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Bramford to Twinstead Reinforcement

Volume 8: Examination Submissions

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Essex County Council

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Executive Summary

National Grid Electricity Transmission plc (the Applicant) is promoting an application for development consent to reinforce the transmission network between Bramford Substation in Suffolk, and Twinstead Tee in Essex. The Bramford to Twinstead Reinforcement ('the project') would be achieved by the construction and operation of a new electricity transmission line over a distance of approximately 29km (18 miles), the majority of which would follow the general alignment of the existing overhead line network.

In order to construct and operate the infrastructure, 126 accesses are required, of which 121 are temporary, although a right of access would be retained at temporary accesses in other locations in case maintenance is required. The locations of the accesses are largely dictated by the location of existing infrastructure (i.e. the existing 132kV overhead line which will be removed) and the proposed infrastructure (i.e. the proposed 400kV overhead line, cable sealing end compounds and grid supply point substation).

All access points and the Order Limits are shown in the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**]. The Applicant considers that the level of design information provided in the application is proportionate to the effects of those aspects of the works and similar to that provided in other applications for development consent for transmission projects (see Yorkshire Green [**EN020024**] and Richborough Connection [**EN020017**] as examples). Requirement 11 of the draft DCO [**document 3.1 (G)**] requires the Applicant to submit written details of the design, layout and reinstatement of accesses to the relevant highway authority for approval prior to construction or alteration of accesses; providing a mechanism for designs to be approved following consent.

The LHAs for the project are Suffolk County Council (SCC) and Essex County Council (ECC). The LHAs have queried the level of design information provided with the application for development consent and requested additional information to provide reassurance that accesses can be developed that are deliverable and would not result in excessive vegetation removal. The Applicant's position is that it is not necessary, proportionate or possible during the timescales to draw up detailed designs for all accesses at this stage in the project; particularly given that the detailed designs for the project as a whole have not been completed. However, it has been agreed that a selection of accesses of particular concern could be examined in more detail, to provide reassurance to the LHAs that solutions could be found even at the most problematic locations.

Following agreement on the overall approach, the Applicant reviewed all accesses and identified those that may be most problematic due to the Order Limits being tight at that location, the location of the access on the highway (e.g. on a bend), traffic numbers or overall concerns. This list of accesses was discussed with both SCC and ECC. A Technical Note providing this analysis for accesses in Suffolk was submitted into the Examination at Deadline 7 [**REP7-027**]. This Technical Note provides the results of analysis of six priority accesses reviewed in Essex.

There are a large number of tools at the Applicant's disposal to deliver appropriate accesses; these include:

- Improving the physical design of the access and/ or creating a new access with improved bellmouths and visibility;
- Speed restrictions to temporarily reduce the speed of vehicles along the road;
- Traffic management, including road closures and temporary traffic signals;
- Temporary traffic regulation orders, a number of which have been listed in the draft DCO, and additional orders which could be sought if required;
- Management of construction vehicles (type, number, arrival times);
- Additional vegetation removal on highways or private land;
- Banksman operation, whereby a works employee assists the driver of a works vehicle entering or leaving the site; and
- Use of alternative accesses and/or of a temporary access route along the Order Limits where the above measures cannot result in a suitable access at the point depicted in the plans.

The analysis in this Technical Note shows that a combination of these measures can resolve issues at the accesses examined in Essex. The Applicant is therefore content that the provisions within the draft DCO [**document 3.1 (G)**] would allow all temporary and permanent accesses to be constructed and operated safely.

1. Introduction

1.1 Introduction to Access Requirements

- 1.1.1 National Grid Electricity Transmission plc (the Applicant) is promoting an application for development consent to reinforce the transmission network between Bramford Substation in Suffolk, and Twinstead Tee in Essex. The Bramford to Twinstead Reinforcement ('the project') would be achieved by the construction and operation of a new electricity transmission line over a distance of approximately 29km (18 miles), the majority of which would follow the general alignment of the existing overhead line network.
- 1.1.2 Development of the project requires 126 access points to remove existing overhead lines, install new underground cables and overhead lines and develop ancillary infrastructure including four cable sealing end (CSE) compounds and a new grid supply point (GSP) substation and also to deliver associated environmental mitigation and enhancements. Five of the accesses (the ones to the CSE compounds and the GSP substation) are permanent, of which three are in Suffolk and two are in Essex.
- 1.1.3 The locations of the accesses are largely dictated by the location of existing infrastructure (i.e. the 132kV overhead line to be removed) and the proposed infrastructure (i.e. the proposed transmission line, CSEs and GSP). The project is located in a relatively rural area characterised by narrow lanes and with existing accesses with poor visibility. There are therefore limited options available for access. The Applicant's proposals are guided by principles that aim to develop accesses that operate efficiently and are safe, but also limit the impact of the project. Therefore, it is the Applicant's view that developing large bellmouths and undertaking major road improvements for temporary accesses would be disproportionate and would adversely affect the character of the rural road network. Access proposals should be considered in this context.
- 1.1.4 Following the construction period, traffic using permanent accesses and rights of access would be very limited. Traffic generated during the construction period would be spread out over a long linear project, with traffic at many access points being limited to the periods when a particular part of the transmission line is being constructed. Over half of the accesses being used are existing field accesses that would be used for a short period of time, in some cases with minor improvements, and then reinstated. Temporary access routes have been incorporated into the project to remove construction traffic from the local road network and enable vehicles to travel along the route of the new and existing lines in some locations. This would reduce the amount of traffic at many of the proposed access points once the temporary access routes are constructed. The project would therefore not generate the amount of traffic or permanent levels of traffic associate with other types of major infrastructure projects.

1.2 Design Information Provided in the DCO Application

- 1.2.1 All temporary and permanent Access Points and the Order Limits are shown in the Access Rights of Way and Public Rights of Navigation Plans **[APP-012]**. Within this Technical Note, reference is made to the 30 sheets comprising those plans for ease of identification of the locations. 'Sheet x of 30' indicates the relevant sheet of those plans where the specific access is shown.

- 1.2.2 To develop these accesses, advice was sought from a contractor experienced in the delivery of transmission projects on the vehicle numbers and location of access points for construction. Each access was then visited by the project team and the Order Limits established based on analysis of speed limits, survey information and the intention to limit land take to that which is absolutely necessary (to ensure compulsory acquisition tests can be met) and avoid excessive vegetation clearance. The Order limits were informed by a generic bellmouth design shown in Design and Layout Plans: Temporary Bellmouth for Access [REP3-005]. The Applicant considers that the level of design information provided in the application is proportionate to the effects of those aspects of the works and similar to that provided in other applications for development consent for transmission projects (see Yorkshire Green [EN020024] and Richborough Connection [EN020017] as examples).
- 1.2.3 The detailed design of the project including the accesses is anticipated to be completed over the next 6-18 months and is not required for the DCO application. Requirement 11 of the draft DCO [document 3.1 (G)] requires the Applicant to submit written details of the design, layout and reinstatement of accesses to the local highway authority (LHA) for approval prior to construction or alteration of accesses. Requirement 11 provides reassurance to LHAs that detailed designs would be developed, audits carried out to confirm safety and that LHAs would ultimately have the power to approve those designs (or not if they are not deemed to be acceptable). The Applicant is confident that designs can be developed to discharge Requirement 11 within the powers provided by the draft DCO [document 3.1 (G)] .

1.3 Purpose of this Technical Note

- 1.3.1 The LHAs for the project are Suffolk County Council (SCC) and Essex County Council (ECC). The LHAs have queried the level of design information provided with the DCO application and requested additional information to provide reassurance that accesses can be developed that are deliverable and would not result in excessive vegetation removal. The Applicant's position is that it is not necessary, proportionate or possible to draw up detailed designs for all accesses during the Examination. However, the Applicant agreed that a selection of accesses of particular concern could be examined in more detail to provide reassurance to the LHAs that solutions could be found even at the most problematic locations. This approach was agreed with the LHAs, although the LHAs have still expressed a preference for detailed designs at all accesses to be developed earlier in the programme.
- 1.3.2 Following agreement on the overall approach, the Applicant reviewed all accesses and identified those that may be most problematic due to the Order Limits being tight at that location, the location of the access on the highway (e.g. on a bend), traffic numbers or overall concerns. A Technical Note providing this analysis for accesses in Suffolk was submitted into the Examination at Deadline 7 [REP7-027], and has been updated for Deadline 8 (document 8.9.5 (B)). This Technical Note provides the analysis of six priority accesses for further investigation in Essex; following discussions with ECC on the accesses of most concern.
- 1.3.3 The Applicant is confident that the draft DCO and the Order Limits defined in it include sufficient rights and powers to deliver all accesses safely and operate efficiently. The designs reflect the nature of the proposed accesses and current and proposed usage, as many of these are existing access points to private residential, commercial property including agricultural access. What constitutes a 'safe' access is not simple as in some cases accesses in more problematic locations (e.g. with poor visibility) can be safer in

reality because vehicle speeds are lower. Similarly, in some cases it is not proportional to clear large amounts of vegetation to achieve large visibility splays for a short-term use of an access. Discussions would therefore be required to agree the best approach at each access to discharge Requirement 11.

1.3.4 There are a large number of tools at the Applicant's disposal to deliver appropriate accesses and different solutions would be sought at different accesses; these include:

- Improving the physical design of the access and/ or creating a new access with improved bellmouths and visibility;
- Speed restrictions to temporarily reduce the speed of vehicles along the road;
- Traffic management including road closures and temporary traffic signals;
- Temporary traffic regulation orders, a number of which have been listed in the draft DCO, and additional orders which could be sought if required;
- Management of construction vehicles (type, number, arrival times);
- Additional vegetation removal on highways or private land;
- Banksman operation, whereby a works employee assists the driver of a works vehicle entering or leaving the site; and
- Use of alternative accesses and/or of a temporary access route along the Order Limits where the above measures cannot result in a suitable access at the point depicted in the plans.

1.3.5 The analysis in this Technical Note shows that a combination of these measures can resolve issues at the accesses examined.

1.3.6 The six temporary accesses explored in more detail in this Technical Note are:

- G-DAP3: Henny Road, Lamarsh;
- G-DAP4: Henny Road, Lamarsh;
- G-AP13: Loshouse Farm Road, Great Henny;
- G-AP14: Henny Back Road, Alphamstone;
- G-YLAP4: Church Road, Twinstead; and
- H-YLAP6: Hedingham Road, Gestingthorpe.

1.3.7 Information that has informed the assessments in this Technical Note includes the Transport Assessment Construction Vehicle Profile Data [REP4-006] and the Transport Assessment Traffic Survey Data [REP7-024]. The designs and the associated management proposals presented in this Technical Note will be developed further during detailed design stage and will be subject to approval including Road Safety Audit in accordance with Requirement 11 (3) of the draft DCO [document 3.1 (G)]. The access information provided in this Technical Note has been discussed with SCC and ECC and the information presented has been informed by those discussions.

2. Assessment of Access Points

2.1 G-DAP3 Henny Road, Lamarsh

- 2.1.1 G-DAP3 (Henny Road, Lamarsh) is shown on sheet 20 of 30 of the Access Rights of Way and Public Rights of Navigation Plans [APP-012] and in Appendix A of this Technical Note. Low traffic flows are expected at this access as it primarily provides access for the removal of pylon PCB80, with access over the railway to be via an existing crossing. It has been proposed to use an existing farm track off Henny Road for this modification.
- 2.1.2 Low numbers of vehicles are forecast over a short duration. The predicted worst case levels are 24 light goods vehicles (LGVs) and 12 heavy goods vehicles (HGVs) per month at peaks. Usage is predicted for a three month period.
- 2.1.3 The Applicant has drawn a visibility splay based on nearby traffic survey data, indicating that 50kph is the expected upper limit of the 85th percentile design speed, yielding a y-value, or distance along the major route of 70m (the desirable minimum stopping sight distance). The Applicant has also considered *Design Manual for Roads and Bridges (DMRB) CD 123 – Geometric design of at-grade priority and signal-controlled junctions* cl. 3.8 and proposes a x-distance of 2m which is appropriate for direct accesses.
- 2.1.4 The generated visibility splay requires that no fixed objects which present an obstruction to visibility shall obstruct the functional highway verge within the vicinity of the existing junction. To the north of the access, there is vegetation and dense foliage which has grown to the carriageway edge and follows the existing farm track off Henry Road access. This would require pruning to achieve the required sightlines and would have an additional benefit of making the existing information sign (mounted in this location) more visible. To the south, the vegetation, which is mainly low growing species, would need to be maintained to avoid encroachment vertically into sightlines in the verge. The Applicant does not see those as an impediment to the safe provision of access at this location.
- 2.1.5 Any vegetation removal would be part of the submitted package of approvals for LHA approval before the project progressed to construction in accordance with Article 48 of the draft DCO [document 3.1 (G)]. In addition, Requirement 8 of the draft DCO requires the approval of all vegetation to be agreed by the relevant planning authority prior to construction work commencing.

2.2 G-DAP4 Henny Road, Lamarsh

- 2.2.1 G-DAP4 (Henny Road, Lamarsh) is shown on sheet 20 of 30 of the Access Rights of Way and Public Rights of Navigation Plans [APP-012] and in Appendix A of this Technical Note. Initially, this access was proposed to provide access to existing pylon PCB81 for its removal. However, a further assessment revealed that access for the removal of PCB81 could be better provided through G-AP5. Therefore, G-DAP4 is no longer required.

2.3 G-AP13 Loshouse Farm Road, Great Henry

- 2.3.1 G-AP13 (Loshouse Farm Road, Great Henry) is shown on sheet 21 of 30 of the Access Rights of Way and Public Rights of Navigation Plans [APP-012] and in Appendix A of this Technical Note. This would be used to provide access to existing pylon 4YL073 for its

modification and the removal of the 400kV conductor to the south. The Applicant is proposing to use the existing access off Loshouse Farm Road for this modification.

- 2.3.2 Low numbers of vehicles are forecast and short duration of work in two different years. For the first year, the worst predicted peak levels are 72 LGVs and 24 HGVs per month. For the second year, the worst predicted peak levels are 200 LGVs and 48 HGVs per month.
- 2.3.3 The Applicant has drawn a visibility splay based on nearby traffic survey data, indicating that 50kph is the expected upper limit of the 85th percentile design speed, yielding a y-value, or distance along the major route of 50m (one step below the desirable minimum stopping sight distance). The Applicant has also considered *DMRB CD 123 – Geometric design of at-grade priority and signal-controlled junctions* cl. 3.8 and proposes a x-distance of 2m which is appropriate for direct accesses. ECC has requested that although design standard CD123 in DMRB paragraph 3.8 gives a dimension of 2.0 for x-distance (driver's eye set-back from the road edge at a direct access), a dimension of 2.4m is preferred.
- 2.3.4 The generated visibility splay requires that no fixed objects which present an obstruction to visibility shall, essentially, obstruct the functional highway verge within the vicinity of the existing junction. To both north and south of the access, there is dense vegetation which would require pruning to achieve the required sightlines. The Applicant does not see those as an impediment to the safe provision of access at this location.
- 2.3.5 Any vegetation removal would be part of the submitted package of approvals for LHA approval before the project progressed to construction in accordance with Article 48 of the draft DCO [**document 3.1 (G)**]. In addition, Requirement 8 of the draft DCO requires the approval of all vegetation to be agreed by the relevant planning authority prior to construction work commencing.

2.4 G-AP14 Henny Back Road, Alphamstone

- 2.4.1 G-AP14 (Henny Back Road, Alphamstone) is shown on sheet 28 of 30 on the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**] and in Appendix A of this Technical Note. This access would provide the permanent access to the Stour Valley West CSE compound. The Applicant is proposing to improve the existing access off Henny Back Road, which currently provides access to pylon 4YLA0005, to be utilised for this permanent access.
- 2.4.2 No construction vehicles would use this access, as these vehicles would reach the working area using either the access crossing to the south (G-AP11 and G-AP12) or at the junction which also comprises a temporary access route crossing (H-AP10, H-AP11 and G-AP15), as shown on the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**].
- 2.4.3 The Applicant has drawn a visibility splay based on nearby traffic survey data, indicating that 50kph is the expected upper limit of the 85th percentile design speed, yielding a y-value, or distance along the major route of 70m (desirable minimum stopping sight distance). The Applicant has also considered *DMRB CD 123 – Geometric design of at-grade priority and signal-controlled junctions* cl. 3.8 and proposes a x-distance of 2m which is appropriate for direct accesses.
- 2.4.4 The generated visibility splay requires that no fixed objects which present an obstruction to visibility shall, essentially, obstruct the functional highway verge within the vicinity of the existing junction. To the north of the access, there are hedges which have grown to

the carriageway edge, which would require pruning to achieve the required sightlines. The Applicant does not see this as an impediment to the safe provision of access at this location.

- 2.4.5 Any vegetation removal would be part of the submitted package of approvals for LHA approval before the project progressed to construction in accordance with Article 48 of the draft DCO [**document 3.1 (G)**]. In addition, Requirement 8 of the draft DCO requires the approval of all vegetation to be agreed by the relevant planning authority prior to construction work commencing..

2.5 G-YLAP4 Church Road, Twinstead

- 2.5.1 G-YLAP4 (Church Road, Twinstead) is shown on sheet 22 of 30 on the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**] and in Appendix A of this Technical Note. It provides access to existing pylons 4YL075 and 4YL076 for their modification, and also access to pylons PCB89, PCB90 and PCB91 for dismantling. The Applicant is proposing to use the existing farm track off Church Road, Twinstead for this modification.
- 2.5.2 Low numbers of vehicles are forecast and short duration of work. The worst case predicted peak levels are 36 LGVs and 36 HGVs per month.
- 2.5.3 The Applicant has drawn a visibility splay based on nearby traffic survey data, indicating that 50kph is the expected upper limit of the 85th percentile design speed, yielding a y-value, or distance along the major route of 70m (desirable minimum stopping sight distance). The Applicant has also considered *DMRB CD 123 – Geometric design of at-grade priority and signal-controlled junctions* cl. 3.8 and proposes a x-distance of 2m which is appropriate for direct accesses.
- 2.5.4 The generated visibility splay requires that no fixed objects which present an obstruction to visibility shall, essentially, obstruct the functional highway verge within the vicinity of the existing junction. To the east of the access, there are hedges which have grown to the carriageway edge, which would require pruning to achieve the required sightlines. The Applicant does not see this as an impediment to the safe provision of access at this location.
- 2.5.5 Any vegetation removal would be part of the submitted package of approvals for LHA approval before the project progressed to construction in accordance with Article 48 of the draft DCO [**document 3.1 (G)**]. In addition, Requirement 8 of the draft DCO requires the approval of all vegetation to be agreed by the relevant planning authority prior to construction work commencing.

2.6 H-YLAP6 Hedingham Road, Gestingthorpe

- 2.6.1 H-YLAP6 (Hedingham Road, Gestingthorpe) is shown on sheet 24 of 30 on the Access Rights of Way and Public Rights of Navigation Plans [**APP-012**] and in Appendix A of this Technical Note. It provides access to existing pylon 4YL087 for minor modifications associated with the replacement of arcing horns. The Applicant estimates that the work would be undertaken in two different outage periods, each likely involving approximately two days' work. The Applicant is proposing to use the existing farm track off Hedingham Road for this modification.

Given the very minor nature of the works to be undertaken, the existing access is considered suitable for the intended purpose.

Appendix A

Sketches of Accesses Referenced in Technical Note

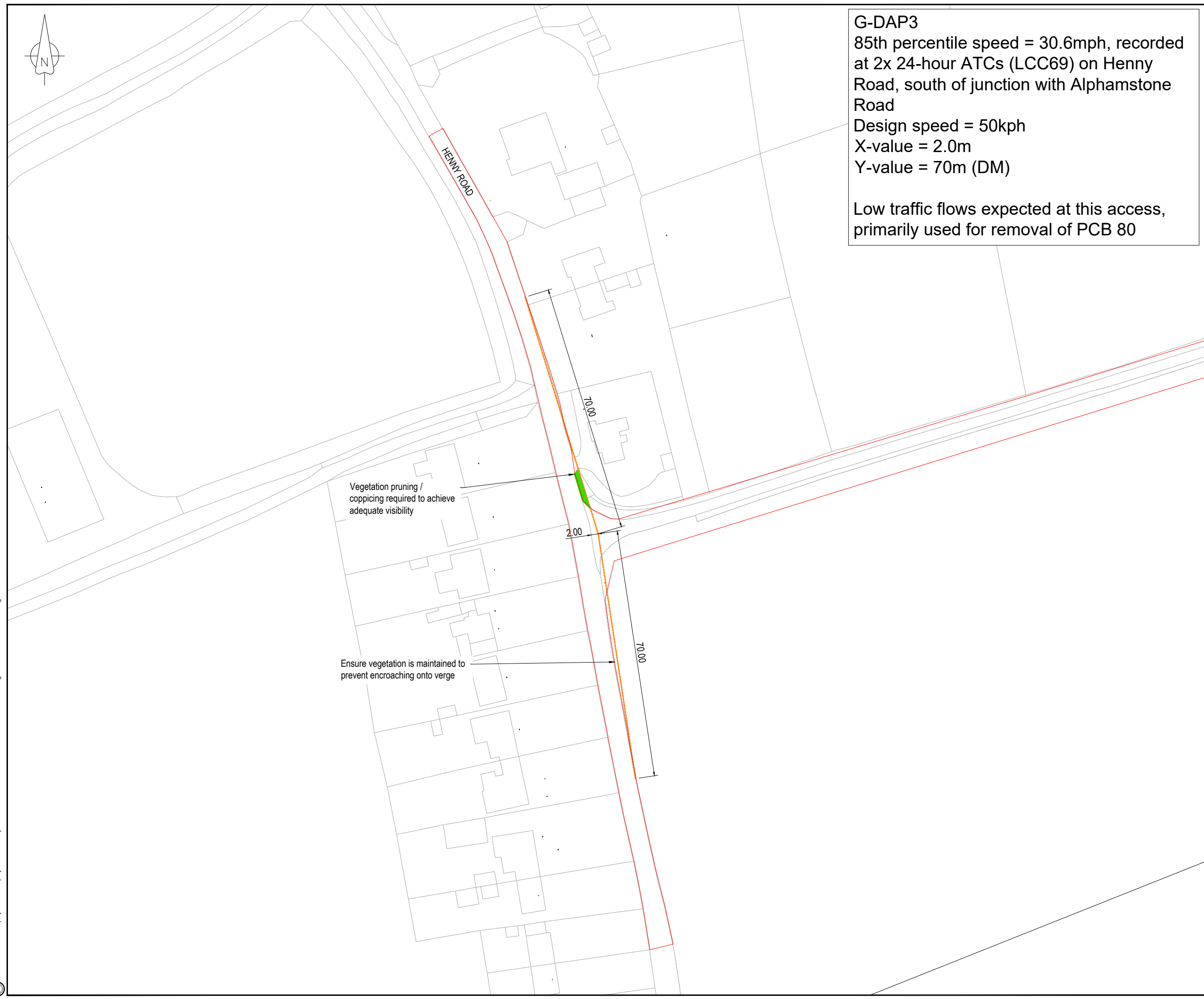


G-DAP3
 85th percentile speed = 30.6mph, recorded at 2x 24-hour ATCs (LCC69) on Henny Road, south of junction with Alphamstone Road
 Design speed = 50kph
 X-value = 2.0m
 Y-value = 70m (DM)

Low traffic flows expected at this access, primarily used for removal of PCB 80

- NOTES**
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 9. THE PROPOSALS ARE INDICATIVE AND SUBJECT TO ALTERATION FOLLOWING COMPLETION OF THE TOPOGRAPHICAL SURVEY

- KEY**
- PROPOSED ORDER LIMITS
 - PROPOSED VISIBILITY SPLAY
 - PROPOSED VEGETATION REMOVAL



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0	FEB 2024	First Issue				

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Client: **nationalgrid**

Project: **Bramford to Twinstead Reinforcement Access Point Visibility Splays**

Drawing title: **G-DAP3: Henny Road, Lamarsh Proposed Visibility Splay Concept Design Sheet 1 of 1**

Drawing status: **DRAFT** Suitability: **P0**

Scale: 1:1000 @ A3 DO NOT SCALE

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IGBLON7V501_europe.jacobs.com/projects/UNIF/Projects/B2416601 - Bramford to Twinstead EIA TA Drawings/Accesses/2024_01_29.dwg - 06/02/2024 15:03:00 - G-DAP3 - Pelaez M

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G-AP13

85th percentile speed = 26.7mph, recorded at 2x 24-hour ATCs (LCC12) on Tymperley Farm Road, west of junction with Lamarsh Road and Henny Street

Design speed = 50kph

X-value = 2.0m

Y-value = 50m (One step below DM)

Low traffic flows expected in two different years for modifications to 4YL073 and removal of the southern routed corridors

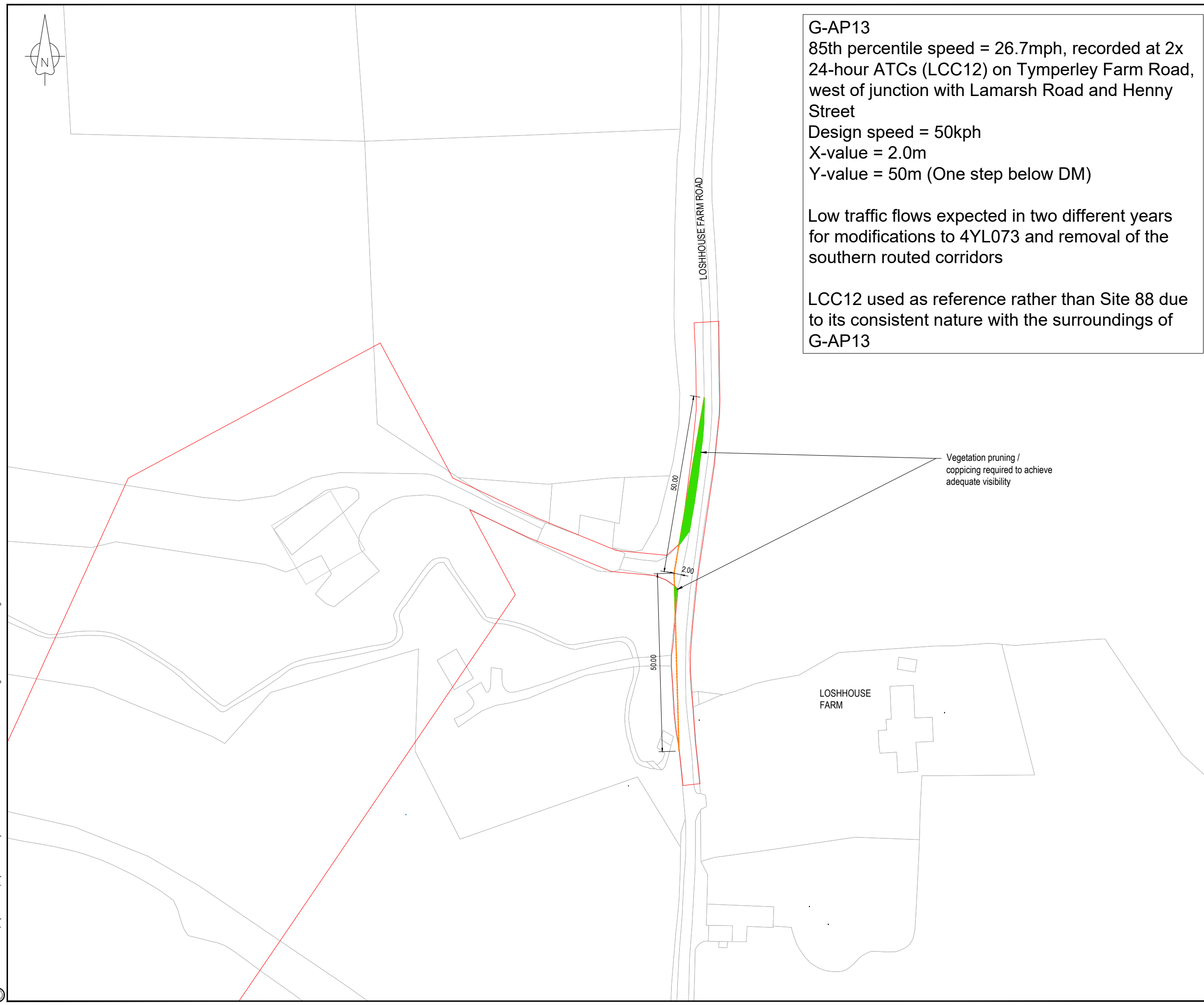
LCC12 used as reference rather than Site 88 due to its consistent nature with the surroundings of G-AP13

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KEY

- PROPOSED ORDER LIMITS
- PROPOSED VISIBILITY SPLAY
- PROPOSED VEGETATION REMOVAL



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Project
 Bramford to Twinstead Reinforcement
 Access Point Visibility Splays

Drawing title
**G-AP13: Loshouse Farm Road, Great Henny
 Proposed Visibility Splay
 Concept Design
 Sheet 1 of 1**

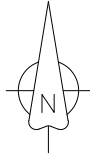
Drawing status: **DRAFT** Suitability

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G-AP14
 85th percentile speed = 23.5mph, recorded at 2x
 24-hour ATCs (LCC10) on Henny Back Road,
 opposite Anells Farm, south-east of the junction with
 Moat Lane
 Design speed = 50kph
 X-value = 2.0m
 Y-value = 70m (DM)

G-AP14 is required to provide permanent access to
 the Stour Valley West Cable Sealing End Compound

NOTES

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KEY

- PROPOSED ORDER LIMITS
- PROPOSED VISIBILITY SPLAY
- PROPOSED VEGETATION REMOVAL

Line of sight from driver's position to intersection with nearside kerb crosses the carriageway due to curving alignment; driver's view of the full width of the carriageway up to intersection shall be clear of 'fixed' obstructions (i.e. not including vehicles on the road)

Vegetation pruning /
 coppicing required to achieve
 adequate visibility

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0	FEB 2024	First Issue				

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Client
nationalgrid

Project
 Bramford to Twinstead Reinforcement
 Access Point Visibility Splays

Drawing title
**G-AP14: Henny Back Road, Althamstone
 Proposed Visibility Splay
 Concept Design
 Sheet 1 of 1**

Drawing status
 DRAFT

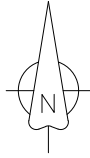
Scale
 1:1000 @ A3 DO NOT SCALE

Jacobs No. B2441B04

Client No. P0

Drawing number
 B2441B04-JAC-TE-B2T-APVS-GAP14-001

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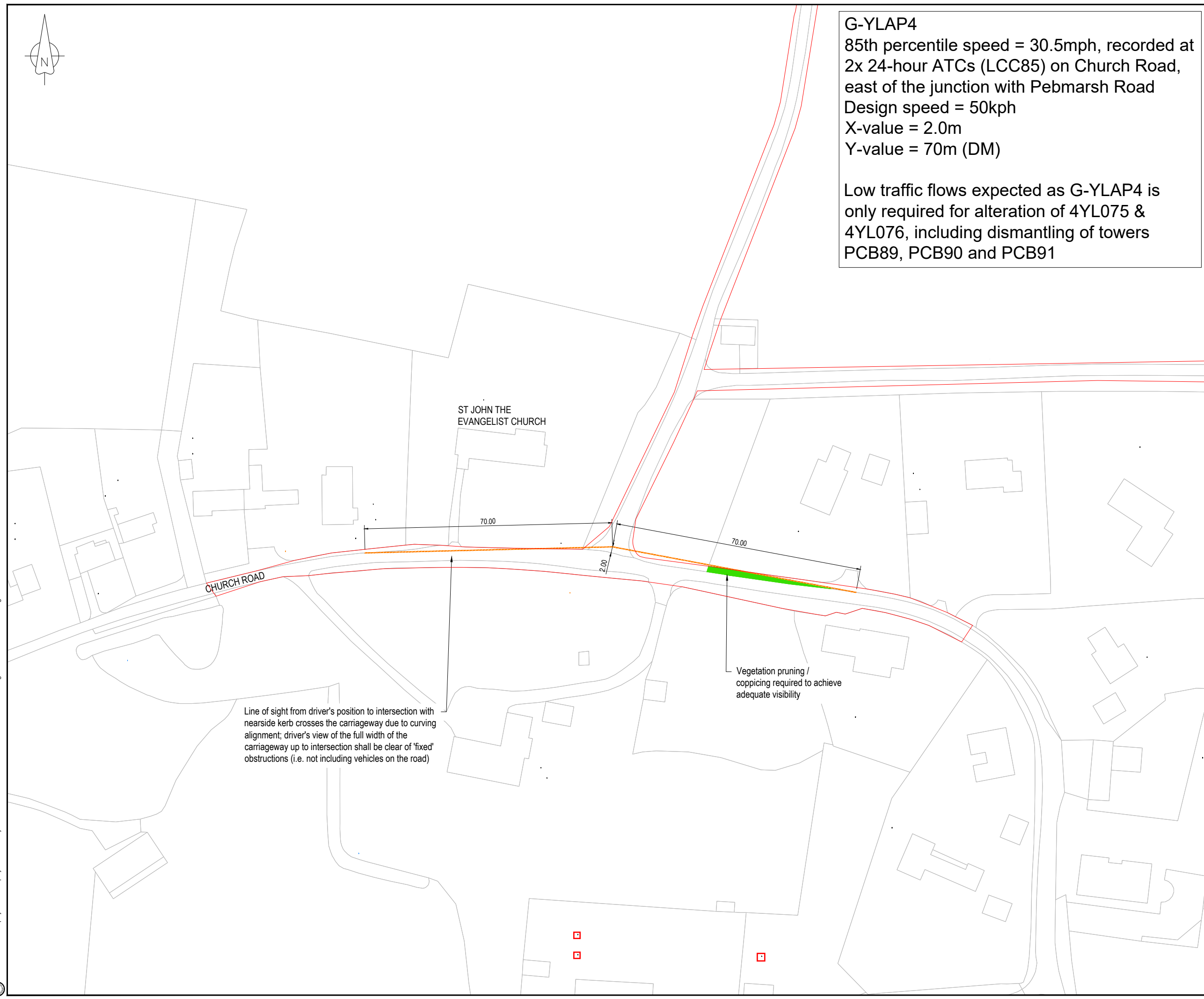
G-YLAP4
 85th percentile speed = 30.5mph, recorded at
 2x 24-hour ATCs (LCC85) on Church Road,
 east of the junction with Pebmarsh Road
 Design speed = 50kph
 X-value = 2.0m
 Y-value = 70m (DM)

Low traffic flows expected as G-YLAP4 is
 only required for alteration of 4YL075 &
 4YL076, including dismantling of towers
 PCB89, PCB90 and PCB91

- NOTES**
1. DRAWING TO BE PRINTED IN COLOUR.
 2. LAYOUTS TO BE AGREED WITH RELEVANT LAND OWNERS / STAKEHOLDER
 3. DO NOT SCALE FROM THIS DRAWING.
 4. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED
 5. THE ACCURACY OF THIS PLAN IS LIMITED TO THE ACCURACY OF THE ORDNANCE SURVEY MAP. IF ANY CONFLICTING INFORMATION IS REPORTED ON SITE, THIS SHOULD BE REPORTED TO A REPRESENTATIVE OF THE OVERSEEING ORGANISATION.
 6. EXISTING INFRASTRUCTURE SUCH AS DRAINAGE, STREET LIGHTING, TRAFFIC SIGNS AND SIGNAL DUCTS ARE SUBJECT TO ALTERATION AS REQUIRED.
 7. ALL ROAD MARKINGS AND SIGNS ARE AS PER THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016 (TSRGD) AND TRAFFIC SIGNS MANUAL.
 8. THE FEASIBILITY OF THIS DESIGN SOLUTION IS SUBJECT TO FURTHER WORK TO BE CONDUCTED DURING THE NEXT DESIGN STAGE.
 9. THE PROPOSALS ARE INDICATIVE AND SUBJECT TO ALTERATION FOLLOWING COMPLETION OF THE TOPOGRAPHICAL SURVEY

- KEY**
- PROPOSED ORDER LIMITS
 - PROPOSED VISIBILITY SPLAY
 - PROPOSED VEGETATION REMOVAL

IGBLON7V501_europe.jacobs.com/projects/UNIF/Projects/B2416601 - Bramford to Twinstead EIA TA Drawings/Accesses/2024_01_29.dwg - 06/02/2024 15:05:58 - G-YLAP4 - PeleezMI



DRAFT
 FOR DISCUSSION ONLY

Rev	Rev. Date	Purpose of revision	Orig	Check'd	Rev'd	Apprv'd
0	FEB 2024	First Issue				

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Client: **nationalgrid**

Project: **Bramford to Twinstead Reinforcement
 Access Point Visibility Splays**

Drawing title: **G-YLAP4: Church Road, Twinstead
 Proposed Visibility Splay
 Concept Design
 Sheet 1 of 1**

Drawing status: **DRAFT** Suitability: **P0**

Scale: **1:1000 @ A3** DO NOT SCALE

Jacobs No. **B2441B04** Rev **P0**

Client No. **B2441B04-JAC-TE-B2T-APVS-GYLAP4-001**

Drawing number: **B2441B04-JAC-TE-B2T-APVS-GYLAP4-001**

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