

National Grid Electricity Transmission Project

EN020026 : Sea Link

ACTEA Submission at Deadline 4

Further to ISH2 Agenda item 13.2 Construction Traffic and Indivisible Loads Suitability of routes proposed

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

PINS Registration Ref. [REDACTED]

Submission date: 10 February 2026

When closing the hearing on ISH2 Day 2 Part 1, Agenda item 13 ('Traffic and transport') ExA requested that owing to time constraints further IP comments on this topic should be put in writing.

This submission is intended to highlight a possibly unaddressed issue and discrepancy in the Applicant's Response [REP2-024](#) Document 9.34.6 'Applicant's Thematic Responses to Relevant Representations' regarding the planned use of B1353 (Aldringham Lane) between S-BM01 and S-BM02 by AIL Cable Drum carriers and smaller construction vehicles as specified in the Applicant's DCO submission documents.

The Applicant's 'Thematic' response to concerns over the use of B1353 for construction traffic, as set out in *Table 7.10.8 'Applicant's Response to the Relevant Representations that raise Traffic and Transport'* on page 24, states that 'No construction vehicles are expected to travel along the B1353 as a result of the Proposed Project'. That response would seem to be contrary to what the Applicant has stated in:

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

[AS-008](#) and [CR1-041](#) *National Grid Electricity Transmission 7.5.1.1 (B) Construction Traffic Management and Travel Plan Suffolk – '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 and that 'smaller' construction vehicles would also be expected to use the Cable Drum AIL access routes.*

Relevant Representations submitted by Aldringham-cum-Thorpe Parish Council and a Written Representation submitted by ACTEA at Deadline 1 suggested that the Applicant had not provided sufficient evidence to support the feasibility of and design for its planned routing along B1353 Aldringham Lane of Cable Drum carrier AIL vehicles and a number of 'Smaller construction vehicles' that would also be expected to use Cable Drum AIL access routes.'

The Applicant states that it had relied upon National Highways' website portal ESDAC software tool (Electronic Service Delivery for Abnormal Loads) to identify constraints to access for AILs. According to ESDAC, Junction AC11 Aldringham Lane/Aldeburgh Road movements would be constrained by tight geometry that may necessitate junction widening,

and removal of traffic islands, street furniture, including street lighting and signposts.

The Parish Council and ACTEA also mentioned that Scottish Power Renewables (SPR) had previously carried out its own survey of Aldringham Lane in 2018 and had concluded that 'The B1353 (Aldringham Lane) between Aldringham and Coldfair Green is not wide enough for two HGVs to pass one another and that widening at this location would not be possible due to the proximity of residential properties to the edge of the road'. Consequently, SPR decided that HGVs would not travel between Aldringham and Coldfair Green.

The Applicant states that 'it is expected that the contractor will review all access constraints in more detail at a later stage, carry out any additional assessments where necessary and that alternative routes will also be used if necessary'. Given the possibility that there may not be a workable alternative route for the Cable Carriers needed for cable laying at Aldeburgh, we respectfully suggest that even at this stage of the Examination ExA makes sure that the Applicant has presented an acceptable design for this section of the Cable Drum Carrier ALO route, including swept path turning designs and all temporary and/or permanent modifications and alterations that would be needed along Aldringham Lane and at its junctions with B1069 and B1122.

Please note: The document 'Outline Construction Traffic Management and Travel Plan – Suffolk' is yet listed as a certified document in Sea Link Volume 3: Development Consent Order Document: 3.1 Draft Development Consent Order Sea Link SCHEDULE 19 Article 60 'CERTIFIED DOCUMENTS'. That omission must be corrected.

It should be stipulated in Outline Construction Traffic Management and Travel Plan – Suffolk that B1353 Aldringham Lane may be used by Cable Drum Carriers only if a design for this section of the proposed ALO route is acceptable to the relevant Local Authority and, in view of its narrow width, that other construction vehicles should not be permitted to use it.

PINS Sea Link Project Examination – Relevant Document References

1. Aldringham-cum-Thorpe Parish Council Relevant Representation 17 June 2025
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020026/representations/100003498>
2. ACTEA Relevant Representation 18 August 2025
<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020026/representations/100008150>
3. [REP1-169](#) ACTEA Written representations (WR) 18 November 2025
4. [REP2-024](#) 9.34.6 (B) Applicant's Thematic Responses to Relevant Representations (Clean)
5. [APP-234](#) Application Document Traffic and Transport – Figures, 6.4.2.7.3 Abnormal Load Routing Plan - Suffolk Onshore Scheme
6. [AS-008](#) and [CR1-041](#) National Grid Electricity Transmission 7.5.1.1 (B) Construction Traffic Management and Travel Plan Suffolk

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