East Anglia
Offshore Wind

VATTENFALL

SCOTTISHPOWER
RENEWABLES

East Anglia THREE

Appendix 22.2

Land Use Data Tables

Environmental Statement
Volume 3
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East Anglia THREE Limited
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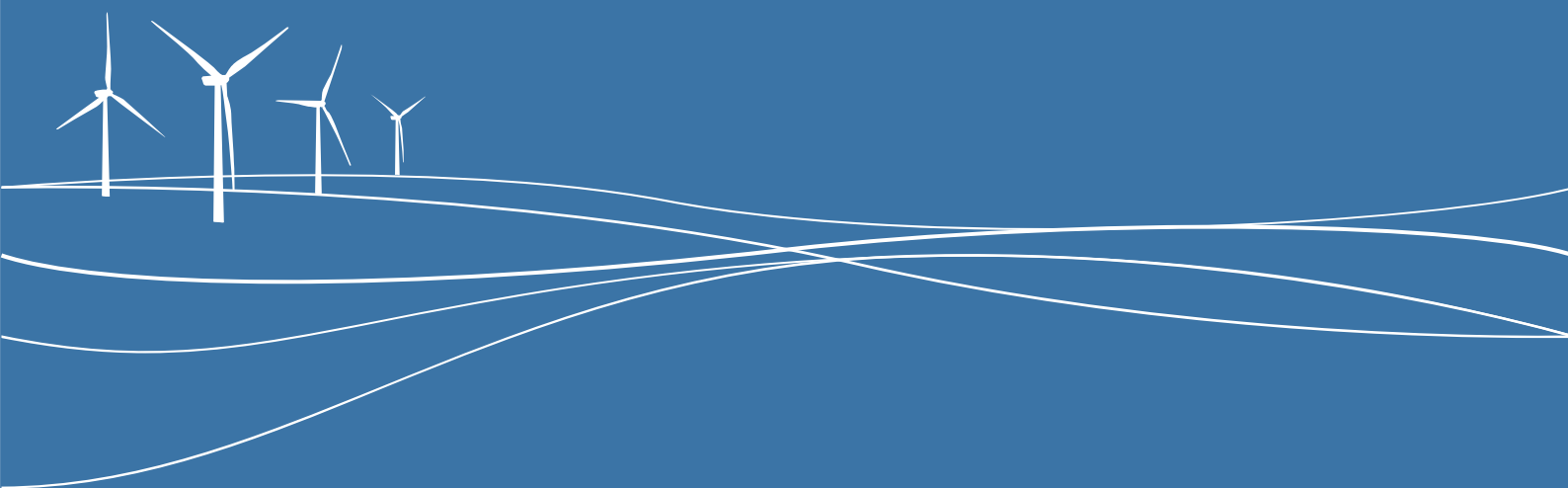

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22.2.1 Agricultural Land Classification

Table 22.2.1 ALC grades[1] and descriptions.

Grade	Description
Grade 1 – Excellent Quality Agricultural Land	Land with no or very minor limitations to agricultural use. A very wide range of agricultural and horticultural crops can be grown and commonly includes top fruit, soft fruit, salad crops and winter harvested vegetables. Yields are high and less variable than on land of lower quality.
Grade 2 - Very Good Quality Agricultural Land	Land with minor limitations which affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown but on some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than Grade 1.
Grade 3 - Good to Moderate Quality Agricultural Land	Land with moderate limitations which affect the choice of crops, timing and type of cultivation, harvesting or the level of yield. Where more demanding crops are grown yields are generally lower or more variable than on land in Grades 1 and 2.
Subgrade 3a - Good Quality Agricultural Land	Land capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of a wide range of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops.
Subgrade 3b - Moderate Quality Agricultural Land	Land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year.
Grade 4 – Poor Quality Agricultural Land	Land with severe limitations, which significantly restrict the range of crops and / or level of yields. It is mainly suited to grass with occasional arable crops (e.g. cereals and forage crops) the yields of which are variable. In moist climates, yields of grass may be moderate to high but there may be difficulties in utilisation. The grade also includes very droughty arable land.
Grade 5 - Very Poor Quality Agricultural Land	Land with very severe limitations, which restrict use to permanent pasture or rough grazing, except for occasional pioneer forage crops.
Urban	Built-up or 'hard' uses with relatively little potential for a return to agriculture including: housing, industry, commerce, education, transport, religious buildings, cemeteries. Also, hard-surfaced sports facilities, permanent caravan sites and vacant land; all types of derelict land, including mineral workings which are only likely to be reclaimed using

[1] ALC descriptions taken from the Agricultural Land Classification of England and Wales, Ministry of Agriculture, Fisheries and Food, 1998 [online]. Available at: http://archive.defra.gov.uk/foodfarm/landmanage/land-use/documents/alc-guidelines-1988.pdf [Accessed 15/09/2015].

Grade	Description
	derelict land grants.
Non- agricultural	'Soft' uses where most of the land could be returned relatively easily to agriculture, including: golf courses, private parkland, public open spaces, sports fields, allotments and soft-surfaced areas on airports / airfields. Also active mineral workings and refuse tips where restoration conditions to 'soft' after-uses may apply.

22.2.2 Soil Associations

Table 22.2.2 Soil Associations within the Onshore Electrical Transmission Works and Accesses Boundary[2]

Code	Soil Association	Soil Description	Parent Material
0220	Saline 1	n/a	Marine alluvium
0411d	Hanslope	Deep clay	Chalky till
0511e	Swaffham Prior	Loam over chalk	Chalky drift and chalk
0541t	Wick 3	Deep loam	Glaciofluvial and aeolian drift
0551e	Newport 2	Deep sandy	Glaciofluvial drift over Cretaceous sand or Crag
0571o	Melford	Deep loam to clay	Chalky till
0571x	Ludford	Deep loam	Glaciofluvial drift
0572p	Burlingham 3	Deep loam	Chalky till and glaciofluvial drift
0711r	Beccles 1	Seasonally wet deep loam to clay	Chalky till
0711t	Beccles 3	Seasonally wet deep loam to clay	Chalky till
0813a	Midelney	Seasonally wet deep clay over peat	River alluvium over peat
0813f	Wallasea 1	Seasonally wet deep clay	Marine alluvium

[2] Cranfield University 2015. The Soils Guide. Available: www.landis.org.uk. Cranfield University, UK. Last [Accessed 29/09/2015]

22.2.3 Public Rights of Way and Cycle Routes

Table 22.2.3 Public Right of Way (PRoW) and Cycle Route Crossings

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
Regional Route 41	Cycle route	Suffolk Coastal District	Yes	Access A	New access needed from road into landfall (assume reinstated from East Anglia ONE)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGVs: 6 Total Employee Vehicles: 0.8 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 3.4 HGV Average Period Duration (Weeks): 21	No	9m
Regional Route 41	Cycle route	Suffolk Coastal District	Yes	Access B	Widening required within the RLB, Access B utilises an existing track across the fields	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGVs: 19 Total Employee Vehicles: 2.5 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 10.1 HGV Average Period	No	67m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 21		
E-436/008/0	Public Footpath	Suffolk Coastal District	Yes	Access C	Access C utilises an existing track across the fields	PRoW crossed by existing track	Daily Peak (Two-Way) Total HGVs: 19 Total Employee Vehicles: 2.5 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 10.1 HGV Average Period Duration (Weeks): 21	No	PRoW joins the junction with the existing track which will be used for access. PRoW does not utilise the track.
E-242/005/0	Public Footpath	Suffolk Coastal District	Yes	Access D	Follows PRoW, used to access 3 jointing bays. There is an existing stone access from Lower Falkenham Road which continues on both forks some new haul road will also be required to access W Deben.	PRoW used for access route / haul road route with upgrade	Daily Peak (Two-Way) Total HGV: 23 Total Employee Vehicles: 3.9 HGV Peak Period Duration (Weeks): 4 Daily Average (two-way) Average HGVs: 13.7 HGV Average Period Duration (Weeks): 10	Yes	478m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
E-242/015/0	Public Footpath	Suffolk Coastal District	Yes	Access D	As above	As Above	As above	Yes	355m
E-242/003/0	Public Footpath	Suffolk Coastal District	Yes	Access D	As above	As above	As above	Yes	161m
E-352/034/0	Bridleway	Suffolk Coastal District	Yes	Access F	Access straight to one jointing bay. Existing concrete access, no upgrade required.	PRoW used for access route / haul road route with upgrade	Daily Peak (Two-Way) Total HGV: 8 Total Employee Vehicles: 1.3 HGV Peak Period Duration (Weeks): 4 Daily Average (Two-Way) Average HGVs: 4.6 HGV Average Period Duration (Weeks): 10	Yes	185m
E-352/033/0	Public Footpath	Suffolk Coastal District	Yes	Access F	As above	As above	As above	No	PROW joins the junction with the existing track which will be used for access. PRoW does not

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
									utilise the track.
E-352/053/0	Bridleway	Suffolk Coastal District	Yes	Access F	As above	As above	As above	No	423m
E-352/037/0	Public Footpath	Suffolk Coastal District	Yes	Access F	As above	As above	As above	No	PRoW joins the junction with the existing track which will be used for access. PRoW does not utilise the track.
E-352/025/0	Public Footpath	Suffolk Coastal District	Yes	Access G	Access to jointing bay north (east fork) and south (west fork) of Kirton Creek. Existing stone, gravel and concrete tracks, new haul road required where west fork bisects PRoW.	PRoW crossed by existing track	Daily Peak (Two-Way) Total HGV: 15 Total Employee Vehicles: 2.6 HGV Peak Period Duration (Weeks): 4 Daily Average (Two-Way) Average HGVs: 9.1 HGV Average Period	No	213m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 10		
E-352/024/0	Public Footpath	Suffolk Coastal District	Yes	Access G	As above	As above	As above	No	36m
E-352/014/0	Public Footpath	Suffolk Coastal District	Yes	Access G	As above	As above	As above	No	17m
E-352/013/X	Public Footpath	Suffolk Coastal District	Yes	Access G	As above	As above	As above	No	71m
E-352/056/0	Bridleway	Suffolk Coastal District	Yes	Access G	As above	PRoW crossed by haul road	As above	No	PROW joins the junction with the existing track which will be used for access. PRoW does not utilise the track.
E-352/013/0	Bridleway	Suffolk Coastal District	Yes	Access G	As above	PRoW crossed by haul road	As above	No	5.5m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
Regional Route 41	Cycle route		Yes	Access H	Existing stone/grass access to 3 jointing bays. New haul road required south of the access.	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 33 Total Employee Vehicles: 4.6 HGV Peak Period Duration (Weeks): 1 Daily Average (Two-Way) Average HGVs: 17.3 HGV Average Period Duration (Weeks): 9	No	5m
E-410/008/0	Public Footpath	Suffolk Coastal District	Yes	Access H	As above	PRoW crossed by haul road	As above	No	5.5m
E-410/006/0	Bridleway	Suffolk Coastal District	Yes	Access H	As above	PRoW crossed by haul road	As above	Yes	91m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
E-537/031/0	Public Footpath	Suffolk Coastal District	Yes	Access H	As above	PRoW used for access route / haul road route with upgrade	As above	Yes	412m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.
E-537/025/0	Public Footpath	Suffolk Coastal District	Yes	Access I	Access to 2 jointing bays on existing access, will require new haulroad north.	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 22 Total Employee Vehicles: 3.1 HGV Peak Period Duration (Weeks): 1 Daily Average (Two-Way) Average HGVs: 11.6 HGV Average Period Duration (Weeks): 9	No	PROW joins the junction with the existing track which will be used for access. PRoW does not utilise the track.
E-537/024/0	Bridleway	Suffolk Coastal District	Yes	Access I	As above	PRoW crossed by haul road	As above	No	5.5m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
N/A	Cycle route	Suffolk Coastal District	Yes	Access M	New access needed from road Note haul road in this stretch not required if we can use all access L-P)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 18.7 Total Employee Vehicles: 1.4 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 12.4 HGV Average Period Duration (Weeks): 6	No	Cycle Route joins the junction with the existing track which will be used for access.
Regional Route 41	Cycle route	Suffolk Coastal District	Yes	Access N	New access needed from road Note haul road in this stretch not required if we can use all access L-P)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 18.7 Total Employee Vehicles: 1.4 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 12.4 HGV Average Period Duration (Weeks): 6	No	59m (vision splay) 10m width of road

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
Regional Route 41	Cycle route	Suffolk Coastal District	Yes	Access O	New access needed from road Note haul road in this stretch not required if we can use all access L-P)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 18.7 Total Employee Vehicles: 1.4 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 12.4 HGV Average Period Duration (Weeks): 6	No	Cycle Route joins the junction with the haul road which will be used for access.
Regional Route 41	Cycle route	Suffolk Coastal District	Yes	Access P	Existing mud farm access would require upgrade. Used to access 2 jointing bays. Note haul road in this stretch not required if we can use all accesses (L-P)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 37.3 Total Employee Vehicles: 2.8 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 24.9 HGV Average Period Duration (Weeks): 6	No	53m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
E-388/046/0	Public Footpath	Suffolk Coastal District	Yes	Access P	As above	PRoW used for access route / haul road route with upgrade	As above	Yes	151m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.
E-388/045/0	Public Footpath	Suffolk Coastal District	Yes	Access P	As above	PRoW used for access route / haul road route with upgrade	As above	No	5.5m along access.
E-388/016/0	Public Footpath	Suffolk Coastal District	Yes	Access P	As above	PRoW used for access route / haul road route with upgrade	As above	Yes	5.5m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
									construction.
E-388/044/0	Public Footpath	Suffolk Coastal District	Yes	Access P	New access needed from road Note haul road in this stretch not required if we can use all access L-P)	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 18.7 Total Employee Vehicles: 1.4 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 12.4 HGV Average Period Duration (Weeks): 6	Yes	164m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.
National Route 1	Cycle route	Suffolk Coastal District	Yes	Access R	Access to the west from Sandy Lane along new haul road	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 11 Total Employee Vehicles: 1.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 8.3 HGV Average Period	No	Road based Cycle Route runs past the junction with the haul road which will be used for access.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 7		
E-388/010/0	Public Footpath	Suffolk Coastal District	Yes	Access S	Existing metalled access, Used to access 1 jointing bay	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 11 Total Employee Vehicles: 1.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 8.3 HGV Average Period Duration (Weeks): 7	No	PROW joins the junction with the existing track which will be used for access. PRoW does not utilise the track.
E-388/009/A	Public Footpath	Suffolk Coastal District	Yes	Access T	Existing Farm/residential access Used to access 1 jointing bay	PRoW used for access route / haul road route with upgrade	Daily Peak (Two-Way) Total HGV: 11.0 Total Employee Vehicles: 1.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 8.3 HGV Average Period	Yes	190m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 7		
E-272/010/0	Public Footpath	Suffolk Coastal District	Yes	Access T	Existing stone/gravel access track. Used to access 4 jointing bays.	PRoW used for access route / haul road route with upgrade	As above	Yes	120m along Brock Lane
E-272/010/0	Public Footpath	Suffolk Coastal District	Yes	Access U	Existing stone/gravel access track. Used to access 4 jointing bays.	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 21.6 Total Employee Vehicles: 2.0 HGV Peak Period Duration (Weeks): 3 Daily Average (Two-Way) Average HGVs: 18.2 HGV Average Period Duration (Weeks): 7	No	5.5m across haul road
E-272/008/0	Public Footpath	Suffolk Coastal District	Yes	Access U	Existing stone/gravel access track. Used to access 4 jointing bays.	PRoW used for access route / haul road route with upgrade	As above	Yes	173m along access. Diversion would be parallel where possible to existing PRoW. Any

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
									diversion would be agreed with the relevant authorities prior to construction.
E-272/011/0	Public Footpath	Suffolk Coastal District	Yes	Access V	Existing mud farm access Used to access 2 jointing bays	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 14.4 Total Employee Vehicles: 1.3 HGV Peak Period Duration (Weeks): 3 Daily Average (Two-Way) Average HGVs: 12.1 HGV Average Period Duration (Weeks): 7	No	5.5m
Regional Route 48	Cycle route	Suffolk Coastal District	Yes	Access W	New access from road Used to access 2 jointing bays, would avoid ProW, no need for diversions	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 18.5 Total Employee Vehicles: 1.8 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way)	No	Cycle Route joins the junction with the haul road which will be used for access. PRoW does not utilise the track.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Average HGVs: 10.8 HGV Average Period Duration (Weeks): 8		
Regional Route 48	Cycle route	Suffolk Coastal District	Yes	Access X	New access from road (assume reinstated from East Anglia ONE)	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 9.3 Total Employee Vehicles: 0.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 5.4 HGV Average Period Duration (Weeks): 8	No	Road based Cycle Route runs past the junction with the CCS which will be used for access.
Regional Route 48	Cycle route	Suffolk Coastal District	Yes	Access Y	New access from road (assume reinstated from East Anglia ONE) Used to access 2 jointing bays	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 18.5 Total Employee Vehicles: 1.8 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 5.4 HGV Average Period	No	Road based Cycle Route runs past the junction with the haul road which will be used for access.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 8		
Regional Route 48	Cycle route	Suffolk Coastal District	Yes	Access Z	Existing dropped kerb	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 9.3 Total Employee Vehicles: 0.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 5.4 HGV Average Period Duration (Weeks): 8	No	62m
Regional Route 48	Cycle route	Suffolk Coastal District	Yes	Access AA	Existing dropped kerb	Traffic management on highway (cycle route)	Daily Peak (Two-Way) Total HGV: 9.3 Total Employee Vehicles: 0.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 5.4 HGV Average Period	No	47m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 8		
E-547/005/0	Restricted Byway	Suffolk Coastal District	Yes	Access AC	No existing access west Access to 4 jointing bays	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 54.7 Total Employee Vehicles: 21.3 HGV Peak Period Duration (Weeks): 3 Daily Average (Two-Way) Average HGVs: 34.4 HGV Average Period Duration (Weeks): 17	No	5.5m
E-547/010/0	Bridleway	Suffolk Coastal District	Yes	Access AD	No existing access Used to access 2 jointing bays	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 27.3 Total Employee Vehicles: 10.7 HGV Peak Period Duration (Weeks): 3 Daily Average (Two-Way) Average HGVs: 17.2 HGV Average Period	No	5.5m

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
							Duration (Weeks): 17		
E-102/002/0	Bridleway	Mid Suffolk District	Yes	Access AE	Existing dropped kerb, used to access 4 jointing bays	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 18.7 Total Employee Vehicles: 2.2 HGV Peak Period Duration (Weeks): 1 Daily Average (Two-Way) Average HGVs: 10.8 HGV Average Period Duration (Weeks): 11	No	5.5m
E-194/021/0	Public Footpath	Mid Suffolk District	Yes	Access AE	As above	As above	As above	No	5.5m
National Route 51	Cycle route	Mid Suffolk District	Yes	Access AE	As above	Traffic management on highway (cycle route)	As above	No	Road based Cycle Route runs past the junction with the haul road which will be used for access.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
W-155/010/0	Public Footpath	Mid Suffolk District	Yes	Access AJ	Existing dirt track, used to access 2 jointing bays East Anglia ONE proposed temporary stopping up and diverting at this point	PRoW used for access route / haul road route with upgrade	Daily Peak (Two-Way) Total HGV: 34.7 Total Employee Vehicles: 3.9 HGV Peak Period Duration (Weeks): 2 Daily Average (Two-Way) Average HGVs: 23.0 HGV Average Period Duration (Weeks): 8	Yes	300m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.
W-155/008/0	Public Footpath	Mid Suffolk District	Yes	Access AJ	As above	As above	As above	Yes	415m along access. Diversion would be parallel where possible to existing PRoW. Any diversion would be agreed with the relevant authorities prior to construction.
W-155/008/A	Public Footpath	Mid Suffolk District	Yes	Access AJ	As above	As above	As above	No	PROW joins the junction with the existing track.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
									PRoW does not utilise the track.
W-155/002/0	Public Footpath	Mid Suffolk District	Yes	Access AL	Existing stone / gravel track Used to access 2 jointing bays and substation, 2 PRoW crossings	PRoW crossed by haul road	Daily Peak (Two-Way) Total HGV: 112 Total Employee Vehicles: 96 HGV Peak Period Duration (Weeks): 1 Daily Average (Two-Way) Average HGVs: 20.5 HGV Average Period Duration (Weeks): 47	No	5.5m
W-155/001/0	Bridleway	Mid Suffolk District	National Grid will install ducts to connect into the existing Bramford substation but these will end at the boundary of the National Grid land, therefore EATL	N/A	Existing stone / gravel track	Traffic management on highway	As above	Yes	PROW diverted to the south via alternative PROW. Whole extent of PROW would be diverted – 1320m.

PRoW Route code / Cycle Route ID	Type of PRoW	District	Potential Interaction with Haul Road or Access Track	Access	Notes	Type of Interaction	Vehicle Numbers (Single Phase)	Diversion Required	Extent of Interaction*
			will need to open trench up to the end of these ducts, a distance of up to 200m						

* Extent of temporary stopping up will be agreed with SCC post-consent

Appendix 22.2 Ends Here