

National Grid Electricity Transmission Project

EN020026 : Sea Link

ACTEA Submission at Deadline 6

Re: Proposed use of Aldringham Lane B1353 by Cable Drum Carrier ALL vehicles and a number of ‘Smaller construction vehicles’

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

PINS Registration Ref. [REDACTED]

Submission date: 13 March 2026

ACTEA Comments regarding National Grid Electricity Transmission Document 9.121 [REP5-132] Applicant's Comments on Other Submissions Received at Deadline 4, Table 2.1: Applicant Comments on the Aldringham-cum-Thorpe Energy Action Deadline 4 Submission [REP4-105]

The Applicant has once again expressed its confidence that B1353 Aldringham Lane is suitable for cable drum movements, although having also acknowledged tight road junction geometry at AC10 / S-RJ13 B1069 through Knodishall and AC11 / S-RJ12 Aldringham Lane/ Aldeburgh Road junction that may necessitate junction widening at one or both junctions.

The Applicant's latest comments do not rule out the risk that junction widening may be required. It is conceivable that such widening could impact negatively on nearby dwellings. Therefore evidence is required in support of the Applicant's conclusions prior to ExA's final report to the Secretary of State, given that no alternative route has been proposed.

The Applicant posits that detailed assessments cannot be undertaken at this stage since vehicle type and load will need first to be determined by the Contractor who would then carry out a detailed assessment. That argument is not consistent with the details previously supplied by the Applicant with respect to the type of vehicle that would be used for Cable Drum deliveries.

Cable drum delivery vehicle length was clearly stated as being 25.440m in 6.4.1 of 7.5.1.1: Outline Construction Traffic and Management and Travel Plan – Suffolk.

More detailed dimensions were specified in [APP-037] 2.13.1 Design and Layout Plans – Suffolk: 'Overall Length 25.440m, Overall Width 4.500m, Overall Body Height 3.695m, Min Body Ground Clearance 0.332m, Track Width 2.500m, Lock to lock time 6.00s, Kerb to Kerb Turning Radius 14.500'.

The Applicant has also previously supplied detailed indicative bell mouth design diagrams for Cable Drum deliveries to site elsewhere within its DCO application. ExA is referred to Sea Link Volume 2: Plans and Drawings Document 2.13: Design and Layout Plans [APP-037] on pages 26 and 27: INDICATIVE BELLMOUTH ACCESS ARRANGEMENT S-BM01 (S-AP-2), S-BM02 (S-AP-3), S-BM03 (S-AP-5) AND S-BM04 (S-AP-6), National Grid Drawing References DCO/S/DE/SS/1223 and DCO/S/DE/SS/1224

This matter has been raised repeatedly with ExA in writing throughout the examination. It now seems that it may best be resolved through ExA requiring of the Applicant that it submits the equivalent indicative swept path diagrams illustrating cable drum carrier paths at AC10 / S-RJ13 B1069/B1353 junction) and at AC11 / S-RJ12 (B1353/B1122 junction) superimposed over existing road and roadside features in those localities.

END