

National Grid Electricity Transmission Project

EN020026 : Sea Link

ACTEA Submission at Deadline 7

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

PINS Registration Ref. [REDACTED]

Submission date: 29 April 2026

Summary statement regarding a matter previously raised in writing during the Examination and that has not yet been satisfactorily resolved.

Concerns regarding the use of Aldringham Lane B1353 by Cable Drum Carrier ALL vehicles and a number of 'Smaller construction vehicles' remain unresolved at Deadline 7.

ACTEA awaits the Applicant's and ExA's responses to ACTEA's submission at Deadline 6 [[REP6-253](#)] regarding 'National Grid Electricity Transmission Document' 9.121 [[REP5-132](#)] - Table 2.1: 'Applicant Comments on the Aldringham-cum-Thorpe Energy Action Deadline 4 Submission' [[REP4-105](#)].

The Applicant had expressed its confidence that B1353 Aldringham Lane is suitable for cable drum movements, despite having previously acknowledged in 6.4.1 of 7.5.1.1: 'Outline Construction Traffic and Management and Travel Plan – Suffolk' that tight road junction geometry at AC10 / S-RJ13 B1069 through Knodishall village and AC11 / S-RJ12 Aldringham Lane/ Aldeburgh Road junction in the centre of Aldringham village “may necessitate junction widening at one or both junctions”.

Evidence to allay fears that nearby dwellings might be impacted by such widening at one or both of junctions AC10 / S-RJ13 B1069/B1353 and AC11 / S-RJ12 B1353/B1122 has not yet been published.

It is conceivable that such widening could impact negatively on nearby dwellings. Therefore, given that no alternative route to delivery site has been proposed, evidence is required in support of the Applicant's conclusions prior to ExA's final report to the Secretary of State.

The Applicant's stated position is 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 seems inconsistent with details previously supplied by the Applicant with respect to the type of vehicle that would be used for Cable Drum deliveries.

Section 6.4.1 of 7.5.1.1: Outline Construction Traffic and Management and Travel Plan – Suffolk stated that Cable Drum delivery vehicle length would be 25.440m. More detailed vehicle dimensions were specified in [[APP-037](#)] 2.13.1 Design and Layout Plans – Suffolk: i.e. 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.

ACTEA has suggested at Deadline 6 that this matter could be resolved by the Applicant publishing 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 a map of the existing roadway and roadside features in those localities.

N.B The Applicant was able to publish indicative bell mouth design diagrams for Cable Drum deliveries to the proposed cable laying sites S-BM01 (S-AP-2), S-BM02 (S-AP-3), S-BM03 (S-AP-5) AND S-BM04 (S-AP-6) on pages 26 and 27 of Sea Link Volume 2: Plans and Drawings Document 2.13: Design and Layout Plans [[APP-037](#)] - National Grid Drawing References DCO/S/DE/SS/1223 and DCO/S/DE/SS/1224.

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