

AENC-MMAC-ENG-DWG-0086

Norwich to Tilbury

Volume 2: Plans, Drawings and Sections

Document: 2.6.3 Design and Layout Plans - Traffic & Transport

Final Issue A

August 2025

Planning Inspectorate Reference: EN020027

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(o)

nationalgrid

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE HAUL ROAD CROSS SECTION
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

LEGEND

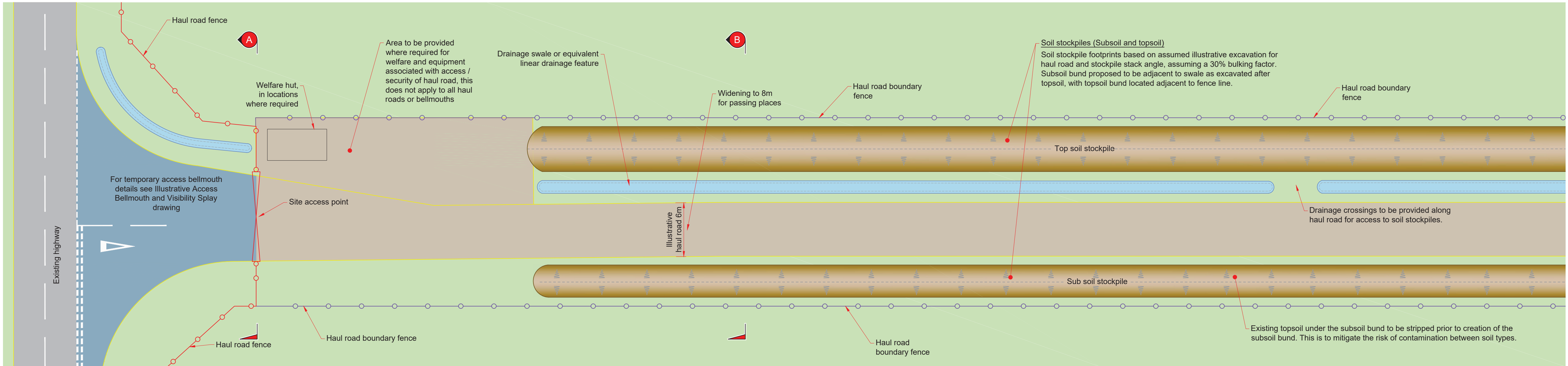
- Bellmouth extents
- Existing highway
- Haul road
- Soil stockpile
- Swale / drainage feature
- Boundary fence

Notes

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- Illustrative details are temporary construction, and are to be removed and reinstated to an agreed condition on completion.
- Dimensions and design may vary depending upon site and installation conditions.
- The drawing does not include any information on underground drainage, utilities, or other assets which may need to be protected or diverted as part of works.
- Heights and specification of haul road boundary fence and site access gates to vary depending on the security and environmental requirements of specific site locations.
- Illustrative drainage swales shown indicatively to illustrate potential drainage arrangement. Drainage specification and dimensions subject to change, and may vary depending on local ground conditions.
- Visual inspections of the haul road are to be carried out for the duration of the construction period and any necessary maintenance works completed where required. Where the build up of standing water is present, the depressed area will be filled and re-profiled.
- Bund sizing will vary dependant on site specific soil conditions and extent of earthworks at each location. Height expected to vary between 2-4m.
- Arrangement of soil stockpiles within section may vary dependant on site specific constraints.
- Illustrative haul road width as shown, is to be based on the Environmental Statement (ES) project description and the Cables & Substations design. For underground cables, CSE compounds and substations, the haul road would be typically 8m wide.
- Not all haul roads/bellmouths will have welfare unit(s) and these facilities may vary depending on site specific location, conditions and requirements.
- Drawing must be read in colour.

Reference Drawings

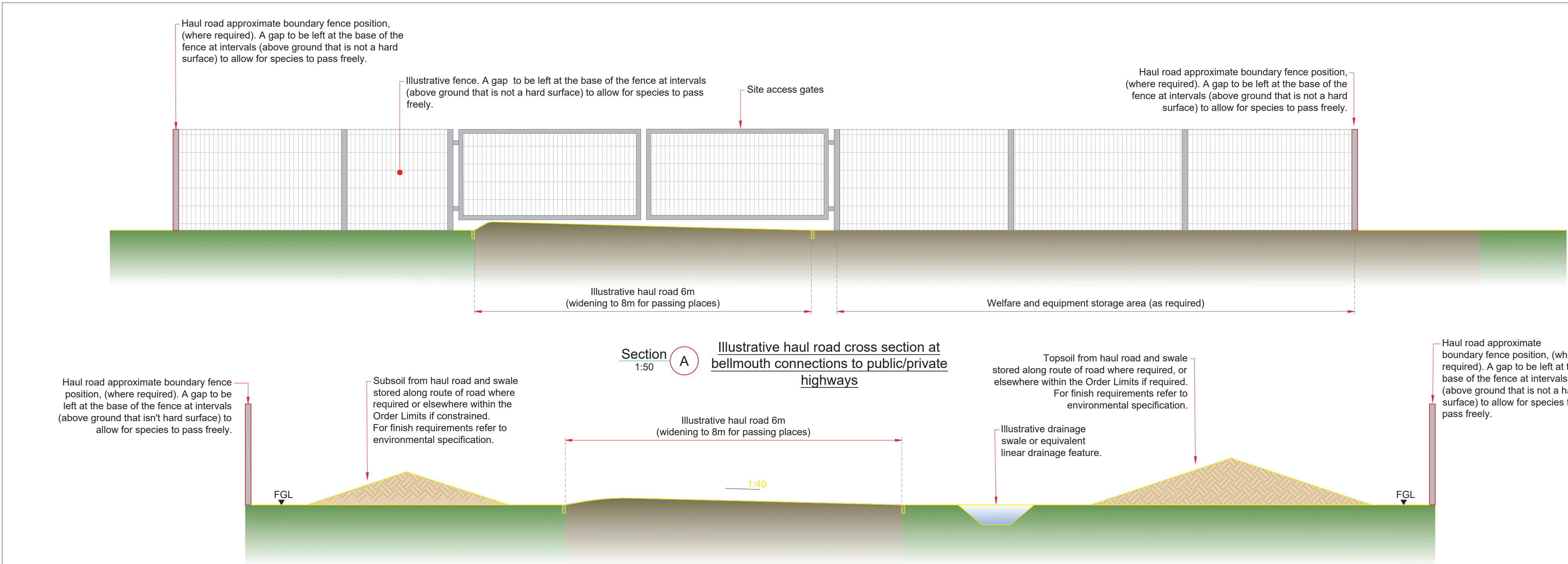
- AENC-MMAC-ENG-DWG-0086-1 Illustrative haul road cross section
- AENC-MMAC-ENG-DWG-0086-2 Illustrative access bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-3 Illustrative crossover bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-4 Illustrative passing place arrangement
- AENC-MMAC-ENG-DWG-0086-5 Illustrative detail bend widening
- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert



Plan view

1:250

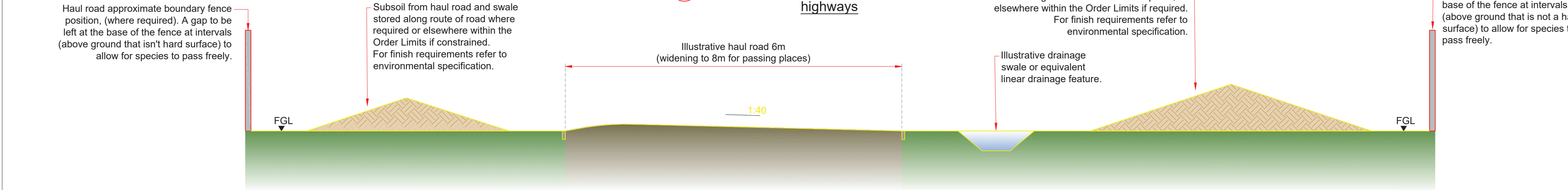
0 12.5m 25m



Section A

1:50

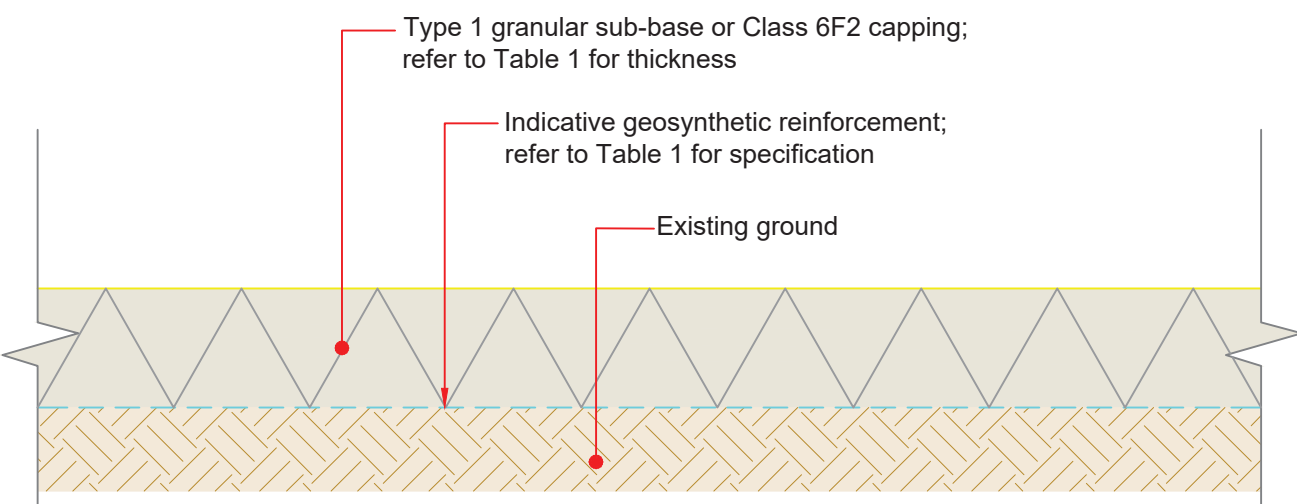
Illustrative haul road cross section at bellmouth connections to public/private highways



Section B

1:50

Illustrative haul road cross section

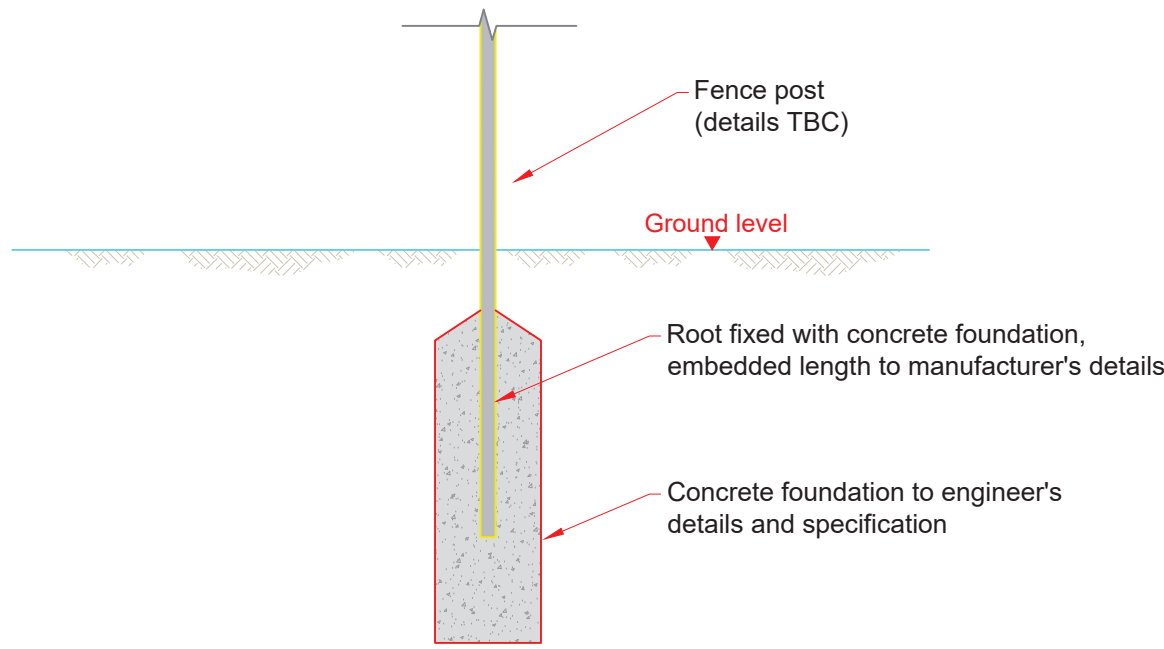


Illustrative haul road construction detail

Not to Scale

	1% CBR		5% CBR		9% CBR		> 9% CBR	
	Reinforced	Unreinforced	Reinforced	Unreinforced	Reinforced	Unreinforced	Reinforced	Unreinforced
Class 6F2 Capping	490	710	210	420	200	270	200	270
Type 1 sub-base	460	670	200	320	200	210	200	210
Reinforcement	Naue Combigrid 40/40		Naue Secugrid 40/40				None	

Table 1: Haul road construction thickness



Illustrative fence post foundation

Not to Scale

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE ACCESS BELLMOUTH AND VISIBILITY SPLAY
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

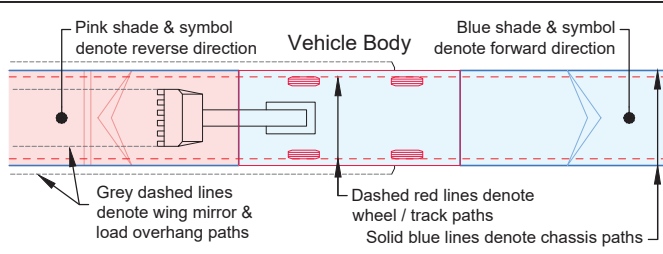
LEGEND

- Visibility splay
Existing boundary
Security fence (details TBC)
Security gate (details TBC)
Order limits for DCO submission
Bellmouth extents
Existing highway
Haul road

Notes

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- These Application Documents 2.6.3 have been produced in accordance with Regulation 5 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- Illustrative details for bellmouth apply to both temporary and permanent construction. Temporary bellmouths are to be removed and reinstated to an agreed condition on completion.
- Dimensions and design may vary depending upon site conditions and access requirements.
- The design is based on the requirements of the Design Manual for Roads and Bridges (DMRB).
- Visibility splay x-distance taken as 2.4m, as set out for a simple priority junction in Design Manual for Roads and Bridges (DMRB) document CD 123 paragraph 3.8(2b).
- The construction and tie-in of temporary and permanent widenings, passing places or bellmouths are to be constructed in accordance with Local Highway Authority standard details or specifications.
- The drawing does not include any information on highway drainage, utilities, or other assets which may need to be protected or diverted as part of works. These will require assessment during further stages of design.
- Typically, bellmouths shall be sited such that the gradient on the haul road approach to the existing carriageway shall not exceed 4% and where reasonably achievable should not exceed 2% over a distance of at least 15 metres, measured from the edge of the major road carriageway.
- The minimum approach angle of the haul road to the existing carriageway, measured over 15 metres from the edge of the existing carriageway, shall typically be no less than 70 degrees and should be 90 degrees where reasonably achievable.
- Swept path analysis has been carried out for the most onerous vehicles anticipated to be required to use the proposed bellmouth, and a typical construction movement of 2no. HGVs passing at the junction.
- An offset of 1m has been taken for the Order Limits beyond the visibility splays to account for clearance and signage.
- Drawing must be read in colour.

Vehicle Tracking - Key to Symbols



Design Specifications of Indicative Construction Vehicles

Mobile Crane	Low Loader HGV	
		
Mobile Crane Liebherr LTM 1250-6.1	Low Loader HGV	
Overall Length 17.635m	Overall Length 16.633m	
Overall Width 3.000m	Overall Width 2.500m	
Overall Body Height 4.000m	Overall Body Height 3.395m	
Track Width 3.000m	Max Track Width 2.500m	
Kerb to Kerb Radius 11.624m	Kerb to Kerb Radius 6.790m	

Vehicle Tracking - Notes

- A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

Reference Drawings

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- AENC-MMAC-ENG-DWG-0086-2 Illustrative access bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-3 Illustrative crossover bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-4 Illustrative passing place arrangement
- AENC-MMAC-ENG-DWG-0086-5 Illustrative detail bend widening
- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert

A	AUG-2025	For DCO submission	AB	DC	KR
Issue	Date	Remarks	Drawn	Checked	Approved

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE ACCESS BELLMOUTH
AND VISIBILITY SPLAY
REGULATION 5(2)(O)
SHEET 1 OF 1

nationalgrid

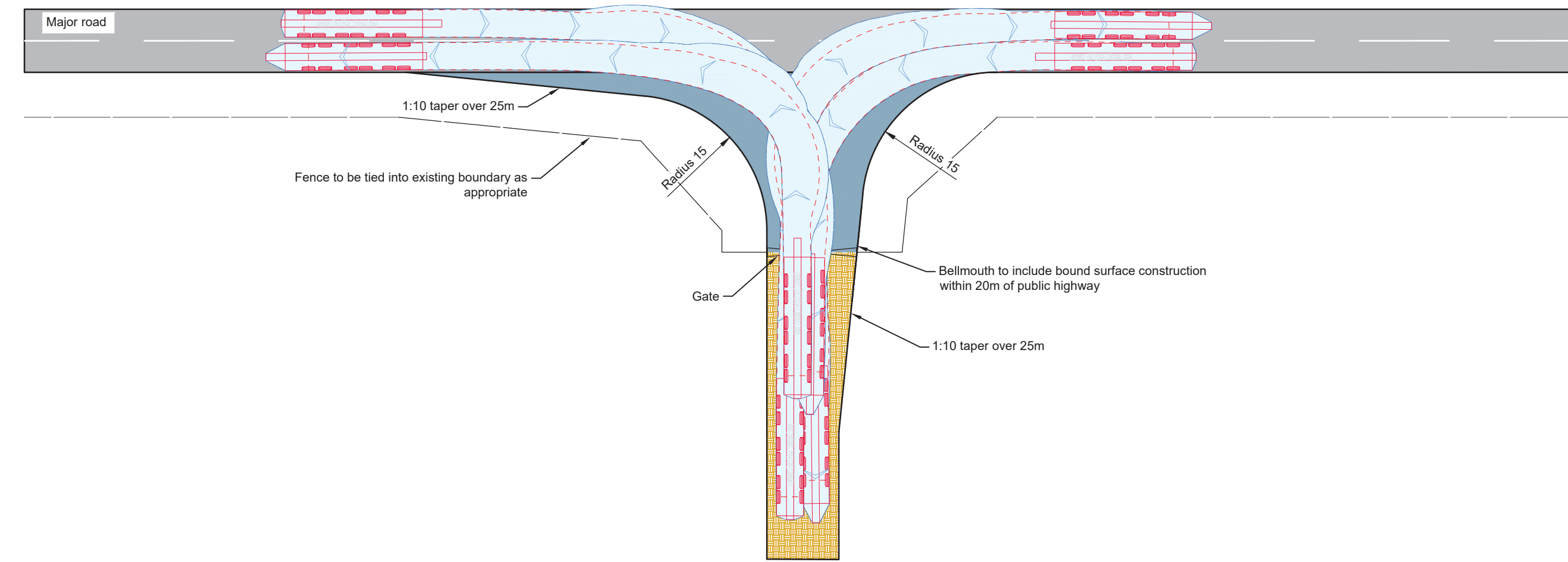
Application Number

EN020027

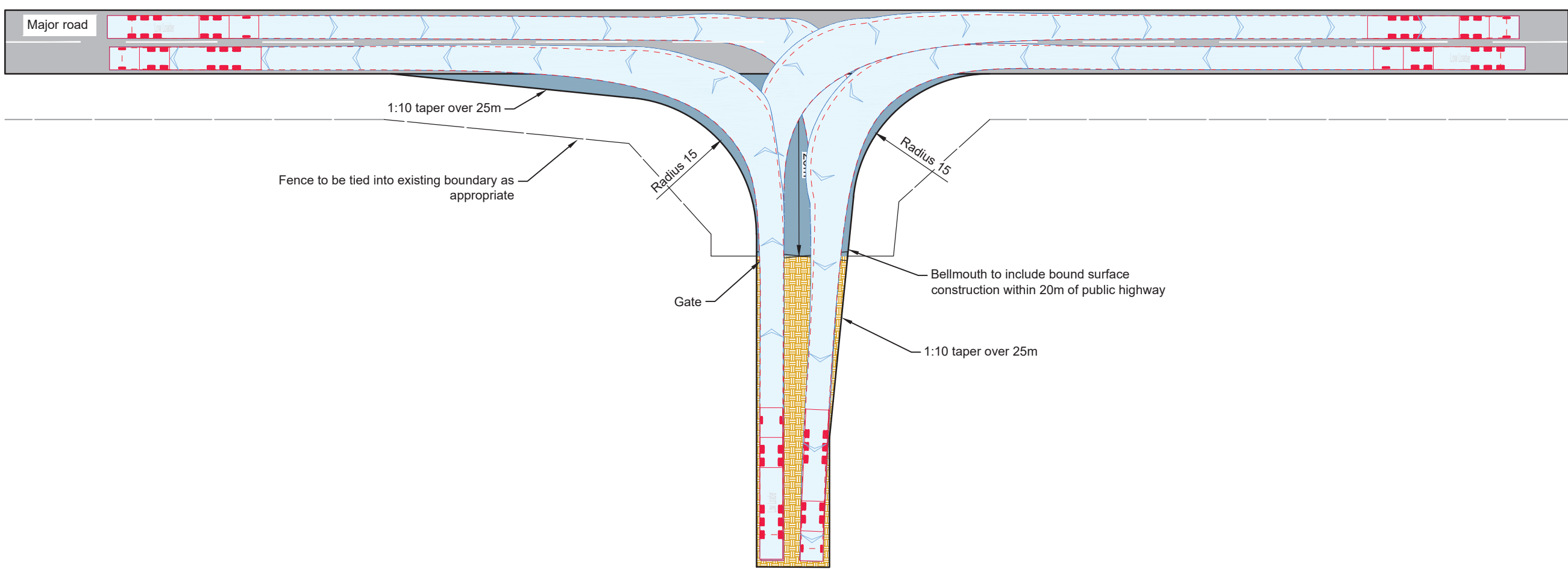
National Grid Drawing Reference

AENC-MMAC-ENG-DWG-0086-2

Scale	Sheet Size	Sheet	Issue
1:500	A1	SHEET 1 OF 1	A



Illustrative bellmouth - mobile crane swept path



Illustrative bellmouth - low loader swept path

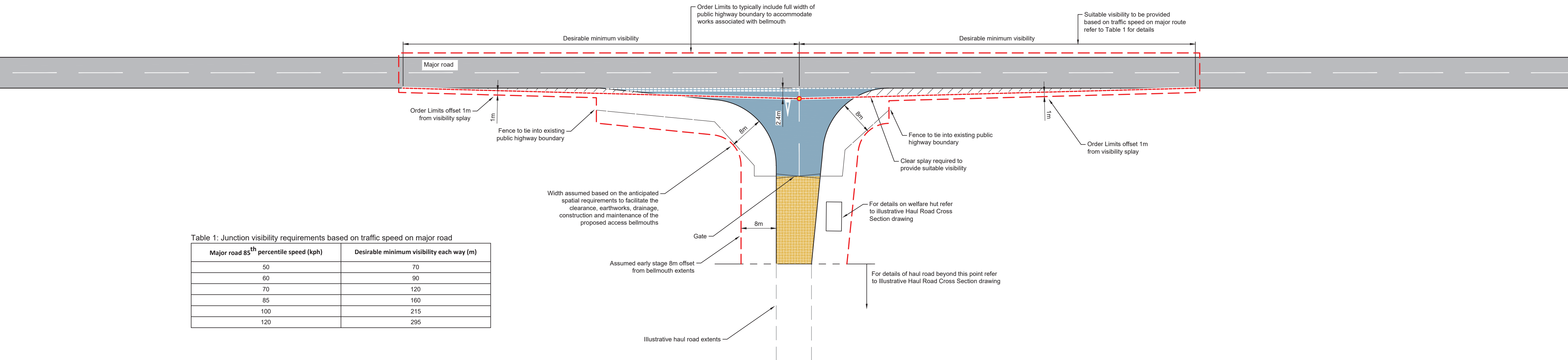


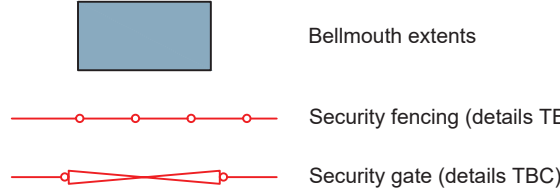
Table 1: Junction visibility requirements based on traffic speed on major road

Major road 85 th percentile speed (kph)	Desirable minimum visibility each way (m)
50	70
60	90
70	120
85	160
100	215
120	295

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE CROSSOVER BELLMOUTH AND VISIBILITY SPLAY
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

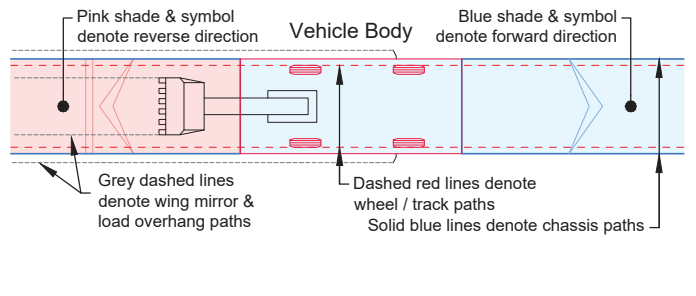
LEGEND



Notes

- These plans are illustrative and will sit within the Order Limits. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its DCO, within which any final alignment would lie.
- For additional detail on the plan suites, please refer to the Guide to Plans (document reference 2.0), located in the Volume 2 of the DCO application.
- All dimensions are approximate and indicated in metres (m) unless noted otherwise.
- This drawing is scaled at paper size A1, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
- These Application Documents 2.6.3 have been produced in accordance with Regulation 5 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- Illustrative details for widening are temporary construction, and are to be removed and reinstated to an agreed condition on completion.
- Dimensions and design may vary depending upon site conditions and access requirements.
- The design is based on the posted speed limit and the requirements of the Design Manual for Roads and Bridges (DMRB). Where appropriate, design speed reductions have been proposed based on engineering judgement and information has been provided for the basis on which the design speed has been reduced. 85th percentile speed information is not available for all of the proposed haul road crossing points, and therefore any proposed reductions to the design speed will need to be verified via 85th percentile speed surveys to be undertaken.
- The construction and tie-in of temporary widenings, passing places or bellmouths are to be constructed in accordance with Local Highway Authority standard details or specifications.
- The drawing does not include any information on highway drainage, utilities, or other assets which may need to be removed, protected or diverted as part of the works. Existing roadside ditches may require provision of a piped culvert or similar solution to retain the flow of water where new bellmouths are to be constructed over ditches. This will require further assessment during further stages of design.
- Vegetation clearance and/or groundworks may be required to maximise available visibility at the proposed access location.
- Bellmouths shall be sited such that the gradient on the haul road approach to the existing carriageway shall not exceed 4% and where reasonably achievable should not exceed 2% over a distance of at least 15m, measured from the edge of the major road carriageway.
- The minimum approach angle of the haul road to the existing carriageway, measured over 15 metres from the edge of the existing carriageway, shall be no less than 70 degrees and should be 90 degrees where reasonably achievable.
- The swept path analysis shown has been carried out for the most onerous vehicle anticipated to be required to use the proposed bellmouth, and a typical construction movement of two-way HGVs passing at the junction.
- Crossover bellmouth anticipated construction traffic movements directly through the bellmouths with no access to or from the public highway.
- Drawing must be read in colour.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Notes

- A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

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- AENC-MMAC-ENG-DWG-0086-5 Illustrative detail bend widening
- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert

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Title

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE CROSSOVER BELLMOUTH AND
VISIBILITY SPLAY
REGULATION 5(2)(O)
SHEET 1 OF 1

nationalgrid

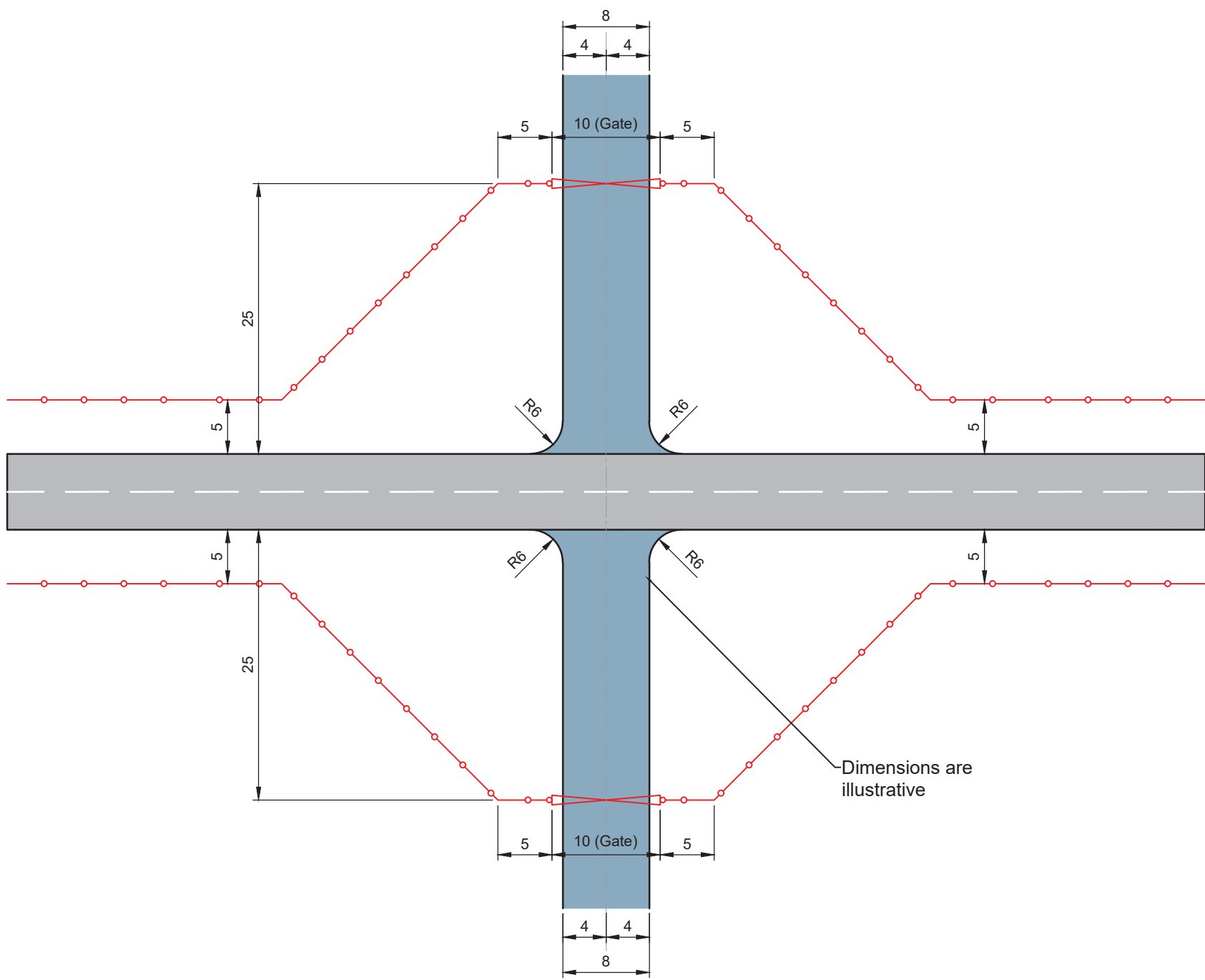
Application Number

EN020027

National Grid Drawing Reference

AENC-MMAC-ENG-DWG-0086-3

Scale	Sheet Size	Sheet	Issue
1:500	A1	SHEET 1 OF 1	A

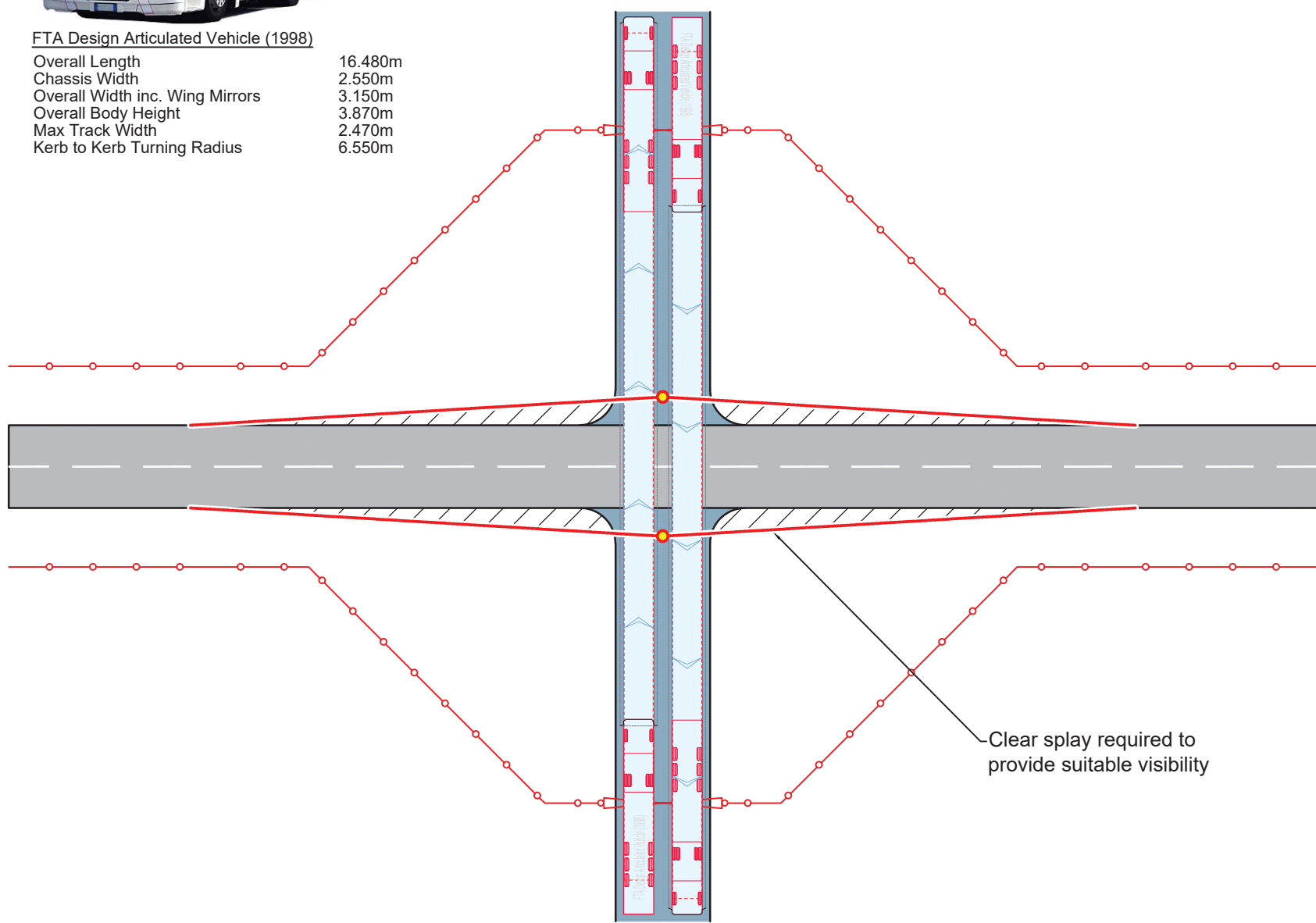


Vehicle crossover



FTA Design Articulated Vehicle (1998)

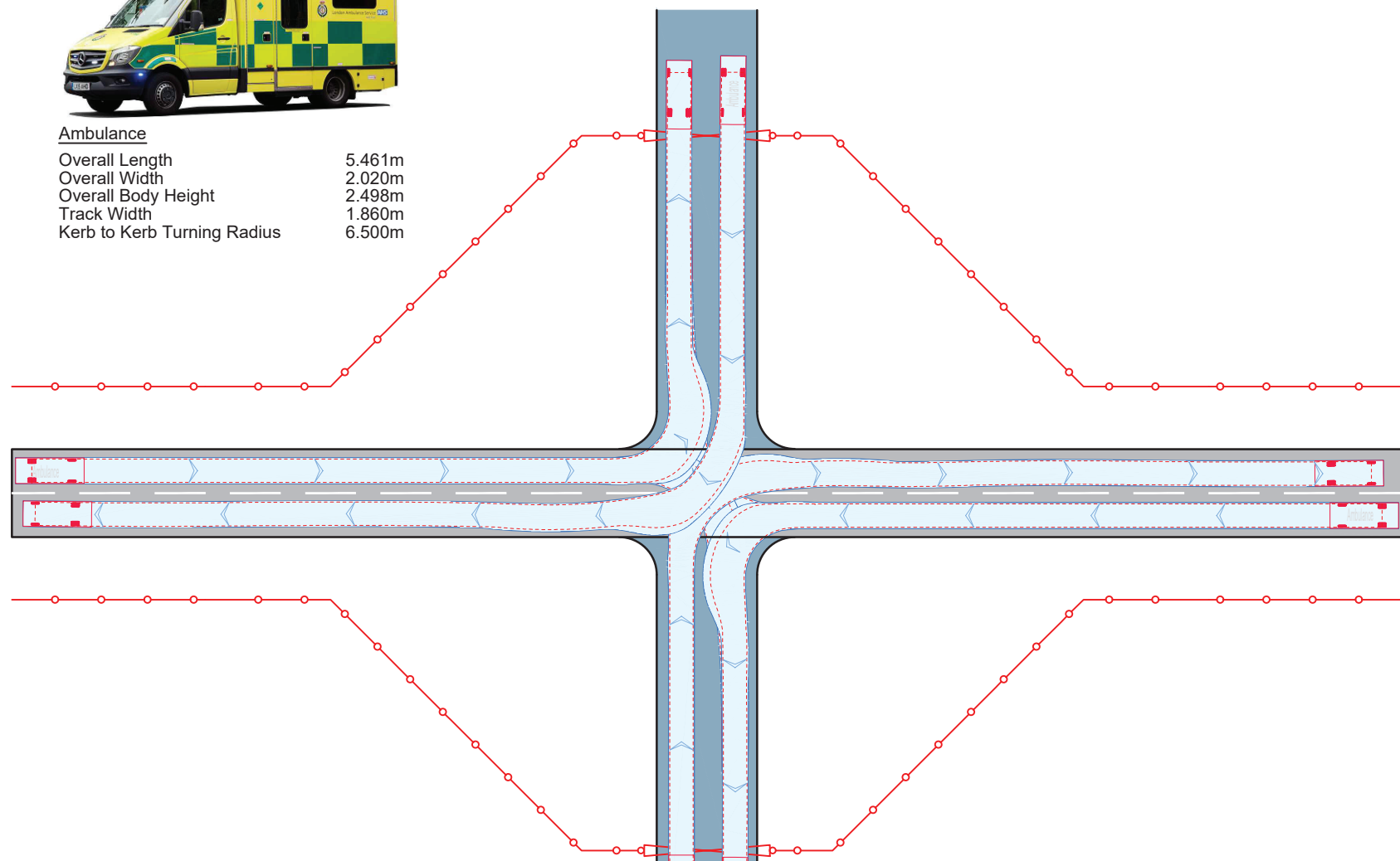
Overall Length 16.480m
Chassis Width 2.550m
Overall Width inc. Wing Mirrors 3.150m
Overall Body Height 3.870m
Max Track Width 2.470m
Kerb to Kerb Turning Radius 6.550m



HGV crossing



Ambulance
Overall Length 5.461m
Overall Width 2.020m
Overall Body Height 2.498m
Track Width 1.960m
Kerb to Kerb Turning Radius 6.500m

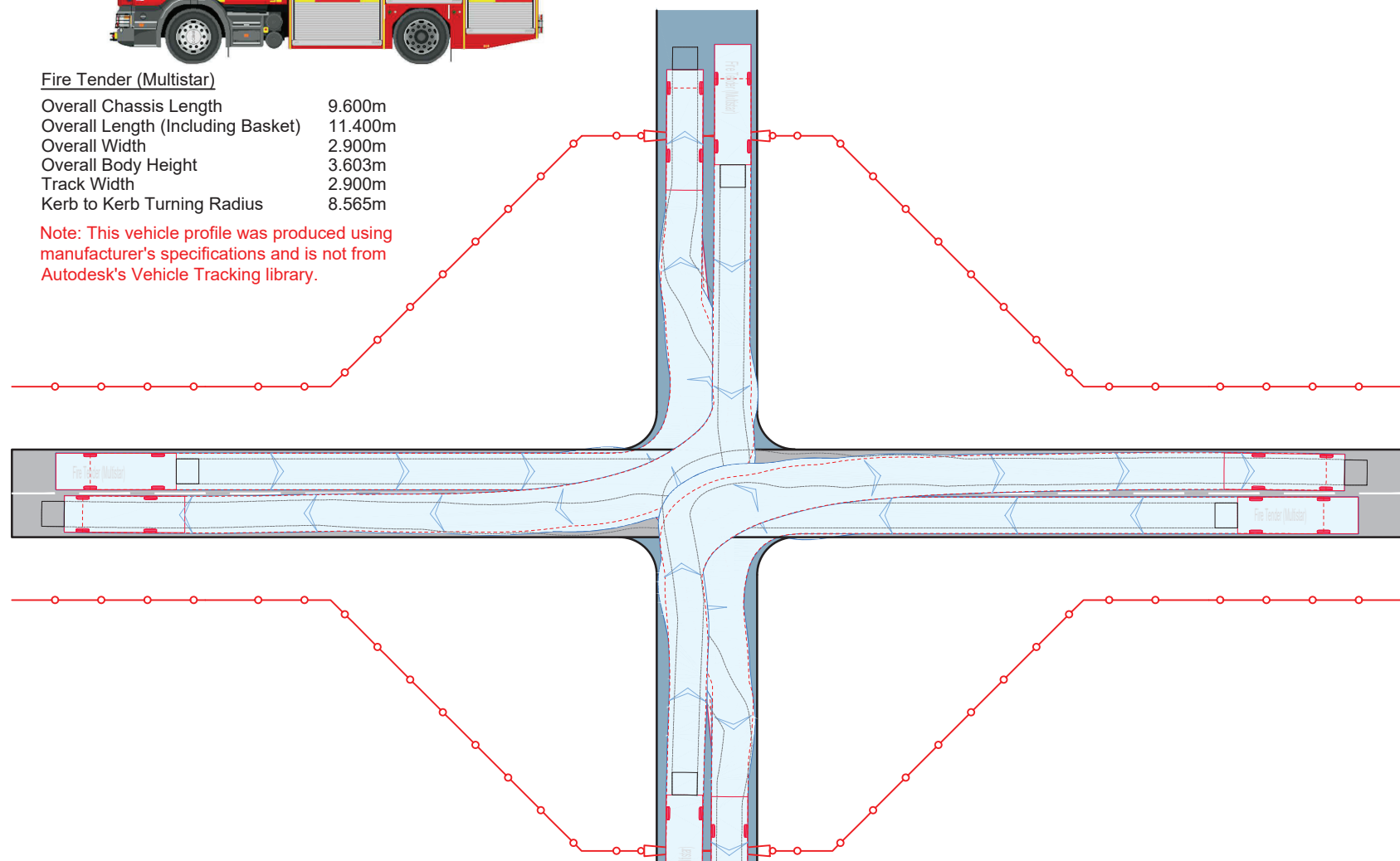


Ambulance access



Fire Tender (Multistar)
Overall Chassis Length 9.600m
Overall Length (Including Basket) 11.400m
Overall Width 2.900m
Overall Body Height 3.603m
Track Width 2.900m
Kerb to Kerb Turning Radius 8.565m

Note: This vehicle profile was produced using manufacturer's specifications and is not from Autodesk's Vehicle Tracking library.



Fire tender access

Table 1: Junction visibility requirements based on traffic speed on major road

Major road 85 th percentile speed (kph)	Desirable minimum visibility each way (m)
50	70
60	90
70	120
85	160
100	215
120	295

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE PASSING PLACE ARRANGEMENT
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

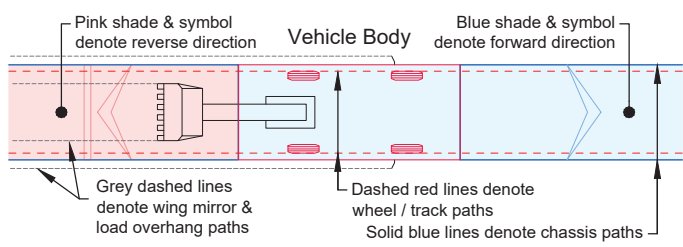
LEGEND

- Verge
- Carriageway
- Localised carriageway widening (width variable at site by site to achieve minimum 2-way HGV passing)
- Passing place

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- Dimensions and design may vary depending upon site and installation conditions.
- The design is based on the requirements of the Design Manual for Roads and Bridges (DMRB).
- The construction and tie-in of temporary widenings, passing places or bellmouths are to be constructed in accordance with Local Highway Authority standard details or specifications.
- Details of any signage, lining, surfacing or other highways infrastructure associated with bellmouth construction and road widening will be subject to agreement with the Local Highway Authority in detailed design stage.
- Vegetation clearance and/or groundworks may be required to facilitate minimum sight distances.
- The drawing does not include any information on highway drainage, utilities, or other assets which may need to be protected or diverted as part of works.
- Drawing must be read in colour.

Vehicle Tracking - Key to Symbols

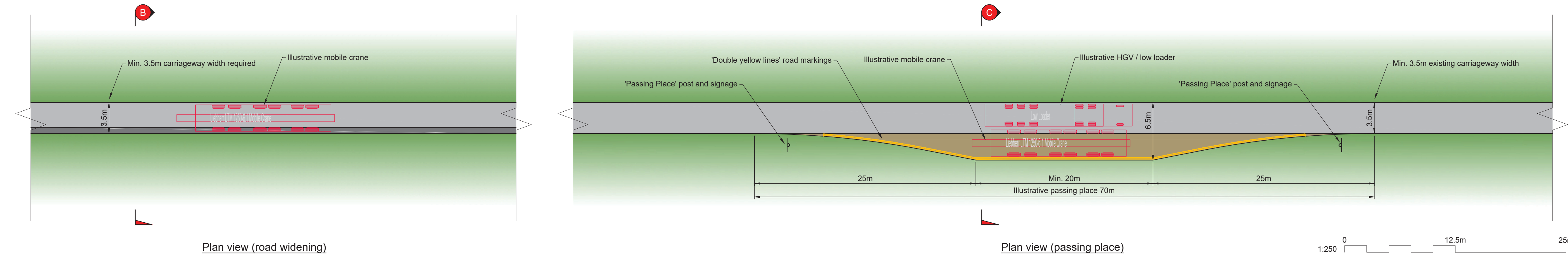
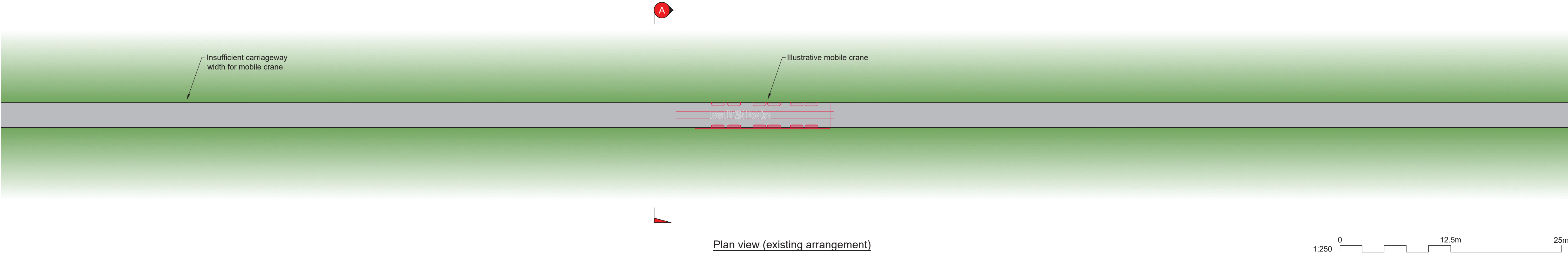


Vehicle Tracking - Vehicle Details

Mobile Crane Liebherr LTM 1250-6.1	Low Loader
Overall Length 17.835m	Overall Length 16.633m
Overall Width 3.000m	Overall Width 2.500m
Overall Body Height 4.000m	Overall Body Height 3.960m
Track Width 3.000m	Max Track Width 2.500m
Kerb to Kerb Radius 11.624m	Kerb to Kerb Radius 6.790m

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- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert



A	AUG-2025	For DCO submission	LWR	DC	KR
Issue	Date	Remarks	Drawn	Checked	Approved

Title

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE PASSING PLACE ARRANGEMENT
REGULATION 5(2)(O)
SHEET 1 OF 1

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<u>Application Number</u>		EN020027	
<u>National Grid Drawing Reference</u>			
AENC-MMAC-ENG-DWG-0086-4			
<u>Scale</u>	<u>Sheet Size</u>	<u>Sheet</u>	<u>Issue</u>
As Shown	A1	SHEET 1 OF 1	A

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE DETAIL BEND WIDENING
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

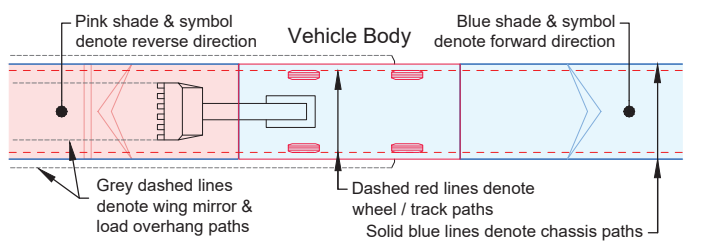
LEGEND

- Verge
- Carriageway
- Carriageway widening

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- Details of any signage, lining, surfacing or other highways infrastructure associated with bellmouth construction and road widening will be subject to agreement with the local highway authority in detailed design stage.
- Vegetation clearance and/or groundworks may be required to facilitate minimum sight distances.
- The drawing does not include any information on highway drainage, utilities, or other assets which may need to be protected or diverted as part of works.
- The swept path analysis has been carried out for the most onerous vehicle anticipated to be required to use the proposed bellmouths (access points, see drawing number 107850-MMD-08-XX-DWG-D-1014), and a typical construction movement of 2no. HGVs passing at the junction or bend and 1no. HGV and 1no. mobile crane for passing places.
- Drawing must be read in colour.

Vehicle Tracking - Key to Symbols



Vehicle Tracking - Vehicle Details



Low Loader
Overall Length 16.633m
Overall Width 2.500m
Overall Body Height 3.396m
Max Track Width 2.500m
Kerb to Kerb Radius 6.790m

Vehicle Tracking - Notes

- A. The swept path analyses shown on this drawing indicate theoretical / idealised paths that the specified vehicles can take, as derived using Autodesk's Vehicle Tracking software. The paths assume that the vehicle's driver will make a turn from a specific point / initial alignment, in the most effective manner. The Client / Architect should note that achievement of the idealised paths is subject to driver's anticipation of turning points, driving ability, and due care. It is therefore recommended that the area is set out and driven in real life, prior to acceptance for construction, particularly if there is any concern that the idealised track may not be readily achieved.

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- AENC-MMAC-ENG-DWG-0086-5 Illustrative detail bend widening
- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert

A	AUG-2025	For DCO submission	LWR	DC	KR
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Title

THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE DETAIL BEND WIDENING
REGULATION 5(2)(O)
SHEET 1 OF 1

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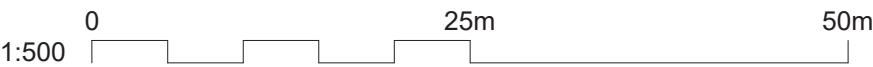
Application Number

EN020027

National Grid Drawing Reference

AENC-MMAC-ENG-DWG-0086-5

Scale	Sheet Size	Sheet	Issue
1:500	A1	SHEET 1 OF 1	A



THE NATIONAL GRID
(NORWICH TO TILBURY) ORDER
ILLUSTRATIVE BELLMOUTH CULVERT
REGULATION 5(2)(O)
SHEET 1 OF 1

Application Document 2.6.3

LEGEND

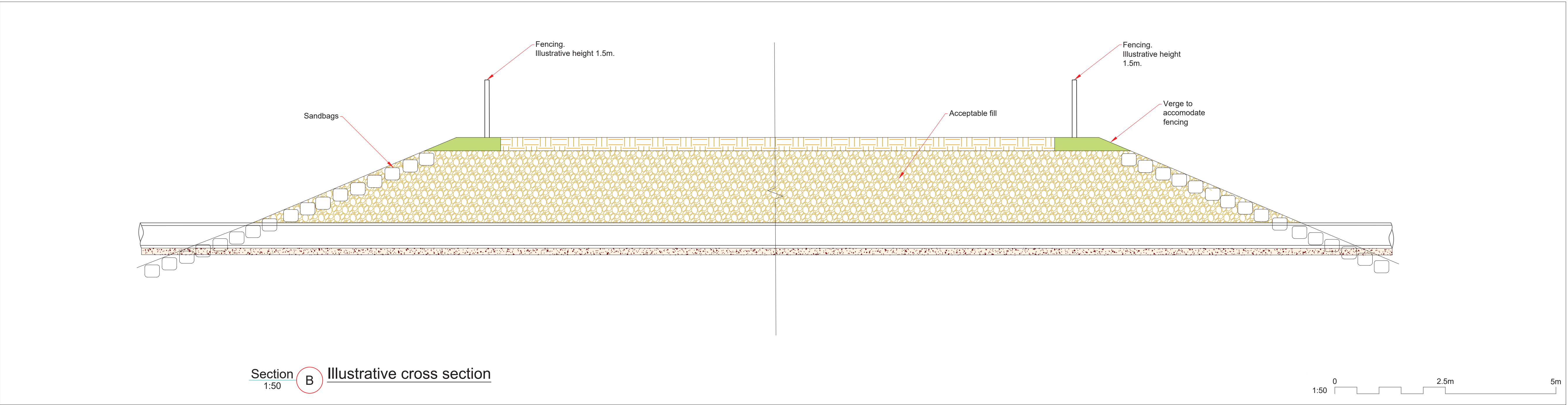
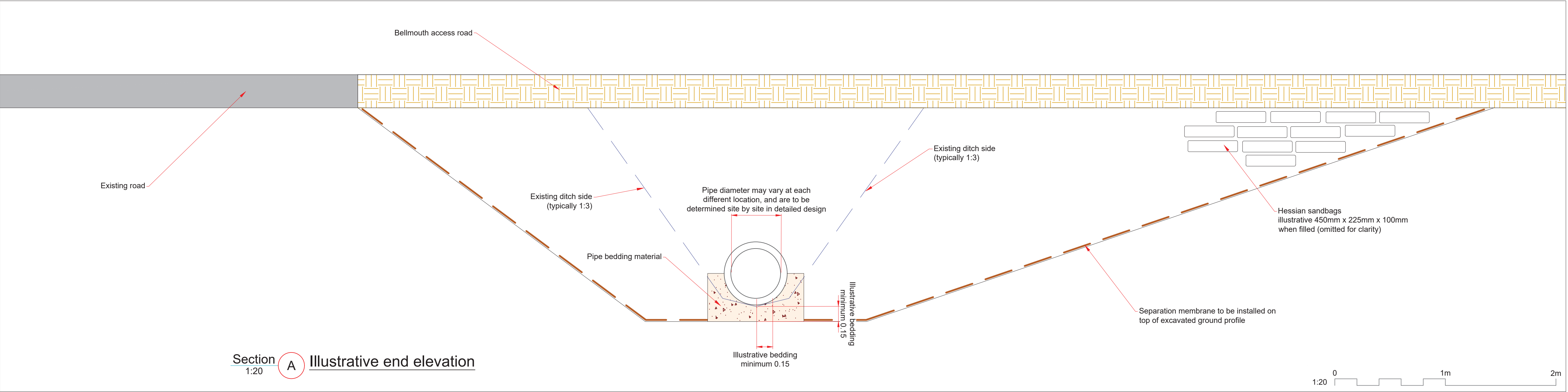
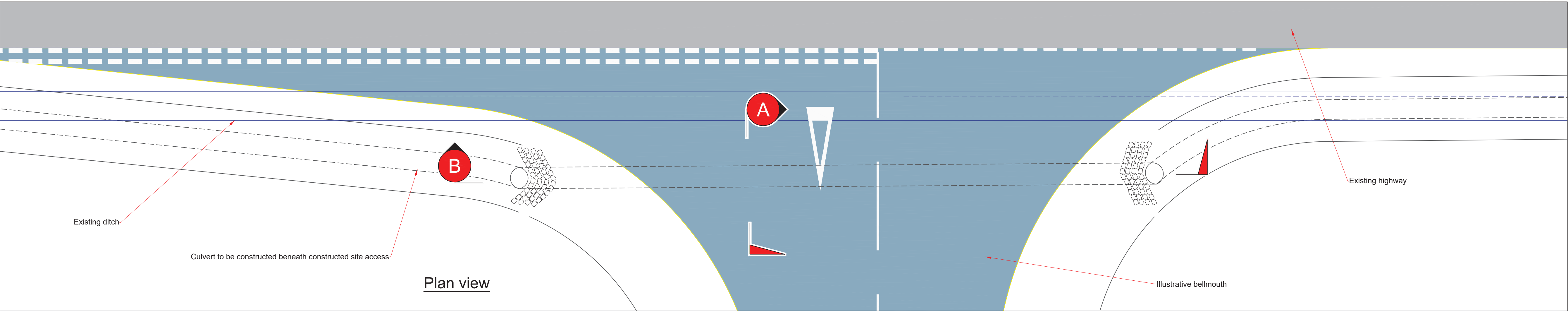
- Bellmouth extents
- Existing highway
- Swale / drainage feature
- Bellmouth access road
- Separation membrane

Notes

- These plans are illustrative and will sit within the Order Limits. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its DCO, within which any final alignment would lie.
- For additional detail on the plan suites, please refer to the Guide to the Plans (document reference 2.0), located in the Volume 2 of the DCO application.
- All dimensions are approximate and indicated in metres (m) unless noted otherwise.
- This drawing is scaled at paper size A1, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
- These Application Documents 2.6.3 have been produced in accordance with Regulation 5 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- Illustrative drawings apply to both temporary and permanent culvert arrangements. Temporary culvert arrangement, as shown are to be formed from hessian sandbags, and will be removed and reinstated before end of construction. Permanent culvert arrangement will be formed from concrete headwalls, and their final detailed design and materials specifications will be subject to approval from the Local Highway Authority's Lead Local Flood Authority at detailed design stage.
- The drawing does not include any information on underground drainage, utilities, or other assets which may need to be protected or diverted as part of works.
- Typical drainage swales shown indicatively to illustrate potential drainage arrangement. Drainage specification and dimensions subject to change, and may vary depending on local ground conditions.

Reference Drawings

- AENC-MMAC-ENG-DWG-0086-1 Illustrative Haul road cross section
- AENC-MMAC-ENG-DWG-0086-2 Illustrative access bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-3 Illustrative crossover bellmouth and visibility splay
- AENC-MMAC-ENG-DWG-0086-4 Illustrative passing place arrangement
- AENC-MMAC-ENG-DWG-0086-5 Illustrative detail bend widening
- AENC-MMAC-ENG-DWG-0086-6 Illustrative bellmouth culvert



A	AUG-2025	For DCO submission	TC	MW	KR
Issue	Date	Remarks	Drawn	Checked	Approved
Title					
THE NATIONAL GRID (NORWICH TO TILBURY) ORDER ILLUSTRATIVE BELLMOUTH CULVERT REGULATION 5(2)(O) SHEET 1 OF 1					
nationalgrid					
Application Number					
EN020027					
National Grid Drawing Reference					
AENC-MMAC-ENG-DWG-0086-6					
Scale	Sheet Size	Sheet	Issue		
As Shown	A1	SHEET 1 OF 1	A		