Landfall Method Statement

DCO Requirement 13

(Applicable to Work Numbers 5B, 6 and 7)

Prepared by:	Checked by:	Approved by EATL:	Approved by NKT:
Digitally signed by Kay Griffin DN: cn=Kay Griffin, c=GB, o=SLR Consulting, email=kgriffin@slrconsulting.com Date: 2023.11.30 15:57:20	John Dunlop Digitally signed by John Dunlop DN: cn=John Dunlop , c=GB, o=SPR, ou=Offshore development , email=jdunlop@scottishpower.com Date: 2023.12.05 10:35:24	Digitally signed by Marta Menchi Rogai DN: cn=Marta Menchi Rogai, c=GB, email=mmenchi@scottishpower.com Date: 2023.12.05 12:03:44	Stuart Graham Digitally signed by Stuart Graham DN: cn=Stuart Graham, c=GB, email=Stuart.graham@nkt.com Reason: I have reviewed this document Date: 2023.12.05 13:08:24

Revision Summary					
Rev	**Date**	**Prepared by**	**Checked by**	**Approved by EATL**	**Approved by NKT**
1	06/08/21	Kay Griffin	Phil Rew Williamson	Catherine Sibley	-
2	02/08/23	Kay Griffin	Terry Epo	Marta Menchi	-
3	27/11/23	Kay Griffin	John Dunlop	Marta Menchi	Stuart Graham

Description of Revisions			
Rev	**Page**	**Section**	**Description**
1	ALL	ALL	New Document
2	ALL	ALL	Amended in accordance with Consultee comments on Interim Draft and in accordance layout design information
3	8 9 11	6.2 6.5 7	Removal of reference to use of Sureground Amended in accordance with Consultee comments: ESC (19/09/23)

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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 1,200MW offshore windfarm and associated infrastructure. 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). In September 2022 DBEIS authorised the proposed change application and issued an Amendments Order.

2. The onshore construction works associated with EA THREE will have a capacity of 1,400MW and transmission connection of 1,320MW. The construction works will be spread across a 37km corridor between the Suffolk coast at Bawdsey and the EA 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.

3. 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.

4. The EA THREE onshore works commenced development in July 2022, with works at the Converter Station, Paper Mill Lane, Playford Corner and Clappits.

1.2. Purpose and Scope

5. This Landfall Method Statement (LMS) sets out the construction methodology works required for the connection of the cable sections as it comes onshore at the landfall at Bawdsey, referred to as Work No.s 5B, 6 and 7 within the DCO. This document has been prepared to fulfil DCO Requirement 13 which states:

> ***13.—(1)*** *No part of Work No. 5B, Work No. 6 or Work No. 7 may commence until a method statement for the construction of Work No. 5B, Work No. 6 or Work No. 7 has been submitted to and approved by the relevant planning authority in consultation with Natural England.*
> ***(2)*** *The method statement referred to in paragraph (1) must include measures to minimise the impact of the works on cliff stability and coastal erosion as well as proposals for ongoing inspection and maintenance of those works during the operation of the authorised project.*
> ***(3)*** *The method statement must be implemented as approved.*

6. Work No. 5B refers in the DCO to the onshore connection of up to four circuits through existing underground ducts (installed as part of the EA ONE construction works) from mean low water springs (MLWS) at Bawdsey Cliffs to Work No. 7 together with a temporary transition bay compound. As noted in Section 1.1, only two cables will be required rather than the four circuits that are consented and only two ducts were installed as part of the EA ONE works. Work No. 7 will comprise the installation (pulling through) of two cables within the existing ducts from Work No. 5A (i.e. seaward of MLWS), through Work No. 5B, together with two transition bays and a temporary transition bay compound, and a new temporary vehicular stone haul road from Ferry Road. Following the landfall works cable pull, the cable will also be pulled via the transition jointing bays between Work No. 7 to Work No, 8 and onwards along the cable corridor.

7. Access to the landfall will be via Access Point AP-31 that was installed as part of the EA ONE project (referred to then as AX-19). This is located in the corner of Work No. 6 and 7 and has remained *in situ* since the construction of EA ONE completed in 2022. The access point will however be removed and the area reinstated following completion of works in this area.

8. Access Point AP31 will link to a new vehicular temporary stone haul road that will link to a new secondary Construction Consolidation Site (CCS) (to be constructed and used under permitted development rights) and the transition jointing bays in Work No. 7 (See Figure 1).

9. Although consented via the DCO, a new temporary vehicular access ramp to the beach at Bawdsey Cliffs within Work No. 6 will not be required, as the EA THREE cable ducts were installed using an onshore to offshore Horizontal Direct Drill (HDD), exiting the seabed circa 650m seaward of MLWS.

10. This Landfall Method Statement provides details on the site layout, equipment and methodologies that will be used for Work No. 5B, 6 and 7 (Section 6). It also considers potential impacts on cliff stability and coastal erosion (Section 7).

11. The measures contained herein shall be adhered to by the Principal Contractor and the implementation and compliance will be monitored by the Construction Management Team. These measures will only be revised with the agreement of East Suffolk Council and Natural England.

2. ABBREVIATIONS

CCS	Construction Consolidation Site
CWS	County Wildlife Site
DBEIS	Department of Energy, Business and Industrial Strategy
DCO	Development Consent Order
EA ONE	East Anglia ONE Offshore Windfarm
EAOL	East Anglia ONE Limited
EA THREE	East Anglia THREE Offshore Windfarm
EATL	East Anglia Hub Three Limited
HGV	Heavy Goods Vehicle
HVDC	High Voltage Direct Current
LAT	Lowest Astronomical Tide
LMS	Landfall Method Statement
MLWS	Mean Low Water Springs

MMO	Marine Maritime Organization
NG	National Grid
OFTO	Offshore Transmission Owner
SBRC	Suffolk Biological Records Centre
SSSI	Site of Special Scientific Interest
TJB	Transition Jointing Bay

3. PLAN GOVERNANCE

12. Prior to the commencement of construction, a member of the Principal Contractor's construction team will be made responsible for managing the implementation of this LMS.

13. Contact details for the LMS Manager will be submitted to stakeholders for their records prior to commencement of construction.

4. LANDFALL AREA OVERVIEW

14. The EA THREE landfall site is characterized by a shingle beach overlying London Clay at the wave break point, with a raised terrace of shingle at the base of low lying cliffs, composed of shelly sand belonging to the Red Crag formation (approximately 10m above ordnance datum) which are partially vegetated by grasses, gorse and other small shrubs. At the wave break point are the remnants of suspected anti-personnel barriers, associated with military coastal defences dating from World War II, which are present along the coast. The cliffs are designated as a Site of Special Scientific Interest (SSSI) for exposed Red Crag geology, which is under the management of Natural England. There are no formal coastal defenses associated with flood prevention or coastal stability at the landfall location.

15. The offshore power cables will be brought ashore through cable ducts that have already been installed as part of the EA ONE construction works. At the onshore end of the ducts, two excavations will be made and two Transition Jointing Bays (TJB) constructed, where the offshore cable will be pulled-in and connected to the onshore cable. Figure 1 shows an overview of the landfall site and Figures 2 and 3 show the Landfall CCS Layout and the TJB Layout respectively.

5. BACKGROUND AND EXISTING DATA

16. This section provides relevant site-specific data that has been collected through desk studies and a nearshore geophysical and geotechnical survey campaign, carried out between July to October 2015, to inform the construction methodology and control measures to be implemented at the landfall.

5.1. Landfall Site

17. The intertidal and backshore area of the Bawdsey coast is covered by the Bawdsey Cliffs SSSI, designated for its geological interest. In addition to the SSSI, the vegetated shingle beach is also a County Wildlife Site (CWS) designated by the Suffolk CWS Panel made up of representatives from Suffolk County Council, Suffolk Biological Records Centre (SBRC), Suffolk Wildlife Trust and Natural England.

5.1.1. Cliff Line and Inter-tidal Zone

18. The cliffs behind the beach comprise marine deposits (Red Crag) over older London Clay. The cliff is approximately 5m high, however, winter storm activity has undercut the toe of the cliff, resulting in extensive slumping, as detailed in the 2013 EA1-GRD-T-IEC-001553 Rev 0-OFC I&L - Section E.1.2. 15. ABPmer report. Assessment of Coastal Changes at the EA ONE Cable Landfall, see Figure 4.

Figure 4 Erosion at the Landfall Cliff

19. The beach is characterized by a stepped profile, reaching a maximum altitude of approximately 4m at the foot of the cliff. However, winter storm activity has eroded it with only a thin gravel been left at the beach overlaying the London Clay.

6. LANDFALL CONSTRUCTION ACTIVITIES AND CONTROL MEASURES

6.1. Overview

20. The following provides a brief summary of the construction activities taking place in Work No.s 5B, 6 and 7 including the establishment of the CCS and TJB and cable pulling process. The ducts for EATHREE were installed by East Anglia ONE Limited (EAOL) by HDD using the long duct method and, therefore, mitigation measures relating to the short duct method and a duct exit point trench in the intertidal zone and access to the beach are not required.

6.2. Construction of Temporary Access Point and Haul Road

21. A new temporary stone haul road will be constructed to connect the temporary transition jointing bay compound with the existing access point (AP-31) on Ferry Road. This access was constructed as part of the EA ONE onshore works and remains in situ. Upon completion of the EA THREE works, the access will be removed and the area reinstated to its original form and condition.

22. The access will allow equipment, deliveries of stone, fuels and other construction related items and work personnel to have safe access and egress from the construction working area onto the road network. No access will be required to the beach.

23. The access point has an entrance curve radius suitable for access and egress of Heavy Goods Vehicles (HGVs) onto the stone haul road. The entrance is wide enough to allow HGVs to pass with ease and removes the potential for loads 'hooking' into each other. This will promote the safety of workers and third party road users. Information on the access improvement and associated traffic controls are further detailed within the Access Management Plan (EA3-LDC-CNS-REP-IBR-000079).

24. A new stone haul road will be installed (as described in Section 5.1 of the Code of Construction Practice Main Text (EA3-LDC-CNS-REP-IBR-000084)). The generally 450mm thick, 5m wide stone haul road will be constructed by placing successive layers of stone compacted with layer of geo-textile membrane and geo grid, to provide additional ground stability. This will be placed on subsoil, with stripped topsoil stored to the side of the haul road.

25. The temporary stone haul road will be removed at the end of construction and the land reinstated to its previous condition.

6.3. Site Establishment

26. The landfall works will include a Secondary CCS adjacent to the access point from Ferry Road (AP31). This will be used as the main construction compound for the installation of the onshore cables at the landfall TJBs and will also be used for the onshore cable works located to the north of the Deben (i.e. Jointing Bays JB 25/26, JB 26/27 and JB 27/28 and the HDD proving works for HDD 17). This CCS will provide welfare, site staff accommodation/offices, parking, and secure storage for materials, plant and equipment and will comprise two fenced areas of hardstanding as shown on Figure 2.

27. Following construction of the haul road, the temporary TJB construction working area will be established within Work No. 7 to support the landfall works activities. This will be located 180m from the cliff. The TJB working area will cover approximately 2020m^2 and have sufficient space to allow movement of the excavation, cable pulling and ancillary equipment. The TJB working area will comprise a level hard standing area to provide a stable platform for the pulling winch and ancillary equipment. The TJB working area will be fenced to prevent access by members of the public during construction activity and to demarcate and thereby protect any known areas of archaeological potential adjacent to site, in accordance with the Cable Route Written Scheme of Archaeological Investigation (EA3-LDC-CNS-REP-IBR-000095).

6.4. Construction of Transition Joint Bays

28. Two TJBs are required to provide housing for the fibre and cable joints between the heavily armoured marine cables and the onshore cables. Each TJB will comprise a concrete-lined structure and will be 24.5m long by 4.5m wide and 3m deep.

29. The TJBs will be installed prior to offshore cable landing operations, to minimise delay and reduce the length of time for offshore cable pulling operations in the inter-tidal zone. Construction of the TJB requires the following:

- Removal of topsoil;
- Construct TJB working area hard standing;
- Mechanical excavation of the TJB chamber and de-burial of the previously installed Horizontally Direct Drilled duct ends (the exact location of the duct ends is known). This would most likely be achieved using a mass flow excavator. The excavation will be slightly larger than the TJB dimensions. Excavated material may either be used as backfill or removed from the site and suitably disposed of;
- Install batter erosion matting;
- Install drainage and dewatering systems;
- Install earthing mat around the TJB;
- Construction of reinforced concrete chamber walls. This would involve the installation of shuttered walls, reinforcement and poured concrete (which will be transported to the site). Shuttering will be removed once the concrete is suitably cured; and
- Construct reinforced concrete winch pads.

30. Two short lengths of cable duct (1 x 34m, 1 x 46m) will be required to be installed to link the TJBs to the EA THREE cable ducts that were installed during the EA ONE construction works. These could not be installed at the time as the exact location of TJBs was not known and could not have been known until a Principal Contractor was on board for EA THREE and detailed design had taken place. These two short lengths of cable duct will be installed in accordance with the following EA ONE documents:

- The EA ONE Cable Method Statement (EA1-CON-R-IBR-021238); and
- The EA ONE Amendments to Approved Details Report: Duct Works (EA3-GEN-CNS-PLN-IBR-000015).

31. On completion of the cable pull, access to the TJBs will be by a manhole or other suitable access cover to enable future maintenance.

6.5. Cable Pulling

32. Once the TJBs are constructed, the following steps would be required:

- Having the pulled the onshore cables from Joint Bay JB 27/28 and prior to the arrival of the offshore cable installation vessel, a pulling winch will be placed on the landside of the TJBs on the concrete winch pads to pull-in the cable. Temporary barriers will be erected to clearly mark work areas.
- The offshore cable installation vessel will be positioned by anchors at a specified distance from the duct exit point, in the sub-tidal zone. The duct exit point is approximately 820m offshore (see Figure 5). All offshore works will be undertaken in accordance with the DCO and associated deemed marine licenses, as regulated by the Marine Maritime Organization (MMO). Details of offshore construction will be detailed in the relevant discharge documents which will be discharged by the MMO.
- The cable winch wire will then be connected to the cable. When the connection is made, the onshore pulling winch will then pull the cable through the duct. As the cable approaches the duct onshore end (i.e. the TJB), the cable will pass over temporary rollers, specially made to accommodate the cable, to cross the dry area of land in front of the duct. The cable pull will continue until the cable reaches the pulling winch. Cable pulling tensions will be monitored throughout this process to ensure design tensions are not exceeded. The cable will then be secured to the TJB headwall so that the potential for the cable to slip seaward is neutralised and the cable will be lifted from the cable rollers and, following electrical testing of the onshore cables, the offshore export cables will be jointed to the onshore cables within the TJBs.

33. Following completion of the cable jointing operation, onshore to offshore cable testing will be undertaken, followed by filling the TJBs with sand or similar. The area will then be reinstated.

34. Details of onshore cable installation (relevant to Work No.7 up to Ferry Road) can be found in the EA THREE Cable Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000084) that has been submitted and approved to discharge DCO Requirement 22.

6.6. Workforce

35. The total number of construction employees required has been predicted to peak at approximately 25 at the landfall.

6.7. Construction Traffic and Plant

36. Access for the onshore elements at the landfall would be via the public highway at Ferry Road. For the TJB installation the following plant would be required:

- 2 No. 360° Excavator 30t;
- 2 No. 360° Excavator 21t;
- 1 No.360° Excavator 12t;
- 2 No. Dump truck A25;
- 1 No. 9t Forward tipping dumper;
- 2 No. 9t Single drum Roller; and
- 2 No. 1.2t Twin drum Roller.

37. Construction traffic will be managed in accordance with the Cable Route Traffic Management Plan (EA3-LDC-CNS-REP-IBR-000080), Cable Route Access Management Plan (EA3-LDC-CNS-REP-IBR-000079) and Cable Route Travel Plan (EA3-LDC-CNS-REP-IBR-000087).

38. It should also be noted that a shallow water cable laying vessel, located approximately 820m offshore, would also be required for laying cables in shallow water. Cable would be passed from this vessel into the ducts before being pulled onshore to the TJBs.

6.8. Environmental Mitigation

39. Mitigation measures will be employed in accordance with a suite of management plans as follows:

- Cable Route Landscaping Management Scheme (EA3-LDC-CNS-REP-IBR-000077);
- Cable Route Fencing and Enclosures Plan (EA3-LDC-CNS-REP-IBR-0000011);
- Cable Route Surface Water and Drainage Management Plan (EA3-LDC-CNS-REP-IBR-000081);
- Cable Route Written Scheme of Archaeological Investigation (EA3-LDC-CNS-REP-IBR-000095);
- Cable Route Ecological Management Plan (EA3-LDC-CNS-REP-IBR-000093);

- Cable Route Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000084), including Air Quality Monitoring Plan (EA3-LDC-CNS-REP-IBR-000076), Site Waste Management Plan (EA3-OND-CNS-PLN-OBR-000001) , Pollution Prevention and Emergency Incident Response Plan (EA3-LDC-CNS-REP-IBR-000083), Project Community and Public Relations Procedure (EA3-CST-CNS-REP-IBR-000001), Public Rights of Way Management Plan (EA3-LDC-CNS-REP-IBR-000082), and Project Environmental Management Plan (EA3-OND-CNS-REP-IBR-000015);
- Cable Route External Lighting Scheme – Construction (EA3-LDC-CNS-REP-IBR-000085); and
- Cable Route Noise and Vibration Management Scheme (EA3-LDC-CNS-REP-IBR-000086).

40. Contact details for the relevant planning authority and relevant statutory nature conservation body are as follows for ease of reference:

- ESC – Energy Projects Team, email - energyprojects@eastsuffolk.gov.uk; and
- Natural England – Patrick Robinson, Norfolk and Suffolk Area Team, email - Patrick.Robinson@naturalengland.org.uk

6.9. Lighting

41. It is expected that the majority of works at the landfall would not require 24 hour lighting. Lighting may, however, be required during pulling in of the cable, which may require 24 hour working, and will be managed in accordance with the Cable Construction Artificial Lighting Emissions Plan (EA3-LDC-CNS-REP-IBR-000085). Lighting may also be required for security reasons for a short period (circa 3 weeks) following pull-through of the cable and prior to back-fill and reinstatement of the excavation.

6.10. Reinstatement

42. The temporary TJB compound, TJB and stone haul road will all be reinstated to their former condition within twelve months of completion in accordance with a Cable Restoration Plan that will be developed and agreed with ESC and SCC (as highways authority). If necessary, the subsoil will be ripped prior to topsoil placement if compaction has occurred. Topsoil will be spread in such a way as to ensure that it does not become compacted. Any excessive vegetation that may have developed on the topsoil bunds during the storage period will be removed and disposed of off site prior to topsoil replacement.

6.11. Programme

43. It has been estimated that construction works at the landfall would be up to 51 weeks, spread over the 2 year cable installation programme. The working hours for the landfall works are as defined within DCO Requirement 25 which states:

25.—(1) Construction work for the connection works must only take place between 0700 hours and 1900 hours Monday to Saturday, with no activity on Sundays or bank holidays, except as specified in paragraph (2).

(2) Outside the hours specified in paragraph (1), construction work may be undertaken for essential and non-intrusive activities including but not limited to:

(a) continuous periods of operation that are required as assessed in the environmental statement, such as concrete pouring;

(b) fitting out works associated with the onshore substation(s) comprised within Work No. 67 [the converter station;

(c) delivery to the connection works of abnormal loads that may cause congestion on the local road network;

(d) connection works carried out on the foreshore;

(e) daily start up or shut down;

(f) electrical installation; and

(g) non-destructive testing.

(3) All construction work undertaken in accordance with paragraph (2)(a) to (d) must be agreed with the relevant planning authority in writing in advance and must be carried out within the agreed time.

44. The majority of the construction works at the landfall will be undertaken in accordance with the hours set out above, except potentially, the short period of offshore to onshore cable pulling, where it may be necessary to complete the necessarily continuous period of works overnight. If this is anticipated to be the case, ESC will be advised, as soon as practical, prior to the works commencing, through the use of the formal application template, included as Appendix 11 of the Code of Construction Practice. This will outline the nature and circumstances for the works, the likely timing and duration and any mitigation measures to be implemented. It is proposed that as much notice as possible is provided to the local planning authority to allow for further discussion, if required, prior to agreement, with the minimum being 3 working days' notice (with the exception of the emergency works).

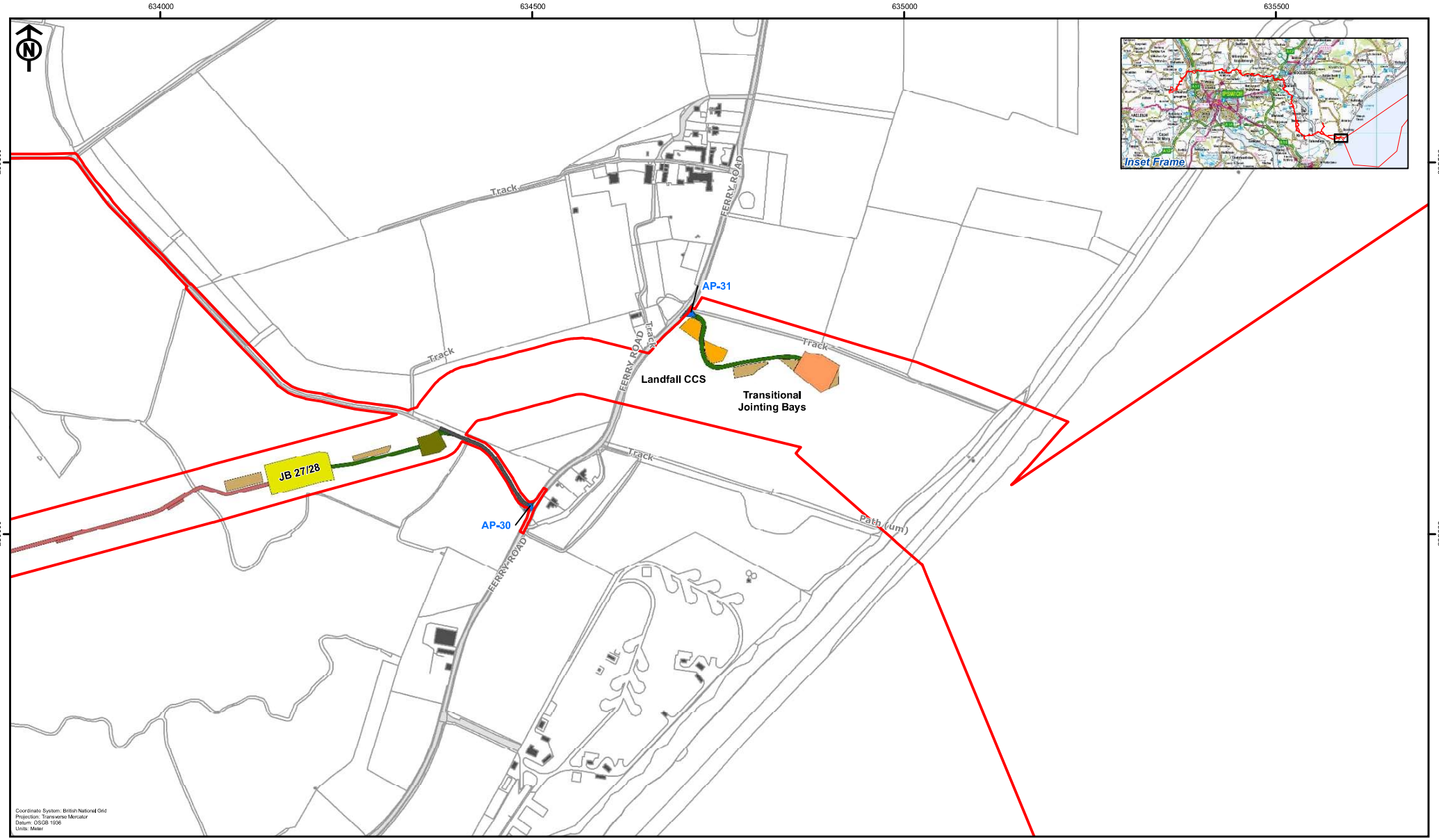
7. CLIFF STABILTY AND EROSION

45. EATL recognizes the importance of ensuring the integrity of cliffs under which the ducts are routed, during the landfall construction works. However, no additional works are proposed in the region of the cliff other than the excavation and use of the TJBs which are to be set back from the cliff top by 180m (to allow for coastal erosion during the design life span of the EA THREE Offshore Windfarm) and the cable pulling operation beneath the cliff. There will, therefore, be no interference with the cliff structure and no stability or erosion issues are likely. While no proposals for the ongoing inspection and maintenance of the landfall works during the operation of EA THREE are considered necessary, EATL[1] will work with the owners and operators of EA ONE (i.e the EA ONE Offshore Transmission Owner (OFTO)), to undertake a 5 yearly review of coastal change data to compare with as-built duct levels. This will be undertaken for the full operational life of the offshore windfarm. Due to the availability of high quality data collected by the Environment Agency as part of the Anglian Regional Coastal Monitoring Programme (ARCMP), it is proposed to review this ongoing data collection (whilst the ARCMP remains ongoing). Each Landfall Monitoring report will be submitted to ESC and Natural England.

46. The ARCMP began in 1987 and was the first regional-scale programme in the UK. It has run uninterrupted until 2021 and funding its continuation over the next 6-year phase is committed by central Government until 2027. The aims of the ARCMP have been to provide essential coastal data to inform sea flooding and coastal erosion risk management decisions between the Humber and Thames estuaries, which includes the low-lying and potentially vulnerable East Anglian coastal frontage. The coastal frontage at the landfall is well covered by beach profile data from the existing ARCMP, with beach profile transect surveys typically undertaken twice a year.

47. Should ARCMP surveys collected by others cease, EATL and/or the EA ONE OFTO will undertake a beach profile transect survey along the alignment of the HDD bores every 5 years, from 10m inland from clifftop to Mean Low Water Springs (MLWS).

[1] until the divestment of the facility to the EA THREE Offshore Transmission Owner (OFTO), who will then take responsibility for this review



EA THREE Development Order Limits
Transition Jointing Bays
Jointing Bay Hardstanding
Consolidated Construction Site Compound
Top Soil Bund
Existing Track
HGV Turning
Stone Haul Road
Trackway

GoBe consultants

Rev	Date	By	Comment
A	10/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	10/11/2023
Layout	N/A

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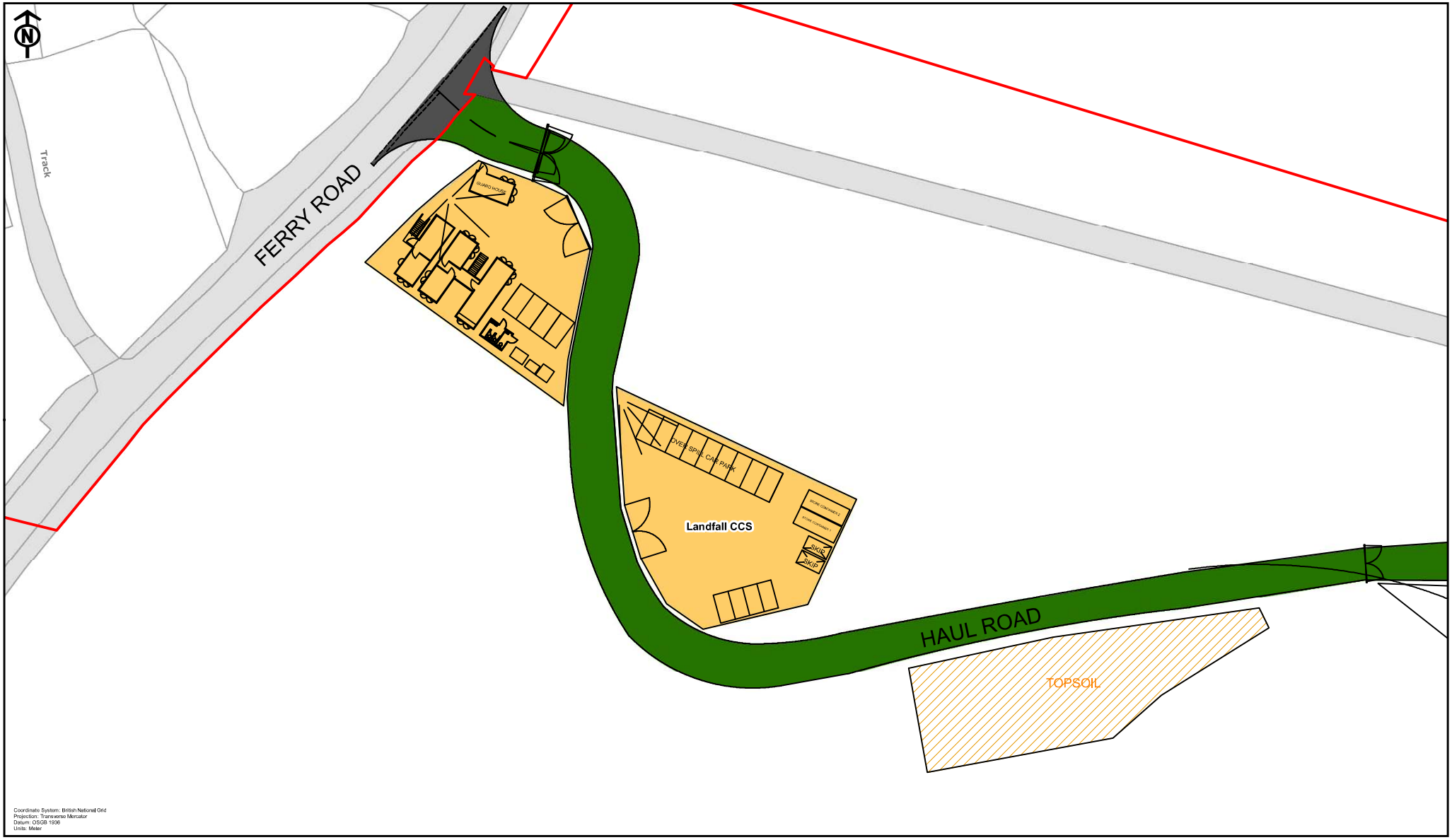

EA THREE Development Order Limits
Existing Track
Stone Haul Road
Consolidated Construction Site Compound
Top Soil
CCS Layout

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Rev	Date	By	Comment
A	13/11/2023	PW	First Issue

Original A3
Plot Scale
1:500

0 5 10 Metres

EA THREE Cable Route

FIGURE 2 Layout of Landfall SCCS

Drg No	404.5356.00006.0043.0
Rev	0
Date	13/11/2023
Layout	N/A

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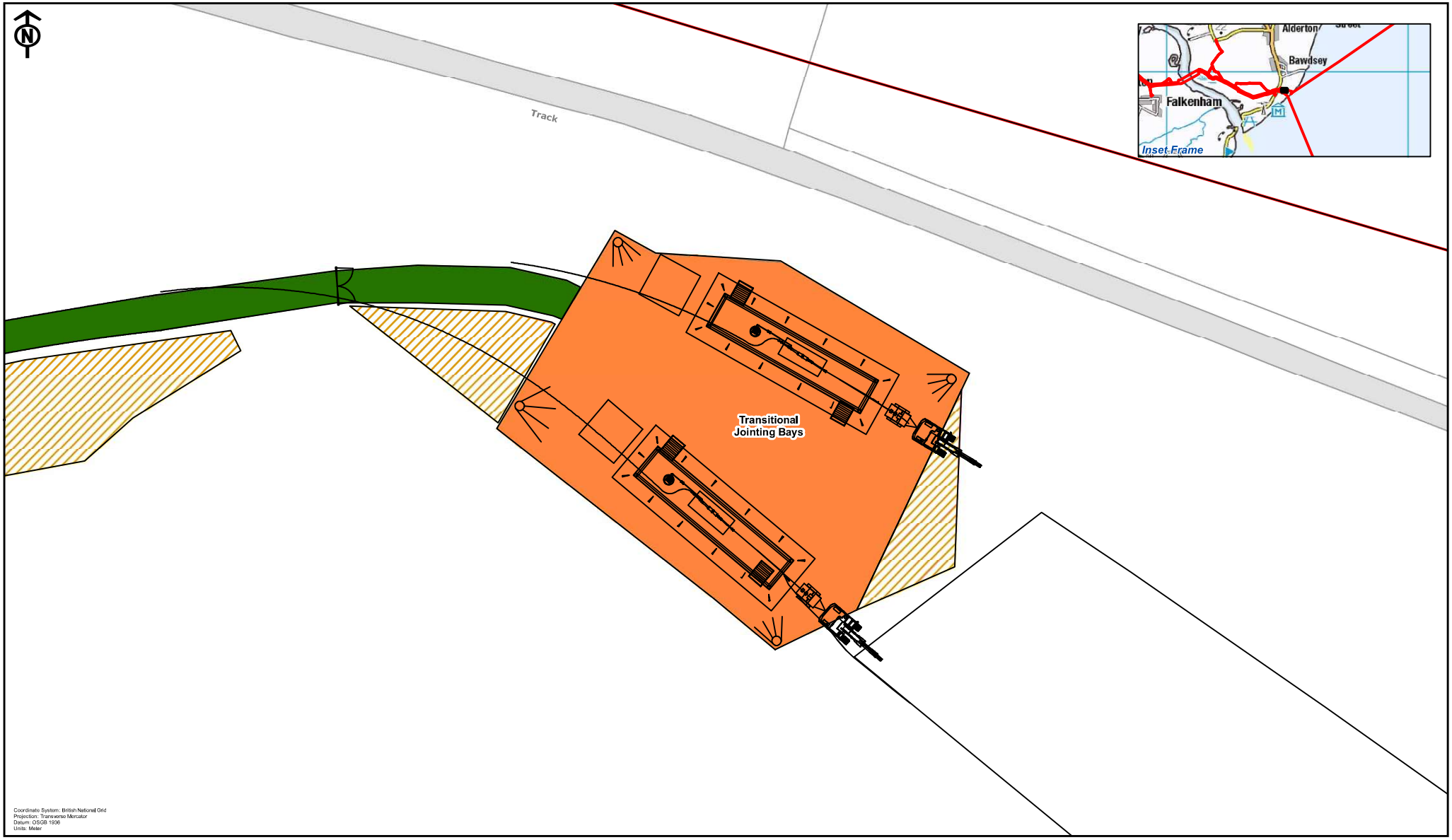

EA THREE Development Order Limits

Stone Haul Road in the Cable Corridor

Sub Soil

Top Soil

Transition Jointing Bays

EA THREE Transitional Jointing Bay Layout

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Rev	Date	By	Comment
A	10/11/2023	PW	First Issue

Original A3
Plot Scale
1:500

0 5 10 Metres

EA THREE Cable Route

FIGURE 3 Layout of Transition Jointing Bay

Drg No	404.5356.00006.0044.0
Rev	0
Date	10/11/2023
Layout	N/A

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\2023 05 EA THREE Cable Route\6 Landfall Method Statement\404.5356.00006.0044.0 Layout of TJB.mxd

EA THREE Development Order Limit
Access Point
Existing Track
Stone Haul Road
Transition Jointing Bays
Top Soil Bund
Consolidated Construction Site Compound
Cable Ducts
EA THREE
EA ONE
Mean High Water
Mean Low Water
Offshore Works Area

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Rev	Date	By	Comment
A	10/11/2023	PW	First Issue

Original A3 Plot Scale 1:4,000

0 50 100 Metres

EA THREE Cable Route

FIGURE 5 Landfall Works Schematic

Drg No	404.5356.00006.0045.0
Rev	0
Date	10/11/2023
Layout	N/A

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