# Clappits Works

## Code of Construction Practice Appendix 9 Public Rights of Way Management Plan

## DCO Requirement 22 (2) (j)

## (Applicable to Work Numbers 21 to 24)



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# TABLE OF CONTENTS



**FIGURES**

# 1. INTRODUCTION AND SCOPE

## 1.1. Project Overview

1. East Anglia Three Limited (EATL) was awarded a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy and Industrial Strategy (DBEIS) on 7 August 2017 for the East Anglia THREE Offshore Windfarm (EA THREE). The DCO granted consent for the development of a 1200MW offshore windfarm and associated infrastructure and is live until 28 August 2022.

2. The DCO has now been subject to three non-material variations:

- In March 2019 EATL submitted a non-material change application to DBEIS to amend the consent to increase the maximum generating capacity from 1,200MW to 1,400MW and to limit the maximum number of gravity base foundations to 100. In June 2019 DBEIS authorised the proposed change application and issued an Amendments Order.
- In July 2020 EATL submitted a second non-material change application to DBEIS to amend the parameters of its offshore substations (reducing the number of these to one) and wind turbines (a decrease in the number of turbines and an increase in their hub height and rotor radius). On 15 April 2021 DBEIS authorised this proposed change application and issued an Amendments Order.
- In August 2021 EATL submitted a third non-material change application to DBEIS to amend the consent to remove the maximum generating capacity of 1,400MW and to amend the parameters of its wind turbines (a decrease in the number of turbines and an increase in their hub height and rotor radius). The application is currently in the consultation phase.

3. The onshore construction works associated with EA THREE will have a capacity of 1400MW and transmission connection of 1320MW. The construction works will be spread across a 37km corridor between the Suffolk coast at Bawdsey and the East Anglia THREE converter station at Bramford, passing the northern side of Ipswich. As a result of the strategic approach taken, the cables will be pulled through pre-installed ducts laid during the onshore works for East Anglia ONE Offshore Windfarm (EA ONE), thereby substantially reducing the impacts of connecting to the National Grid (NG) at the same location. The infrastructure to be installed for EA THREE, therefore, comprises:

- The landfall site with one associated transition bay location with two transition bays containing the connection between the offshore and onshore cables;
- Two onshore electrical cables (single core);
- Up to 62 jointing bay locations each with up to two jointing bays;
- One onshore converter station, adjacent to the EA ONE Substation;
- Three cables to link the converter station to the National Grid Bramford Substation;
- Up to three onshore fibre optic cables; and
- Landscaping and tree planting around the onshore converter station location.

4. Since the granting of the DCO, the decision has been made that the electrical connection for EA THREE will comprise a high voltage direct current (HVDC) cable rather than a high voltage alternating current cable and, therefore, the type of substation that will be required is a HVDC converter station. The substation will, therefore, be referred to here as a 'converter station' and this amended terminology has been agreed with the relevant authorities on 15 October 2020. It has also been determined that only one converter station will be constructed rather than two and that the converter station will be installed in a single construction phase.

## 1.2. Scope

5. This Public Rights of Way Management Plan (PRoWMP) sets outs the methods that will ensure that Public Rights of Way (PRoW) will be effectively managed during the EA THREE Clappits Works. This document forms an appendix to the Code of Construction Practice (CoCP), and fulfils DCO Requirement 22 (2) (j) which states:

> *22.—(2) The code of construction practice must include (...)*
>
> *(j) a public rights of way management plan*

6. The scope of this document relates to the management of PRoW associated with the Clappits Works Stage of the EA THREE onshore construction works. These works comprise Work No.s 21 to 24 in the DCO, (Figure 1 Overview Plan and Figure 2 Site Context Plan). Separate PRoWMPs have been produced for each stage of the onshore connection works and are provided under separate cover.

7. The Clappits Works will be some of the first works to be undertaken along the cable route. These works have been designated as a stage in their own right to allow the works to commence at this location prior to works commencing along the cable route as a whole

(i.e. the main cable works construction phase). The CCS and its access will be constructed in Summer 2022 and the remaining works (access AP-I, jointing bay installation, cable installation, and reinstatement) will be undertaken as part of the main cable works construction phase.

8. The proposed EA THREE project will interact with several PRoW within the entire onshore development area during its construction and operation. PRoW include public roads and pavements, footpaths, bridleways and byways which are formally designated as PRoW by Suffolk County Council (SCC). Schedule 3 (Public Rights of Way to be Temporarily Stopped Up) of the EA THREE DCO comprises a list of those PRoW that may be stopped up or diverted under the provisions of the DCO without further requirement for additional permissions (Schedule 3 of the DCO and the Temporary Stopping up of Public Rights of Way Plan (Document 26.a of the application).

9. This PRoWMP, therefore:

- Identifies PRoW within the onshore development area which interact with the installation of the Clappits Works (Section 4);
- Presents details of the PRoW that will interact with the works but do not require to be temporarily stopped-up or diverted (Section 5.1.1 and Tables 5-2 and 5-3);
- Presents details of the PRoW that will be temporarily stopped-up or diverted during the installation of the Clappits Works (Section 5.1.2 and Tables 5-4 and 5-5); and
- Sets out the management principles to be adopted in ensuring that PRoW are managed in a safe and appropriate manner (Section 4).

10. The information contained herein shall be adhered to by the Principal Contractor and their subcontractors and implementation and compliance will be monitored by the Construction Management Team. These measures will only be revised with the agreement of East Suffolk Council (ESC) and SCC.

## 2. ABBREVIATIONS

| | |
|---|---|
| **ALO** | Agricultural Liaison Officer |
| **CCS** | Construction Consolidation Sites |
| **CoCP** | Code of Construction Practice |
| **DBEIS** | Business, Energy and Industrial Strategy |
| **DCO** | Development Consent Order |
| **EA ONE** | East Anglia ONE Offshore Windfarm |
| **EA THREE** | East Anglia THREE Offshore Windfarm |
| **EATL** | East Anglia Three Limited |
| **ESC** | East Suffolk Council |
| **GPS** | Global Positioning Systems |
| **HGV** | Heavy Goods Vehicle |
| **HVDC** | high voltage direct current |
| **NG** | National Grid |
| **PCCS** | Primary Construction Consolidation Site |
| **PRoW** | Public Rights of Way |
| **PRoWMP** | Public Rights of Way Management Plan |
| **RCR** | Regional Cycle Route |
| **RTK** | Real Time Kinematic |
| **SCC** | Suffolk County Council |
| **SCCS** | Secondary Construction Consolidation Site |

# 3. PLAN GOVERNANCE

11. Prior to the commencement of construction, a senior member of the construction team, will be appointed by the contractor to manage *inter alia* the implementation of the PRoWMP. Contact details for the appointed member of staff will be submitted to stakeholders for their records prior to commencement of construction.

# 4. CONSTRUCTION DETAILS

## 4.1. Cable Works – Overview

12. The construction works will be spread across a 37km corridor between the Suffolk coast at Bawdsey and the Converter Station at Bramford, passing the northern side of Ipswich. The cables will be pulled through pre-installed ducts laid during the onshore works for East Anglia ONE. The construction activity within each section along the onshore cable route will be as follows:

- Any minor temporary modifications to the public road network;
- Establish the Construction Consolidation Sites (CCSs);
- Establish accesses to, and temporary haul road to, the jointing bay locations;
- Establish temporary jointing bay compounds;
- Excavate jointing bay pit to locate the existing ducts at each of the compounds;
- Construct jointing bay;
- Transport of cables to site, pull cables through ducts and undertake jointing;
- Topsoil replacement and seeding;
- Remove temporary compounds (jointing bays and CCS); and
- Reinstate all disturbed land and permanent fences and hedges.

13. Some temporary modification of the existing road networks may be required such as localised widening, temporary widening or socketing of street signs and temporary moving of street furniture in order to allow larger vehicles than normal to access the jointing bays. This will be completed prior to the start of the main construction works within relevant sections of the cable corridor route.

14. EATL will require up to seven temporary construction compounds to aid in the construction of the proposed East Anglia THREE project. These have been designated as 'Primary Construction Consolidation Site' (PCCS) and 'Secondary Construction Consolidation Site' (SCCS) depending on their uses. Two PCCS and up to five SCCS will be installed, which will all be temporary and will be removed once construction is complete.

***Table 4-1 – Construction Consolidation Site Locations***

| CCS Type | ID | Address |
|---|---|---|
| Secondary | A | Bullen Lane, Bramford, Ipswich, Suffolk IP8 |
| Primary | B | Paper Mill Lane, Claydon, Ipswich, Suffolk IP6 0AP |
| Secondary | C | Witnesham Road, Ipswich, Suffolk IP6 |
| Secondary | D | Playford Corner, Playford Mount, Ipswich, Suffolk IP6 9DS |
| Primary | E | Top Street, Martlesham, Suffolk IP12 |
| Secondary | F | Clappits, Woodbridge Road, Newbourne, Woodbridge, Suffolk IP12 4PA |
| Secondary | G | Park Lane, Ipswich, Suffolk IP10 |

15. The PCCSs will:

- Form the main point of access onto the linear construction site;
- Provide areas for the storage of materials and equipment;
- House site administration and welfare facilities for the labour resources;
- Form an interchange hub for deliveries of material, equipment and resources; and
- Allow HGVs to park prior to entering the local road network during peak hours.

16. The SCCSs will act as hubs for the delivery of materials, equipment and resources along the route and will enable access to the cable route for construction. They will be of sufficient size to accommodate limited storage of materials, equipment and labour welfare facilities.

17. It is anticipated that 29 jointing bays will be required along the 37km cable route, in addition to a transition bay at the landfall. Each jointing bay will comprise a concrete box 10m long by 3m wide by 1.5m high buried so that the base is 2.5m below ground level. A jointing bay construction compound will be required adjacent to each jointing bay and will have hardstanding areas of up to 900m$^2$ within the compound which would typically measure 24m x 115m i.e. 2,760m$^2$.(in accordance with Requirement 12(11) which stipulates that the footprint must not exceed 3,740m$^2$). The compounds will have hardstanding and accommodate containers, drum trailer movement, parking, and welfare. A typical layout is shown in Figure 2 of the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000061).

18. Existing accesses and farm tracks will be upgraded and used where possible to access the jointing bay locations. Once these accesses reach the cable corridor, the routes to connect to the jointing bays are referred to as 'haul road'. The length of haul road for the cable route is limited by Requirement 12(12) of the DCO to 18.05km.

19. In addition, the ducts to be used for EA THREE, which were installed during the EA ONE project construction works, will require to be 'proved' to ensure that they are intact and free of debris. This will be undertaken by the use of foam pigs which will be driven under pressure from jointing bay to jointing bay. Each stretch of duct that was installed using Horizontal Direct Drilling (HDD) will, however, require duct-proving excavations at each end of the HDD, to allow the use of different size foam pigs, due to a difference in the diameter of these compared to the ducting installed using open trench techniques.

## 4.2. Clappits Works

20. Clappits Works comprise a stage of the onshore connection works and cover Work No.s 21 to 24. The infrastructure within these Work No.s comprises:

- The Clappits SCCS (CCS F) in Work No. 22;
- Three Jointing Bays (20 to 22) in Work No. 21;
- Two improved accesses with the public roads as follows:
  - Access AP-H (Work No. 23) eastwards from Woodbridge Road, to access the Clappits SCCS and Jointing Bays 21 and 22 in Work No. 21; and
  - Access AP-I (Work No. 24) eastwards from Newbourne Road, to access Jointing Bay 20 in Work No. 21; and
- A crossing of The Street (CR01 and CR02); and
- The access tracks/haul roads required to access Clappits SCCS and jointing bays 20 to 22.

21. These are shown on Figure 2.

### 4.2.1. Accesses AP-H and AP-I, the Crossing Point, Access Tracks and Haul Roads

22. Clappits SCCS will be accessed from Woodbridge Road using Access AP-H. This junction was used for the EA ONE project (Access AX-14) but was fully reinstated following the EA ONE works and will need to be constructed under the EA THREE DCO. The vehicular access track from the access to the Clappits SCCS that was installed as part of the EA ONE construction works remains in situ as it was agreed with ESC that restoration would be environmentally more damaging than leaving the improved track in place. A new temporary vehicular access track of 160m length and 5.5m width will be used to link this existing track and the Clappits SCCS to reach the edge of the cable corridor (Work No. 21), where 610m of 5.5m wide haul road will link to road crossing CR02, and a further 1,520m from road crossing CR01 to Jointing Bays 20 and 21. The amount of temporary haul road required to access these jointing bays will be 2.13km.

23. Access AP-I will be constructed from Newbourne Road, along with 400m of 5.5m wide access track to link to the edge of the cable corridor which will access directly onto the compound of Jointing Bay 20. This access was not used as part of the EA ONE construction works.

24. A crossing of The Street (CR01 and CR02) will be required. This will be in the same location as that used for EA ONE.

25. No watercourse crossings will be required for the Clappits Works.

26. The construction methodologies associated with the accesses, access track and haul roads are typically as follows:

- Set out the access and track/haul road with the use of Global Positioning Systems (GPS) Real Time Kinematic (RTK) equipment;
- Locate, divert and cap any existing field drains;

- Set out and install drainage features the length of track to be constructed;
- Remove vegetation, then remove and locally store topsoil material over the working width; seeding topsoil if it is to be stored for longer than 6 months;
- Excavate to formation level and store any excess material;
- Under-track drainage will be installed where necessary and in accordance with drainage requirements;
- Place a geotextile onto existing subsoil to improve the bearing capacity of the sub-soil, depending on ground conditions, programme and landowner requirements; and
- Place imported stone in accordance with the design to form the track structure.

### 4.2.2. Secondary Construction Consolidation Site (Work No. 22)

27. The Clappits SCCS will be a hub for the delivery of materials, equipment and resources. The dimensions of the Clappits SCCS will be 60m long by 20m wide covering a surface area of 1,200m$^2$, this is in accordance with Requirement 12(9)(a) of the DCO which limits the size of each SCCS to 1,200m$^2$. The Clappits SCCS will also be within the area previously used for the EA ONE SCCS in this location.

28. The construction of the SCCSs involves stripping of topsoil, importing and laying stone for the compound base and installing cabins and welfare facilities. Construction of the Clappits SCCS will take approximately 3 weeks and the methodology will be as follows:

- The extent of SCCS will be marked out with the use of GPS RTK equipment;
- Any existing field drains will be located, diverted and capped;
- Drainage features will be set out and installed as required;
- Security fencing will be erected around the perimeter of the SCCS;
- Once vegetation has been removed, topsoil material over the SCCS area will be removed and locally stored and seeded if it is to be stored for longer than 6 months;
- Any excess material will be excavated to formation level and stored; and
- Imported stone will be placed in accordance with the design of the SCCS base structure.

29. The SCCS will be constructed first, with the duct proving, jointing bays and cable pull through occurring at a later date (anticipated in 2024). It is intended that the SCCS will provide an early onsite presence for the onshore cable construction works and will be used as a base for mitigation and survey works being undertaken as well as for the construction team to visit site during the later stages of the planning and design process. It may also be used for stakeholder and other site meetings.

30. The Clappits SCCS will remain in situ for the duration of the onshore cable works, prior to being restored as described in Section 4.2.5.

### 4.2.3. Jointing Bays 20 to 21 (Work No. 21)

31. The three jointing bays in Work No. 21 will be located as follows:

- Jointing Bay 20 – 340m to the east of Newbourne Road and to the southwest of Waldringfield (Grid Ref 627520 244187);
- Jointing Bay 21 – 45m to the west of Mill Road, to the east of Newbourne (Grid Ref 627881 243040); and
- Jointing Bay 22 – 240m to the north of Kirton Creek and 190m to the southeast of White Horse Wood, to the southeast of Newbourne (Grid Ref 628065 241862).

32. Once the location of each jointing bay compound has been established (using GPS RTK equipment), creation of the compound will commence with erection of temporary security fencing, removal of topsoil layer and installation of hardstanding areas.

33. The jointing bay will then be excavated to a depth of up to 2.5m with adequate slope batter or shoring on all sides of the excavation to prevent the soil from collapse. The existing ducts will be uncovered and concrete slabs constructed to provide a level working area. Two sump pits will be included to facilitate drainage and dewatering and water will be treated, where necessary, before being discharged. Installation and jointing of the cables will then take place, along with installation of earthing link boxes and fibre optic cable chambers, before the area is back filled with subsoil.

34. The creation of each jointing bay compound and excavation of each jointing bay will take a week each.

### 4.2.4. Cable Installation

35. The electrical transmission cables will be delivered to the Clappits SCCS where they will be transferred to the jointing bay compounds when needed. The cable drums will comprise abnormal loads and their delivery will be managed as set out in the Traffic Management

Plan (EA3-LDC-CNS-REP-IBR-000053). Two cable lengths of approximately 1,260m will be required to pull through between each pair of jointing bays. The cable ducts will be proved before the cable is pulled through. Once the cables are received at the jointing bay compound, they will be temporarily stored on the hardstanding area prior to installation in the pre-installed ducts.

36. Installation of the cables into the ducts between the jointing bays will begin with a cable pulling system being installed into the bay. A steel bond and winching system with free spinning rollers will be installed along the bottom of the bay. Hydraulic jacks will raise the cable drum off the ground and a winch will be used to pull in cable using a pulling rope. A dynamometer will ensure the maximum pulling tension is not exceeded. Tension on the cable will be reduced using a biodegradable water-based lubricant. This process will be repeated for the second cable being installed in the duct. The cables will then be jointed once 2 cable sections (4 cables) have been installed.

37. It is expected that pulling and jointing operations at each location would take approximately 2.5 weeks typically spread over a three to four week period, with approximately five workers for each jointing bay. These works will then be repeated to install the cables between all the jointing bays.

### 4.2.5. Reinstatement

38. Following installation and jointing of the cables, the jointing bays, compound, accesses and haul roads will be reinstated with the stored topsoil and subsoil following trenching. If necessary, the subsoil will be 'ripped' prior to placement if compaction had occurred. Topsoil will be spread in such a way as to ensure that it does not become compacted. The topsoil will then be cultivated and reseeded (if required) and suitable hedgerow species replanted during the first appropriate planting season, in accordance with the Landscape Management Pan (EA3-LDC-CNS-REP-IBR-000056). Temporary fencing around any new planting would be removed once reinstatement was established.

39. The Clappits SCCS will remain in situ for the duration of the cable works and will then be removed and reinstated.

## 5. PUBLIC RIGHTS OF WAY INTERACTIONS

### 5.1. Public Rights of Way

40. This section details the PRoW interactions resulting from the construction of the Clappits Works. Use of pre-installed ducts, installed during the construction works for EA ONE, limits the impacts of the cable installation works upon PRoW. As there is no open trenching required along the onshore cable route, PRoW will only need temporary closure (with or without diversion) where the PRoW itself is used as an access track/haul road, while that access is upgraded or restored. Management measures will be in place to enable these PRoW to continue in use during their use by construction traffic. However, in certain cases, a diversion may remain in place during these periods. In those locations where the access track/haul road simply crosses a PRoW, no closure would be required whilst the access track/haul road is installed, used and then removed as access will be maintained by the use of a banksman. It has been agreed between SCC and EATL that only where a haul road or upgraded access track is formed from an existing PRoW would there need to be a temporary closure during the track upgrade and restoration.

41. The PRoW present within the Clappits Works area comprise the following (north to south), as shown on Figure 3 PRoW in vicinity of Clappits Works:

- Bridleway E-537/024/0 which runs east -west from Waldringfield, crossing the cable corridor between U and V. This bridleway will not be impacted by the construction works and will not be considered further here;
- Footpath E-537/025/0 which links Newbourne Road to Bridleway E-537/024/0 and abuts Access AP-I (to Jointing Bay 20);
- Footpath E-537/020/0 running north/south which links Mill Road to Waldringfield and clips the corner of the order limits. This footpath will not be impacted by the construction works and will not be considered further here;
- Footpath E-537/031/0 which runs from Newbourne Road to Clappits and on to link to Footpath E-410/006/0. This footpath runs from Access AP-H along the track to be used as access to Clappits CCS and on to Jointing Bays 21 and 22 and the duct proving excavation at the HDD.
- Bridleway E-410/006/0 which links Mill Road to E-537/031/0 and crosses the cable corridor between S and T. This bridleway will be used as an access to Jointing Bays 21 and 22 and the duct proving excavation at the HDD.
- Footpath E-410/008/0 which links the Mill Road to Woodbridge Road running southwest to north east and crossing the cable corridor between P and T. This footpath will be crossed by the haul road to Jointing Bays 21 and 22 and the duct proving excavation at the HDD; and

- Footpath E-305/001/0 which runs east west linking Hemley with Ranglins Wood and onto Newbourne and will be crossed by the haul road to Jointing Bay 22 and the duct proving excavation at the HDD between point CCC and DDD.

42. The PRoW interactions with the Clappits Works are, summarised as follows:

- PRoW used as access/haul road to the CCS and jointing bays: Footpath E-537/031/0;
- PRoW crossed by haul road to a jointing bay-- E-410/008/0, and Bridleway E-410/006/0 and Footpath E-305/001/0; and
- PRoW that abuts an access to a jointing bay - Footpath E-537/025/0.

43. These PRoW will be managed as follows, and as described in more detail in Sections 5.1.1 and 5.1.2.:

- The PRoW that will be crossed by haul road to a jointing bay-or that abut an access to a jointing bay will continue in use during the construction period without stopping up or diversion.
- The PRoW that will be used as an access to the CCS and jointing bay (Footpath E-537/031/0) will require to be temporarily stopped up during the installation/upgrade and removal of the access track.

44. It is important to note that the works at any one jointing bay will be of short duration and that traffic numbers travelling to the jointing bay at these times will be low, as shown in Table 5-1. Therefore, the interactions of the Clappits Works with the PRoWs that cross or abut the accesses to the jointing bays will also be of short and intermittent duration. Typical daily HGV numbers associated with the construction and use of the CCS that will use a PRoW as access will peak at 20 (2-way) , while generally being significantly less. No issues were experienced during the installation of this CCS with respect to this right of way during the EA ONE construction works.

***Table 5-1 Typical Use of Access Tracks to Jointing Bays***

| Activity | Duration | Vehicle Movements |
|---|---|---|
| **Excavation and creation of each jointing bay** | 2 weeks | <10 HGVs per day<br><8 Light vehicles per day |
| **Pulling through and jointing** | Cable pull per cable – 1 day<br>Jointing per jointing bay - 2 weeks | 6 HGVs per day<br><10 Light vehicles per day |
| **Restoration of jointing bay** | 1- 2 week | <10 HGVs per day<br><8 Light vehicles per day |

### 5.1.1. PRoW Interactions With No Temporary Stopping Up Or Diversion

61. As noted above, there are four PRoW (Footpath E-410/008/0, Bridleways E-410/006/0, E-305/001/0 and E-537/025/0) that interact with the Clappits Works which can continue in use during the construction period without stopping up or diversion. Management measures will be employed by the Principal Contractor to ensure the safety of users of these routes as set out in Section 6.2.1 and 6.2.2. The locations of the PRoW are shown on Figure 3.

62. During the installation and removal of the haul road (a couple of hours in each instance), the ongoing use of the PRoW by the public would be maintained by the use of banksmen to ensure temporary cessation of haul road laying works and safe passage of users. Once the haul road is installed across the PRoW, further management measures (i.e. signage) would ensure that haul road users are aware of the potential for PRoW users to cross their path, and PRoW users are aware of the hazards to allow both to operate together safely. These measures will also be in place with respect to where Footpath E-537/025/0 abuts the access to Jointing Bay 20.

63. Tables 5-2 and 5-3 detail the PRoW that interact in this way with the cable route construction works.

*Table 5-2 PRoW Interactions Where PROW Crosses Haul Road*

| PRoW | Infrastructure Interaction |
|---|---|
| **Public Footpath E-410/008/0** - Part of the path that leads north east from The Street in Newbourne, connecting to Mill Road | PRoW crossed by haul road within cable corridor (5.5m between point P and T on Figure 3)<br>Duration of interaction –<br>• Less than 1 week during installation of the haul road<br>• Less than 7 weeks activity spread over a 10 month period for jointing bay and duct proving works |
| **Public Bridleway E-410/006/0**- links Mill Road to E-537/031/0 | PRoW crossed by haul road within cable corridor (5.5m between point S and T on Figure 3)<br>Duration of interaction –<br>• Less than 1 weeks activity during installation of the haul road<br>• Less than 7 weeks activity spread over a 10 month period for jointing bay and duct proving works |
| **Public Footpath E-305/001/0 -** runs east west linking Hemley with Ranglins Wood and onto Newbourne | PRoW crossed by haul road within cable corridor (5.5m between point CCC and DDD on Figure 3.<br>Duration of interaction<br>• Less than 1 week during installation of the haul road<br>• Less than 6 weeks activity spread over an 8 month period for jointing bay and duct proving works |

*Table 5-3 PRoW interactions where PROW abuts Cable Construction Works*

| PRoW | Infrastructure Interaction |
|---|---|
| **Public Footpath E-537/025/0** – links Newbourne Road, north eastwards to Bridleways E-537/029/0 and E537/24/0 | Start/end of footpath abuts access track linking Access I to Jointing Bay 20<br>Duration of interaction<br>• Less than 8 weeks activity spread over an 8 month period for jointing bay works |

### 5.1.2. PRoW to be Temporarily Stopped Up

64. There is one PRoW that will require to be temporarily stopped up during the Clappits Works, as set out in Table 5-4. This temporary closure is consented under the provisions of the DCO without further requirement for additional permissions and is as set out in the Schedule 3 of the DCO and the Temporary Stopping up of Public Rights of Way Plan (Document 26.a of the application).

65. The PRoW will be closed where the PRoW itself is to be used as an access track/haul road, while the track surface is upgraded at the start of the construction phase or restored on completion of works in that location. The PRoW will be temporarily stopped up for periods of up to 3 weeks.

66. The PROW, the length of the route impacted and the expected duration is set out in Table 5-4.

*Table 5-4 PRoW required to be Temporarily Stopped Up*

| PRoW | Infrastructure Interaction |
|---|---|
| **Public Footpath E-537/031/0** – from the north side of Woodbridge Road, the footpath leads east towards Mill Road via Bridleway E-410/006/0 | Approximately 240m between point R and S on Figure 3 to be used to access CCS F (Clappits) and Jointing Bays 21 and 22 via Access H<br>Duration of interaction:<br>• temporary 3 week closure for upgrade and 3 week closure for removal of access track<br>• intermittent use of access track/PRoW by CCS and jointing bay traffic over 18 month construction period |

### 5.2. Open Access & Common Land

67. Under the CRoW Act 2000, the public are not restricted to paths, but can freely walk on certain mapped areas of mountain, moor, heath, downland and registered common land, known as open access land. There is, however, no open access land within the Clappits Works.

### 5.3. Cycle Routes

68. There is one Regional Cycle Route (RCR) using public roads which has the potential to interact with construction vehicles for the Clappits Works. Management measures will be employed by the Principal Contractor to ensure the safety of users of this route such that it can continue to be used, as set out in Section 5.3. The cycle route is shown on Figure 4.

69. Table 5-5 summarises the interaction of the cycle route with the Clappits Works.

*Table 5.5 Cycle Route interactions with Clappits Works*

| Cycle Route | Infrastructure Interaction |
|---|---|
| **Regional Cycle Route 41** – between Snape and Bramfield passes through Newbourne and connects to Mill Road via The Street. | Crossing of The Street by construction traffic at CR-1and CR-2.:<br>Duration of interaction – intermittent over initial commencement works (2 months in 2022) and over the 18 month construction period |

### 5.4. Public Roads

70. Measures will also be implemented to ensure safe access and egress at all times for pedestrian and non-motorised modes of transport upon all public roads impacted by construction traffic in the vicinity of the Clappits Works as set out in the Clappits Works Traffic Management Plan (EA3-LDC-CNS-REP-IBR-00053).

## 6. CONTROL MEASURES

71. All traffic safety measures required will be fully operational and to the satisfaction of SCC prior to the above interactions with PRoW in the vicinity of the cable works.

### 6.1. Community Liaison

72. SCC, ESC and the local Parish Councils will be notified by email approximately 12 weeks in advance of any works potentially impacting PRoW. This will include:

- A notice describing the temporary closure/diversion will be published in the press (e.g. East Anglian Daily Times) at least two weeks in advance of closure; and

- Advanced site notices (i.e. notices to members of the public warning of temporary closures, diversions and/or construction traffic ahead) will be posted at appropriate places to minimise likelihood of trespass at the obstruction. These will follow ESC's standards for advertising temporary stopping-up of PRoW and will include:
    - Site notices erected in visible locations on site approximately 1 – 2 weeks in advance of a temporary stopping-up;
    - Provision of a map showing the extent of the temporary closure, construction works and/or the temporary diversion;
    - Confirmation that the temporary diversion is to another PRoW or roads or on land in EATL's control; and
    - Confirmation that the temporary diversion across land in EATL's control is safe and fit for public use.

73. The above notices will describe the dates, hours and duration of closure, the alternative (diversion) proposed and the likely presence of construction traffic. Any extensions to closure or diversion of a PRoW would be discussed with SCC.

## 6.2. Public Rights of Way

### 6.2.1. PRoW Start/End Abuts Access Track

74. Management measures will be used to enable the continued safe use of the PRoW that starts/ ends at the access track to be used by the construction traffic. Signage will be used to ensure that construction drivers are aware of the potential for PRoW users to cross their path, and PRoW users are aware of the hazards due to construction traffic to allow both to operate together safely. The signs will require a reduced speed limit within 30m of the start/end of the PRoW of 10mph (compared to 15m/h generally in place on surfaced haul roads). Toolbox talks will be a compulsory part of the induction training for all drivers, using the haul road and accesses, and will include information regarding the above measures and the location of any PRoW near a particular construction site.

### 6.2.2. PROW crosses Haul Road in Cable Corridor

75. For the three PRoW which cross a haul road within the cable corridor, management measures will be required during installation and removal of the haul road to reach a jointing bay and also during the use of the haul road. These will ensure the continued safe use of the PRoWs.

76. During the installation and removal of the haul road, EATL will use banksmen to ensure temporary cessation of haul road laying or removal works and safe passage of PRoW users. Once the haul road is installed across the PRoW, in order to manage the interaction of PRoW users and construction vehicles the following safety measures shall be employed to enable the continued use of the PRoW:

- Use of signage to ensure that haul road users are aware of the potential for PRoW users to cross their path and PRoW users are aware of the potential for construction traffic;
- Provision of a banksman to assist PRoW users to safely cross the haul road during construction hours;
- A speed restriction on the haul road to 10 m/h within 30m of the PRoW (haul road speed limit is 15 m/h generally for surfaced haul road);
- A short section of boundary fencing may be provided on each PRoW as it approaches the haul road to ensure a clear point of entering/exiting the onshore development area is established;
- Whilst there is a presumption in favour of not gating PRoW where they cross a haul road, there may be occasions when a gate arrangement is necessary to be in place periodically for the protection of PRoW users. Where this is the case, the Principal Contractor shall seek agreement from the PRoW team at SCC, providing justification, in order to gain agreement on the specification of gate to be used. The least restrictive option suitable for all legal users will be used;
- Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding the above measures; and
- The surface of the PRoW where it crosses the cable corridor will be kept in a safe and fit condition at all times for all legal users, particularly bridleway crossings where the aggregate surface must be suitable for horse riders.

77. The length of PRoW affected will be approximately 5.5m (i.e. the width of the haul road), increasing to 20m during installation and removal of the haul road.

### 6.2.3. Use of PRoW as Access Track

78. As noted in Section 4.1.2, where the PRoW itself is to be used as an access track, while the track surface is upgraded at the start of the construction phase or restored on completion of works in that location, temporary closure will be required. Temporary stopping up will be managed by the use of post and wire or post and rail fencing (See Fencing and Enclosures Plan (EA3-LDC-CNS-REP-IBR-000024).

79. During use of the PRoW/access track by construction vehicles, the following management measures will be in place:

- Use of signage to ensure that access track users are aware of the potential for PRoW users to be using the same route and PRoW users are aware of the potential for construction traffic;
- A speed restriction on the access track to 10m/h (speed limit is 15 m/h generally on surfaced roads);
- Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding the above measures.

80. It is important to note that the use of such access tracks to access any the CCS and jointing bays will be intermittent and of short duration over the construction phase and will involve low traffic numbers as set out in Table 5-1.

81. Once the construction works are complete, the PRoW will be reinstated to its original condition or to a condition as agreed with the PRoW team at SCC.

### 6.2.4. Duration of Temporary Closure

82. Durations and timings of management measures associated with footpaths and bridleways will be discussed in advance with ESC and SCC. The duration of the diversion/stopping up will be minimised as far as practical commensurate with the work requirements and degree of restoration proposed and as shown in Table 6-1.

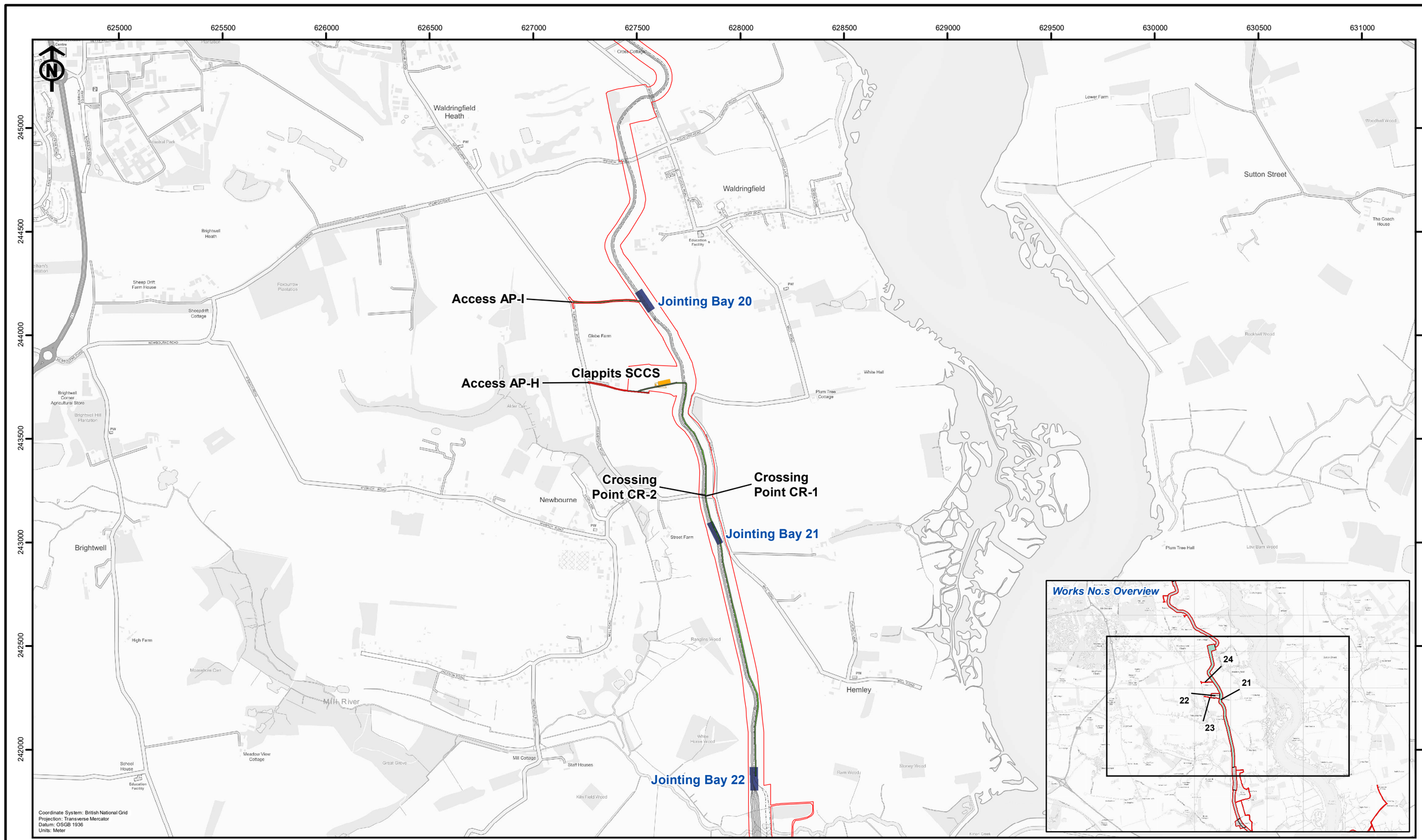
***Table 6-1 Duration of PRoW Stopping Up***

| *PRoW to be Stopped Up* | *Duration of stopping up* |
|---|---|
| **Public Footpath E-537/031/0** – from the north side of Woodbridge Road, the footpath leads east towards Mill Road via Bridleway E-410/006/0 | • Temporary 1 to 2 week closure for upgrade and 1 to 2 week close for removal of stone from access track |

## 6.3. Cycle Routes

83. Management measures will be used to enable the continued safe use of the RGR41 cycle route which uses the Street which will be crossed by the haul road used to reach jointing bays 21 and 22. The following safety measures will be employed:

- The crossing point will be gated and only opened when vehicles are crossing. A marshal will be in place when bulk deliveries and movements are expected.
- Use of signage to ensure that haul road users crossing The Street are aware of the potential for cyclists to cross their path and so that cyclists are aware of the hazards due to construction traffic crossing the route at this point;
- A speed restriction on the haul road to 10m/h within 30m of the crossing point (haul road speed limit is 15m/h generally for surfaced haul road); and
- Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding the above measures.




EA THREE DCO Corridor
Secondary Construction Consolidation Site
Jointing Bay Compound
Top Soil
Access Track
Haul Road
Existing Track
EA THREE Existing Cable Ducts
EA ONE Existing Cable Ducts

**Works No.s**
24
21
22
23

GoBe consultants

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 05/04/2022 | PW | Second Issue |
| A | 31/03/2022 | JRS | First Issue |

Original A3 Plot Scale 1:17,500

0 360 720 Metres



**Clappits Works Stage**

Figure 1: Overview Plan

| | |
|---|---|
| Drg No | 05356.00006.12.0021.1 Site Context Plan |
| Rev | 2 |
| Date | 05/04/2022 |
| Layout | N/A |

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\Onshore Substation\ONCS and Commencement Master\5356.00006.12.0021.1 Works Site Context.mxd

626000 626500 627000 627500 628000 628500 629000

245000 244500 244000 243500

Waldringfield Heath

Waldringfield

Cross Cottage

Foxburrow Plantation

Alder Carr

Glebe Farm

Education Facility

PW

GRUNDISBURGH ROAD

NEWBOURNE ROAD

IPSWICH ROAD

WOODBRIDGE ROAD

FISHPOND ROAD

SANDY LANE

SULLIVAN PLACE

SCHOOL ROAD

SUNN YARD

VILLAGE WAY

CLIFF ROAD

DEBEN LANE

MILL ROAD

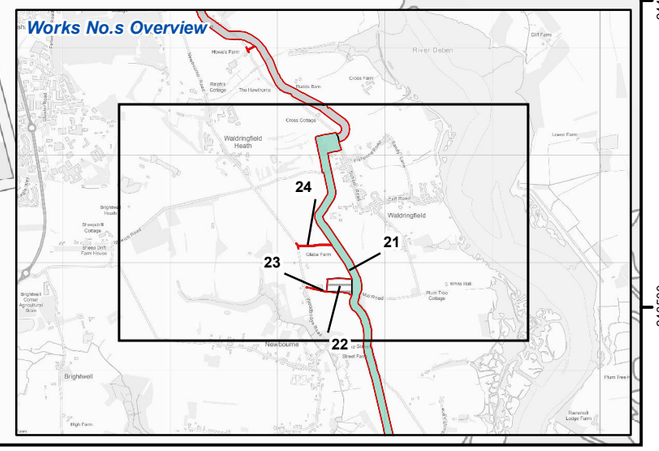
**Jointing Bay 20**

**Access AP-I**

**Access AP-H**

**Clappits SCCS**

***Works No.s Overview***




Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

EA THREE DCO Corridor
Secondary Construction Consolidation Site
Jointing Bay Compound
Top Soil
Access Track
Haul Road
Existing Track
EA THREE Existing Cable Ducts
EA ONE Existing Cable Ducts

**Works No.s**
24
21
22
23

GoBe consultants

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 05/04/2022 | PW | Second Issue |
| A | 31/03/2022 | JRS | First Issue |

Original A3 Plot Scale 1:10,000

0 200 400 Metres



**Clappits Works Stage**

Figure 2a: Site Context Plan (North)

| | |
|---|---|
| Drg No | 05356.00006.12.0021.1 Site Context Plan |
| Rev | 2 |
| Date | 05/04/2022 |
| Layout | N/A |

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\Onshore Substation\ONCS and Commencement Master\5356.00006.12.0021.1 Works Site Context.mxd

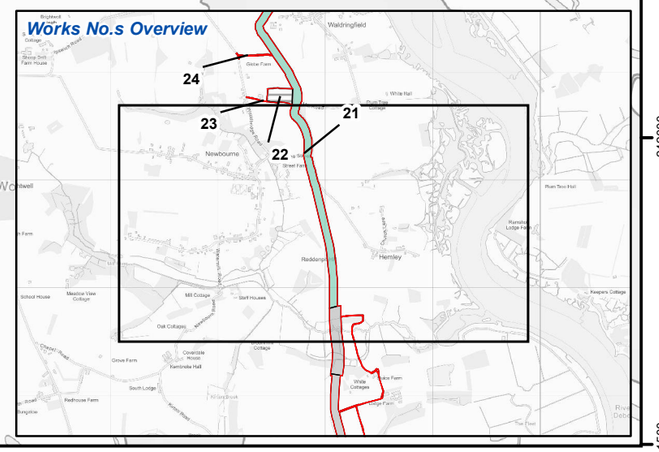
626500 627000 627500 628000 628500 629000 629500

243500 243000 242500 242000 241500

Alder Carr
WOODBRIDGE ROAD
IPSWICH ROAD
Newbourne
FERN LANE
THE STREET
PW
Street Farm
MILL ROAD
Crossing Point CR-1
Crossing Point CR-2
Jointing Bay 21
Ranglins Wood
CHURCH LANE
Hemley
Lodge Plantation
JACKSON ROAD
River
WATERMILL ROAD
White Horse Wood
Jointing Bay 22
Ram Wood
Stoney Wo
Great Grove
Mill Cottage
Staff Houses
Kiln Field Wood
Oak Cottages

Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

**Works No.s Overview**




EA THREE DCO Corridor
Jointing Bay Compound
Haul Road
EA THREE Existing Cable Ducts
EA ONE Existing Cable Ducts

**Works No.s**
24
21
22
23

GoBe consultants

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 05/04/2022 | PW | Second Issue |
| A | 31/03/2022 | JRS | First Issue |

Original A3 Plot Scale 1:10,000

0 200 400 Metres

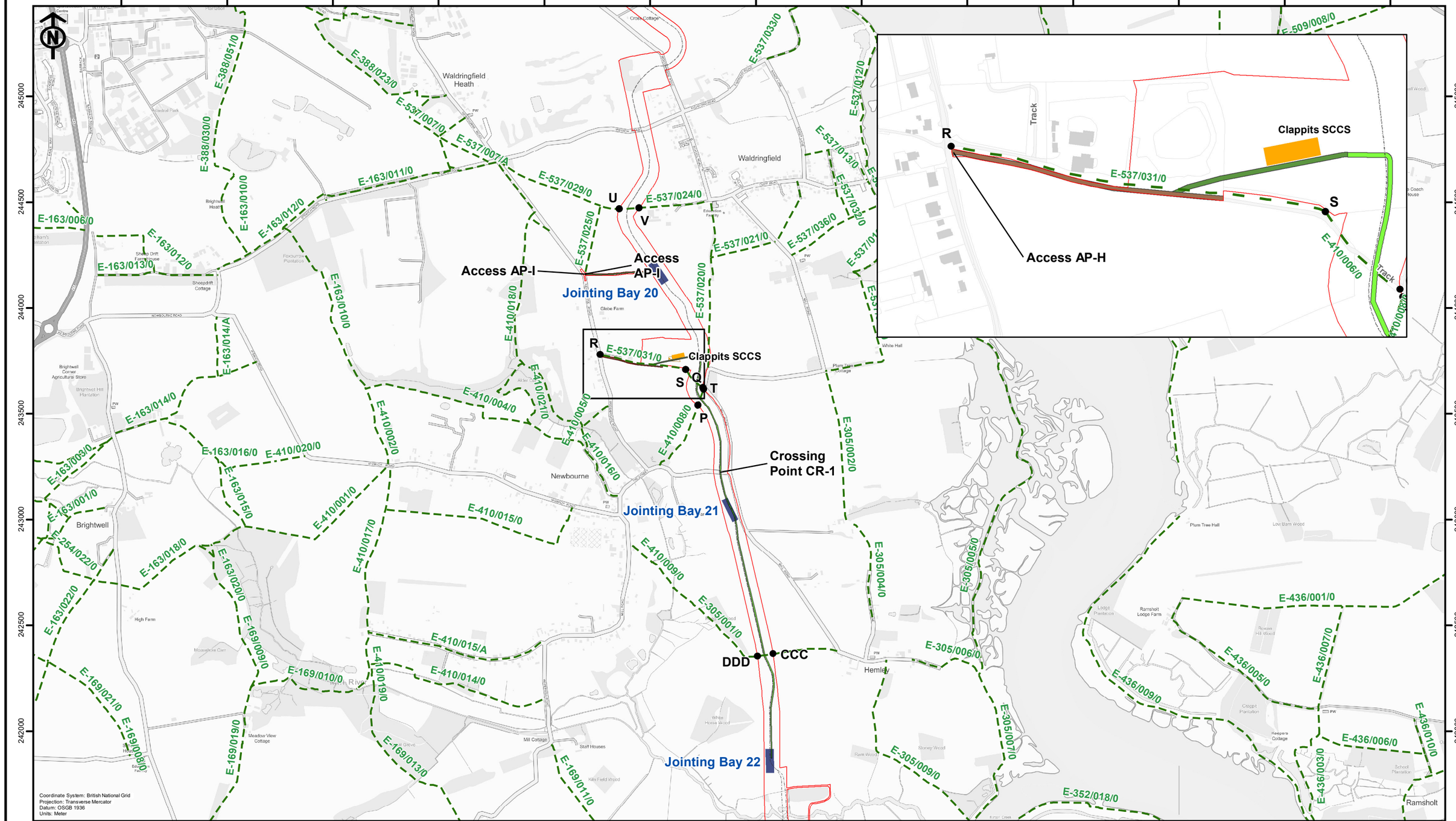


**Clappits Works Stage**

Figure 2b: Site Context Plan (South)

| | |
|---|---|
| Drg No | 05356.00006.12.0021.1 Site Context Plan |
| Rev | 2 |
| Date | 05/04/2022 |
| Layout | N/A |

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\Onshore Substation\ONCS and Commencement Master\5356.00006.12.0021.1 Works Site Context.mxd

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EA THREE DCO Corridor
Secondary Construction Consolidation Site
Jointing Bay Compound
Top Soil
Access Track
Haul Road
Existing Track
EA THREE Existing Cable Ducts
Public Right of Way

GoBe consultants

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 06/04/2022 | PW | Second Issue |
| A | 04/01/2022 | PW | First Issue |

Original A3 Plot Scale 1:17,500

0 350 700 Metres

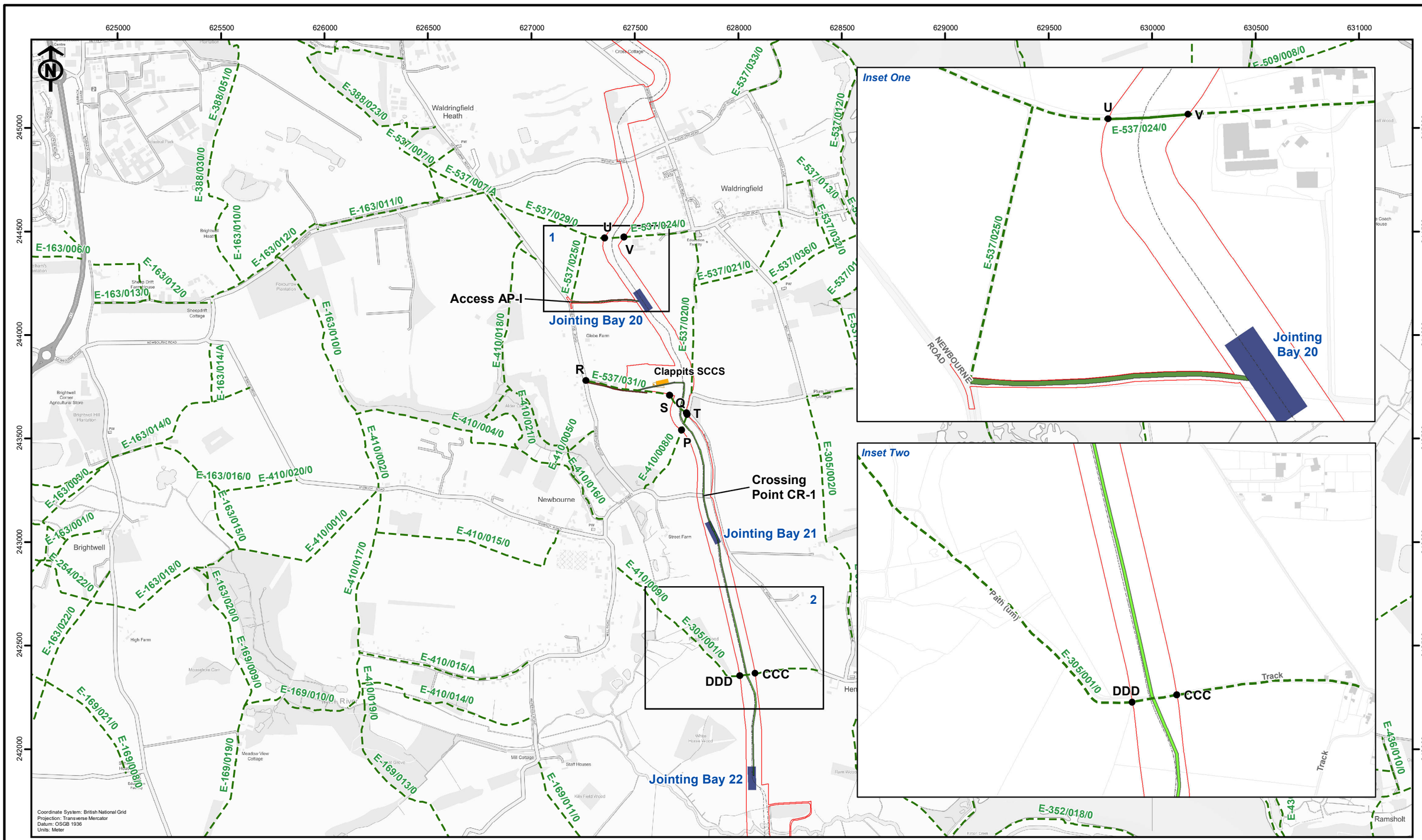


**Clappits Works Stage**

Figure 3a: PRoW in Vicinity of Clappits Works

| | |
|---|---|
| Drg No | 05356.00006.12.0025.1 PRoW Clappits |
| Rev | 2 |
| Date | 06/04/2022 |
| Layout | N/A |

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\Onshore Substation\Doc Ref EA3-OND-CNS-REP-IBR-000005\5356.00006.12.0025.1 PRoW in vicinity of Clappits Works.mxd




EA THREE DCO Corridor
Secondary Construction Consolidation Site
Jointing Bay Compound
Top Soil
Access Track
Haul Road
Existing Track
EA THREE Existing Cable Ducts
Public Right of Way

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 04/04/2022 | PW | Second Issue |
| A | 06/01/2022 | PW | First Issue |

Original A3 Plot Scale 1:17,500

0 350 700 Metres



**Clappits Works Stage**

Figure 3b: PRoW in Vicinity of Clappits Works

| | |
|---|---|
| Drg No | 05356.00006.12.0025.1 PRoW Clappits |
| Rev | 2 |
| Date | 04/04/2022 |
| Layout | N/A |

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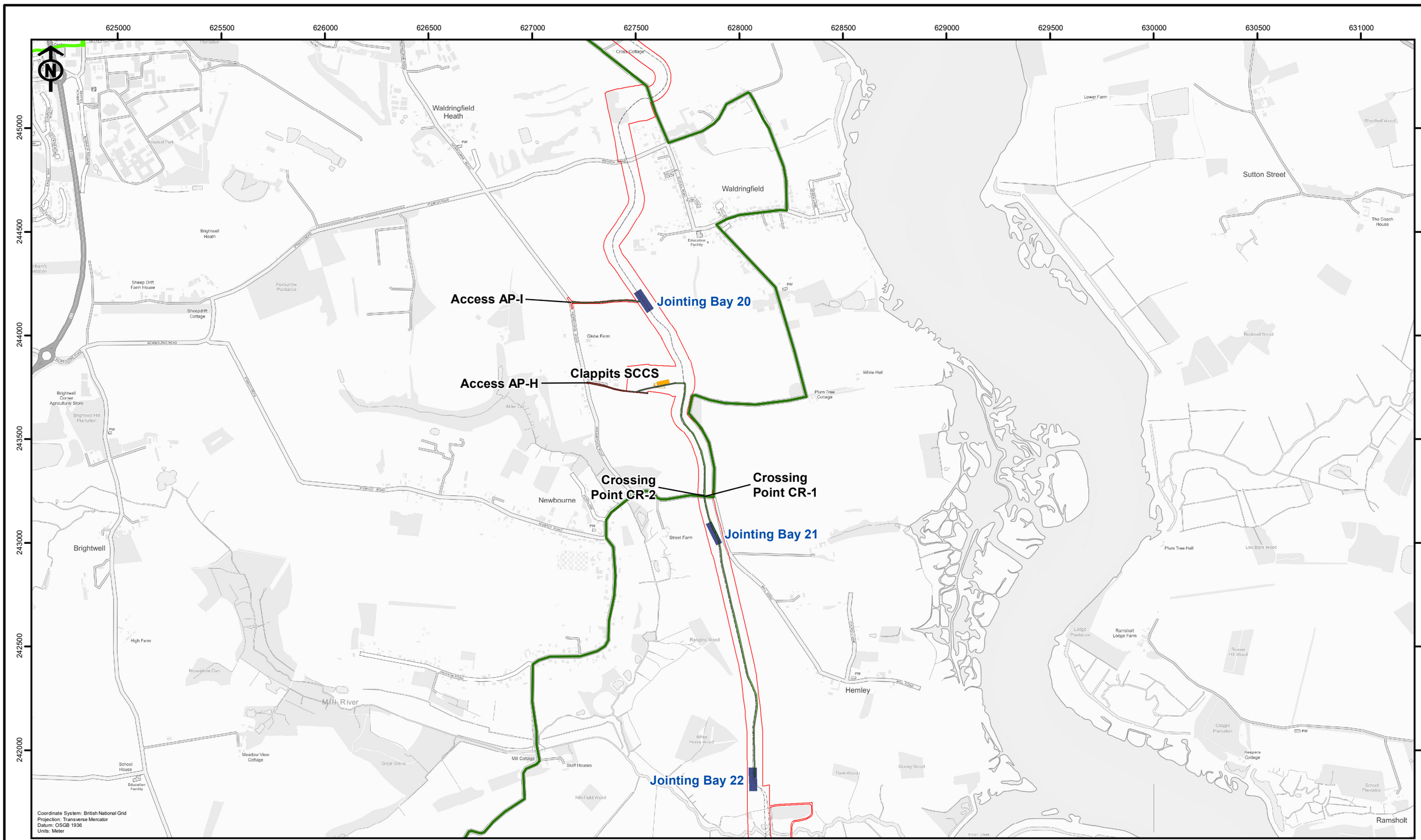


EA THREE DCO Corridor
Secondary Construction Consolidation Site
Jointing Bay Compound
Access Track
Haul Road
Existing Track
Top Soil
EA THREE Existing Cable Ducts

**National Cycle Network Route Type**
National Cycle Route
Regional Cycle Route

GoBe consultants

| Rev | Date | By | Comment |
|---|---|---|---|
| B | 12/04/2022 | PW | Second Issue |
| A | 06/01/2022 | PW | First Issue |

Original A3
Plot Scale
1:17,500

0 350 700 Metres



**Clappits Works Stage**

Figure 4: Cycle Routes in Vicinity of Clappits Works

| | |
|---|---|
| Drg No | 05356.00006.12.0031.1 Cycle Routes Clappits |
| Rev | 2 |
| Date | 12/04/2022 |
| Layout | N/A |

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