10/2026	10/11/2026	4 wks
31		**Preparation Works to Bridge (Area 9)**	**11/11/2026**	**19/11/2026**	**8 days**
32		Soil Stripping	11/11/2026	12/11/2026	2 days
33		Drainage	11/11/2026	19/11/2026	8 days
34		**Haul Road Installation to Bridge**	**13/11/2026**	**16/11/2026**	**3 days**
35		Haul Road Installation	13/11/2026	16/11/2026	3 days
36		**Compound Installation (Bridge)**	**07/11/2026**	**07/12/2026**	**26 days**
37		Soil Stripping	07/11/2026	11/11/2026	3 days
38		Compound stone and surfacing	11/11/2026	24/11/2026	12 days
39		Drainage	11/11/2026	07/12/2026	23 days
40		Utilities, Cabins etc.	26/11/2026	07/12/2026	10 days
41		**Temporary Bridge Installation**	**17/11/2026**	**16/02/2027**	**72 days**
42		Bridge Piling & Foundations	17/11/2026	05/01/2027	36 days
43		Bridge Installation	06/01/2027	16/02/2027	36 days
44		**Area 10 - River Fromus Crossing to Converter**	**13/10/2026**	**21/07/2027**	**231 days**
45		**Vegetation Clearance and Fencing**	**13/10/2026**	**23/10/2026**	**10 days**
46		Vegetation Clearance	13/10/2026	17/10/2026	5 days
47		Fencing	13/10/2026	23/10/2026	10 days
48		**Preparation Works**	**17/02/2027**	**15/03/2027**	**23 days**
49		Soil Stripping	17/02/2027	24/02/2027	7 days
50		Drainage	17/02/2027	15/03/2027	23 days
51		**Haul Road Installation**	**24/10/2026**	**25/02/2027**	**100 days**
52		Trackway for Bridge access	24/10/2026	26/10/2026	2 days
53		Haul Road Installation	17/02/2027	25/02/2027	8 days
54		**Compound Installation (Converter and Cable)**	**26/02/2027**	**21/07/2027**	**121 days**
55		Soil Stripping	26/02/2027	31/03/2027	27 days
56		Compound stone and surfacing	26/02/2027	21/07/2027	121 days
57		Drainage	02/06/2027	21/07/2027	43 days
58		Utilities, Cabins etc.	11/05/2027	03/06/2027	20 days
59		**Converter Station Installation**	**13/10/2026**	**17/12/2029**	**960 days**
60		Manufacturing, factory testing and delivery	04/06/2027	11/08/2028	15 mons
61		Vegetation Clearance	13/10/2026	25/02/2027	110 days
62		Soil Stripping	26/02/2027	23/03/2027	22 days
63		Compound stone and surfacing	26/02/2027	26/05/2027	74 days
64		Drainage	10/03/2027	26/05/2027	64 days
65		Earthworks and foundations	04/06/2027	26/08/2027	3 mons
66		Civil and building works	27/08/2027	03/11/2028	15 mons
67		Equipment installation and commissioning	11/08/2028	19/10/2029	15 mons
68		**Permanent Access Road**	**20/10/2029**	**17/12/2029**	**50 days**
69		**Permanent Road**	**20/10/2029**	**17/12/2029**	**50 days**
70		Permanent Road Installation	20/10/2029	17/12/2029	50 days
71		**Demobilisation/ Reinstatement - Converter Station**	**30/09/2031**	**12/01/2032**	**87 days**
72		Removal of Compound Equipment	30/09/2031	16/10/2031	15 days
73		Removal of Construction Compounds and Reinstatement	30/09/2031	12/01/2032	87 days
74		Fence Removal	28/11/2031	12/01/2032	36 days
75		**HVDC Section**	**01/09/2026**	**05/07/2030**	**1157 days**
76		**Enabling Works - HVDC**	**01/09/2026**	**26/08/2028**	**599.63 days**
77		All works with the exception of drilling (with mitigation in p	02/10/2027	26/02/2028	5 mons
78		**Enabling Area 1 - East of Leiston Road B1122 - HVDC**	**01/09/2026**	**20/11/2027**	**371 days**
79		**Vegetation Clearance and Fencing**	**01/09/2026**	**30/04/2027**	**199 days**
80		Vegetation Clearance	01/09/2026	05/10/2026	30 days

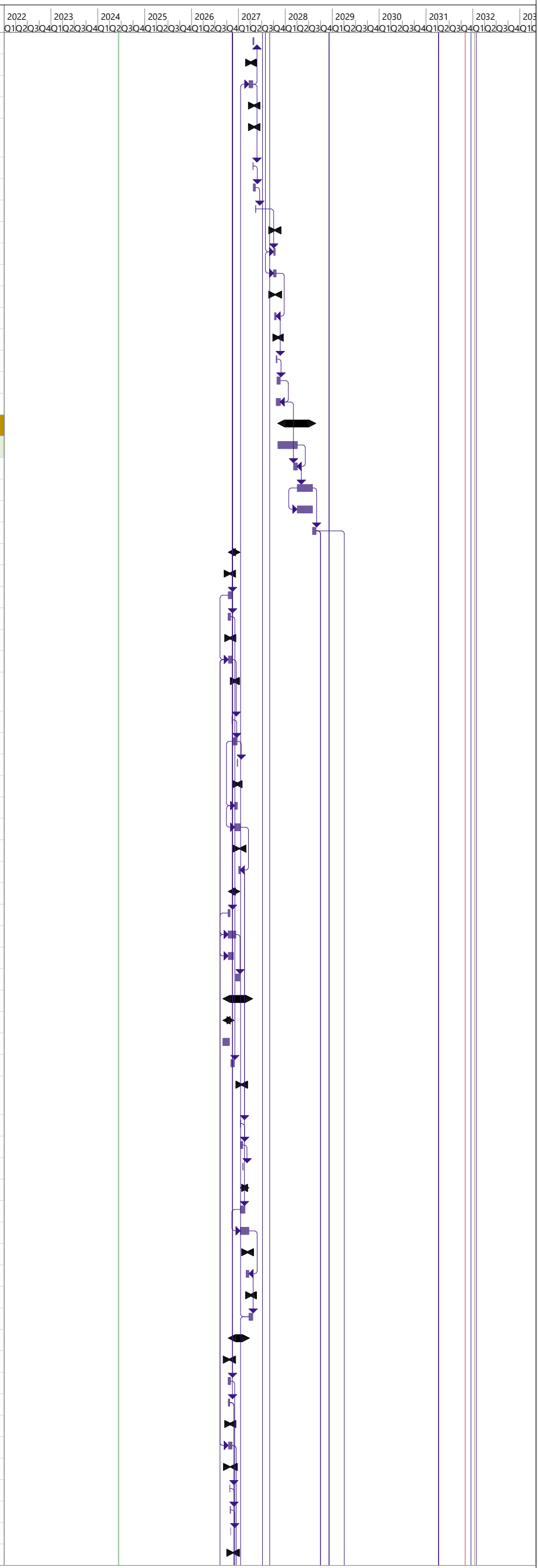


Project: SeaLink Construction Programme
Site: Suffolk
Date: 11/06/2024 Revision: P02

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
81		Fencing	22/04/2027	30/04/2027	8 days
82		**Bellmouth (BM01)**	**23/03/2027**	**21/04/2027**	**24 days**
83		Bellmouth Construction (Including TM)	23/03/2027	21/04/2027	4 wks
84		**Utility Crossings**	**22/04/2027**	**14/05/2027**	**19 days**
85		**Utility Crossings (3No. Underground Utility Crossings)**	**22/04/2027**	**14/05/2027**	**19 days**
86		Excavation	22/04/2027	23/04/2027	2 days
87		Installation of protection measure	24/04/2027	12/05/2027	15 days
88		Cover	13/05/2027	14/05/2027	2 days
89		**Preparation Works**	**02/10/2027**	**19/10/2027**	**15 days**
90		Soil Stripping	02/10/2027	11/10/2027	8 days
91		Preconstruction Drainage	02/10/2027	19/10/2027	15 days
92		**Haul Road**	**08/10/2027**	**19/10/2027**	**10 days**
93		Haul Road Installation	08/10/2027	19/10/2027	10 days
94		**Compound Installation (Marine Trenchless)**	**20/10/2027**	**20/11/2027**	**28 days**
95		Soil Stripping	20/10/2027	25/10/2027	5 days
96		Compound stone and surfacing	26/10/2027	20/11/2027	23 days
97		Drainage	21/10/2027	20/11/2027	27 days
98		**Marine Trenchless Crossing (e.g. HDD)**	**03/11/2027**	**26/08/2028**	**244.63 days**
99		Thames Estuary SPA no works permissable Nov -Mar	03/11/2027	31/03/2028	5.08 mons
100		Site mobilisation	04/03/2028	31/03/2028	24 days
101		Drill and pull ducting	01/04/2028	29/07/2028	120 days
102		Trenchless Monitoring	01/04/2028	29/07/2028	120 days
103		Demobilisation	29/07/2028	26/08/2028	24 days
104		**Enabling Area 3 - East of Snape Road - to compound**	**13/10/2026**	**13/01/2027**	**73 days**
105		**Vegetation Clearance and Fencing**	**13/10/2026**	**05/11/2026**	**21 days**
106		Vegetation Clearance	13/10/2026	05/11/2026	21 days
107		Fencing	13/10/2026	31/10/2026	17 days
108		**Bellmouth (BM03)**	**14/10/2026**	**10/11/2026**	**24 days**
109		Bellmouth Construction (Including TM)	14/10/2026	10/11/2026	4 wks
110		**Utility Crossings (5No. Underground Utility Crossings)**	**11/11/2026**	**24/12/2026**	**38 days**
111		Excavation	11/11/2026	14/11/2026	4 days
112		Installation of protection measure	16/11/2026	19/12/2026	30 days
113		Cover	21/12/2026	24/12/2026	4 days
114		**Preparation Works**	**03/12/2026**	**13/01/2027**	**29 days**
115		Soil Stripping	03/12/2026	21/12/2026	16 days
116		Drainage	03/12/2026	13/01/2027	29 days
117		**Haul Road**	**02/01/2027**	**13/01/2027**	**10 days**
118		Haul Road Installation	02/01/2027	13/01/2027	10 days
119		**Compound Installation (Cable)**	**13/10/2026**	**11/01/2027**	**71 days**
120		Soil Stripping	13/10/2026	26/10/2026	12 days
121		Compound stone and surfacing	13/10/2026	10/12/2026	51 days
122		Drainage	13/10/2026	20/11/2026	34 days
123		Utilities, Cabins etc.	11/12/2026	11/01/2027	20 days
124		**Enabling Area 2 - Compound to Leiston Road**	**01/09/2026**	**21/04/2027**	**191 days**
125		**Vegetation Clearance and Fencing**	**01/09/2026**	**28/11/2026**	**77 days**
126		Vegetation Clearance	01/09/2026	21/10/2026	44 days
127		Fencing	02/11/2026	28/11/2026	24 days
128		**Utility Crossings (3No. Underground Utility Crossings)**	**14/01/2027**	**04/02/2027**	**19 days**
129		Excavation	14/01/2027	15/01/2027	2 days
130		Installation of protection measure	16/01/2027	02/02/2027	15 days
131		Cover	03/02/2027	04/02/2027	2 days
132		**Preparation Works**	**14/01/2027**	**22/03/2027**	**58 days**
133		Soil Stripping	14/01/2027	19/02/2027	32 days
134		Drainage	14/01/2027	22/03/2027	58 days
135		**Haul Road**	**01/03/2027**	**22/03/2027**	**19 days**
136		Haul Road Installation	01/03/2027	22/03/2027	19 days
137		**Bellmouth (BM02)**	**23/03/2027**	**21/04/2027**	**24 days**
138		Bellmouth Construction (Including TM)	23/03/2027	21/04/2027	4 wks
139		**Enabling Area 4 - West of Snape Road to compound**	**13/10/2026**	**27/03/2027**	**135 days**
140		**Vegetation Clearance and Fencing**	**13/10/2026**	**30/10/2026**	**16 days**
141		Vegetation Clearance	13/10/2026	30/10/2026	16 days
142		Fencing	13/10/2026	23/10/2026	10 days
143		**Bellmouth (BM04)**	**14/10/2026**	**10/11/2026**	**24 days**
144		Bellmouth Construction (Including TM)	14/10/2026	10/11/2026	4 wks
145		**Utility Crossings (1No. Underground Utility Crossings)**	**24/10/2026**	**31/10/2026**	**7 days**
146		Excavation	24/10/2026	24/10/2026	1 day
147		Installation of protection measure	26/10/2026	30/10/2026	5 days
148		Cover	31/10/2026	31/10/2026	1 day
149		**Preparation Works**	**11/11/2026**	**26/11/2026**	**14 days**

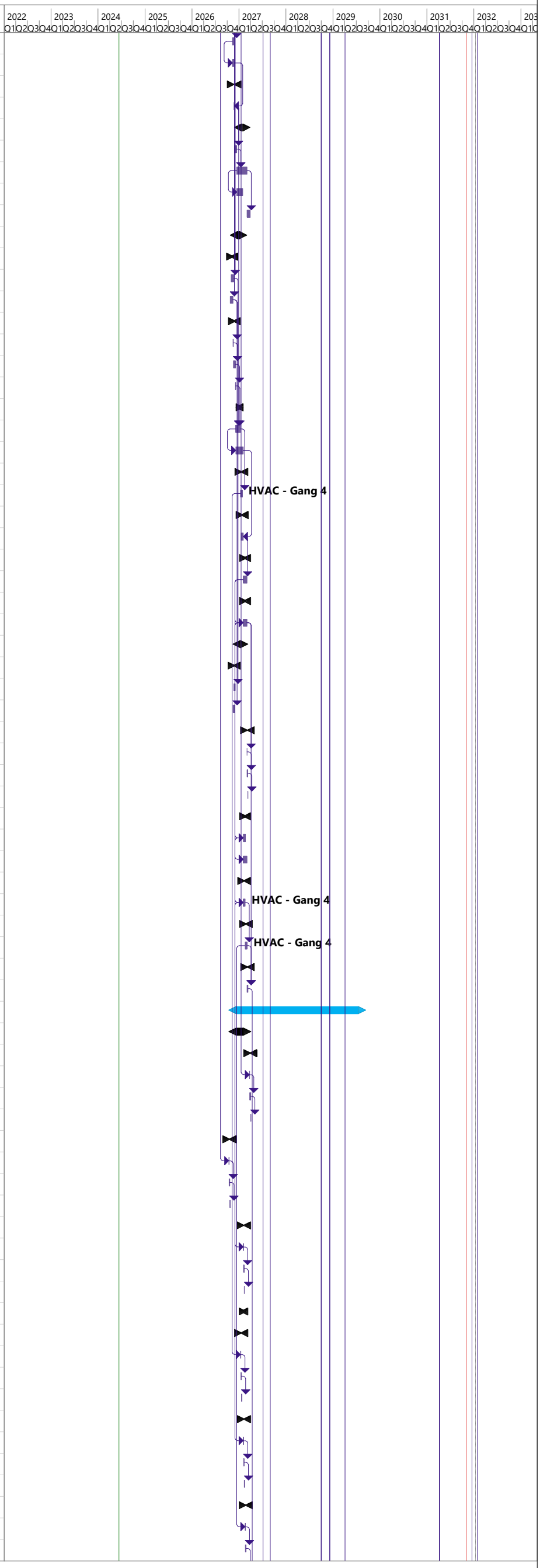


Project: SeaLink Construction Programme
Site: Suffolk
Date: 11/06/2024 Revision: P02

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
150		Soil Stripping	11/11/2026	19/11/2026	8 days
151		Drainage	11/11/2026	26/11/2026	14 days
152		**Haul Road**	**21/11/2026**	**26/11/2026**	**5 days**
153		Haul Road Installation	21/11/2026	26/11/2026	5 days
154		**Compound Installation (Cable)**	**27/11/2026**	**27/03/2027**	**96 days**
155		Soil Stripping	27/11/2026	12/12/2026	14 days
156		Compound stone and surfacing	14/12/2026	03/03/2027	62 days
157		Drainage	14/12/2026	28/01/2027	33 days
158		Utilities, Cabins, Drainage, Etc.	04/03/2027	27/03/2027	20 days
159		**Enabling Area 5 - Compound to Grove Road**	**24/10/2026**	**02/03/2027**	**104 days**
160		**Vegetation Clearance and Fencing**	**24/10/2026**	**20/11/2026**	**24 days**
161		Vegetation Clearance	31/10/2026	20/11/2026	18 days
162		Fencing	24/10/2026	13/11/2026	18 days
163		**Utility Crossings (3No. Underground Utility Crossings)**	**14/11/2026**	**05/12/2026**	**19 days**
164		Excavation	14/11/2026	16/11/2026	2 days
165		Installation of protection measure	17/11/2026	03/12/2026	15 days
166		Cover	04/12/2026	05/12/2026	2 days
167		**Preparation Works**	**07/12/2026**	**02/02/2027**	**43 days**
168		Soil Stripping	07/12/2026	11/01/2027	24 days
169		Drainage	07/12/2026	02/02/2027	43 days
170		**S/WA/0037 Crossing**	12/01/2027	25/01/2027	12 days
171		Culvert installation	12/01/2027	25/01/2027	10 days
172		**Haul Road**	**16/01/2027**	**02/02/2027**	**15 days**
173		Haul Road Installation	16/01/2027	02/02/2027	15 days
174		**Bellmouth (BM05)**	**03/02/2027**	**02/03/2027**	**24 days**
175		Bellmouth Construction (Including TM)	03/02/2027	02/03/2027	4 wks
176		**Bellmouth (BM06)**	**03/02/2027**	**02/03/2027**	**24 days**
177		Bellmouth Construction (Including TM)	03/02/2027	02/03/2027	4 wks
178		**Enabling Area 6 - Grove Road to AC/DC junction**	**14/11/2026**	**11/03/2027**	**94 days**
179		**Vegetation Clearance and Fencing**	**14/11/2026**	**02/12/2026**	**16 days**
180		Vegetation Clearance	21/11/2026	02/12/2026	10 days
181		Fencing	14/11/2026	25/11/2026	10 days
182		**Utility Crossings (1No. Underground Utility Crossings)**	**03/03/2027**	**10/03/2027**	**7 days**
183		Excavation	03/03/2027	03/03/2027	1 day
184		Installation of protection measure	04/03/2027	09/03/2027	5 days
185		Cover	10/03/2027	10/03/2027	1 day
186		**Preparation Works**	**03/02/2027**	**02/03/2027**	**24 days**
187		Soil Stripping	03/02/2027	18/02/2027	14 days
188		Drainage	03/02/2027	02/03/2027	24 days
189		**S/WA/0042 Crossing**	**03/02/2027**	**16/02/2027**	12 days
190		Culvert installation	03/02/2027	16/02/2027	10 days
191		**S/WA/0052 Crossing**	**17/02/2027**	**02/03/2027**	12 days
192		Culvert installation	17/02/2027	02/03/2027	10 days
193		**Haul Road**	**03/03/2027**	**11/03/2027**	**8 days**
194		Haul Road Installation	03/03/2027	11/03/2027	8 days
195		**Cable Installation Works - HVDC**	**14/10/2026**	**11/09/2029**	**876 days**
196		**Road Crossings**	**14/10/2026**	**02/04/2027**	**138 days**
197		**S/RO/0017 Crossing - Leiston Road**	**23/03/2027**	**02/04/2027**	**8 days**
198		Traffic Management	23/03/2027	23/03/2027	1 day
199		Excavate, Duct, CBS, Tile and Tape and Backfill	24/03/2027	31/03/2027	5 days
200		Reinstatement	01/04/2027	02/04/2027	2 days
201		**S/RO/0032 Crossing - Snape Road**	**14/10/2026**	**22/10/2026**	**8 days**
202		Traffic Management	14/10/2026	14/10/2026	1 day
203		Excavate, Duct, CBS, Tile and Tape and Backfill	15/10/2026	20/10/2026	5 days
204		Reinstatement	21/10/2026	22/10/2026	2 days
205		**S/RO/0039 Crossing - Grove Road**	**03/02/2027**	**11/02/2027**	**8 days**
206		Traffic Management	03/02/2027	03/02/2027	1 day
207		Excavate, Duct, CBS, Tile and Tape and Backfill	04/02/2027	09/02/2027	5 days
208		Reinstatement	10/02/2027	11/02/2027	2 days
209		**Water Crossings**	**12/01/2027**	**27/02/2027**	**41 days**
210		**S/WA/0037 Crossing**	**12/01/2027**	**22/01/2027**	**10 days**
211		Water Management	12/01/2027	13/01/2027	2 days
212		Excavate, Duct, CBS, Tile and Tape and Backfill	14/01/2027	19/01/2027	5 days
213		Reinstatement	20/01/2027	22/01/2027	3 days
214		**S/WA/0042 Crossing**	**03/02/2027**	**13/02/2027**	**10 days**
215		Water Management	03/02/2027	04/02/2027	2 days
216		Excavate, Duct, CBS, Tile and Tape and Backfill	05/02/2027	10/02/2027	5 days
217		Reinstatement	11/02/2027	13/02/2027	3 days
218		**S/WA/0052 Crossing**	**17/02/2027**	**27/02/2027**	**10 days**
219		Water Management	17/02/2027	18/02/2027	2 days
220		Excavate, Duct, CBS, Tile and Tape and Backfill	19/02/2027	24/02/2027	5 days

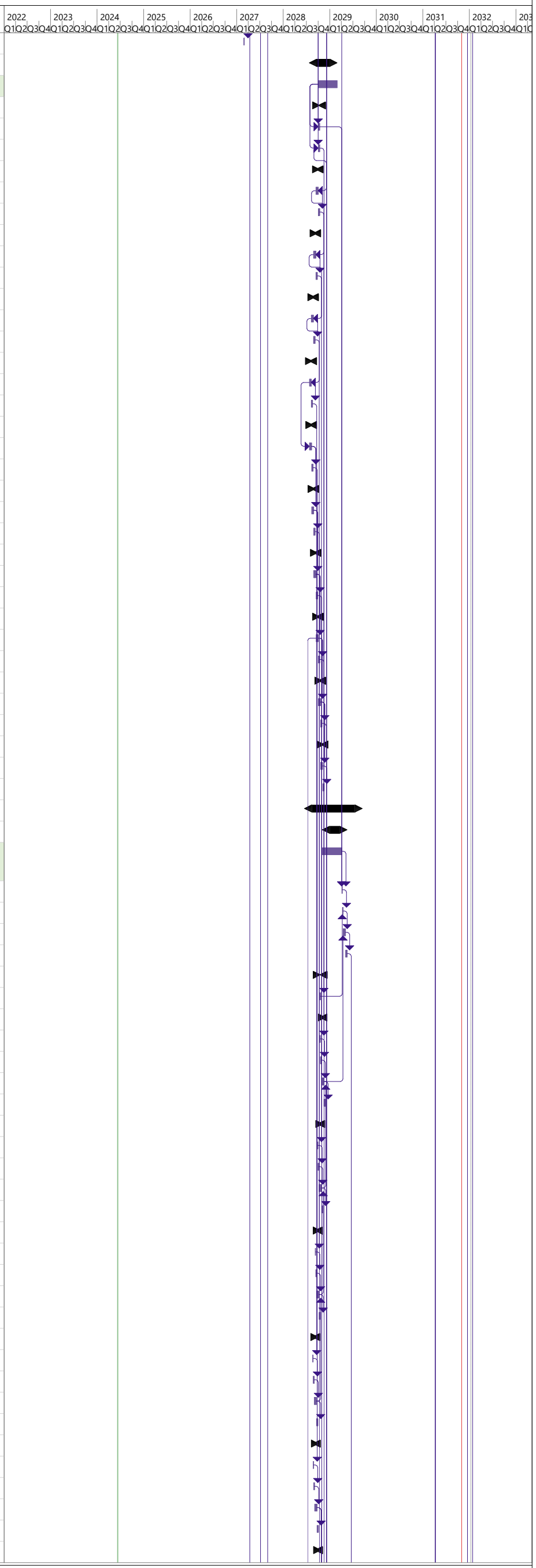


Project: SeaLink Construction Programme
Site: Suffolk
Date: 11/06/2024 Revision: P02

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
221		Reinstatement	25/02/2027	27/02/2027	3 days
222		**Trench Works**	**24/07/2028**	**26/02/2029**	**179 days**
223		All works with the exception of drilling (with mitigation i	02/10/2028	26/02/2029	5 mons
224		**HVDC Section 1**	**02/10/2028**	**13/10/2028**	**11 days**
225		Joint Bay Excavations & temp works (Inc. slab) (Termi	02/10/2028	12/10/2028	10 days
226		Exavate/CBS/Duct Installation/Backfill	02/10/2028	13/10/2028	11 days
227		**HVDC Section 2**	**13/09/2028**	**12/10/2028**	**26 days**
228		Exavate/CBS/Duct Installation/Backfill	13/09/2028	02/10/2028	16 days
229		Joint Bay Excavations & temp works (Inc. slab) (JB 1/2	02/10/2028	12/10/2028	10 days
230		**HVDC Section 3**	**25/08/2028**	**23/09/2028**	**25 days**
231		Exavate/CBS/Duct Installation/Backfill	25/08/2028	13/09/2028	15 days
232		Joint Bay Excavations & temp works (Inc. slab) (JB 2/3	13/09/2028	23/09/2028	10 days
233		**HVDC Section 4**	**07/08/2028**	**06/09/2028**	**26 days**
234		Exavate/CBS/Duct Installation/Backfill	07/08/2028	25/08/2028	16 days
235		Joint Bay Excavations & temp works (Inc. slab) (JB 3/4	25/08/2028	06/09/2028	10 days
236		**HVDC Section 5**	**24/07/2028**	**17/08/2028**	**22 days**
237		Exavate/CBS/Duct Installation/Backfill	24/07/2028	07/08/2028	12 days
238		Joint Bay Excavations & temp works (Inc. slab) (JB 4/5	07/08/2028	17/08/2028	10 days
239		**HVDC Section 6**	**24/07/2028**	**21/08/2028**	**25 days**
240		Exavate/CBS/Duct Installation/Backfill	24/07/2028	09/08/2028	15 days
241		Joint Bay Excavations & temp works (Inc. slab) (JB 5/6	10/08/2028	21/08/2028	10 days
242		**HVDC Section 7**	**10/08/2028**	**07/09/2028**	**24 days**
243		Exavate/CBS/Duct Installation/Backfill	10/08/2028	25/08/2028	14 days
244		Joint Bay Excavations & temp works (Inc. slab) (JB 6/7	26/08/2028	07/09/2028	10 days
245		**HVDC Section 8**	**26/08/2028**	**25/09/2028**	**25 days**
246		Exavate/CBS/Duct Installation/Backfill	26/08/2028	13/09/2028	15 days
247		Joint Bay Excavations & temp works (Inc. slab) (JB 7/8	14/09/2028	25/09/2028	10 days
248		**HVDC Section 9**	**14/09/2028**	**13/10/2028**	**26 days**
249		Exavate/CBS/Duct Installation/Backfill	14/09/2028	02/10/2028	16 days
250		Joint Bay Excavations & temp works (Inc. slab) (JB 8/9	03/10/2028	13/10/2028	10 days
251		**HVDC Section 10**	**03/10/2028**	**31/10/2028**	**25 days**
252		Exavate/CBS/Duct Installation/Backfill	03/10/2028	19/10/2028	15 days
253		Joint Bay Excavations & temp works (Inc. slab) (JB 9/1	20/10/2028	31/10/2028	10 days
254		**HVDC Section 11**	**20/10/2028**	**16/11/2028**	**24 days**
255		Exavate/CBS/Duct Installation/Backfill	20/10/2028	04/11/2028	14 days
256		Joint Bay Excavations & temp works (Inc. slab) (JB 10/	06/11/2028	16/11/2028	10 days
257		**Cable Installation**	**16/06/2028**	**11/09/2029**	**375 days**
258		**HVDC Marine Cable**	**03/11/2028**	**16/05/2029**	**156.25 days**
259		Thames Estuary SPA no works permissable Nov -Mar	03/11/2028	04/04/2029	5.08 mons
260		Cable Installation	05/04/2029	08/04/2029	4 days
261		Build JB Shed	09/04/2029	13/04/2029	5 days
262		Cable Jointing (Termination Joint Bay)	14/04/2029	03/05/2029	20 days
263		CBS Surround, Tiles and Tape (Joint Bay)	03/05/2029	16/05/2029	10 days
264		**HVDC Section 1**	**14/10/2028**	**18/10/2028**	**4 days**
265		Cable Installation	14/10/2028	18/10/2028	4 days
266		**HVDC Section 2**	**13/10/2028**	**27/11/2028**	**38.25 days**
267		Cable Installation	13/10/2028	17/10/2028	4 days
268		Build JB Shed	18/10/2028	23/10/2028	5 days
269		Cable Jointing (JB1/2)	27/10/2028	15/11/2028	20 days
270		CBS Surround, Tiles and Tape (Joint Bay)	15/11/2028	27/11/2028	10 days
271		**HVDC Section 3**	**25/09/2028**	**07/11/2028**	**38 days**
272		Cable Installation	25/09/2028	28/09/2028	4 days
273		Build JB Shed	29/09/2028	04/10/2028	5 days
274		Cable Jointing (JB2/3)	07/10/2028	26/10/2028	20 days
275		CBS Surround, Tiles and Tape (Joint Bay)	27/10/2028	07/11/2028	10 days
276		**HVDC Section 4**	**07/09/2028**	**19/10/2028**	**36.63 days**
277		Cable Installation	07/09/2028	11/09/2028	4 days
278		Build JB Shed	12/09/2028	16/09/2028	5 days
279		Cable Jointing (JB3/4)	18/09/2028	07/10/2028	20 days
280		CBS Surround, Tiles and Tape (Joint Bay)	07/10/2028	19/10/2028	10 days
281		**HVDC Section 5**	**18/08/2028**	**29/09/2028**	**35.25 days**
282		Cable Installation	18/08/2028	22/08/2028	4 days
283		Build JB Shed	23/08/2028	29/08/2028	5 days
284		Cable Jointing (JB4/5)	30/08/2028	18/09/2028	20 days
285		CBS Surround, Tiles and Tape (Joint Bay)	18/09/2028	29/09/2028	10 days
286		**HVDC Section 6**	**22/08/2028**	**03/10/2028**	**35.25 days**
287		Cable Installation	22/08/2028	25/08/2028	4 days
288		Build JB Shed	26/08/2028	01/09/2028	5 days
289		Cable Jointing (JB5/6)	02/09/2028	21/09/2028	20 days
290		CBS Surround, Tiles and Tape (Joint Bay)	21/09/2028	03/10/2028	10 days
291		**HVDC Section 7**	**08/09/2028**	**21/10/2028**	**37.5 days**

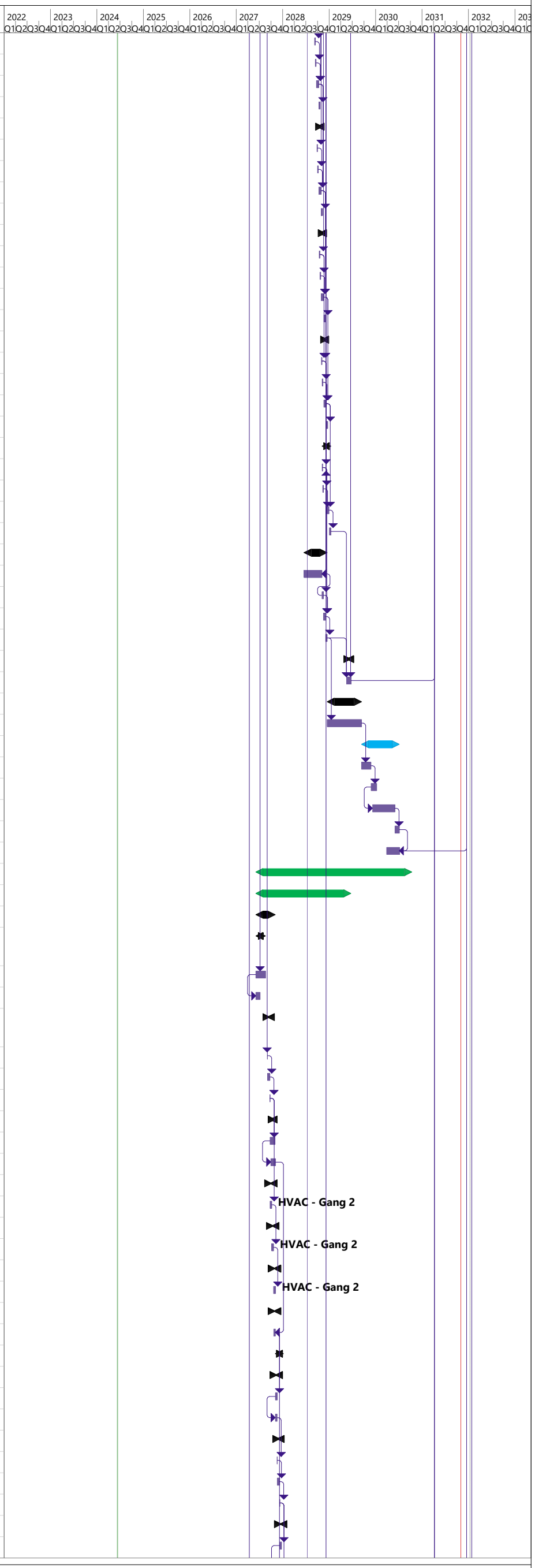


Project: SeaLink Construction Programme
Site: Suffolk
Date: 11/06/2024 Revision: P02

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
292		Cable Installation	08/09/2028	12/09/2028	4 days
293		Build JB Shed	13/09/2028	18/09/2028	5 days
294		Cable Jointing (JB6/7)	21/09/2028	10/10/2028	20 days
295		CBS Surround, Tiles and Tape (Joint Bay)	10/10/2028	21/10/2028	10 days
296		**HVDC Section 8**	**26/09/2028**	**09/11/2028**	**39 days**
297		Cable Installation	26/09/2028	29/09/2028	4 days
298		Build JB Shed	30/09/2028	05/10/2028	5 days
299		Cable Jointing (JB7/8)	10/10/2028	29/10/2028	20 days
300		CBS Surround, Tiles and Tape (Joint Bay)	30/10/2028	09/11/2028	10 days
301		**HVDC Section 9**	**14/10/2028**	**30/11/2028**	**40.25 days**
302		Cable Installation	14/10/2028	18/10/2028	4 days
303		Build JB Shed	19/10/2028	24/10/2028	5 days
304		Cable Jointing (JB8/9)	29/10/2028	18/11/2028	20 days
305		CBS Surround, Tiles and Tape (Joint Bay)	18/11/2028	30/11/2028	10 days
306		**HVDC Section 10**	**01/11/2028**	**19/12/2028**	**41.5 days**
307		Cable Installation	01/11/2028	04/11/2028	4 days
308		Build JB Shed	06/11/2028	10/11/2028	5 days
309		Cable Jointing (JB9/10)	18/11/2028	07/12/2028	20 days
310		CBS Surround, Tiles and Tape (Joint Bay)	07/12/2028	19/12/2028	10 days
311		**HVDC Section 11**	**06/11/2028**	**12/01/2029**	**52 days**
312		Cable Installation	06/11/2028	09/11/2028	4 days
313		Build JB Shed	10/11/2028	15/11/2028	5 days
314		Cable Jointing (JB10/11)	07/12/2028	28/12/2028	20 days
315		CBS Surround, Tiles and Tape (Joint Bay)	02/01/2029	12/01/2029	10 days
316		**Converter Station Termination**	**16/06/2028**	**14/12/2028**	**155 days**
317		Converter Station Terminations (Foundations, structu	16/06/2028	04/11/2028	5 mons
318		Build Scaffolding	04/11/2028	15/11/2028	10 days
319		Connections	16/11/2028	02/12/2028	15 days
320		Removal of Scaffolding	04/12/2028	14/12/2028	10 days
321		**Testing**	**16/05/2029**	**21/06/2029**	**30 days**
322		Cable Testing	16/05/2029	21/06/2029	30 days
323		**Post Construction Drainage**	**15/12/2028**	**11/09/2029**	**220 days**
324		Post Construction Drainage	15/12/2028	11/09/2029	220 days
325		**Demobilisation/ Reinstatement - HVDC**	**12/09/2029**	**05/07/2030**	**244 days**
326		Removal of Haul Road and Reinstatement	12/09/2029	24/11/2029	64 days
327		Removal of Compound Equipment	26/11/2029	07/01/2030	30 days
328		Removal of Construction Compounds and Reinstatement	07/12/2029	31/05/2030	140 days
329		Removal of BMs and Reinstatement	01/06/2030	05/07/2030	30 days
330		Fence Removal	27/03/2030	05/07/2030	83 days
331		**HVAC Section**	**04/06/2027**	**11/10/2030**	**1014 days**
332		**Enabling Works - HVAC**	**04/06/2027**	**20/06/2029**	**617 days**
333		**Enabling Area 8 Converter to AC/DC Junction**	**04/06/2027**	**03/11/2027**	**130 days**
334		**Vegetation Clearance and Fencing (incl. Converter area)**	**04/06/2027**	**18/08/2027**	**65 days**
335		Vegetation Clearance	04/06/2027	18/08/2027	65 days
336		Fencing	04/06/2027	05/07/2027	27 days
337		**Utility Crossings (1No. Underground Utility Crossings)**	**01/09/2027**	**22/09/2027**	**19 days**
338		Excavation	01/09/2027	02/09/2027	2 days
339		Installation of protection measure	03/09/2027	20/09/2027	15 days
340		Cover	21/09/2027	22/09/2027	2 days
341		**Preparation Works**	**23/09/2027**	**03/11/2027**	**36 days**
342		Soil Stripping	23/09/2027	01/11/2027	34 days
343		Drainage	29/09/2027	03/11/2027	31 days
344		**S/WA/0062 Crossing**	**23/09/2027**	**06/10/2027**	**12 days**
345		Culvert installation	23/09/2027	06/10/2027	10 days
346		**S/WA/0057 Crossing**	**07/10/2027**	**20/10/2027**	**12 days**
347		Culvert installation	07/10/2027	20/10/2027	10 days
348		**S/WA/0056 Crossing**	**21/10/2027**	**03/11/2027**	**12 days**
349		Culvert installation	21/10/2027	03/11/2027	10 days
350		**Haul Road**	**22/10/2027**	**03/11/2027**	**11 days**
351		Haul Road Installation	22/10/2027	03/11/2027	11 days
352		**Enabling Area 7 AC/DC Junction to Substation**	**04/11/2027**	**06/01/2028**	**48 days**
353		**Vegetation Clearance and Fencing (incl. sub area)**	**04/11/2027**	**17/11/2027**	**12 days**
354		Vegetation Clearance	04/11/2027	17/11/2027	12 days
355		Fencing	04/11/2027	16/11/2027	11 days
356		**Utility Crossings (2No. Underground Utility Crossings)**	**17/11/2027**	**08/12/2027**	**19 days**
357		Excavation	17/11/2027	18/11/2027	2 days
358		Installation of protection measure	19/11/2027	06/12/2027	15 days
359		Cover	07/12/2027	08/12/2027	2 days
360		**Preparation Works**	**09/12/2027**	**22/12/2027**	**12 days**
361		Soil Stripping	09/12/2027	21/12/2027	11 days

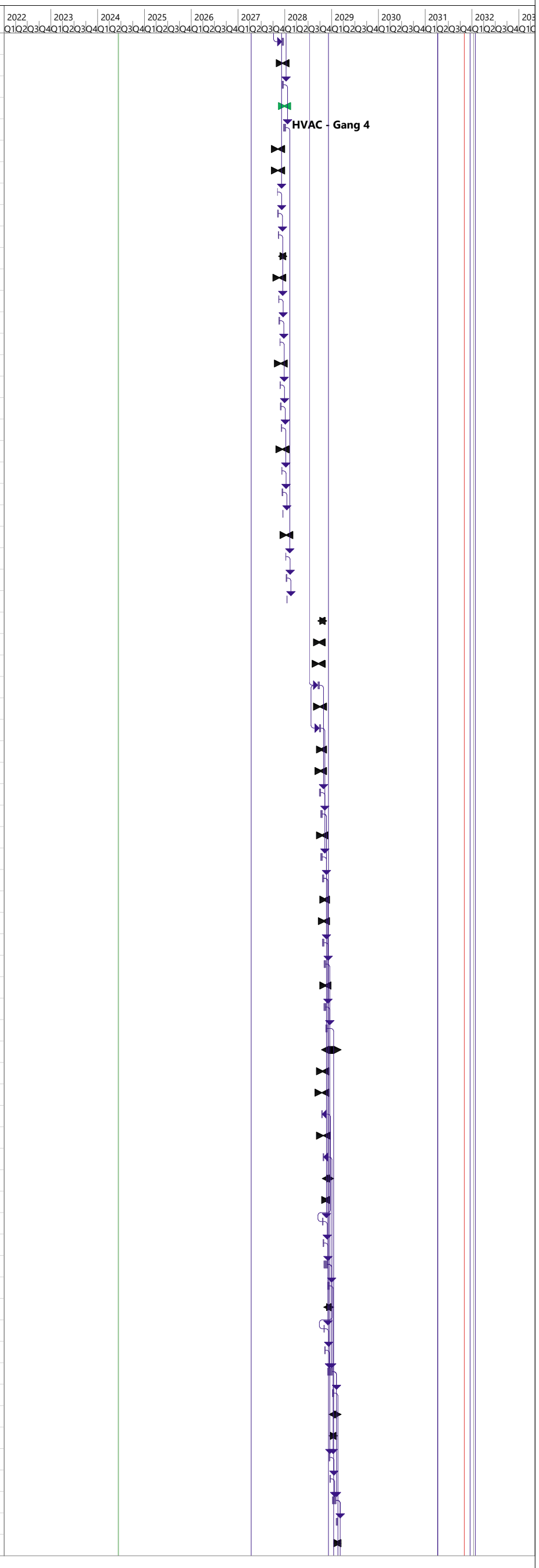


Project: SeaLink Construction Programme
Site: Suffolk
Date: 11/06/2024 Revision: P02

Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
362		Drainage	09/12/2027	22/12/2027	12 days
363		**S/WA/0051 Crossing**	**09/12/2027**	**20/12/2027**	**10 days**
364		Culvert installation	09/12/2027	20/12/2027	10 days
365		**Haul Road**	**21/12/2027**	**06/01/2028**	**8 days**
366		Haul Road Installation	21/12/2027	06/01/2028	8 days
367		**Road Crossings**	**04/11/2027**	**12/11/2027**	**8 days**
368		**S/RO/0059 Crossing**	**04/11/2027**	**12/11/2027**	**8 days**
369		Traffic Management	04/11/2027	04/11/2027	1 day
370		Excavate, Duct, CBS, Tile and Tape and Backfill	05/11/2027	10/11/2027	5 days
371		Reinstatement	11/11/2027	12/11/2027	2 days
372		**Water Crossings**	**13/11/2027**	**18/01/2028**	**50 days**
373		**S/WA/0062 Crossing**	**13/11/2027**	**24/11/2027**	**10 days**
374		Water Management	13/11/2027	15/11/2027	2 days
375		Excavate, Duct, CBS, Tile and Tape and Backfill	16/11/2027	20/11/2027	5 days
376		Reinstatement	22/11/2027	24/11/2027	3 days
377		**S/WA/0057 Crossing**	**25/11/2027**	**06/12/2027**	**10 days**
378		Water Management	25/11/2027	26/11/2027	2 days
379		Excavate, Duct, CBS, Tile and Tape and Backfill	27/11/2027	02/12/2027	5 days
380		Reinstatement	03/12/2027	06/12/2027	3 days
381		**S/WA/0056 Crossing**	**07/12/2027**	**17/12/2027**	**10 days**
382		Water Management	07/12/2027	08/12/2027	2 days
383		Excavate, Duct, CBS, Tile and Tape and Backfill	09/12/2027	14/12/2027	5 days
384		Reinstatement	15/12/2027	17/12/2027	3 days
385		**S/WA/0051 Crossing**	**07/01/2028**	**18/01/2028**	**10 days**
386		Water Management	07/01/2028	08/01/2028	2 days
387		Excavate, Duct, CBS, Tile and Tape and Backfill	10/01/2028	14/01/2028	5 days
388		Reinstatement	15/01/2028	18/01/2028	3 days
389		**Trench Works**	**14/09/2028**	**24/11/2028**	**62 days**
390		**HVAC Section 1**	**14/09/2028**	**06/10/2028**	**20 days**
391		**HVAC Section 1 - Trench 1**	**14/09/2028**	**25/09/2028**	**10 days**
392		Exavate/CBS/Duct Installation/Backfill	14/09/2028	25/09/2028	10 days
393		**HVAC Section 1 - Trench 2**	**26/09/2028**	**06/10/2028**	**10 days**
394		Exavate/CBS/Duct Installation/Backfill	26/09/2028	06/10/2028	10 days
395		**HVAC Section 2**	**26/09/2028**	**30/10/2028**	**30 days**
396		**HVAC Section 2 - Trench 1**	**26/09/2028**	**18/10/2028**	**20 days**
397		Exavate/CBS/Duct Installation/Backfill	26/09/2028	06/10/2028	10 days
398		Joint Bay Excavations & temp works (Inc. slab) (Join	07/10/2028	18/10/2028	10 days
399		**HVAC Section 2 - Trench 2**	**07/10/2028**	**30/10/2028**	**20 days**
400		Exavate/CBS/Duct Installation/Backfill	07/10/2028	18/10/2028	10 days
401		Joint Bay Excavations & temp works (Inc. slab) (Join	19/10/2028	30/10/2028	10 days
402		**HVAC Section 3**	**19/10/2028**	**24/11/2028**	**32 days**
403		**HVAC Section 3 - Trench 1**	**19/10/2028**	**13/11/2028**	**22 days**
404		Exavate/CBS/Duct Installation/Backfill	19/10/2028	01/11/2028	12 days
405		Joint Bay Excavations & temp works (Inc. slab) (Join	02/11/2028	13/11/2028	10 days
406		**HVAC Section 3 - Trench 2**	**31/10/2028**	**24/11/2028**	**22 days**
407		Exavate/CBS/Duct Installation/Backfill	31/10/2028	13/11/2028	12 days
408		Joint Bay Excavations & temp works (Inc. slab) (Join	14/11/2028	24/11/2028	10 days
409		**Cable Installation**	**13/10/2028**	**15/03/2029**	**125 days**
410		**HVAC Section 1**	**13/10/2028**	**31/10/2028**	**15 days**
411		**HVAC Section 1 - Trench 1**	**13/10/2028**	**19/10/2028**	**5 days**
412		Cable Installation	13/10/2028	19/10/2028	5 days
413		**HVAC Section 1 - Trench 2**	**25/10/2028**	**31/10/2028**	**5 days**
414		Cable Installation	25/10/2028	31/10/2028	5 days
415		**HVAC Section 2**	**19/10/2028**	**16/01/2029**	**70 days**
416		**HVAC Section 2 - Trench 1**	**19/10/2028**	**09/12/2028**	**45 days**
417		Cable Installation	19/10/2028	24/10/2028	5 days
418		Build JB Shed	25/10/2028	30/10/2028	5 days
419		Cable Jointing (JB1/2)	31/10/2028	28/11/2028	25 days
420		CBS Surround, Tiles and Tape (Joint Bay)	29/11/2028	09/12/2028	10 days
421		**HVAC Section 2 - Trench 2**	**31/10/2028**	**16/01/2029**	**60 days**
422		Cable Installation	31/10/2028	04/11/2028	5 days
423		Build JB Shed	06/11/2028	10/11/2028	5 days
424		Cable Jointing (JB1/2)	29/11/2028	04/01/2029	25 days
425		CBS Surround, Tiles and Tape (Joint Bay)	05/01/2029	16/01/2029	10 days
426		**HVAC Section 3**	**11/12/2028**	**15/03/2029**	**75 days**
427		**HVAC Section 3 - Trench 1**	**11/12/2028**	**14/02/2029**	**50 days**
428		Cable Installation	11/12/2028	15/12/2028	5 days
429		Build JB Shed	16/12/2028	21/12/2028	5 days
430		Cable Jointing (JB2/3)	05/01/2029	02/02/2029	25 days
431		CBS Surround, Tiles and Tape (Joint Bay)	03/02/2029	14/02/2029	10 days
432		**HVAC Section 3 - Trench 2**	**17/01/2029**	**15/03/2029**	**50 days**



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Site: Suffolk
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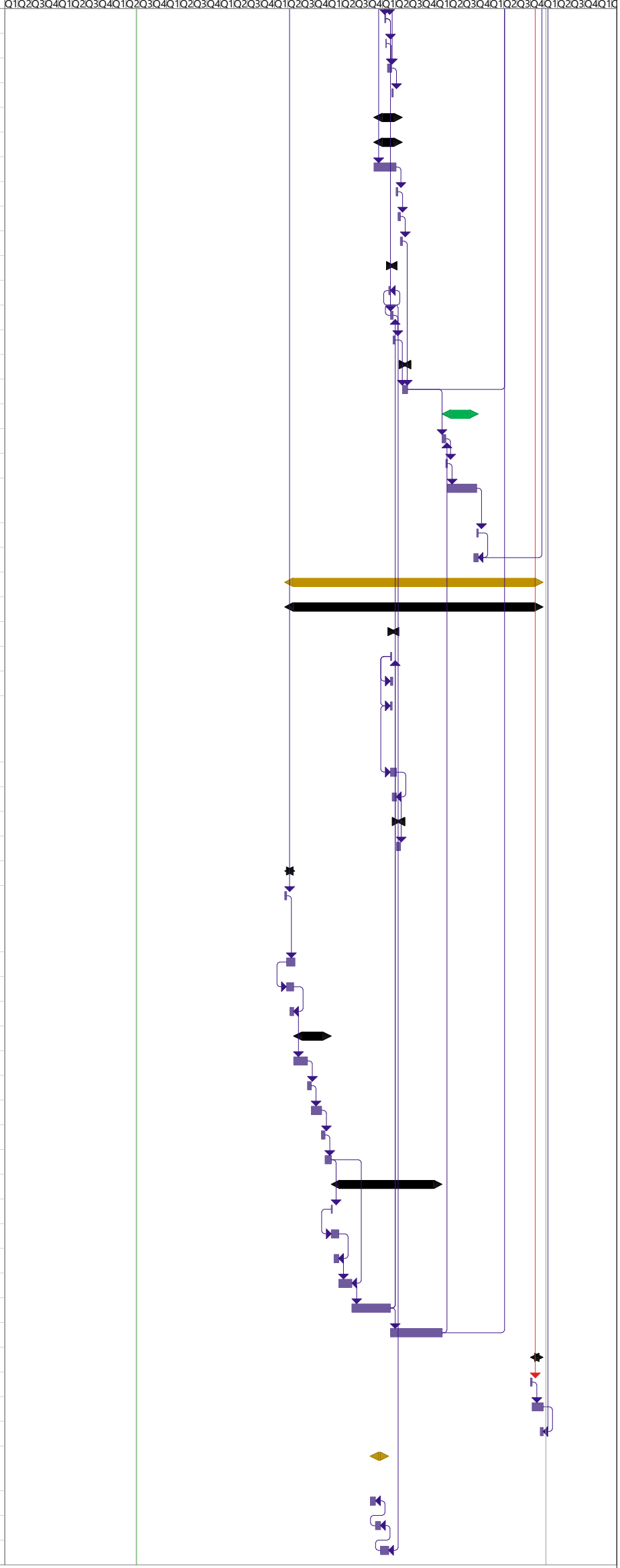
Task	Inactive Milestone	Start-only	Critical Split
Split	Inactive Summary	Finish-only	Progress
Milestone	Manual Task	External Tasks	Manual Progress
Summary	Duration-only	External Milestone	
Project Summary	Manual Summary Rollup	Deadline	
Inactive Task	Manual Summary	Critical	

SeaLink Construction Programme - Suffolk

ID	Task Mode	Task Name	Start	Finish	Duration
433		Cable Installation	17/01/2029	22/01/2029	5 days
434		Build JB Shed	23/01/2029	27/01/2029	5 days
435		Cable Jointing (JB2/3)	03/02/2029	03/03/2029	25 days
436		CBS Surround, Tiles and Tape (Joint Bay)	05/03/2029	15/03/2029	10 days
437		**Terminations**	**04/11/2028**	**15/05/2029**	**155 days**
438		**Converter Station Termination**	**04/11/2028**	**15/05/2029**	**155 days**
439		Converter Station Terminations (Foundations, structu	04/11/2028	03/04/2029	5 mons
440		Build Scaffolding	04/04/2029	14/04/2029	10 days
441		Connections	16/04/2029	02/05/2029	15 days
442		Removal of Scaffolding	03/05/2029	15/05/2029	10 days
443		**Substation Connection**	**13/02/2029**	**24/03/2029**	**35 days**
444		Build Scaffolding	13/02/2029	24/02/2029	10 days
445		Connections	24/02/2029	13/03/2029	15 days
446		Removal of Scaffolding	14/03/2029	24/03/2029	10 days
447		**Testing**	**16/05/2029**	**20/06/2029**	**30 days**
448		Cable Testing	16/05/2029	20/06/2029	30 days
449		**Demobilisation/ Reinstatement - HVAC**	**09/02/2030**	**11/10/2030**	**205 days**
450		Removal of Haul Road and Reinstatement	09/02/2030	04/03/2030	20 days
451		Removal of Compound Equipment	05/03/2030	15/03/2030	10 days
452		Removal of Construction Compounds and Reinstatement	16/03/2030	30/09/2030	165 days
453		Removal of BMs and Reinstatement	01/10/2030	11/10/2030	10 days
454		Fence Removal	11/09/2030	11/10/2030	27 days
455		**Substation**	**12/03/2027**	**24/12/2031**	**1446 days**
456		**Enabling Substation - Substation**	**12/03/2027**	**24/12/2031**	**1446 days**
457		**Permanent Road Installation**	**24/02/2029**	**05/04/2029**	**33 days**
458		Vegetation	24/02/2029	03/03/2029	7 days
459		Fencing	24/02/2029	12/03/2029	14 days
460		Soil Stripping	24/02/2029	07/03/2029	10 days
461		Drainage	24/02/2029	05/04/2029	33 days
462		Permanent Road Installation	09/03/2029	05/04/2029	22 days
463		**Bellmouth (BM07)**	**06/04/2029**	**03/05/2029**	**24 days**
464		Bellmouth Construction (Including TM)	06/04/2029	03/05/2029	4 wks
465		**Compound Installation**	**12/03/2027**	**18/05/2027**	**55 days**
466		Soil Stripping	12/03/2027	23/03/2027	10 days
467		Compound stone and surfacing	24/03/2027	18/05/2027	45 days
468		Drainage	24/03/2027	10/05/2027	38 days
469		Utilities, Cabins etc.	16/04/2027	10/05/2027	20 days
470		**OHL Works**	**11/05/2027**	**20/01/2028**	**210 days**
471		Build Temporary Towers	11/05/2027	12/08/2027	80 days
472		Divert Circuits	13/08/2027	06/09/2027	20 days
473		Build new towers	07/09/2027	15/11/2027	60 days
474		Divert Circuits	16/11/2027	08/12/2027	20 days
475		Remove Temporary Towers	09/12/2027	20/01/2028	30 days
476		**Substation Installation**	**21/01/2028**	**08/02/2030**	**619 days**
477		Soil Stripping	21/01/2028	27/01/2028	6 days
478		Drainage	21/01/2028	10/03/2028	43 days
479		Compound stone and surfacing	08/02/2028	10/03/2028	28 days
480		Earthworks and foundations	11/03/2028	07/06/2028	3 mons
481		Civil and building works	08/06/2028	23/02/2029	9 mons
482		Equipment installation and commissioning	24/02/2029	08/02/2030	12 mons
483		**Demobilisation/ Reinstatement - Substation**	**30/09/2031**	**24/12/2031**	**74 days**
484		Removal of Compound Equipment	30/09/2031	10/10/2031	10 days
485		Removal of Construction Compounds and Reinstatemen	11/10/2031	24/12/2031	64 days
486		Fence Removal	05/12/2031	24/12/2031	17 days
487		**Substation Alternative if SPR Build Friston**	**11/10/2028**	**13/02/2029**	**100 days**
488		Mobilisation to site	11/10/2028	15/11/2028	30 days
489		Installation of two no. bays within spare space	15/11/2028	20/12/2028	30 days
490		Installation of CSEs	20/12/2028	13/02/2029	40 days



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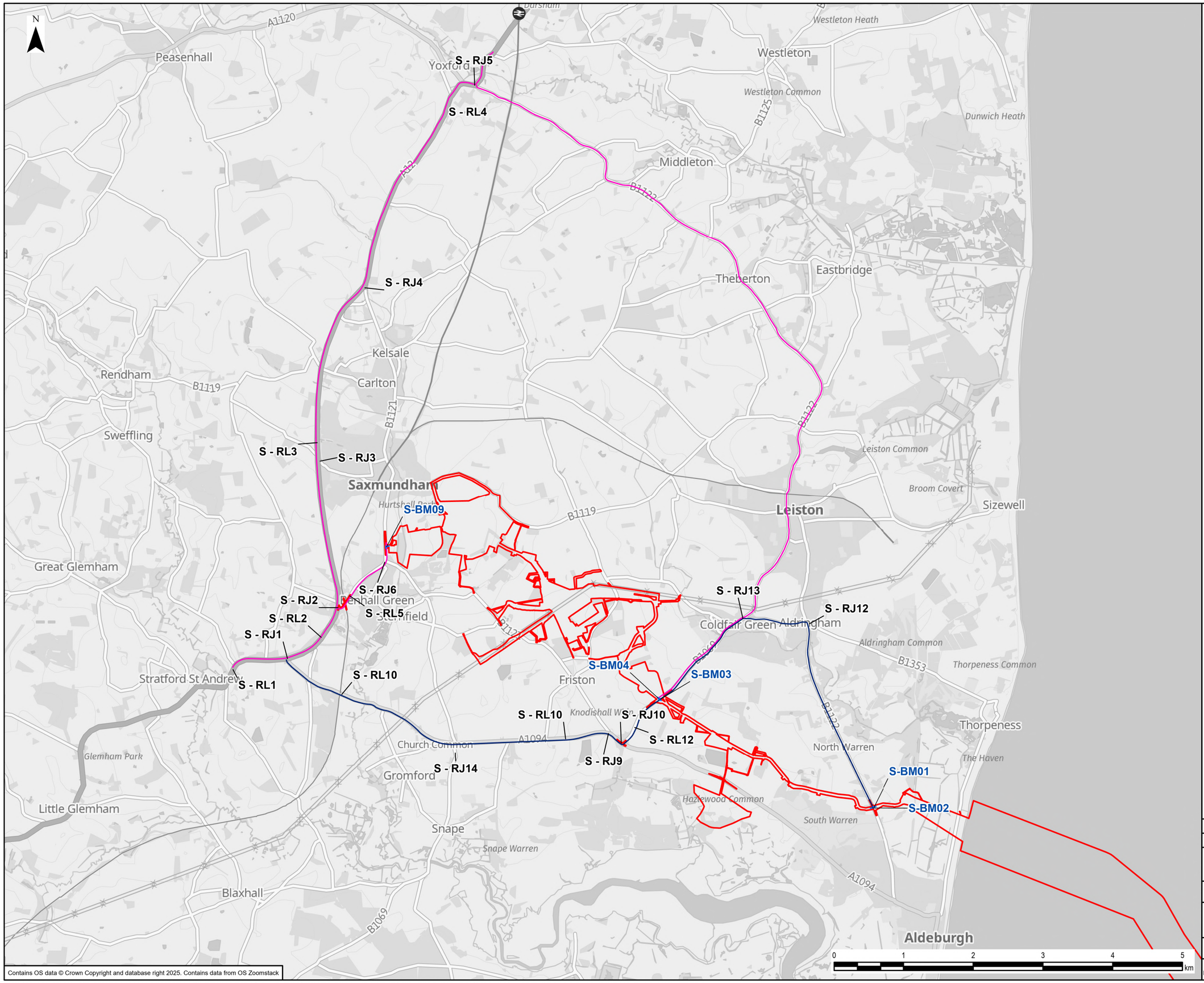
Appendix B Suffolk Onshore Scheme Abnormal Load Routing Plan



Rev	Date	Description	GIS	Chk	App
1	09/02/2026	OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT AND TRAVEL PLAN – SUFFOLK	EB	DF	CB

nationalgrid

Scheme: SEA LINK

Document Title: ABNORMAL LOAD ROUTING PLAN - SUFFOLK ONSHORE SCHEME

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	09/02/2026	DF	09/02/2026	CB	09/02/2026

Document Ref:	Scale:	Format:	Sheets:	Rev:
FIGURE 6.4.2.7.3	1:50,000	A3	1	0

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