Onshore Cable Route

Code of Construction Practice Appendix 9 Public Rights of Way Management Plan DCO Requirement 22 (2) (j)

Applicable to Work Numbers 5B to 20, 25 to 38, 41 to 49 and 52 to 61

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Revision Summary					
Rev	**Date**	**Prepared by**	**Checked by**	**Approved by EATL**	**Approved by NKT**
1	31/08/21	Kay Griffin	Phil Rew-Williamson	Catherine Sibley	-
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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	ALL	ALL	Amended in accordance with Consultee comments (SCC, 18/08/23) and amendments to site layout

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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.

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). In September 2022 DBEIS authorised the proposed change application and issued an Amendments Order.

3. 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 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.

5. 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. Scope

6. 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 onshore cable route construction 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*

7. The scope of this document relates to the management of PRoW associated with the cable route that runs from the landfall location at Bawdsey to the Converter Station works located near Bramford, Suffolk. These works comprise Work No.s 5B to 61 (see Figure 1 Site Context Plan) as defined in the EA THREE DCO. The Requirement Discharge Documents (RDDs) relating to the construction and installation of cable route infrastructure within the Clappits Works Stage (Work No.s 21 to 24), Playford Corner Works Stage (Work No.s 39 and 40), Paper Mill Lane Works Stage (Work No.s 50 and 51) and Converter Station Stage (Work No.s 62 to 69) have previously been discharged. For the sake of completeness and to provide a suite of comprehensive RDDs for use by the Principal Contractor for the cable route (NKT), the infrastructure and activities that fall within these areas and the associated management measures for these will also be addressed in this document. Nevertheless, this document seeks only to discharge this Requirement with respect to Works No.s 5B to 20, 25-38, 41-49 and 52 -61.

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 onshore cable (Section 5);
- Presents details of the PRoW that will interact with the works but do not require to be temporarily stopped-up or diverted (Tables 5-3 and 5-5);
- Presents details of the PRoW that will be temporarily stopped-up and diverted during the installation of the onshore cable (Tables 5-2 and 5-4); and
- Sets out the management principles to be adopted in ensuring that PRoW are managed in a safe and appropriate manner during the installation phase of the onshore cable (Section 6).

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 Mid Suffolk District Council (MSDC), East Suffolk Council (ESC) and SCC.

2. ABBREVIATIONS

ALO	Agricultural Liaison Officer
AONB	Area of Outstanding Natural Beauty
BDC	Babergh District Council
CCS	Construction Consolidation Sites
CDM Regulations	Construction, Design and Management Regulations 2015
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
MSDC	Mid Suffolk District Council
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
TTRO	Temporary Traffic Regulation Order

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. Construction Overview

12. The construction works will be undertaken across a 37km corridor between the Suffolk coast at Bawdsey and the Converter Station at Bramford, passing the northern side of Ipswich. The cables are to be installed through pre-installed ducts, laid during the onshore construction works for the EA ONE project. Construction has started on the cable route at three locations where Construction Consolidation Sites (CCS) will be located, at Playford, Paper Mill Lane and Clappits. This next phase of the construction works are expected to begin in Spring 2024 with an expected completion in December 2025. The construction activities within the onshore cable route will be as follows:

- Any minor temporary modifications to the public road network.
- Establish 3 additional CCS (approximate duration of 6 weeks for the establishment of each CCS).
- Establish 29 accesses from the public highway. These may require Section 278 Agreement with the Local Highways Authority (see Appendix 2 Transport Route Assessment of the Traffic Management Plan (EA3-LDC-CNS-REP-IBR-000080) for details).
- Establish up to circa 12.7km of stone haul road to access the jointing bay locations from the access points;
- Install 6.4km of proprietary trackway system to reach, *inter alia,* both ends of each Horizontal Directional Drill (HDD). HDDs will be accessed by proprietary trackway system from the jointing bay hardstandings or access points to allow each HDD to be proved.
- Establish 29 temporary jointing bay compounds (including 2 transition jointing bays) (approximate duration of 2 weeks for each compound).
- Excavation of jointing bay pits to locate the existing ducts at each jointing bay location (approximate duration of 3 weeks for each jointing bay location);
- Construct jointing bays (approximate duration of 3 weeks for each jointing bay).
- Transport of cables to site, from designated port to an off-site cable storage location and on to the jointing bay locations.
- Duct proving along the cable route.
- Pull cables through ducts and undertake jointing (approximate duration of 3 weeks per location).
- Backfill and reinstatement of jointing bays (approximate duration of 2 weeks).
- Remove temporary jointing bay hardstandings / compounds and CCS Compounds, haul roads, trackmatting and access points.
- Reinstate all disturbed land, permanent fences, replacement hedges and vegetation with suitable hedgerow species, during the first appropriate planting season.

13. The layout of the above infrastructure is shown in Figure 1 Site Context Plan. The locations of the soil bunds are currently indicative and may be moved within the previously disturbed areas, following agreement with EATL, the Ecological Clerk of Works (EcoW) and the Archaeological Consultant. Similarly, the stone haul road/ trackway may also be moved laterally within a distance of +/-5m, following agreement with EATL, the ECoW and the Archaeological Consultant. Currently 12.7km of stone haul road and 6.4km of proprietary trackway are proposed, however it may be possible to reduce further the quantity of stone haul road required by using trackway where practicable. The use of trackway is less invasive (being placed directly on the topsoil) and requires fewer HGV movements. EATL commits to consulting MSDC, ESC and SCC (as applicable) with regards to any changes to the layout, should the design change significantly (e.g. changes to: highway access routes including access routes into and along the cable corridor; number of jointing bays; and anything that potentially requires archaeological assessment and mitigation).

14. Circa 8 teams of 5 workers will work in parallel across the cable route, installing the infrastructure at each location.

15. Temporary modification of the existing road networks may be required, such as localized widening, socketing of street signs and temporary moving of street furniture to allow the passage of larger HGVs, as set out in the Access Management Plan (EA3-LDC-CNS-REP-IBR-000079). This will be undertaken prior to construction commencing within relevant sections of the cable corridor route.

4.2. Construction Consolidation Sites (CCS)

16. The installation of the cable will require two 'Primary Construction Consolidation Sites' (PCCS) and four 'Secondary Construction Consolidation Sites' (SCCS), as set out in Table 4-1. All the proposed CCS will be within areas that were previously used for the EA ONE construction works.

Table 4-1 – Construction Consolidation Site Locations

CCS Type	Address	Dimensions (m^2)	Comments
Primary	Paper Mill Lane, Claydon, Ipswich, Suffolk IP6 0AP	3,577	Installed 2022 HGV turning area and parking 1,750m^2
Primary	Top Street, Martlesham, Suffolk IP12	3,572	HGV turning area and parking x 1,400m^2
Secondary	Bullen Lane, Bramford, Ipswich, Suffolk IP8	1,200	
Secondary	Playford Corner, Playford Mount, Ipswich, Suffolk IP6 9DS	581	Installed 2022
Secondary	Clappits, Woodbridge Road, Newbourne, Woodbridge, Suffolk IP12 4PA	1,185	Installed 2022/2023
Secondary	Landfall, Ferry Road, Woodbridge, Suffolk, IP12 3AS	1,200	Installation and use of CCS to be undertaken using Permitted Development Rights

17. As shown in Table 4-1, the dimensions of the CCS will be in accordance with Part 3, Requirement 12(9) of the DCO which limits the size of the PCCS to 3,600m^2 and the SCCS to 1,200m^2.

18. The PCCSs will:

- 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.

19. The SCCSs will function as hubs for distribution along the cable route and will include welfare facilities with some limited storage of materials and equipment. SCCS may also include site offices.

20. The Paper Mill Lane PCCS will be the main administrative compound for the onshore works. Top Street PCCS and Landfall SCCS also include designated office space.

21. The CCS will be constructed as follows:

- Mark out the extent of CCS with use of Global Positioning Systems (GPS) Real Time Kinematic (RTK) setting out equipment;
- Set out and install drainage features as required. Any encountered existing field drains will be located, capped or diverted to areas where any outfall can be managed in accordance with the Surface Water and Foul Drainage Management Plan (EA3-LDC-CNS-REP-IBR-000081);
- Erect security fencing around the perimeter of CCS;
- Excess vegetation to be removed from soil and from site prior to soil stripping. Strip topsoil under conditions where the topsoil is within its plastic limit with regards to moisture content to minimise damage to the soils structure and texture and store in designated areas within the same field boundary, all in accordance with BS3882, British Standard Topsoil and the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009). The removed vegetation will be either disposed of offsite or used on site for weed suppression in accordance with the correct licence/exemption;
- Excavate to formation level and store any excess material. Topsoil and subsoil storage bunds will be placed in bunds locally separately, the topsoil bund being seeded, if they are to be stored for longer than 6 months. Subsoil bunds will be kept weed free;
- Place imported stone in accordance with the CCS base structure design. Hardstandings will be installed in line with temporary works design assessments and may typically be circa 600mm thick;
- Install prefabricated site offices, meeting room and welfare facilities, where required.

4.3. Accesses, Stone Haul Roads and Trackway

22. Existing accesses and farm tracks will be used where possible (with reinforcement where necessary) to access the jointing bay and HDD locations. Circa 12.7km of 5m wide stone haul road will be installed, in accordance with the permitted 18.05km (as set out in Part 3, paragraph 12(12) of the DCO). In addition, 6.4km of proprietary trackway system will be used to access, *inter alia*, the HDD proving locations. All tracks will, as far as reasonably possible, follow the track bed used for EA ONE.

23. There will be several HGV turning points and passing bays along the stone haul road and trackway. These are to provide HGVs with a safe location to turn round after driving onto the easement from the public highway and to reverse as short a distance as possible to the leading edge of the haul road/trackway construction. Over longer lengths of haul road/trackway further HGV turning points will be constructed allowing the HGV to drive along the haul road/trackway and reverse shorter distances.

24. The routing of the stone haul road/ trackway will be set out using GPS RTK equipment. For trackway, the proprietary trackway matting would be installed directly on the existing topsoil. For stone haul road the construction will be as follows:

- Set out the site tracks with the use of GPS RTK equipment;
- Erect and maintain suitable signage and goal posts where the temporary road runs under overhead lines in accordance with HSE GS6 "Avoiding danger from overhead power lines;
- Set out and install drainage features along the edges of the length of road to be constructed. Any impacted existing field drains will be located, capped or diverted to areas where any outfall can be managed in accordance with the Surface Water and Foul Drainage Management Plan (EA3-LDC-CNS-REP-IBR-000081;
- Clear vegetation, strip topsoil and subsoil material for storage in separate designated stockpiles with suitable signage.
- Topsoil storage bunds will be stored locally and seeded if they are to be stored for longer than 6 months. Subsoil bunds will be kept weed free.;
- Excavate to formation level and store any excess material;
- Test the existing ground conditions to ensure suitability of the temporary works design and bearing capacity for the haul road and hard standing areas;
- Layers of stone and geotextiles/geogrid will then be placed on the cleared surface.

25. Based on the temporary works design and the soil bearing capacity, the 450mm thick stone haul road is likely to include one layer of non-woven geotextile and a layer of Geogrid 30/30 placed on the compacted sub-soil, with a second layer of geogrid 30/30 installed after 300mm of stone is place.

26. Where the stone haul road/trackway crosses over an existing watercourse, a flume will be installed temporarily to allow crossing of the watercourse and the continued flow of the watercourse beneath. When the watercourse is too wide to flume with a single board pipe, a proprietary bridge will be utilised. (See the Watercourse Crossing Method Statement (Appendix 12 of the Onshore Cable Route Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000084).

4.4. Jointing Bay Compounds

27. 27 jointing bay compounds will be required, in addition to a compound for the 2 transition jointing bays at landfall. The jointing bay compounds will comprise hard standing to provide a working platform and to accommodate containers, drum trailer movement, parking, and welfare. The jointing bay compounds will have areas up to a maximum of 3,690m² (In accordance with Part 3 Requirement 12(11) which limits the area to 3,740m²). A typical layout is shown in Figure 2 of the Code of Construction Practice (EA3-LDC-CNS-REP-IBR-000084).

28. Once the location of the jointing bay compounds has been established (using GPS RTK equipment), the creation of the compound will commence with erection of security fencing, removal of topsoil layer and installation of hard standing areas. The jointing bays (25m x 5m) 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 exposed and concrete slabs constructed to provide a level working area. Drainage channels and a sump pit will be included to facilitate drainage and dewatering. Installation and jointing of the cables will then take place before the earth link boxes and fibre optic boxes are installed and the area back filled with subsoil and Cement Bound Sand, as required.

29. Earthing link boxes will be installed within the cable system on every fourth jointing bay. All link boxes will be installed into a link box chamber that will be buried to below plough depth at a minimum of 1.2m, within the jointing bay.

30. To enable the fibre optic cable pulling through the already installed ducts, a pulling chamber will be installed at every jointing bay location. All cable joints, link boxes and pulling chambers will be buried to below plough depth of 1.2m.

4.5. Duct Proving

31. The ducts to be used for EA THREE, which were installed during the EA ONE project construction works, will require cleaning and proving to ensure that they are intact, free of debris and ready for cable installation. Cleaning and proving will be undertaken by using a foam sponge pig, driven under air pressure from jointing bay to jointing bay followed by drawing a brush and mandrill through from jointing bay to jointing bay.

32. Each set of HDD ducts will also require proving. A larger diameter duct was installed at the HDD locations than is used along the rest of the cable route. Therefore, an excavation (2m x 3m x 1.5m) will be made at each end of each of the HDD locations at the duct diameter transition location. The transition coupler will be removed before cleaning and proving the HDD ducts as described above.

33. The construction of the two transition jointing bays within the transition bay compound is addressed in the Landfall Method Statement (EA3-LDC-CNS-REP-IBR 000078) (Reference to jointing bays in the remainder of this document also includes transition bays). These works will use the adjacent SCCS, located off Ferry Road, Bawdsey.

4.6. Cable Pull-through

34. The HVDC cable wound drums will be transported from the docks to the cable drum storage location located in Kesgrave close to Ipswich. Cable drums will then be transported directly to the jointing bay compounds. Cable lengths are dependent on the distance between the jointing bays and are typically between 750m and 1950m in length. Before cable installation commences the cable ducts and communications ducts will be given a final clean through and proved by pulling through a sponge, brush and mandrill.

35. Installation of the cables into the ducts will begin with a cable pulling system being installed into the jointing bay. A steel bond and winching system with free spinning rollers will be installed along the bottom of the jointing bay. The cable will then be drawn off the lorry mounted cable drum using HGV hydraulic assist and cable winch & winch wire.

36. Pulling calculations have confirmed that mechanical cable pushers will be required to assist the cable pull in operation on several of the longer pull locations, where cable pushers will be installed within the jointing bay. A dynamometer will ensure the maximum calculated pulling tension of the cables is not exceeded. Tension on the cable will be reduced using a biodegradable water-based lubricant, for example, “Lubtec-HD” (as used on EA ONE). Once both HVDC cables have been installed, the cable will then be jointed within the jointing bay and tested before moving onto the next pair of cables along the route. This process will be repeated for each of the twenty-eight sections.

37. The pre-installed DTS fibre optic ducting will be proven by blowing a gauging steel ball bearing through the ducting joint bay to joint bay. The Communication fibre ducts will be proven by blowing a sponge pig through prior to installing the fibre optic cable. Fibre

optic cables will then be blown through the ducted system from jointing bay to jointing bay. The blowing of fibre optic cables requires a highspeed air flow combined with a mechanical pusher.

38. It is expected that pulling and jointing operations at each joining bay would take approximately 2.5 weeks, typically spread over a three-to-four-week period, with a typically eight-person team installing the cables and a three-person jointing team.

4.7. Reinstatement

39. The jointing bay compounds, CCSs, accesses and stone haul roads will be reinstated and restored with the stored topsoil and subsoil in accordance with BS3882, British Standard Topsoil and the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (Defra, 2009). Reinstatement will only take place under conditions where the topsoil is within its plastic limit with regards to moisture content to minimise damage to the soil's structure and texture. If necessary, the subsoil will be 'ripped' under friable conditions prior to placement if compaction had occurred. Topsoil may also require ripping if compacted following the removal of the trackway. Topsoil will be spread in such a way as to ensure that it does not become compacted. Pasture and arable land will be reseeded as required, fences reinstated, and suitable hedgerow species replanted during the first appropriate planting season in accordance with the Landscape Management Pan (EA3-LDC-CNS-REP-IBR-000077).

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 onshore cable route. 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 limited open trenching required along the onshore cable route, PRoW will only need management measures in place in the following circumstances:

- In one case, as set out in Table 5-2, a jointing bay hardstanding will be located on the route of an existing PRoW. A temporary PRoW diversion will, therefore, be required to remain in place during the works at this location.
- Where the PRoW itself is used as stone haul road or trackway (hereafter referred to together as construction track), while the route is upgraded, used or restored. During the installation of the construction track, use of the PRoW will be maintained by the use of a banksman. During the PRoW's use as construction track, signage and speed restrictions will be in place to allow PRoW users safe passage. This applies to 5 public footpaths (see Table 5-3), one of which leads to the CCS at Clappits (and from there to two jointing bays and an HDD proving location) and is already upgraded. The others lead to single jointing bays or single jointing bays and HDD proving locations.
- In those locations where a PRoW simply crosses the easement (i.e. the construction track and adjacent topsoil bund), temporary closure with a minor diversion around the works would be required for the short period whilst the construction track is installed and removed. During use of the PRoW by construction vehicles, marshals and a gate system will be in place to enable safe crossing by PRoW users. This is the case for 16 footpaths, 5 bridleways and 1 restricted byway (see Table 5-4).
- Where PRoW are in close proximity to the construction works but are not directly impacted, fencing and signage will be used to safeguard PRoW users, where necessary. This is the case for the following additional PRoW[1]: 2 footpaths, 1 bridleway and also the Suffolk Coast Path which uses Ferry Road at the landfall, as set out in Table 5-5.

41. The locations of the PRoW are shown on Figure 2. The management measures to be put in place to ensure the safety of PRoW users at all times and to enable their continued use of the local PRoW network are set out in Section 6.

42. It is important to note that the works at any one jointing bay will be of short duration and that traffic numbers at these times will be low, as shown in Table 5-1. Therefore, the interactions of the onshore works with the PRoWs will also be of short and intermittent duration. Typical daily HGV numbers associated with the construction and use of the SCCS at Clappits that will use a PRoW as access will peak at 20 (2-way) while generally being significantly less.

43. No issues were experienced during the EA ONE construction works.

[1] A number of the PRoW identified as crossing the stone haul road/trackway are also close to other construction infrastructure as noted in Table 5.4 and these will be managed in the same way.

Table 5-1 Typical Use of Construction Tracks to Jointing Bays

Activity	Duration	Vehicle Movements
Establish jointing bay compounds, excavation and creation of each jointing bay	8 weeks	<10 HGVs per day <8 Light vehicles per day
Pulling through and jointing	Cable pull per cable – 1 day Jointing per jointing bay – 2 weeks	6 HGVs per day <10 Light vehicles per day
Restoration of jointing bay	2 weeks	<10 HGVs per day <8 Light vehicles per day

Table 5-2 PRoW to be Temporarily Diverted around Jointing Bay

PRoW Project ID	SCC ID and description	Infrastructure Interaction
East Suffolk Council		
PRoW 14	**Public Footpath** E 369/003/0– from Little Bealings north to Public Footpath E-272/017/0 and Bealings Road/Boot Street	Jointing Bay JB11/12 hardstanding will be located on the route of this PRoW and will require diversion for a period of 7 -9 months (See Figure 2.11 and Figure 4)

Table 5-3 PRoW Interactions Where PRoW Is Used As A Construction Track

PRoW Project ID	SCC ID and description	Infrastructure Interaction
PRoW 18	**Public Footpath E-272/008/0** - linking Seckford Hall Road to Cherry Tree Farm and onwards beneath the A12 to reach Top Street.	From Access Point AP 18, a 150m stretch of haul road (used to access Jointing Bay JB 13/14) follows the same route as this footpath (see Figure 2.12)
PRoW 19	**Public Footpaths E-272/010/0** -Passes Cherry Tree Farm and continue southwards beneath the A12 to reach Top Street	85m of this footpath, where it passes beneath the A12, is to be used to access HGDD-8W.
PRoW 29	**Public Footpath E-537/031/0** – runs from Newbourne Road/Woodbridge Road east to Clappits and on to link to Mill Road via Footpath E-410/006/0 and Mill Road.	From Access Point AP 26 , approximately 240m of the track used by this footpath will be used as part of the access to Clappits CCS when then leads on to Jointing Bays JB 20/21 and JB 21/ 22 and the trackway leading to the western end of HDD 14 (see Figures 2.17, 2.18 and 2.19).
PRoW 37a	**Public Footpath E-242/015/0** – Links Lower Falkenham Road with E-242/003/0 and E-242/005/0	From AP 28, approximately 360m of the track used by this footpath will be used as part of the access leading to Jointing Bay JB 24/25 via ProW 37b and from there on to the trackway to the western end of HDD 16) (see Figure 2.22)
PRoW 37b	**Public Footpath E-242/005/0** – Links with E-242/015/0 and Lower Falkenham Road to the south and E-242/003/0 heading northwards	From the end of ProW 37a, approximately 470m of the track used by this footpath will be used as part of the access leading to Jointing Bay JB 24/25 and from there on to the trackway to the western end of HDD 16) (see Figure 2.22)

Table 5-4 PRoW Interactions Where PROW Crosses the Easement

PRoW Project ID	SCC ID and description	Infrastructure Interaction
Mid Suffolk District Council		
PRoW 1	**Public Footpath W-155/002/0** – Leading northward from Bullen Lane, alongside Miller's Wood to Bullenhall Farm	PRoW crossed by trackway within cable corridor (See Figure 2.1). Trackway here will be used to access the proving locations for HDD 1. The start of the PRoW on Bullen Lane is adjacent to Access Point AP 02 to Bullen Lane CCS, Jointing Bay JB1/2 and the eastern end of HDD 21 (See Figure 2.1)
PRoW 3	**Public Footpath W-155/010/0** – links footpath W-155/008/0 to Somersham Road.	PRoW crossed by haul road within cable corridor (See Figure 2.3). Haul Road here will be used to access Jointing Bay JB 2/3. An HGV turning location will be located adjacent to the footpath
PRoW 4	**Public Footpath E-194/021/0** - To the north of Hill View Business Park, linking Norwich Road to Claydon.	PRoW crossed by haul road within cable corridor (See Figure 2.6). Haul Road here will be used to access Jointing Bay JB 4/5.
East Suffolk Council		
PRoW 8	**Bridleway E-547/010/0** - Leading north west away from Beeston's Farm, along Sandy Lane to Green Lane. Forms boundary of ESC/MSDC	PRoW crossed by haul road within cable corridor (See Figures 2.7, 2.8 and 2.9). Haul Road here will be used to access Jointing Bay JB 6/7, JB 7/8, JB 8/9 and the trackway leading to western end of HDD 6 via Access Point AP12.
PRoW 9	**Public Footpath E-547/003/0** – leading east from Willow Tree Farm towards Cockfield Hall Lane	PRoW crossed by haul road within cable corridor (See Figures 2.7, 2.8 and 2.9). Haul Road here will be used to access the Jointing Bay JB 7/8 and JB 8/9 and the trackway leading to the western end of HDD 6 via Access Point AP12.
PRoW 10	**Restricted Byway E-547/005/0** - Leading east off the B1077 towards Cockfield Hall Lane.	PRoW crossed by haul road within cable corridor (See Figures 2.7, 2.8 and 2.9). Haul Road here will be used to access the Jointing Bays JB7/8 and JB 8/9 and the trackway leading to the western end of HDD 6 via Access Point AP12.
PRoW 11	**Bridleway E-531/030/0 –** leading northwest from Tuddenham St Martin towards Valley Farm and forming part of the Fynn Valley Walk National Trail	PRoW crossed by trackway within cable corridor (See Figure 2.9). Trackway here will be used to access the western end of HDD 6 via Access Point AP12.
PRoW 12	**Public Footpath E-213/001/0 –** leading north from Playford and College/Bransons towards Culpho	PRoW crossed by haul road within cable corridor (See Figure 2.10). Haul road here will be used to access the Jointing Bay JB 10/11 via Access Point AP16.
PRoW 13	**Public Footpath E-431/005/0 –** leading northeast from Church Road towards Playford Mount	PRoW crossed by haul road within cable corridor (See Figure 2.11). Haul road here will be used to access the Jointing Bay JB 11/12 via Access Point AP16.
PRoW 19	**Public Footpath E-272/010/0** -Passes Cherry Tree Farm and continue southwards beneath the A12 to reach Top Street	PRoW crossed by trackway within cable corridor (See Figure 2.13). Haul road here will be used to access both ends of HDD 8
PRoW 21	**Public Footpath E-388/010/0** – links Top Street to A12/B1438 roundabout.	PRoW crossed by trackway within cable corridor (See Figure 2.13). Haul road here will be used to access both ends of HDD 8. PRoW is also close to the temporary infrastructure at Top Street.
PRoW 24	**Public Footpath E-388/016/0** - Track to the east of Church Lane, which runs eastwards from Martlesham Hall	PRoW crossed by trackway within cable corridor (See Figures 2.14 and 2.15). Trackway here will be used to access the trackway leading to the eastern end of HDD 11 via Access Point AP22.
PRoW 25	**Public Footpath E-388/045/0** - Track to the north of Waldringfield Road, connecting to path E-388/016/0	PRoW crossed by haul road within cable corridor (See Figures 2.14 and 2.15). Haul road here will be used to access the Jointing Bay JB 16/17 and the trackway leading to the eastern end of HDD 11 via Access Point AP22.

PRoW Project ID	SCC ID and description	Infrastructure Interaction
PRoW 26	**Public Footpath E-388/046/0** - Track to the north of Waldringfield Road, connecting to path E-388/045/0 and E-388/044/0b	PRoW crossed by haul road within cable corridor (See Figures 2.14 and 2.15). Haul road here will be used to access the Jointing Bay JB 16/17 and the trackway leading to the eastern end of HDD 11 via Access Point AP22.
PRoW 30	**Public Footpath E-410/006/0** – Running west from Mill Road to link to Newbourne Road/Woodbridge Road via footpath E-537/031/0.	PRoW crossed by haul road within cable corridor (See Figure 2.17, 2.18 and 2.19). Haul road here will be used to access Jointing Bay JB 21/ 22 and the trackway leading to the western end of HDD 14 via Access AP26
PRoW 31	**Public Footpath E-410/008/0** - Part of the path that leads north east from The Street in Newbourne, connecting Mill Road to Woodridge Road	PRoW crossed by haul road within cable corridor (See Figure 2.17, 2.18 and 2.19). Haul road here will be used to access Jointing Bay JB 21/ 22 and the trackway leading to the western end of HDD 14 via Access AP26.
PRoW 32	**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 (See Figure 2.19). Haul road here will be used to access Jointing Bay JB 21/ 22 and the trackway leading to the western end of HDD 14 via Access AP 26
PRoW 33	**Bridleway E-352/013/0** - Leading west, from Sluice Farm to Kembroke Hall via White Cottages	PRoW crossed by trackway within cable corridor (See Figure 2.20). Trackway here will be used to access the eastern end of HDD14 via Access Point AP27.
PRoW 34	**Public Footpath E-352/037/0** running east/west and linking Corporation Farm to footpath E-352/038/0/ E-352/040/0	PRoW crossed by haul road within cable corridor (See Figure 2.21). Haul road here will be used to access the Jointing Bay JB 23/24 and the trackway leading to both ends of HDD15 via Access Point AP27.
PRoW 35	**Bridleway E- 352/034/0** running south from Corporation Farm via Drunkards Lane to Falkenham Road.	PRoW crossed by haul road within cable corridor (See Figure 2.21). Haul road here will be used to access the Jointing Bay JB 23/24 and the trackway leading to both ends of HDD15 via Access Point AP27. Bridleway is adjacent to the area to be used for the excavation of Jointing Bay JB 23/24
PRoW 40	**Bridleway E-130/003/0** – Leading south east from Ferry Road towards the coast	PRoW crosses bellmouth at Access Point AP31 (See Figure 2.26). AP31 provides access to the Landfall CCS and the Transition Jointing Bays TJB 28/29.
PRoW 42	**Public Footpath E-272/009/0** – leading from Main Road/Top Street to Public Footpath E-272/010/0 and the underpass under the A12.	PRoW crossed by trackway within cable corridor (See Figure 2.13). Haul road here will be used to access both ends of HDD 8

Table 5-5 PRoW Interactions Where PROW Are In Close Proximity To The Construction Works

PRoW Project ID	SCC ID and description	Infrastructure Interaction
Mid Suffolk District Council		
PRoW A	**Public Bridleway W-155/001/0 –** forms an extension of Bullen Way running past the National Grid and EA ONE substations to link to Hill Farm to the west.	Approximately 50m of the bridleway runs along the permanent access to the EA ONE and National Grid substations. This will be used to access the western end of HDD 21 via the EA THREE Converter Station construction access. The start of the bridleway is adjacent to Access Point AP02 to Bullen Lane CCS, leading to Jointing Bay JB1/2 and the eastern end of HDD 21 (See Figure 2.1).

PRoW Project ID	SCC ID and description	Infrastructure Interaction
East Suffolk Council		
PRoW 39	**Public Footpath** E-104/008/0, running in a north east/south westerly direction from minor road past Alderton House to Elm Row.	This footpath ends at the farm track that will be used as a construction track which links Access Point AP 29 to Jointing Bays JB 25/26, JB 26/27, JB 27/28 and the trackway to HDD 17. (see Figures 2.23, 2.24 & 2.25).
PRoW 41	**Suffolk Coast Path** – uses Ferry Road at this location.	Ferry Road will be used by construction traffic to reach Access Points AP 30 (Jointing Bay 27/28 and the eastern end of HDD 17) and AP 31 (landfall CCS and transition jointing bays). (see Figures 2.26 & 2.25)

5.2. Open Access & Common Land

47. 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 a small area of open access land adjacent to the onshore cable route on the southern edge of Woodbridge at Broom Hill (See Figure 2.13), along the railway line. There are no construction works proposed in this area. No other areas of open access land or common land have been identified within or adjacent to the onshore electrical transmission works (including access).

5.3. Cycle Routes

48. There are two National Cycle Routes and one Regional Cycle Route using public roads which have the potential to interact with construction works for the cable route. Management measures will be employed by the Principal Contractor to ensure the safety of users of these routes such that these routes can continue to be used, as set out in Section 6.2. These cycle routes are shown on Figure 3.

49. Table 5-6 summarises the interaction of these cycle routes with the cable route construction works .

Table 5-6 Cycle Route interactions with cable route construction works

Cycle Route		Infrastructure Interaction
National Cycle Route 1 - between Dover and Shetland	Route crosses Loraine Way (B1113) at Tye Lane (this part of the cycle route is no longer part of the National Cycle Network due to traffic speeds/volumes but is included on the Sustrans mapping for use by experienced cyclists).	Construction traffic accessing Bullen Lane CCS, Jointing Bay JB1/2 and the proving locations at HDD 1 and HDD 21 will use the B1113 at this location.
	Route uses Sandy Lane and The Street between Woodbridge and Martlesham. The Woodbridge and Waldringfield Cycle Explorer Guide published by Suffolk Coast and Heaths AONB uses this route in a southerly direction and also Top Street in a northerly direction.	Construction traffic accessing Jointing Bay JB 15/16, the eastern end of HDD 9 and both ends of HDD 10 via Access Points AP20 and AP 21 on Sandy Lane. Construction traffic using The Street to access Jointing Bays JB 16/17, JB 17/18, JB 18/19, the eastern end of HDD 11, both ends of HDD 12 and both ends of HDD 13 via Access Points AP 22, AP23 and AP24 on Waldringfield Road.
National Cycle Route 51 – between Colchester and Oxford	Route uses Old Ipswich Road.	Old Ipswich Road to be used by construction traffic to access the eastern end of HDD 5 and Jointing Bay JB4/5 via Access Point AP-10 on Old Ipswich Road.
Suffolk Coast Regional Cycle Route 41 – between Snape and Bramfield	Route uses School Lane and Waldringfield Road. The Woodbridge and Waldringfield Cycle Explorer Guide published by Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) also uses this route.	Construction traffic using School Lane and Waldringfield Road to access Jointing Bays JB 16/17, JB 17/18, JB 18/19, the eastern end of HDD 11, both ends of HDD 12 and both ends of HDD 13 via Access Points AP 22, AP23 and AP24 on Waldringfield Road.

Cycle Route		Infrastructure Interaction
	Route uses The Street. The Woodbridge and Waldringfield Cycle Explorer Guide published by Suffolk Coast and Heaths AONB also uses this route.	Construction traffic crossing The Street at crossing point CP36 to access Jointing Bay JB 21/22 and the western end of HDD 14.
	Route uses Bucklesham Road and Trimley Road.	Construction traffic will use Bucklesham Road and Trimley Road to Access AP-27 and thereby Jointing Bays JB 22/23, JB 23/24, the eastern end of HDD 14 and both ends of HDD 15.
	Route uses Trimley Road/Kirton Road.	Construction traffic using Innocence Lane/Back Road will cross the cycle route at this location to Access Point AP-28 and thereby Jointing Bay 24/25 and the western end of HDD 16 .
	Route uses The Street (B1083) and Ferry Road (this part of the cycle route is no longer part of the National Cycle Network due to traffic speeds/volumes but is included on the Sustrans mapping for use by experienced cyclists)	Construction traffic will use The Street and Ferry Road to reach Access Points AP 30 (Jointing Bay JB 27/28 and the eastern end of HDD 17) and AP 31 (Landfall CCS and transition jointing bays).

5.4. Public Roads

50. 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 cable construction works as set out in the Cable Route Traffic Management Plan (EA3-LDC-CNS-REP-IBR-000080).

6. CONTROL MEASURES

51. 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. Public Rights of Way

52. A pre-construction and post-construction survey of all PRoW (surface condition and street furniture) affected will be undertaken by an experienced surveyor, including identification and assessment of the surface condition and with a scope of coverage and methodology to be agreed with SCC. The results of these surveys will be shared with SCC PRoW Team.

6.1.1. PRoW to be Temporarily Diverted around Jointing Bay

53. There is one PRoW (PRoW 14) that will require to be temporarily stopped up and diverted during the cable construction works. The cable route layout design requires that the hardstanding for the construction of Jointing Bay JB 11/12 be located on the route of PRoW 14, a public footpath between Little Bealings and Bealings Road/Boot Street. The PRoW will therefore be temporarily closed and diverted for a period of 7 – 9 months. The existing route of PRoW 14 and the necessary diversion is shown on Figure 4. The diversion follows the shortest possible route to avoid the construction works and will be agreed with SCC, as part of the approval process for this PRoWMP, prior to construction. A Temporary Traffic Regulation Order (TTRO) will be required to be obtained from SCC for this temporary closure and diversion. The application made for this will note that a suitably surfaced alternative route will be established and maintained to a standard agreed with the local authority. The diversion will be maintained to a standard agreed with the local authority.

6.1.2. Use of PRoW as Construction Track

54. As noted in Section 5.1, for the 5 PRoW where the PRoW itself is to be used by construction traffic (see Table 5-3) while the track surface is upgraded, used by construction traffic or reinstated on completion of works in that location, management measures will be in place to enable the continued use of the PRoW.

55. During upgrade and reinstatement, when a PRoW user approaches the particular stretch of track that is being upgraded or reinstated, a banksman shall ask the PRoW user to wait while the banksman ensures the temporary cessation of haul road/trackway laying or removal works and safe passage of PRoW users.

56. The following measures will also be utilised during upgrade, use and restoration:

- Use of signage to ensure that construction drivers 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 construction track to 5mph (speed limit is 10 mph generally on surfaced roads);
- Information regarding the presence of the PRoW and the potential for PRoW users will be included in the Driver Information Pack (which will be distributed to all individuals involved in the transport of materials);
- Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding the above measures.

57. It is important to note that the use of such construction tracks to access any one jointing bay or HDD proving location will be of short duration and will involve low traffic numbers as set out in Table 5-1. The construction track to the Secondary CCS at Clappits, part of which is designated as a public footpath has already been upgraded for use during the main construction phase.

58. 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 (see Section 6.1.5).

6.1.3. PROW Crossing the Easement

59. For those PRoW which cross the easement (i.e. a construction track and adjacent topsoil bund), management measures will be required during the installation, use and removal of the construction track. These will comprise: a short diversion during the installation/reinstatement of the construction track to allow users to safely avoid the works; and, during use of the construction track, the use of gates and a marshal to ensure that PRoW users can safely cross the construction track. PRoW users are to be given precedence over construction traffic at all times. These measures are shown schematically in Diagrams 1 and 2.

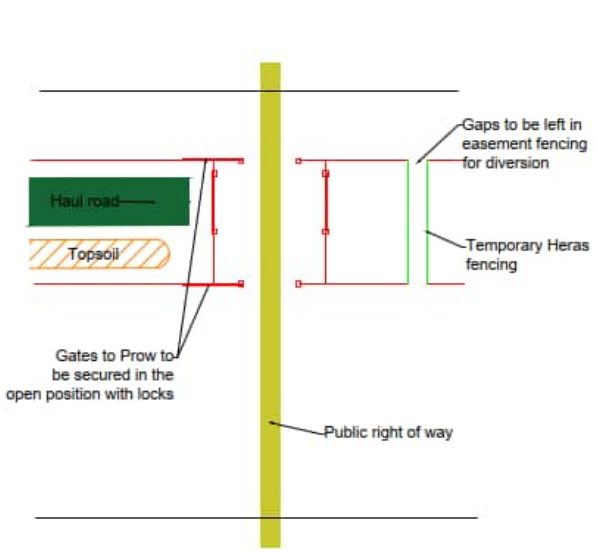
60. Prior to the installation of the construction track, post and wire fencing will be installed either side of the easement in accordance with Construction Design and Management (CDM) Regulations (i.e. Phase 1 in Diagram 1). At each location where a PRoW crosses the easement, gates will be installed both across the easement and across the PRoW. The gates across the easement will be left locked in the shut position and those across the PRoW will be left locked in an open position until such times as the construction track is constructed at that location. In addition, a small gap will be left in the easement fencing for use by PRoW users during the installation of the track.

61. During the installation of the construction track (Phase 2 in Diagram 1), the temporary closure of the PRoW and a short diversion of approximately 50m will be required for a period of generally less than 1 day but potentially up to 2 days in some instances. This will enable the PRoW user to safely cross the cable corridor at a location circa 20m from the designated route, as shown schematically as Phase 2 on Diagram 1. A TTRO will be required to be obtained from SCC for these temporary closures and diversions. The diversions will follow the shortest possible route to avoid the construction works and will be agreed, as part of the TTRO approval process with SCC prior to construction.

62. Once the construction track is *in situ* but no construction works are ongoing in that area and no construction traffic is required to use the particular stretch of track (i.e. for the majority of the time), the gates to the PRoW will be secured in the open position, allowing PRoW users to use the PRoW as normal (as shown in Diagram 2). The gates to the easement (i.e. construction track) would be closed and locked.

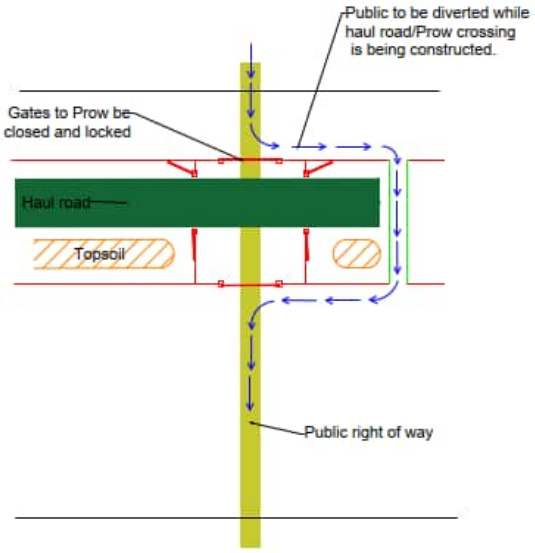
63. A marshal will be present at all times when construction traffic needs to use the construction track. When a construction vehicle needs to cross the PRoW, the marshal will check to see if the PRoW is clear of PRoW users. If the PRoW is clear, then the PRoW gates will be closed and locked, the easement gates opened and the vehicle permitted to pass through. The easement gates will then be closed and locked and the PRoW gates opened and secured once more.

64. Reinstatement at the end of the construction period of the PRoW where it crosses the construction track would be undertaken in a similar manner as to that shown in Diagram 1.



PHASE 1

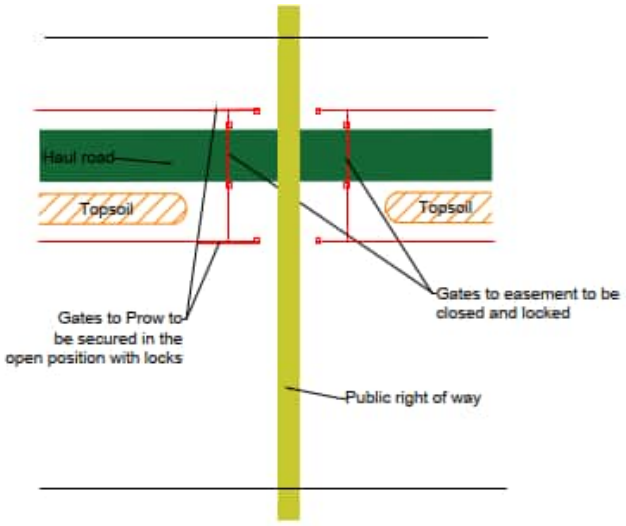
1. All post and wire fencing installed including gates at proposed haul road crossing positions, and public right of way crossing points.
2. Public right of way to remain open and gates to be secured with a lock in the open position
3. Gates to easement to remain locked in the closed position.
4. Gaps to be left in easement fencing and temporary Heras fencing to be installed to secure diversion while crossing is being constructed.(as indicated on drawing)



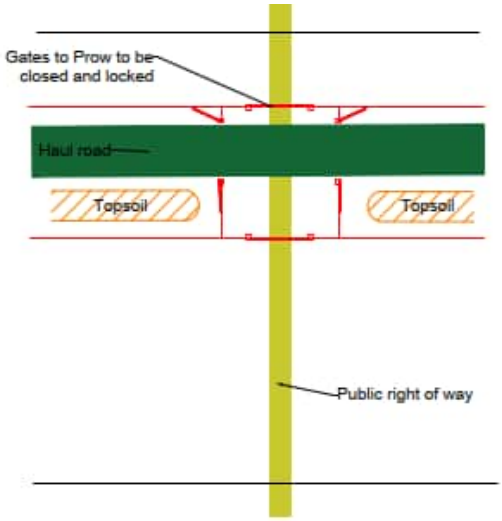
PHASE 2

1. Gates on Prow closed and locked during construction of haul road crossing.
2. Public to be diverted following route in blue while construction is being carried out.

Diagram 1 PRoW Management Measures during Installation of Construction Track



When no construction is taking place the gates to the public right of way are to be secured in the open position with locks. The gates to the easement are to be closed and locked.



When construction is taking place the public right of way crossing point is to remain locked and must be marshalled at all times. In the event of a vehicle needing to cross, the marshal must check to see if the public footpath is clear of any members of public. If the path is clear then the prow gates are to be closed and locked, and the easement gates to be opened and the vehicle to be permitted to pass through. the easement gates are then to be closed and locked and the prow gates are to be opened and secured again.

IMPORTANT. The public are to be given precedence at all times

Diagram 2 PRoW Management Measures during Use of Construction Track

65. Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding the above measures. The above measures will also be described in the Driver Information Pack

66. 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. The length of PRoW directly affected will be approximately 5m (i.e. the width of the haul road/trackway).

6.1.4. PRoW is Within Close Proximity to Construction Works

67. Management measures will be used to enable the continued safe use of PRoW that start or end at any construction tracks to be used by the cable construction traffic (see Table 5-5)). It is likely that PRoW users may then use the same track as the construction vehicles, albeit that it is not a designated PRoW. The use of the construction track will be deterred through the use of signage, i.e. "No public access" at appropriate locations. In addition, construction traffic will also use Bullen Lane (the end of which comprises a bridleway (PRoW A) and Ferry Road at the landfall (part of the Suffolk Coast Path (PRoW 38).

68. Information on the presence of these routes (i.e. PRoW) and also the informal use by the public of other tracks and the need for drivers to be alert to the potential for PRoW users (and other members of the public) will be included in the Drivers Information Pack. Signage will be used to ensure that construction drivers are aware of the potential presence of PRoW users, and PRoW users are aware of the hazards due to construction traffic to allow both to operate together safely. The signs will generally require a reduced speed limit within 30m of the start/end of the PRoW of 5mph (compared to 10mph generally in place on surfaced construction tracks). Construction traffic on Ferry Road will be required to obey the local speed limit. Toolbox talks will be a compulsory part of the induction training for all drivers, using the construction tracks, and will include information regarding the above measures and the location of any PRoW near a particular construction site.

69. In addition, where PRoW pass within close proximity of other construction infrastructure (e.g. HGV turning area or jointing bay) the fencing of the construction works area, in accordance with the CDM Regulations, will ensure the safe separation of PRoW users from the construction works.

6.1.5. PRoW Reinstatement

70. Once the construction works (or a phase of construction works) are complete, any PRoW that is used or crossed by construction traffic will be reinstated along its original route to its original condition or to a condition as agreed with the PRoW team at SCC:

- A pre-construction and post-construction survey of the PRoW (surface condition and street furniture) affected will be undertaken by an experienced surveyor, including identification and assessment of the surface condition and with a scope of coverage and methodology to be agreed with SCC. The results of these surveys will be shared with SCC PRoW Team.
- An Agricultural Liaison Officer (ALO) will be employed to ensure that information on existing land conditions is obtained, recorded and verified during the PRoW surveys.
- The ALO will act as the point of contact for the restoration of the PRoW.

6.2. Cycle Routes

71. The following safety measures will be employed with respect to crossing point CP36, south of AP26 (See Figure 3 & 1.18), on The Street which is used by Suffolk Coast Regional Cycle Route 41:

- The crossing point, as with all other crossing points, 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 5mph within 30m of the crossing point (haul road speed limit is 10mph generally for surfaced haul road); and

72. Toolbox talks will be a compulsory part of the induction training for drivers and will include information regarding these measures. In addition, information on the presence of these cycle routes using the same roads as construction traffic and the need for drivers to be alert to the potential for cyclists will be included in the Drivers Information Pack

6.3. Community Liaison

73. SCC, MSDC, BDC, ESC and the local parish councils will be notified by email approximately 12 weeks in advance of the temporary closure/diversions and interactions of construction works/PRoW. Consultation will also 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/ diversion; and
- Advanced site notices (i.e. notices to members of the public warning of the 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 MSDC's BDC's and 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/diversion;
    - Provision of a map showing the extent of the temporary closure/diversion and/or interaction with construction works;
    - Confirmation that the temporary diversion is to land in EATL's control; and
    - Confirmation that the temporary diversion across land in EATL's control is safe and fit for public use.

74. The above notices will describe the dates and duration of closure/diversion proposed and the likely presence of construction traffic. Any extensions to closure or diversion of a PRoW would be discussed with SCC.

609500 610000 610500 611000

246500 246000

TYE LANE

Track

Track

Track

HDD-1E

HDD-1W

Inset Frame

CP-01

JB 1/2

HDD-21E

PRoW 1

Bullen Lane CCS

HDD-21W

AP-1

AP-2

BULLEN LANE

PRoW A

Path (um)

Path (um)

BULLEN LANE

Track

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

EA THREE Development Order Limits

Crossing Point (Road Crossings Numbered)

Public Right of Way

Jointing Bay Hardstanding

Horizontal Direct Drilling Duct Proving Platform

Consolidated Construction Site Compound

Top Soil Strip

Indicative Top Soil Bund

Indicative Subsoil Bund

Stone Haul Road

Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.1 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

610000 610500 611000 611500

247000 246500

Path (um)

BACK LANE (TRACK)

PRoW 2

Track

TYE LANE

TYE LANE

TYE LANE

Track

HDD-1E

HDD-1W

Track

PRoW 1

Track

Inset Frame

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

EA THREE Development Order Limits

Public Right of Way

Horizontal Direct Drilling Duct Proving Platform

Top Soil Strip

Indicative Top Soil Bund

Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.2 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

610500 611000 611500 612000

248000 247500

Track
Track
Path (um)
SOMERSHAM ROAD
Track
Track
B 1113
SOMERSHAM ROAD
L'ORAINE WAY
BACK LANE (TRACK)
BACK LANE (TRACK)

AP-5
AP-4
AP-3
HDD-2E
HDD-2W
PRoW 3
PRoW 2
JB 2/3

Inset Frame
IPSWICH

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

EA THREE Development Order Limits
Public Right of Way
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
Existing Track
HGV Turning
Stone Haul Road
Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

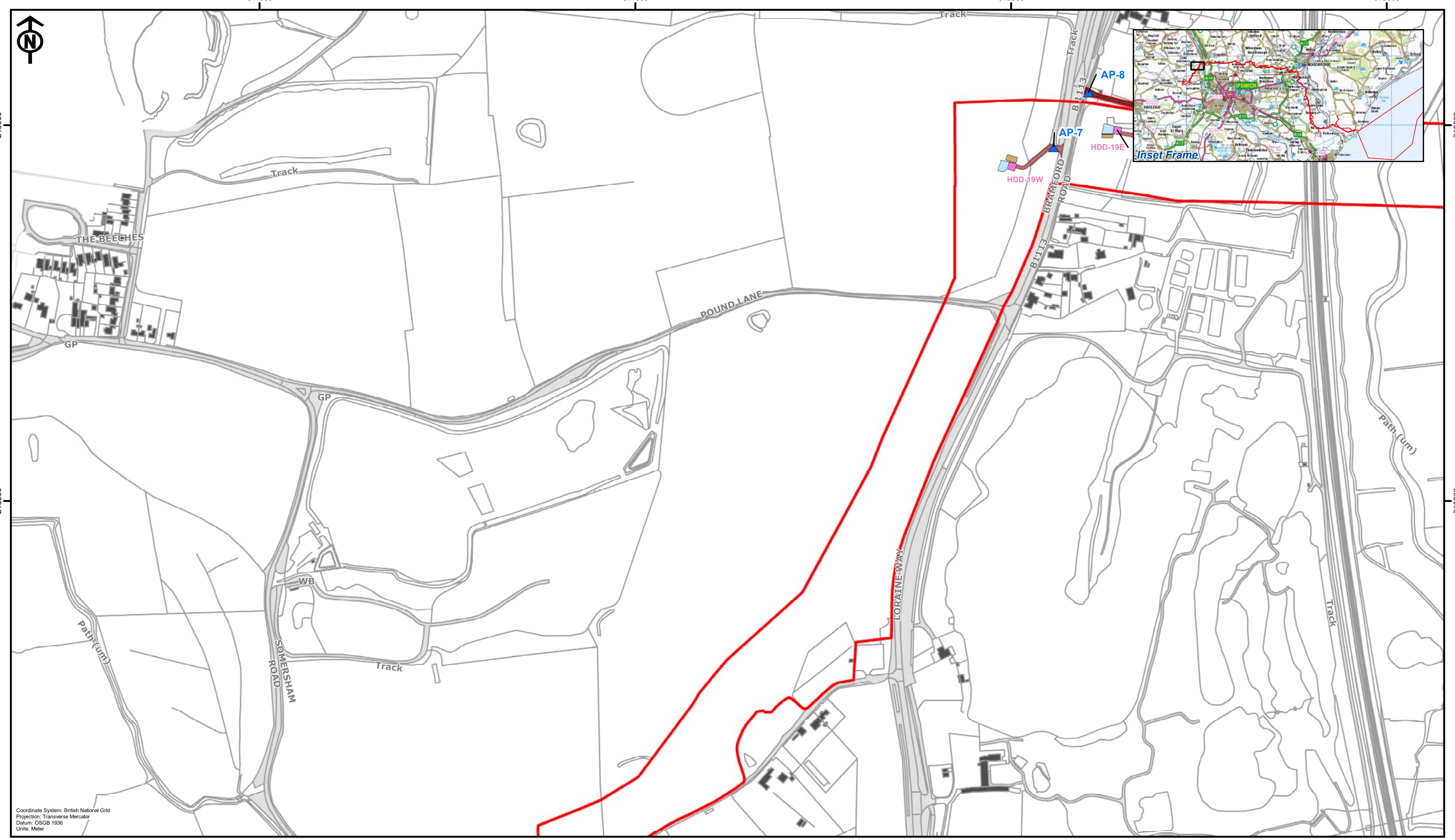
0 100 200 Metres

EA THREE Cable Route

FIGURE 1.3 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd



EA THREE Development Order Limits	Top Soil Strip
Jointing Bay Hardstanding	Indicative Top Soil Bund
Horizontal Direct Drilling Duct Proving Platform	Indicative Subsoil Bund
Stone Haul Road	Existing Track
Trackway	

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.4 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
Layout	N/A

612000 612500 613000 613500

249500 249000 248500

B 1113 BRAMFORD ROAD Track Path (um) A14 GROVE ORCHARD Path PAPER MILL LANE

Inset Frame IPSWICH

AP-8 AP-7 AP-9 AP-10

JB 3/4 JB 4/5

HDD-19W HDD-19E HDD-4W HDD-4E HDD-5W HDD-5E

CP-05

Paper Mill Lane CCS

PRoW 4 OLD IPSWICH ROAD Posts

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

- EA THREE Development Order Limits
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Consolidated Construction Site Compound
- Soil Storage
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.5 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

🟥	EA THREE Development Order Limits
- -	Public Right of Way
🟨	Jointing Bay Hardstanding
🟫	Indicative Top Soil Bund
🟥	Indicative Subsoil Bund
🟩	Stone Haul Road

GoBe consultants

A	29/11/2023	PW	First Issue
Rev	**Date**	**By**	**Comment**

Original A3
Plot Scale
1:5,000

0 100 200 Metres

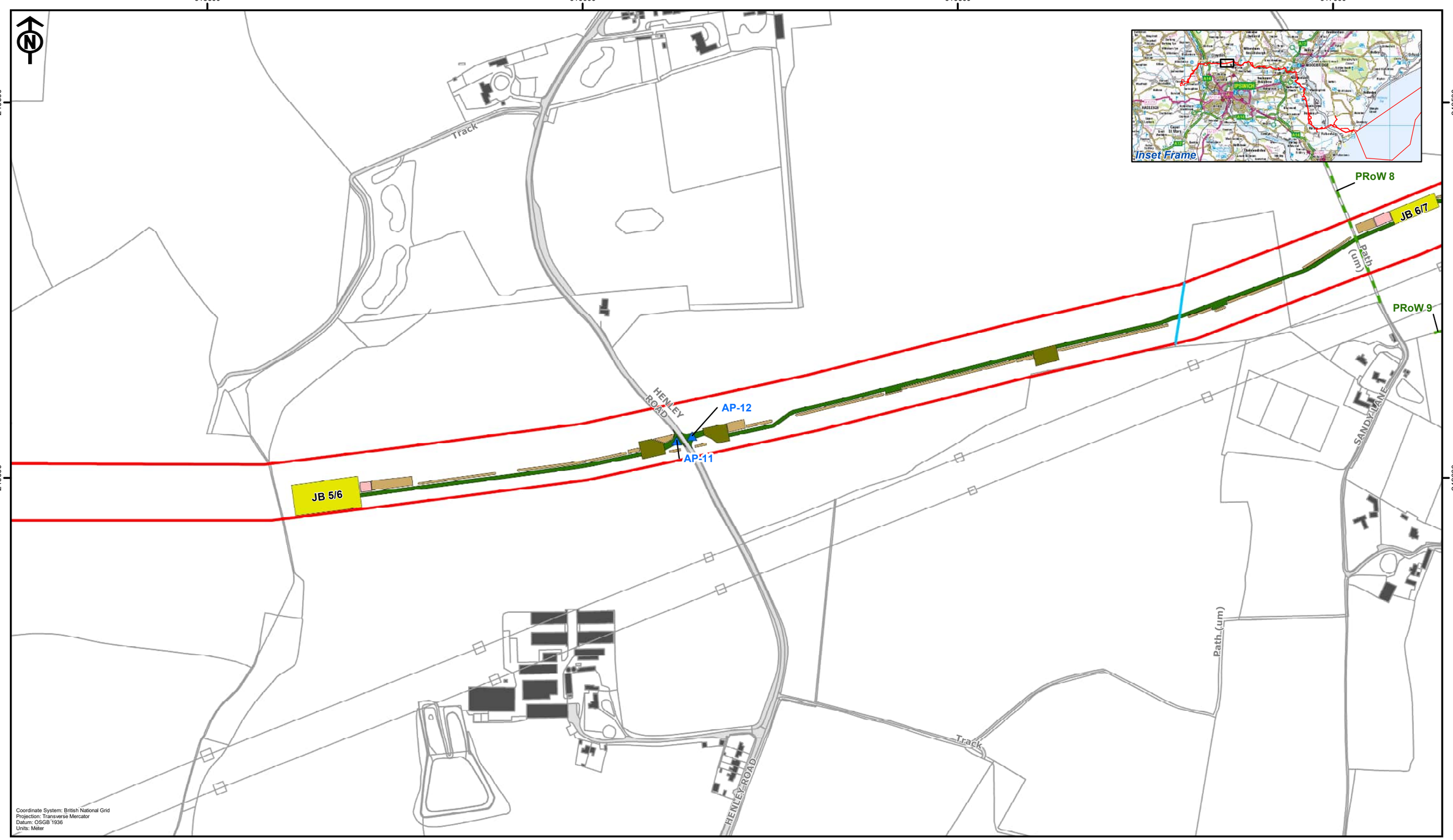
EA THREE Cable Route

FIGURE 1.6 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
Layout	N/A

615500 616000 616500 617000

249500 249000



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

- EA THREE Development Order Limits
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- HGV Turning
- Stone Haul Road

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.7 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

617000 617500 618000 618500

249500 249000 248500

PRoW 8 JB 6/7 PRoW 9 PRoW 10 PRoW 11 JB 8/9 JB 7/8 CP-14

Path (um) Path (um) Path (um) Path (um) Path (um)

GOCKFIELD HALL LANE ROSE HILL B 1077 SANDY LANE LANE GOCKFIELD HALL LANE WITNESHAM Track Track Track Track Post

Inset Frame

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

- EA THREE Development Order Limits
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- HGV Turning
- Stone Haul Road
- Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.8 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

618500 619000 619500 620000

249500 249000

N

TUDDENHAM LANE
Track
Track
Track
CLOPTON ROAD
Track
TUDDENHAM
GP
PRoW 11
Path (um)
JB 8/9
HDD-6W
HDD-6E
Track
Track
JB 9/10
HDD-20W
HDD-20E
AP-14
AP-15
GRUNDISBURGH ROAD
Path (um)
GP
GRUNDISBURGH ROAD
CLOPTON ROAD
Track

Inset Frame

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

- EA THREE Development Order Limits
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway
- Trackway Crane Pad

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

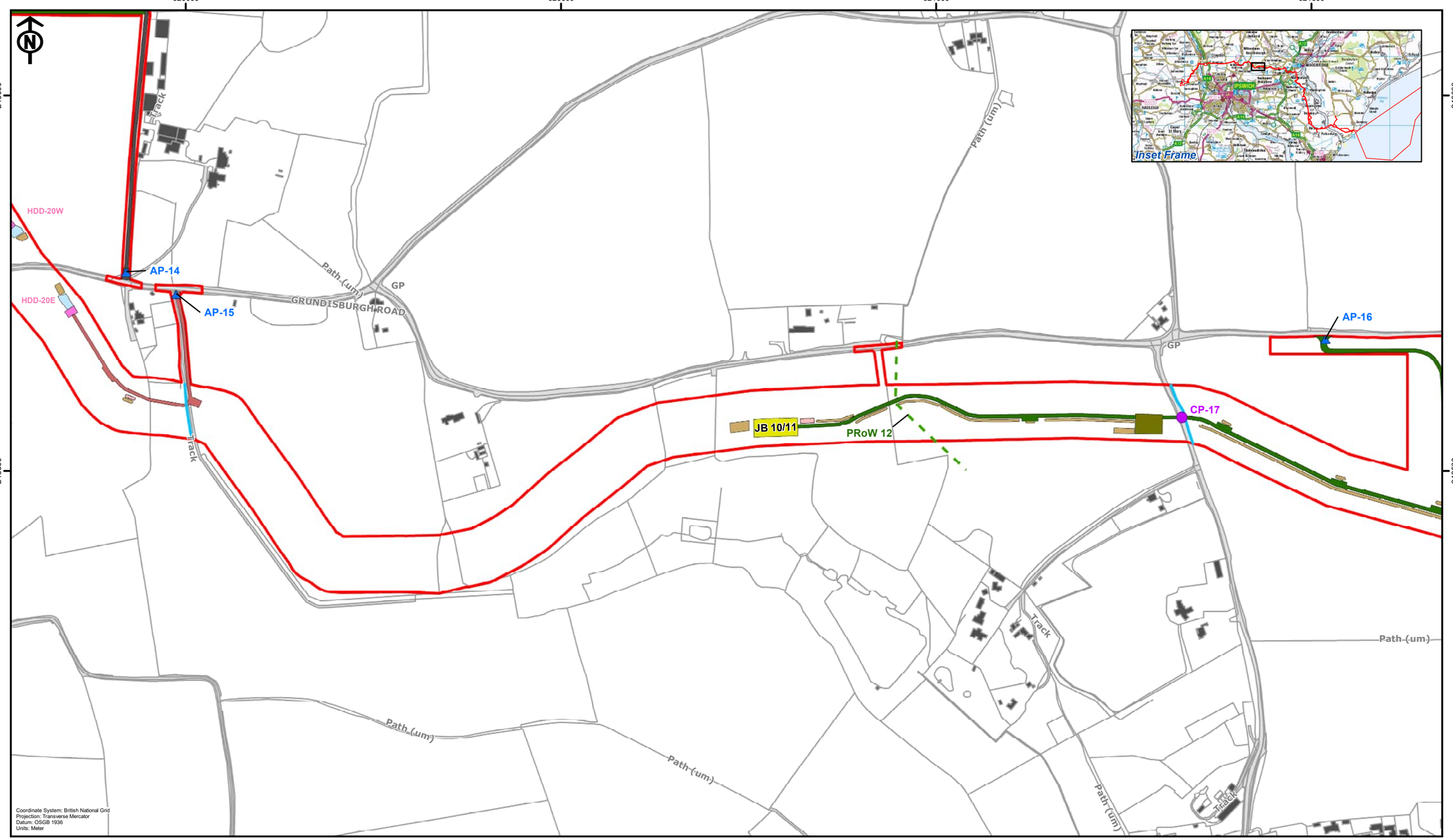
FIGURE 1.9 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

620000 620500 621000 621500

249000 248500



- EA THREE Development Order Limits
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

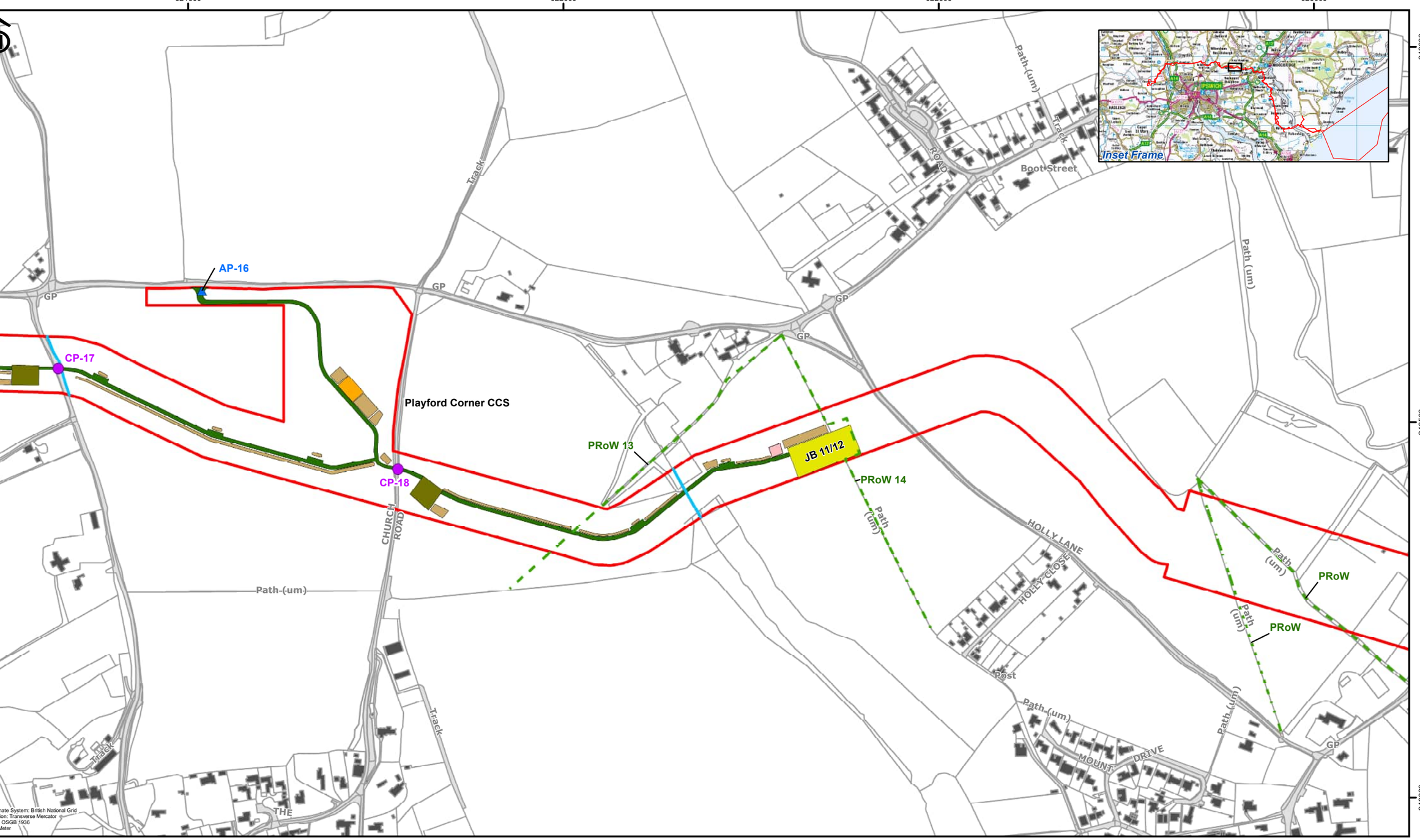
FIGURE 1.10 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

621500 622000 622500 623000

249000 248500 248000



EA THREE Development Order Limits

Crossing Point (Road Crossings Numbered)

Public Right of Way

Watercourse within the DOL

Jointing Bay Hardstanding

Consolidated Construction Site Compound

Indicative Top Soil Bund

Indicative Subsoil Bund

HGV Turning

Stone Haul Road

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.11 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

623500 624000 624500

249000 248500 248000

Track
Tk
GP
ROSERY LANE
Track
LOWER STREET
ROSERY LANE
GP
GP
ORCHARD LANE
LODGE ROAD
Track
Path
Track
Path

Inset Frame
IPSWICH

AP-17
AP-18
PRoW 18
JB 13/14
HDD-7W
CP-22
HDD-7E
JB 12/13
PRoW
PRoW 19
PRoW 19
PRoW 20
HDD-8W

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

EA THREE Development Order Limits
Crossing Point (Road Crossings Numbered)
Public Right of Way
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
Existing Track
HGV Turning
Stone Haul Road
Trackway
Trackway Crane Pad

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.12 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

625000 625500 626000 626500

248000 247500

JB 13/14
PRoW 19
PRoW 19
HDD-8W
PRoW 20
CP-26
HDD-8E
PRoW 42
PRoW 21
JB 14/15
Top Street CCS
AP-19
HDD-9E
AP-20
HDD-10E
JB 15/16
AP-21
HDD-10W
PRoW 22
Inset Frame

A12
B 1438
IPSWICH ROAD
CHRISTCHURCH DRIVE
SECKFORD HALL ROAD
THE LANCERS
PINEWOOD
MEADOW
CALIFORNIA
BRIARWOOD ROAD
BROOMHEATH
CLAYTON COURT
FLYNN ROAD
TURNER CLOSE
DUKE'S PARK
SANDY LANE
TOP STREET
THE STREET
BEALINGS ROAD
BROCK
Lay-by
Tunnel
Path (um)
Track

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

EA THREE Development Order Limits
Crossing Point (Road Crossings Numbered)
Public Right of Way
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Consolidated Construction Site Compound
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
Stone Haul Road
Trackway

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.13 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

625500 626000 626500 627000

247500 247000 246500

THE STREET
Track
Path (um)
Track
Track
Path (um)
Path (um)
PRoW 22
Path (um)
Inset Frame
IPSWICH
SCHOOL LANE
Path (um)
Track
HDD-11E
VIKING CLOSE
PRoW 23
Path (um)
Track
SCHOOL LANE
CHURCH LANE
Path (um)
PRoW 24
Track
Track
THREE STILES LANE (TRACK)
Lay-by
JB 16/17
PRoW 25
Track
WALDRINGFIELD ROAD
Path (um)
Track
PRoW 26
MILL LANE (TRACK)
Path (um)
Track

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

EA THREE Development Order Limits
Public Right of Way
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
Stone Haul Road
Trackway

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.14 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

626000 626500 627000 627500

246000 245500

AP-22 PRoW 26 AP-23 AP-24 CP-31 JB 17/18 JB 18/19 HDD-12W HDD-12E HDD-13W HDD-13E

WALDRINGFIELD ROAD NEWBOURNE ROAD Path (um) Track Track Track Track WALDRINGFIELD ROAD NEWBOURNE ROAD WALDRINGFIELD ROAD Track

Inset Frame

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

- EA THREE Development Order Limits
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.15 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

627000
627500
628000
245500
245000
244500

N

JB 18/19
JB 19/20
AP-25

WAUDRINGFIELD ROAD
Path (um)
Track
WOODBRIDGE ROAD
FISHPOND ROAD
SANDY LANE
IPSWICH ROAD
NEWBOURNE ROAD
SULLIVAN PLACE
SCHOOL ROAD
SUNNYHILL
GP
DEBENHAM'S
CLIFF MEADOWS
CLIFF ROAD
MILL ROAD

Inset Frame

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

EA THREE Development Order Limits
Stone Haul Road
Jointing Bay Hardstanding
Indicative Top Soil Bund
Indicative Subsoil Bund

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.16 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

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

▭ EA THREE Development Order Limits

- - Public Right of Way

🟨 Jointing Bay Hardstanding

🟧 Consolidated Construction Site Compound

🟫 Indicative Top Soil Bund

■ Indicative Subsoil Bund

⬛ Existing Track

🟩 Stone Haul Road

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Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.17 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

627500
628000
628500
243500
243000

PRoW 31
Path (um)
Path (um)
WOODBRIDGE ROAD
Track
FERN LANE
THE STREET
GP
CP-36
Guide Post
Track
IPSWICH ROAD
GP
Track
Track
Track
Track
Track
CHURCH LANE
Inset Frame
IPSWICH
Coordinate System: British National Grid
Projection: Transverse Mercator
Datum: OSGB 1936
Units: Meter

EA THREE Development Order Limits
Crossing Point (Road Crossings Numbered)
Public Right of Way
Indicative Top Soil Bund
HGV Turning
Stone Haul Road

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

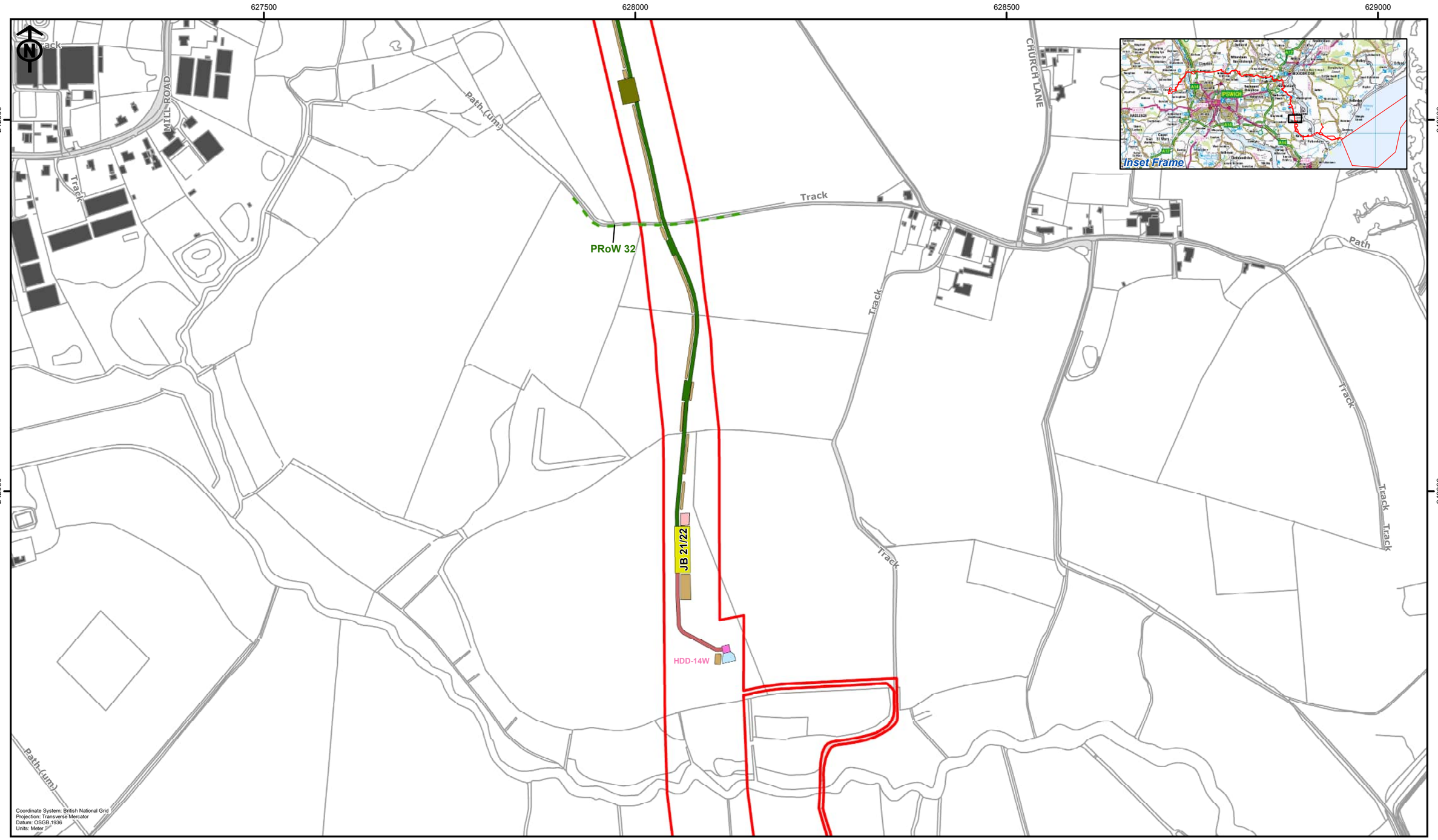
0 100 200 Metres

EA THREE Cable Route

FIGURE 1.18 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd



EA THREE Development Order Limits

Public Right of Way

Jointing Bay Hardstanding

Horizontal Direct Drilling Duct Proving Platform

Top Soil Strip

Indicative Top Soil Bund

Indicative Subsoil Bund

HGV Turning

Stone Haul Road

Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

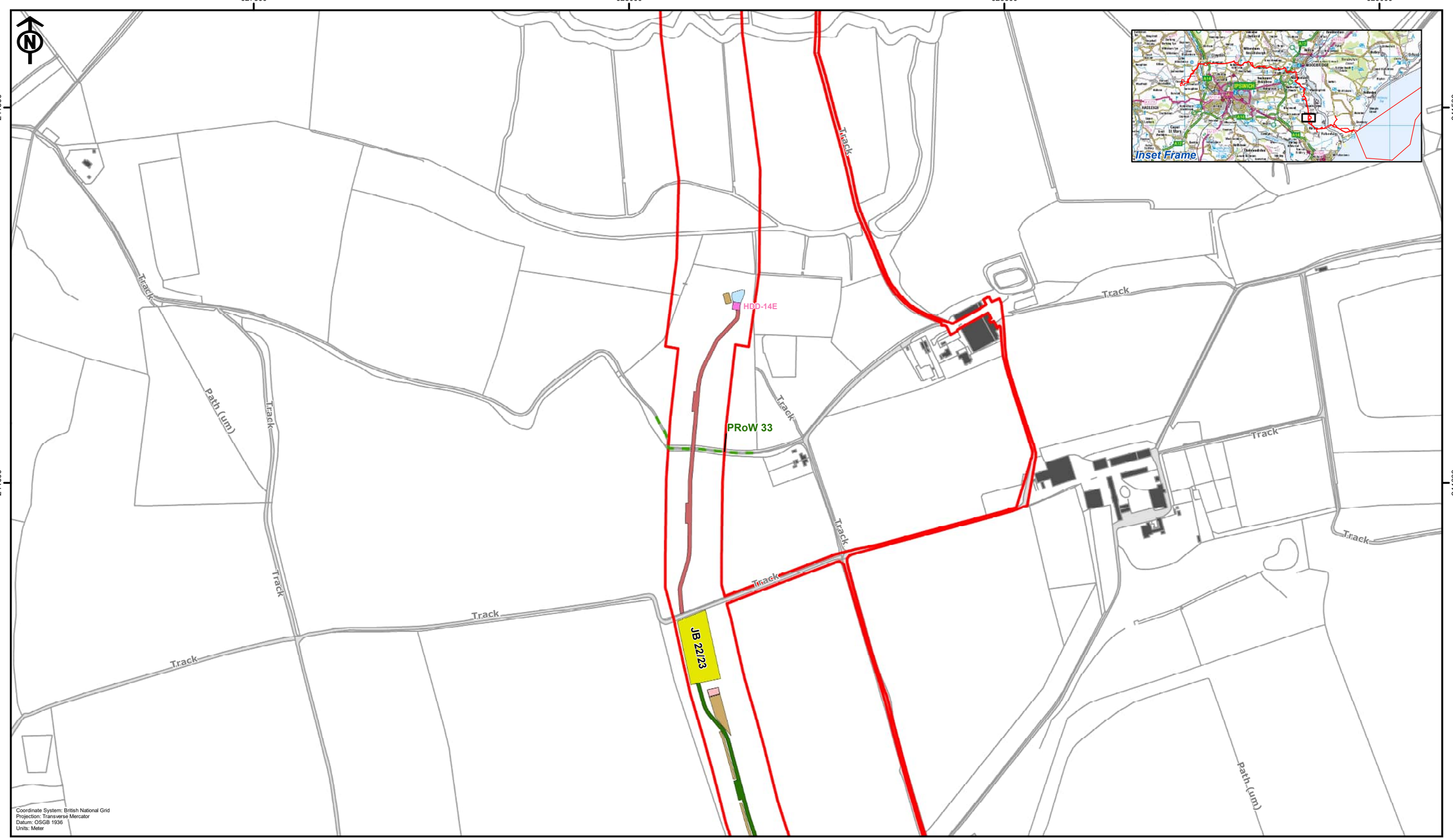
FIGURE 1.19 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

627500 628000 628500 629000

241500 241000



- EA THREE Development Order Limits
- Public Right of Way
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Stone Haul Road
- Trackway

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

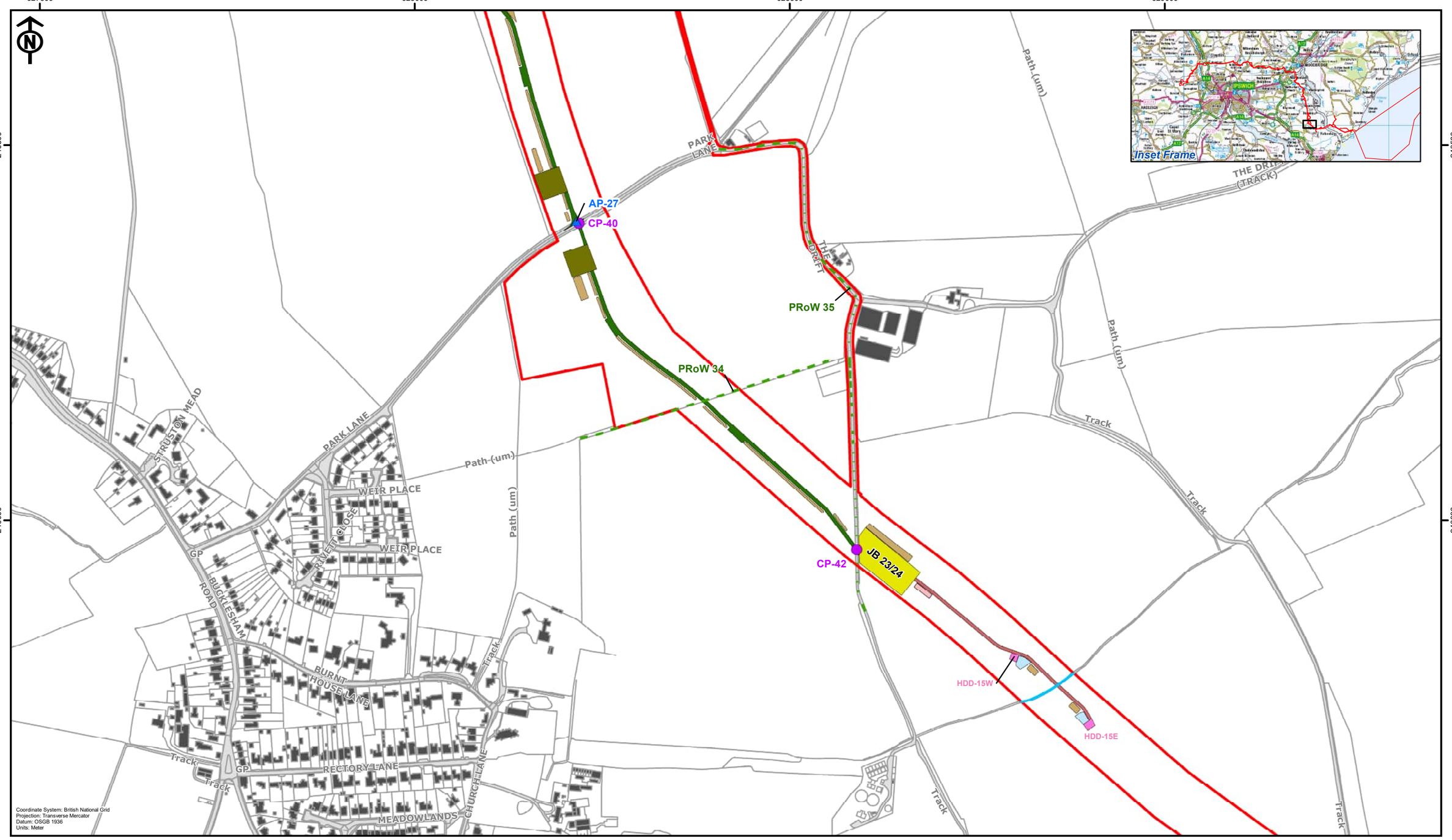
FIGURE 1.20 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

627500 628000 628500 629000

240500 240000



EA THREE Development Order Limits
Crossing Point (Road Crossings Numbered)
Public Right of Way
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
HGV Turning
Stone Haul Road
Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

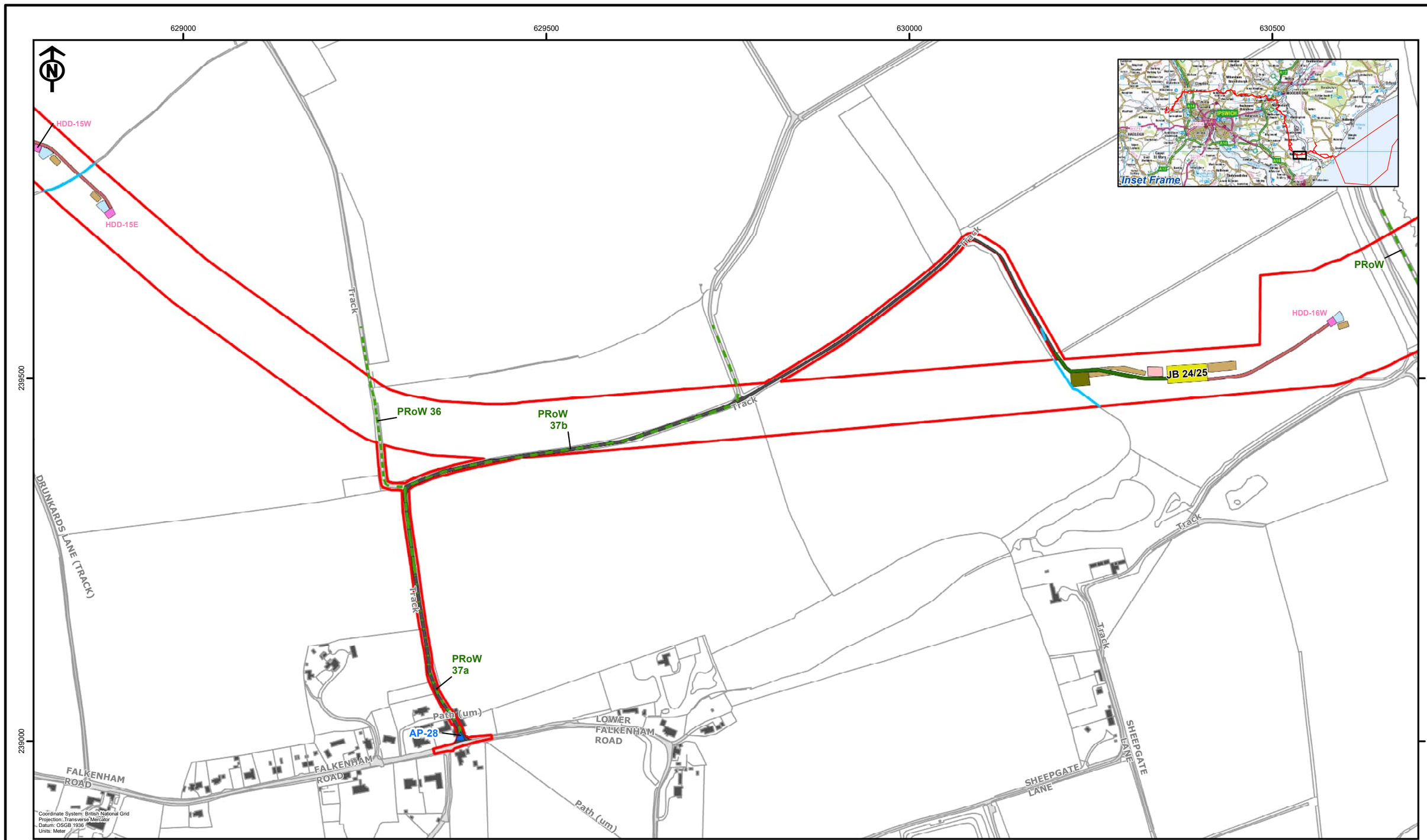
0 100 200 Metres

EA THREE Cable Route

FIGURE 1.21 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd



EA THREE Development Order Limits
Public Right of Way
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
Existing Track
HGV Turning
Stone Haul Road
Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.22 Site Context Plan

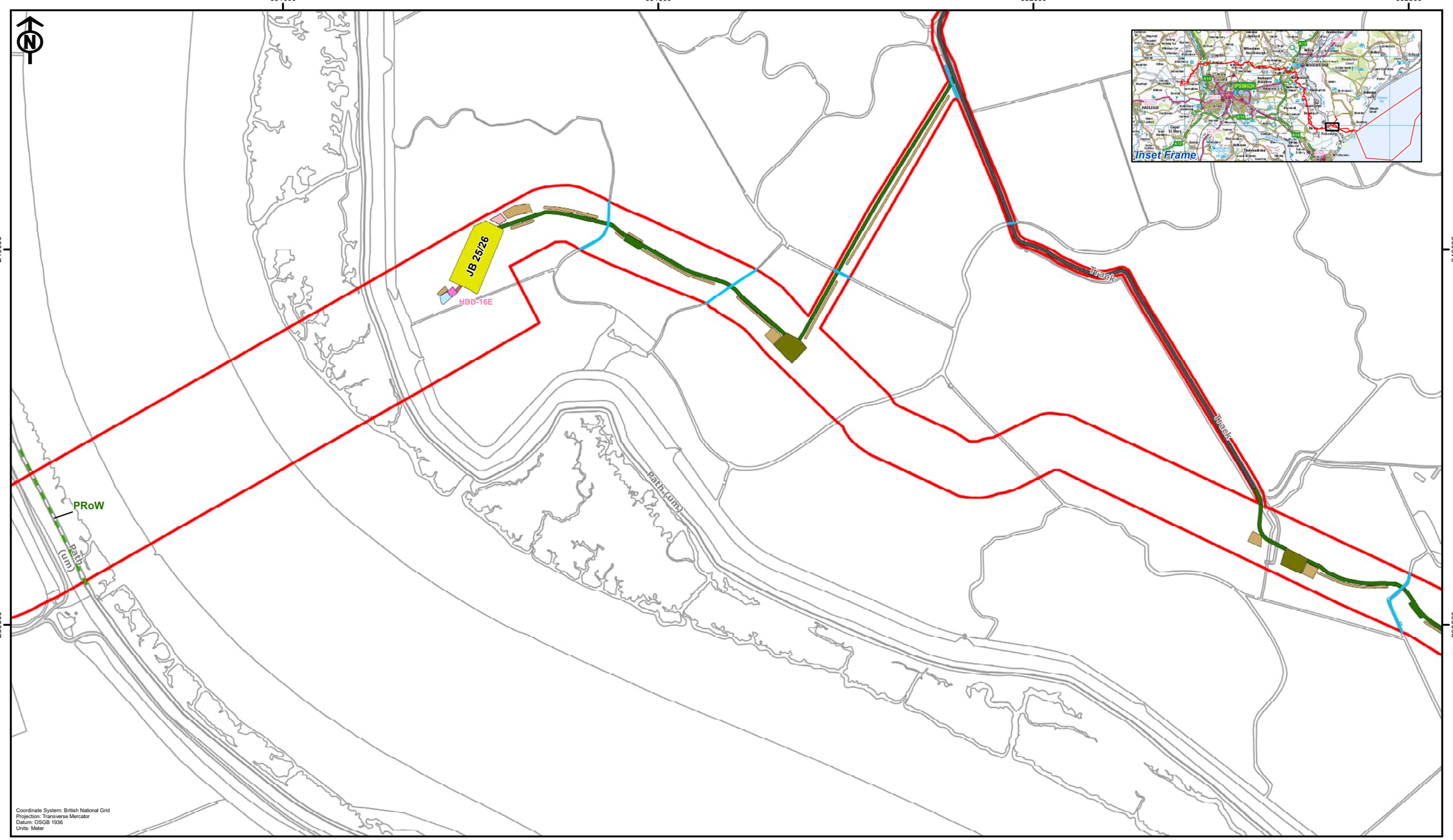
Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
Layout	N/A

Document Path: P:\05356 - GoBe Consultants Ltd\00006 East Anglia Three\Tech\GIS\Dwgs\Wking\EA3\2023 05 EA THREE Cable Route\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

631000 631500 632000 632500

240000

239500



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

- EA THREE Development Order Limits
- Public Right of Way
- Watercourse within the DOL
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Top Soil Strip
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.23 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

631500 632000 632500 633000

241000 240500

AP-29

GP

PRoW 39

Path (um)

Track

DUKE'S LANE (TRACK)

Inset Frame

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

EA THREE Development Order Limits

Public Right of Way

Existing Track

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.24 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

632500 633000 633500 634000

239500 239000

JB 26/27

HDD-17W

HDD-17E

Track

Path (um)

Inset Frame

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

EA THREE Development Order Limits
Watercourse within the DOL
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Top Soil Strip
Indicative Top Soil Bund
Indicative Subsoil Bund
HGV Turning
Stone Haul Road
Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.25 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

634000 634500 635000 635500

239500 239000

Track
FERRY ROAD
PRoW 41
AP-31
Track
Track
Landfall CCS
Transitional Jointing Bays
PRoW 40
Track
JB 27/28
CP-49
AP-30
FERRY ROAD
Path (um)

Inset Frame

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

- EA THREE Development Order Limits
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Watercourse within the DOL
- Transition Jointing Bays
- Jointing Bay Hardstanding
- Consolidated Construction Site Compound
- Indicative Top Soil Bund
- Indicative Subsoil Bund
- Existing Track
- HGV Turning
- Stone Haul Road
- Trackway

GoBe consultants

Rev	Date	By	Comment
A	29/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 1.26 Site Context Plan

Drg No	404.5356.00006.0001.0
Rev	0
Date	29/11/2023
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\1 Site Context Plan\404.5356.00006.0001.0 Site Context.mxd

610000

TYE LANE

Track

Track

Track

HDD-1E

HDD-1W

HDD-21E

CP-01

JB 1/2

HDD-21W

AP-1

Bullen Lane CCS

PRoW 1

AP-2

PRoW A

Path (um)

BULLEN LANE

Track

Inset Frame

IPSWICH

WOODBRIDGE

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

610000

- EA THREE Development Order Limit
- Access Point
- Crossing Point (Road Crossings Numbered)
- Public Right of Way
- Stone Haul Road
- Trackway
- Top Soil Strip
- Top Soil Bund
- Jointing Bay Hardstanding
- Horizontal Direct Drilling Duct Proving Platform
- Consolidated Construction Site Compound
- EA THREE Onshore Substation Infrastructure

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 2.1 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd

610000

PRoW 2

Path (um)

TYE LANE

TYE LANE

TYE LANE

Track

Track

Track

Track

HDD-1E

HDD-1W

PRoW 1

Inset Frame

WOODBRIDGE

IPSWICH

A14

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

610000

EA THREE Development Order Limit

Public Right of Way

Trackway

Top Soil Strip

Top Soil Bund

Horizontal Direct Drilling Duct Proving Platform

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Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

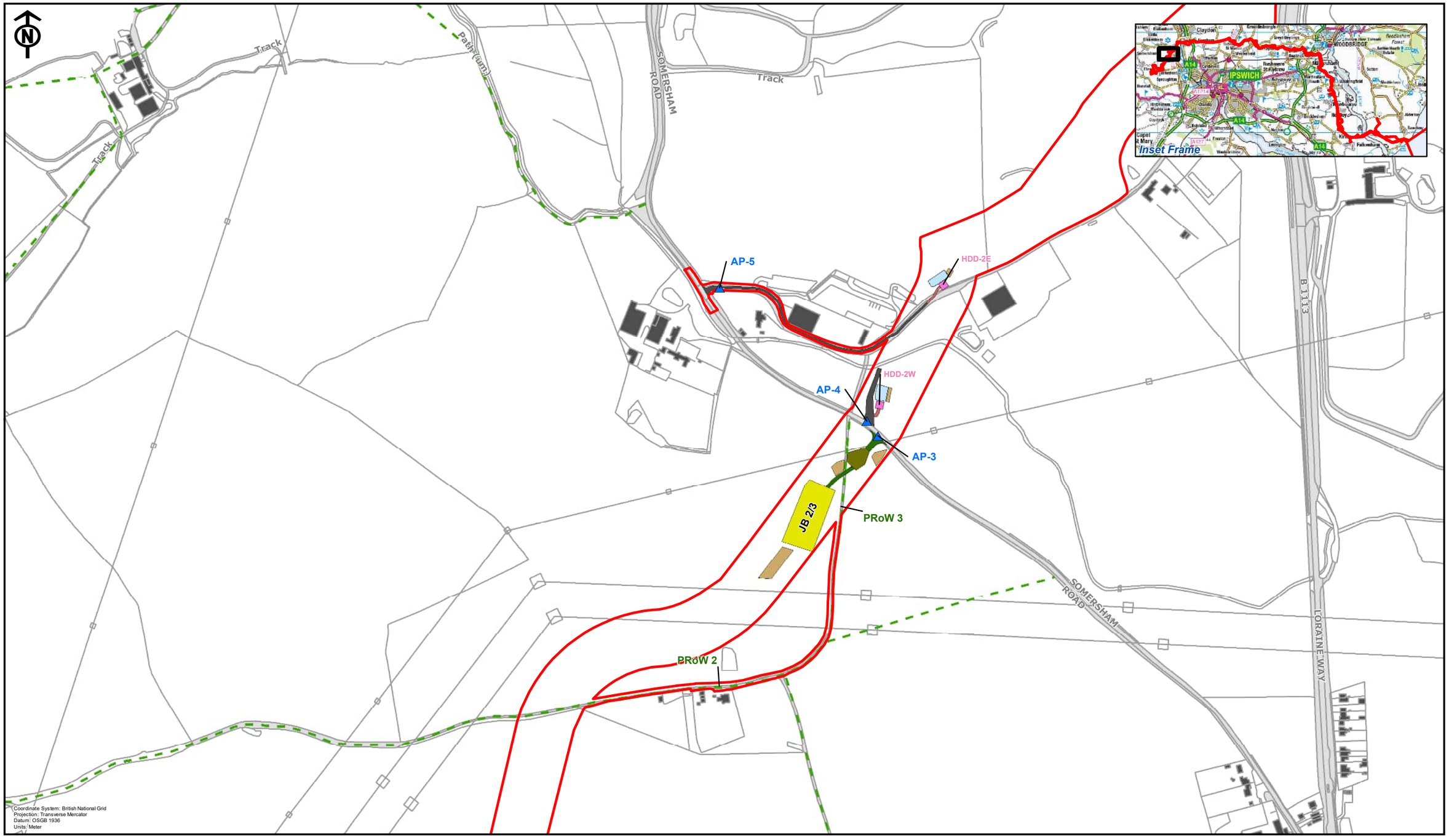
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.2 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

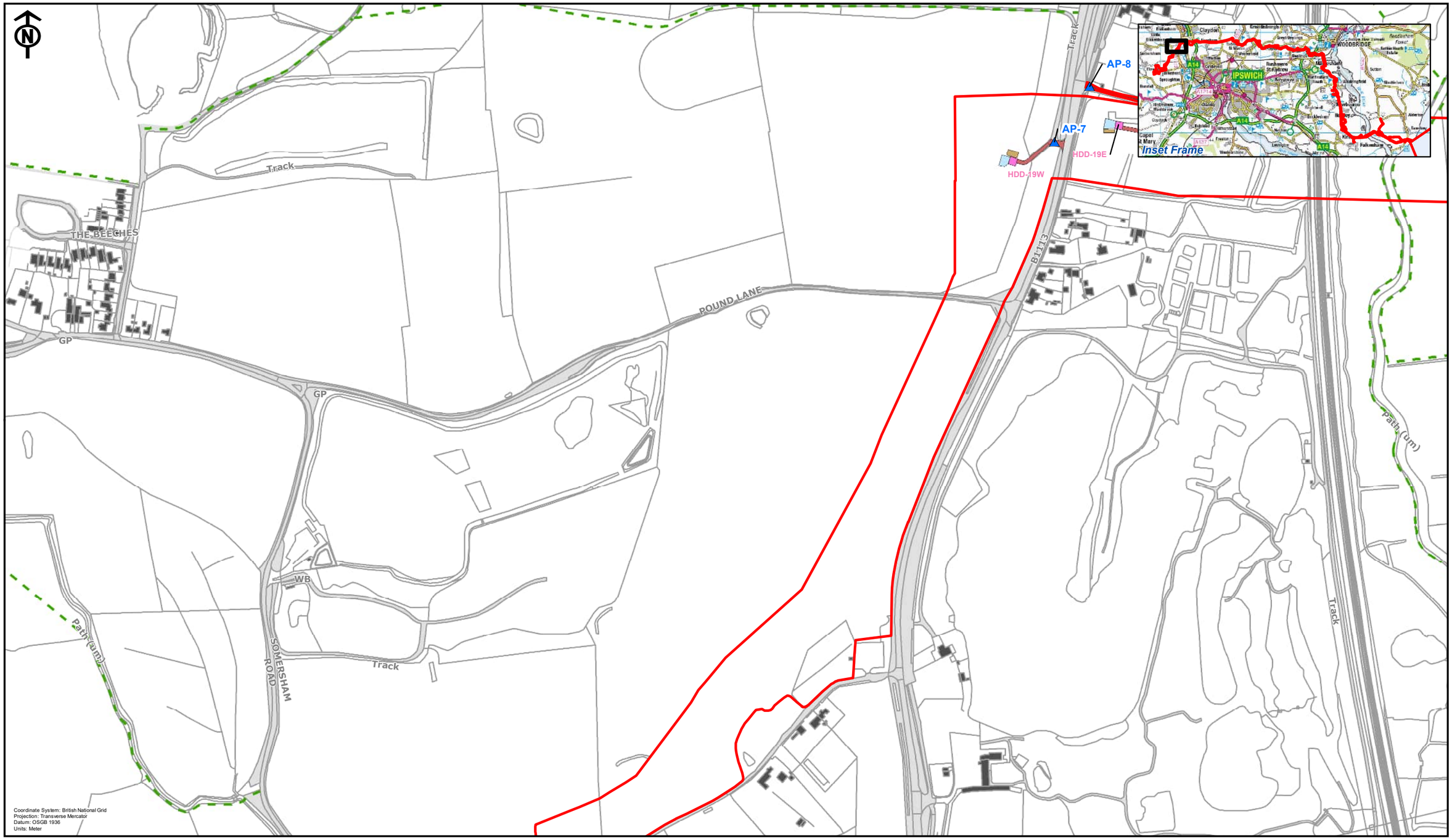
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.3 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Public Right of Way
Existing Track
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

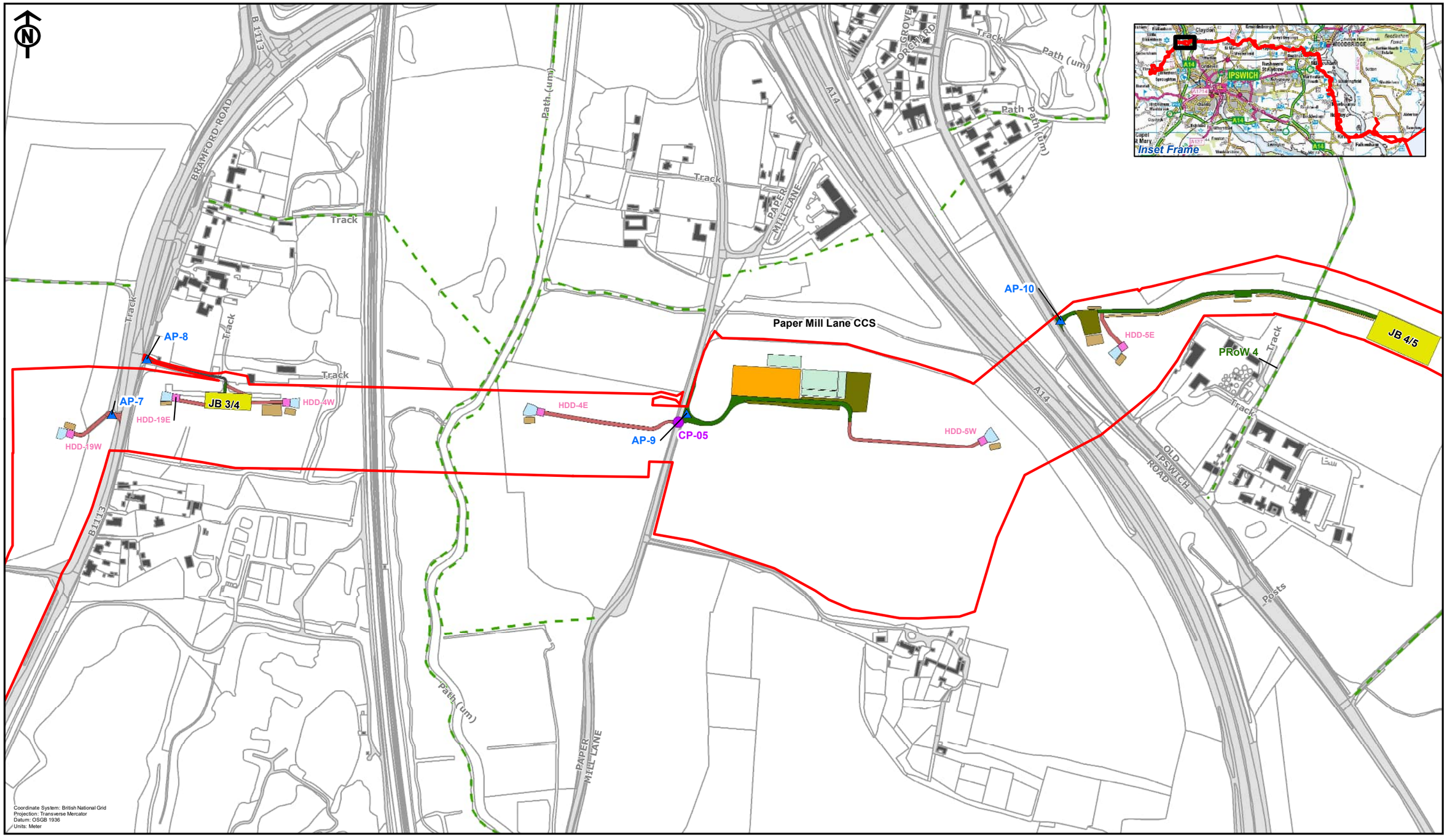
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.4 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Soil Storage
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Consolidated Construction Site Compound

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Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

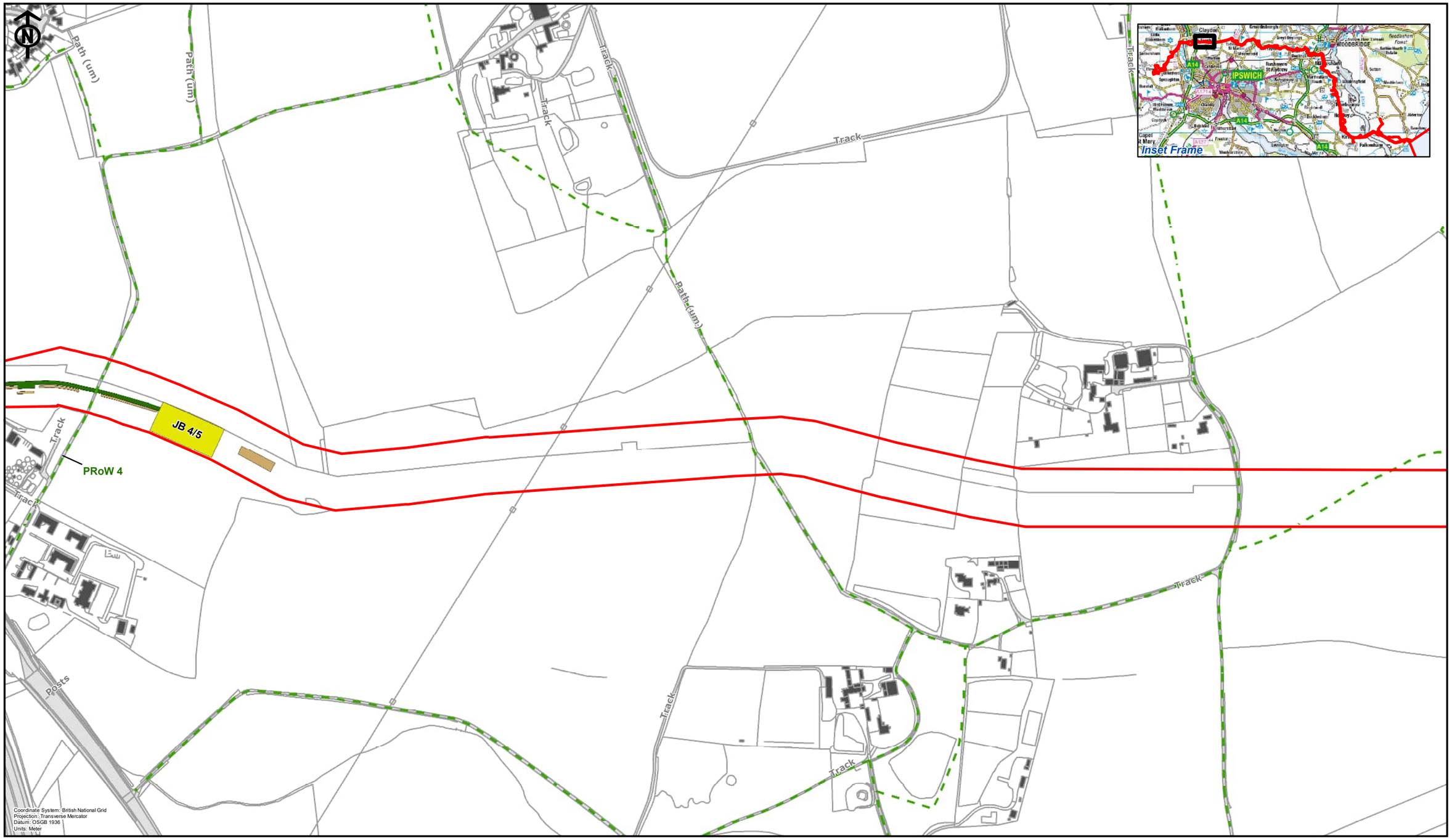
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.5 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Jointing Bay Hardstanding

Public Right of Way

Stone Haul Road

Top Soil Bund

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

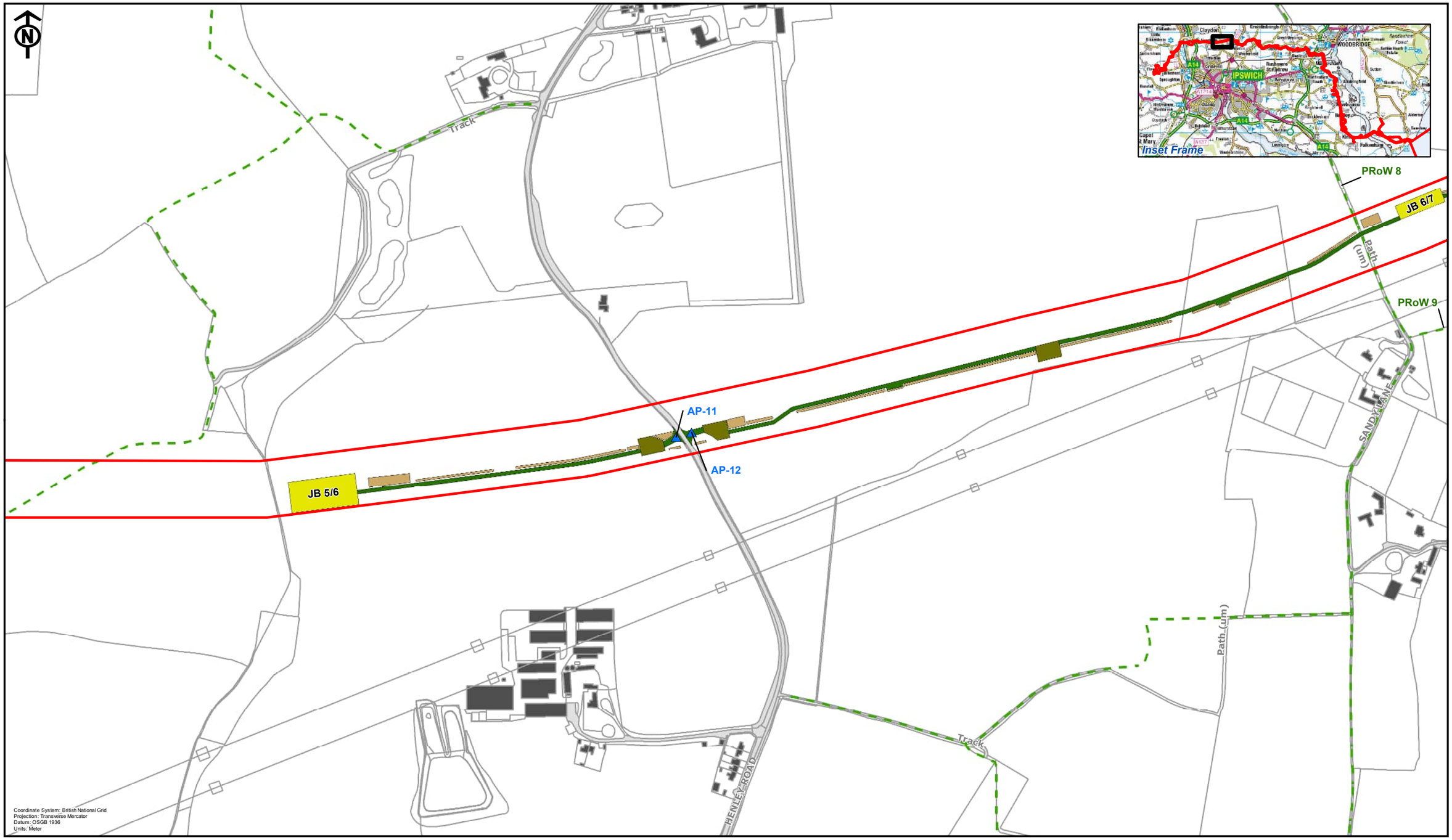
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.6 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Public Right of Way
HGV Turning
Stone Haul Road
Top Soil Bund
Jointing Bay Hardstanding

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

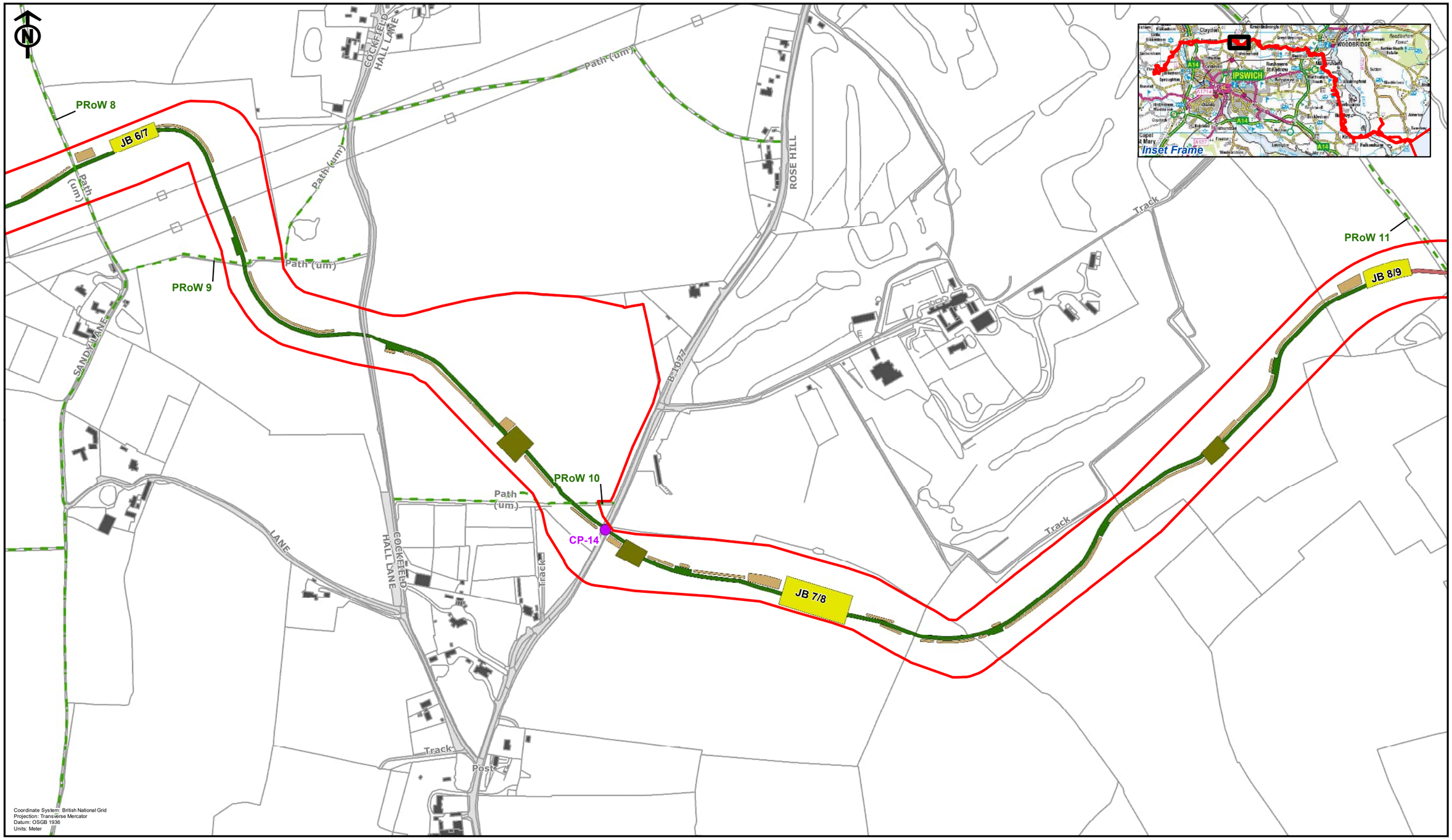
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.7 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Crossing Point (Road Crossings Numbered)

Public Right of Way

HGV Turning

Stone Haul Road

Trackway

Top Soil Bund

Jointing Bay Hardstanding

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 2.8 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd

620000

TUDDENHAM LANE
Track
Track
Track
CLOPTON ROAD
Track
TUDDENHAM
PRoW 11
JB 8/9
HDD-6W
HDD-6E
Track
JB 9/10
HDD-20W
Track
CLOPTON ROAD
Track
GRUNDISBURGH ROAD
AP-14
HDD-20E
AP-15
Path (um)
GRUNDISBURGH ROAD
GP

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

620000

EA THREE Development Order Limit
Access Point
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Trackway Crane Pad
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

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Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

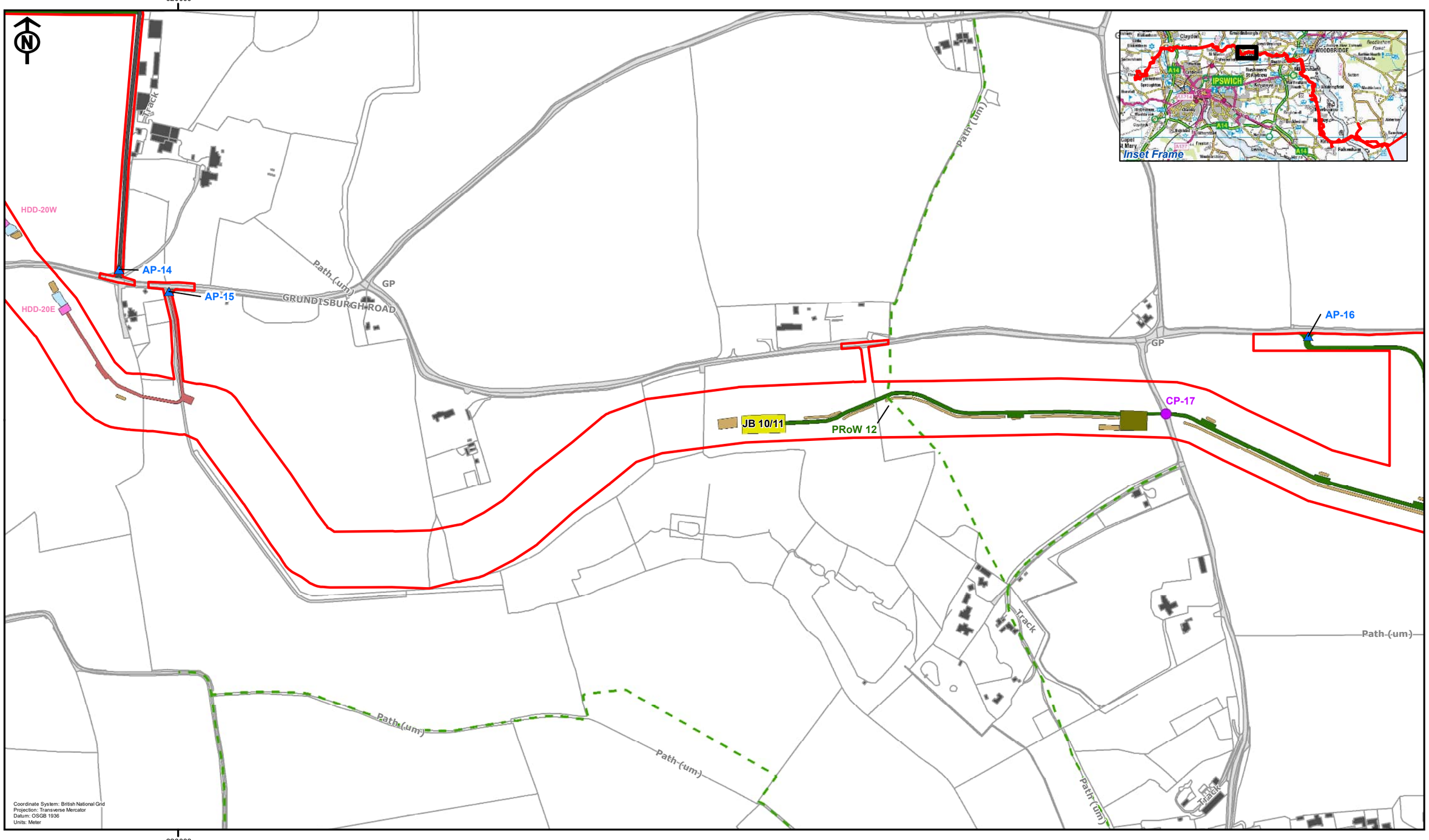
EA THREE Cable Route

FIGURE 2.9 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd

620000



620000

EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

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Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

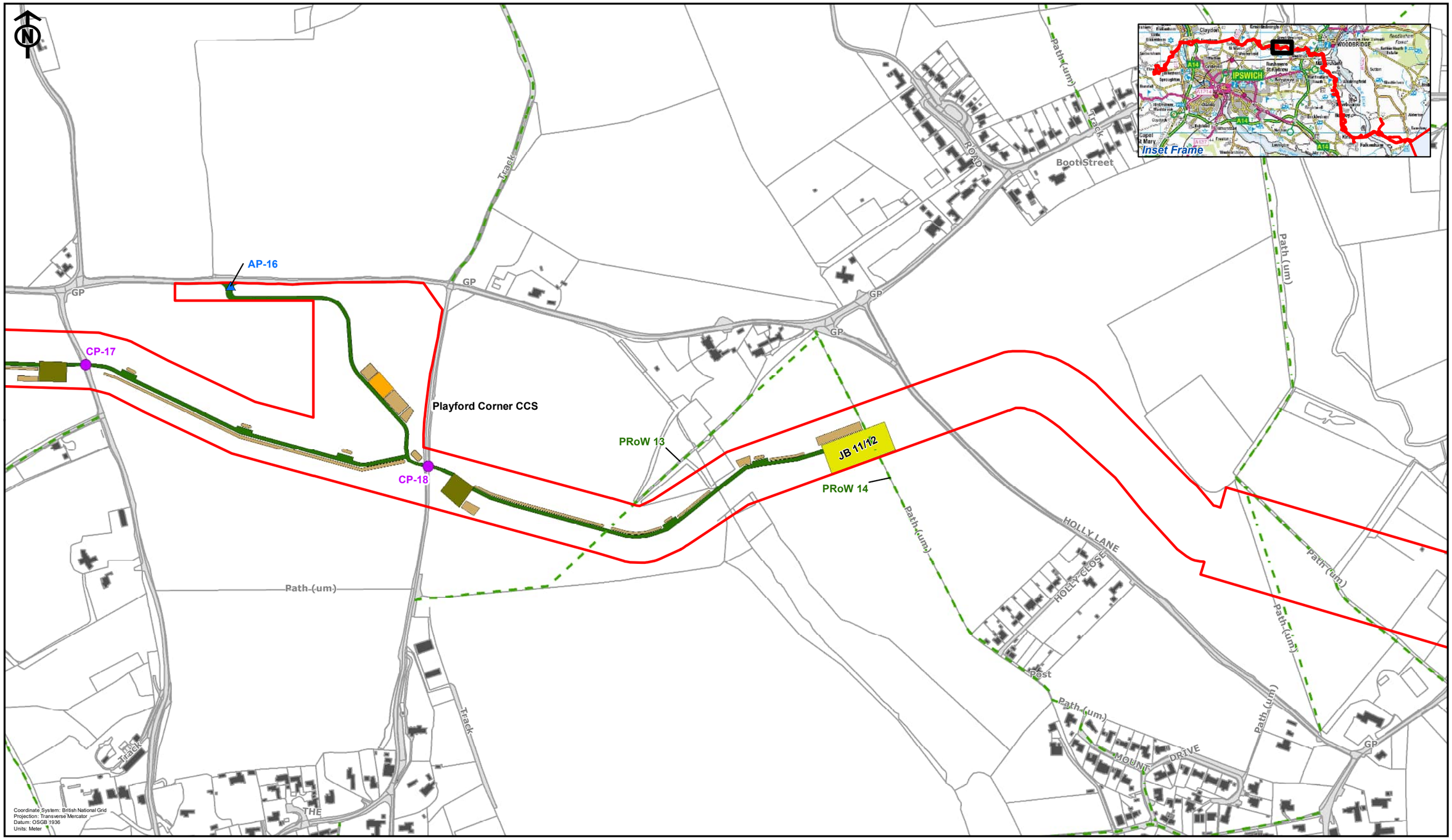
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.10 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
HGV Turning
Stone Haul Road
Top Soil Bund
Jointing Bay Hardstanding
Consolidated Construction Site Compound

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

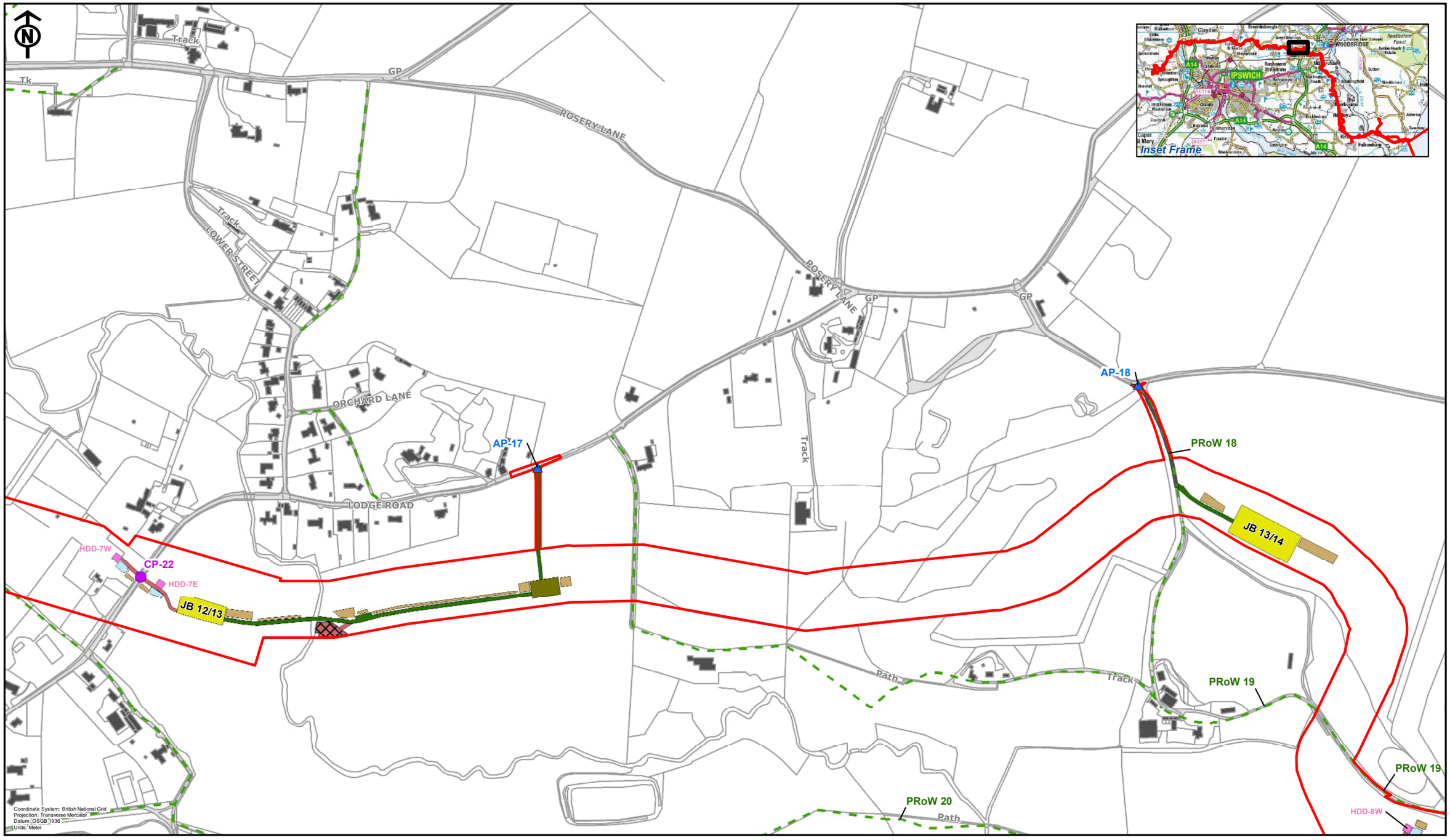
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.11 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Trackway Crane Pad
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

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Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

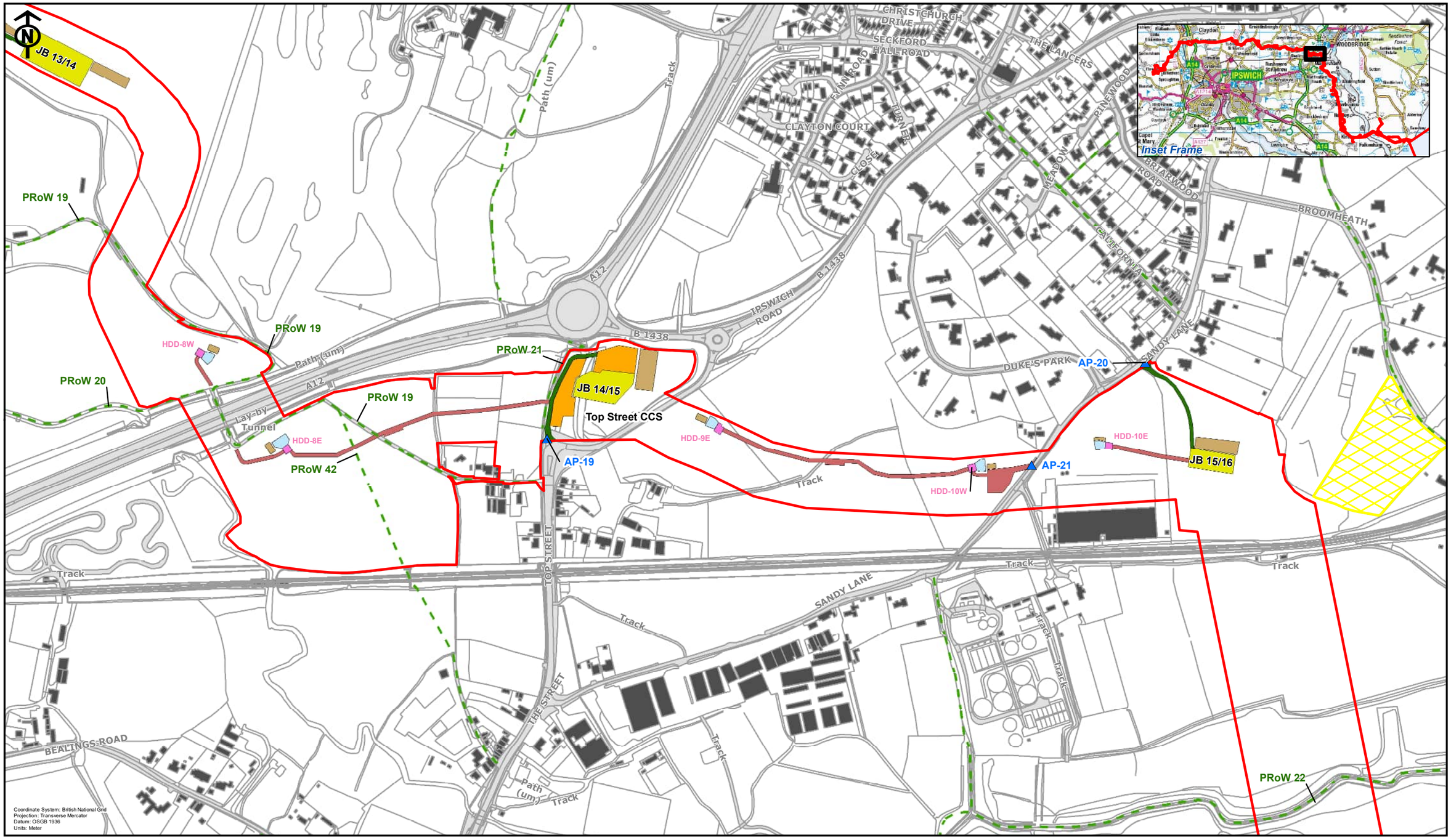
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.12 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Public Right of Way
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform
Consolidated Construction Site Compound
Open Access Land

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

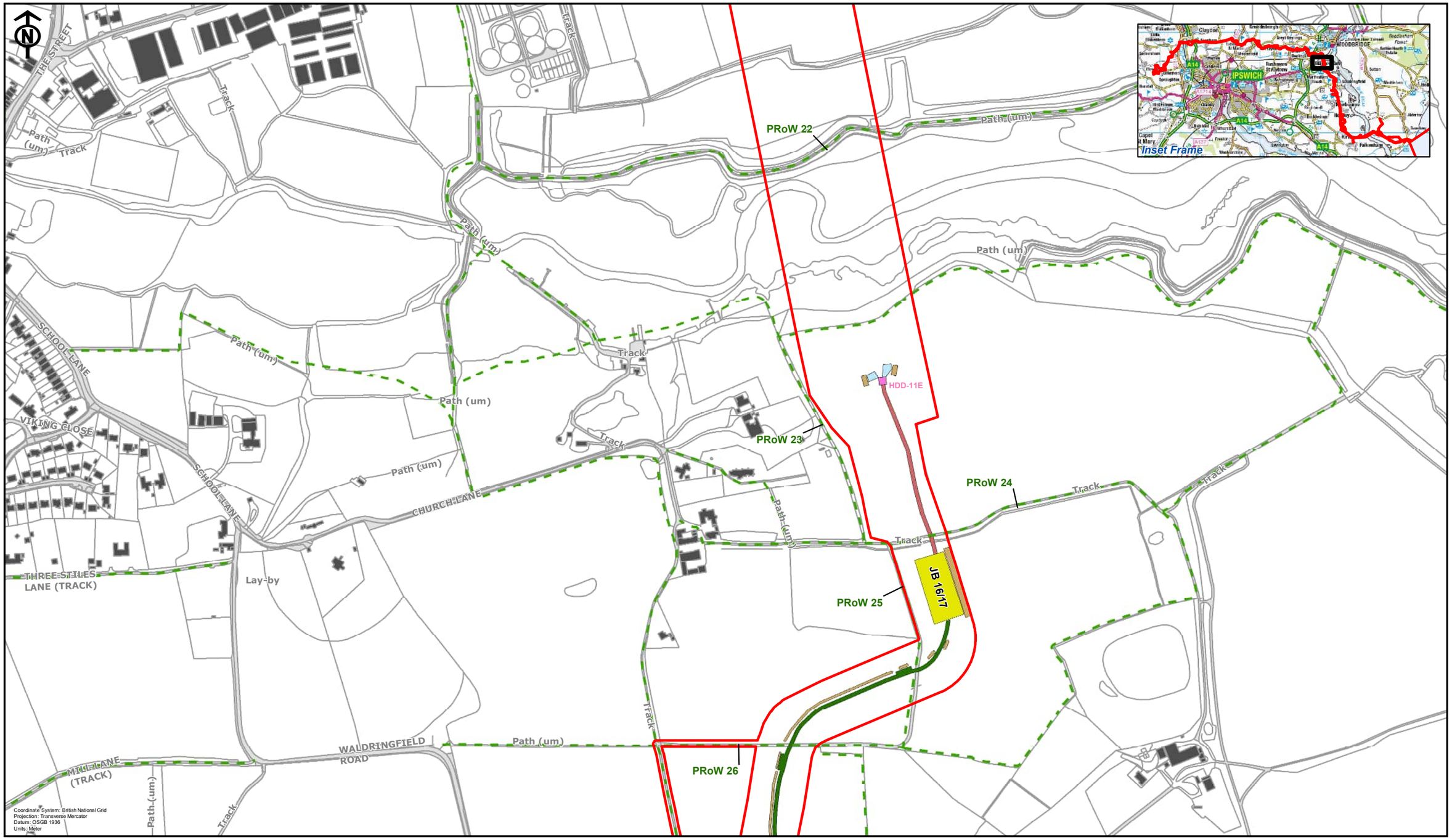
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.13 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Public Right of Way
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

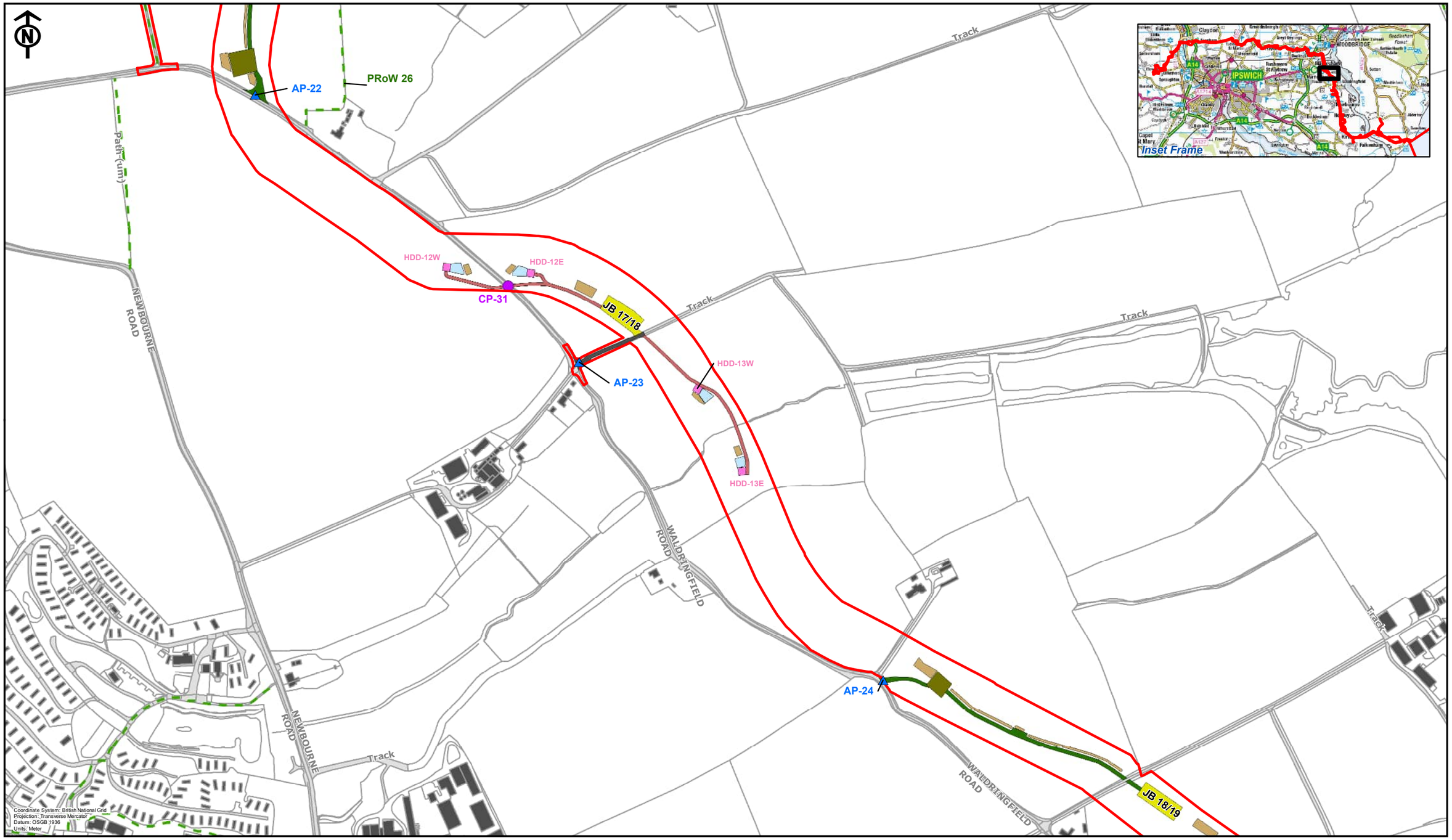
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.14 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

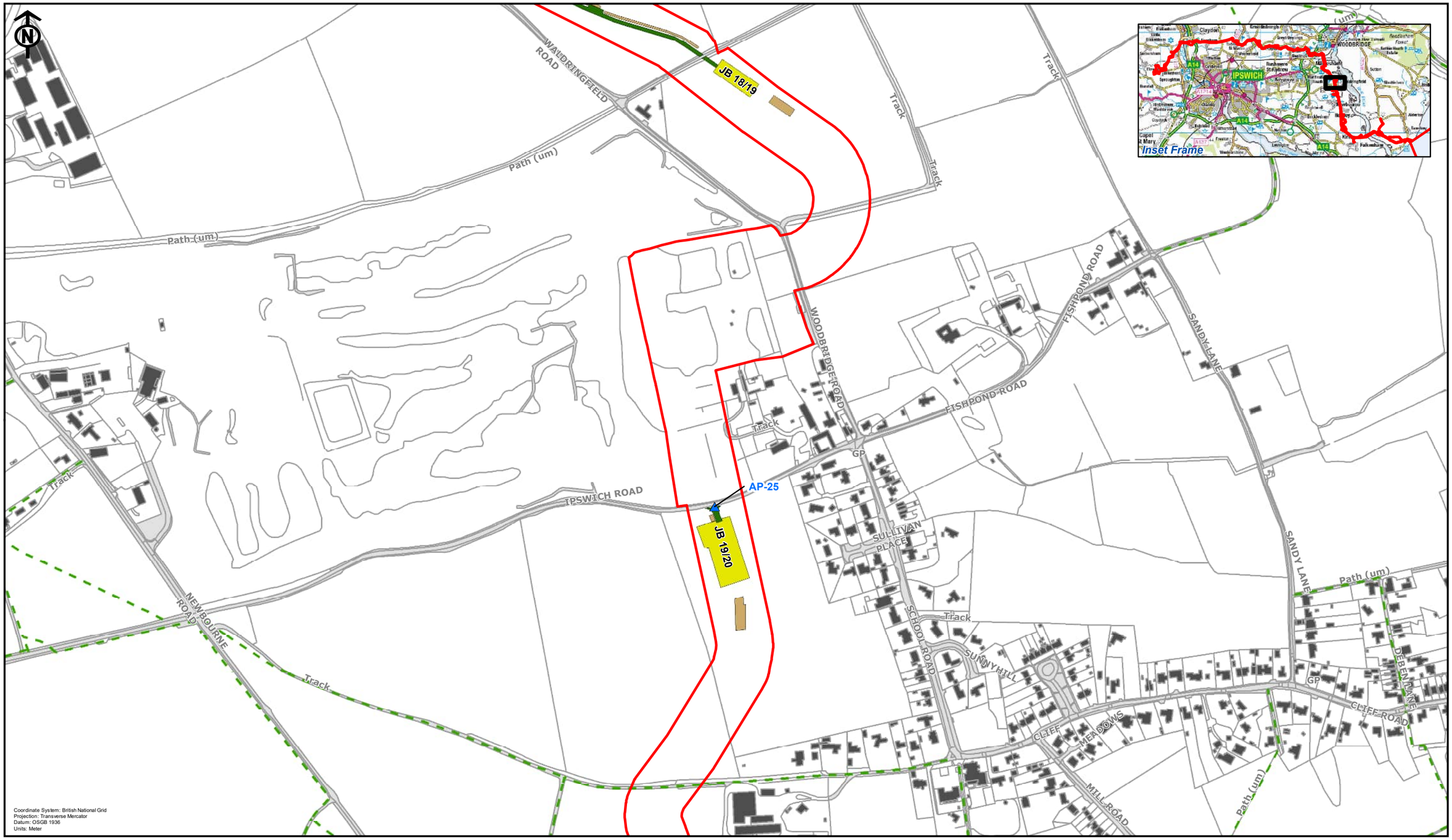
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.15 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Access Point

Public Right of Way

Stone Haul Road

Top Soil Bund

Jointing Bay Hardstanding

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

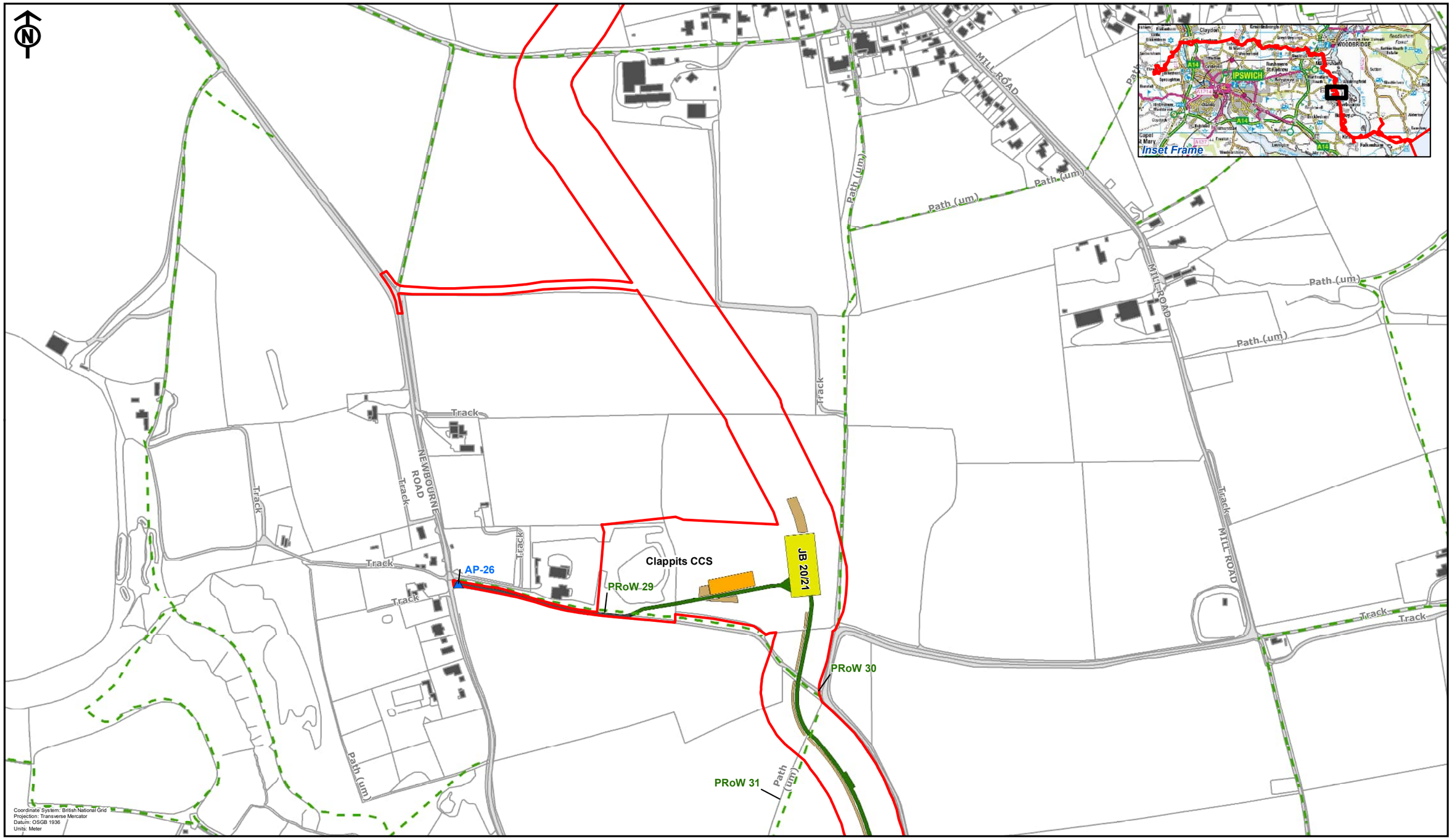
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.16 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Public Right of Way
Existing Track
Stone Haul Road
Top Soil Bund
Jointing Bay Hardstanding
Consolidated Construction Site Compound

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

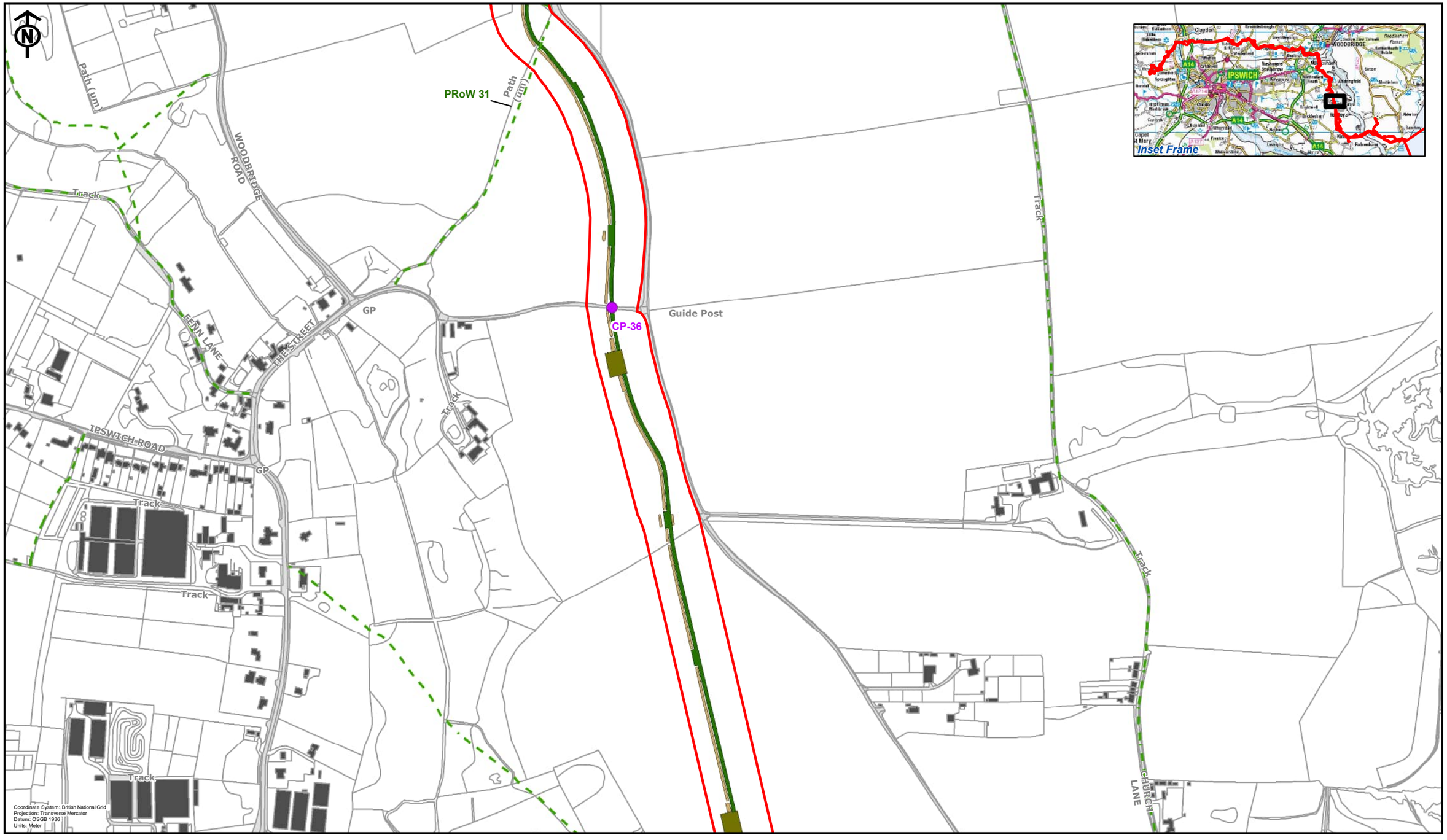
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.17 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Crossing Point (Road Crossings Numbered)

Public Right of Way

HGV Turning

Stone Haul Road

Top Soil Bund

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

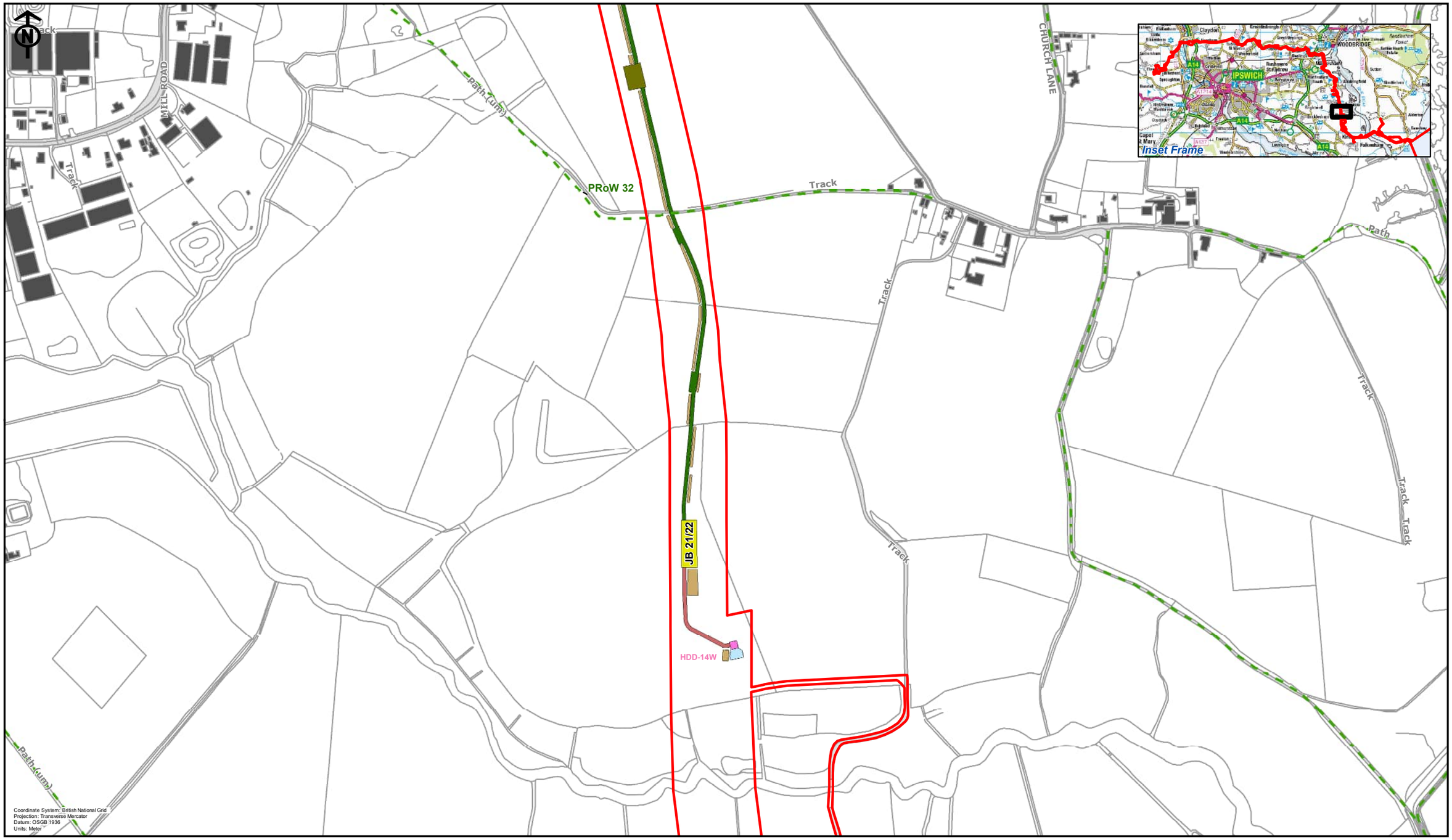
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.18 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Public Right of Way

HGV Turning

Stone Haul Road

Trackway

Top Soil Strip

Top Soil Bund

Jointing Bay Hardstanding

Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

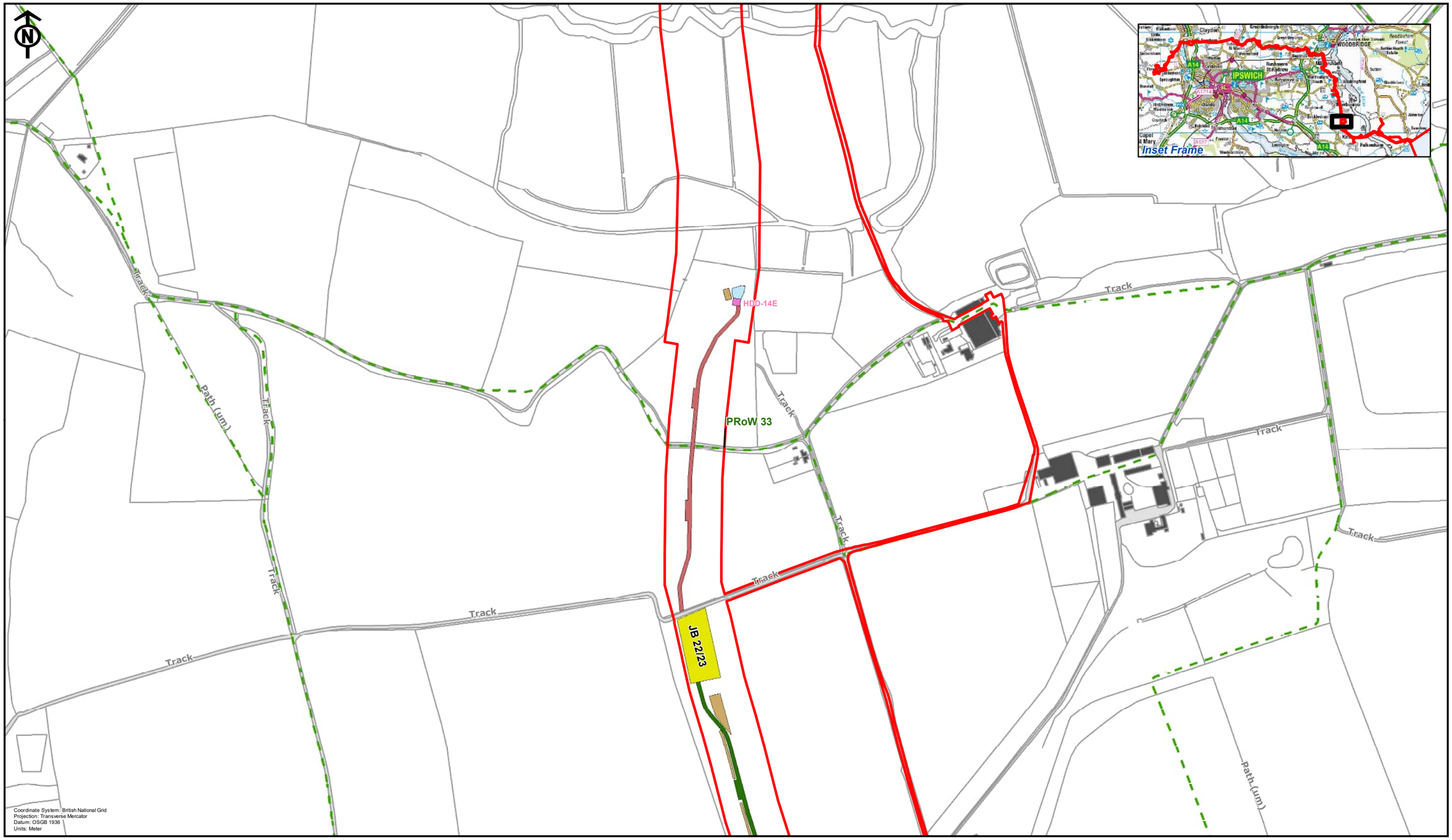
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.19 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Public Right of Way
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

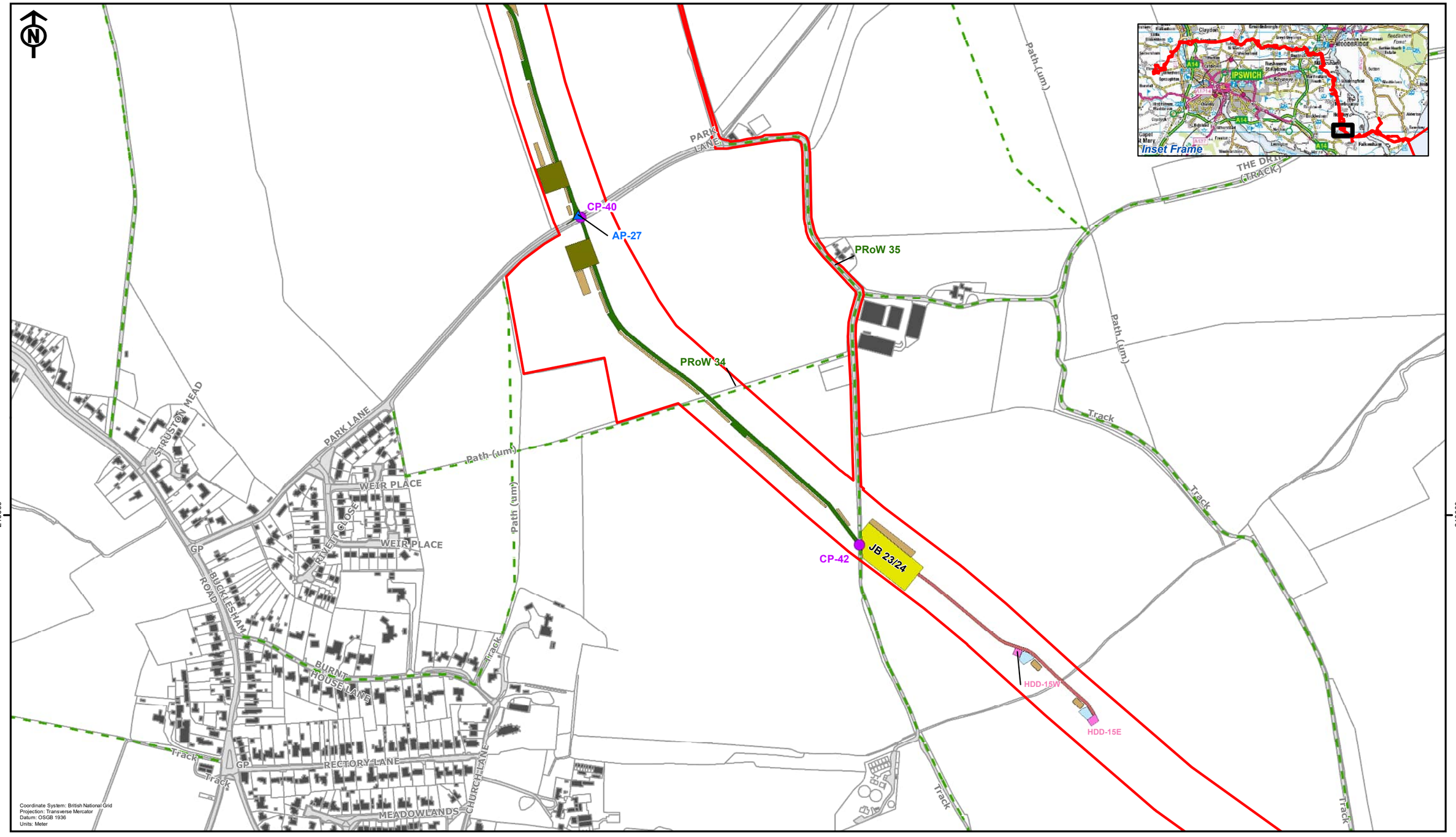
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.20 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 2.21 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd

630000

HDD-15W

HDD-15E

Track

PRoW 36

PRoW 37b

Track

HDD-16W

JB 24/25

DRUNKARDS LANE (TRACK)

Track

PRoW 37a

AP-28

LOWER FALKENHAM ROAD

FALKENHAM ROAD

FALKENHAM ROAD

Path (um)

SHEEPGATE LANE

SHEEPGATE LANE

Track

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

630000

EA THREE Development Order Limit
Access Point
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

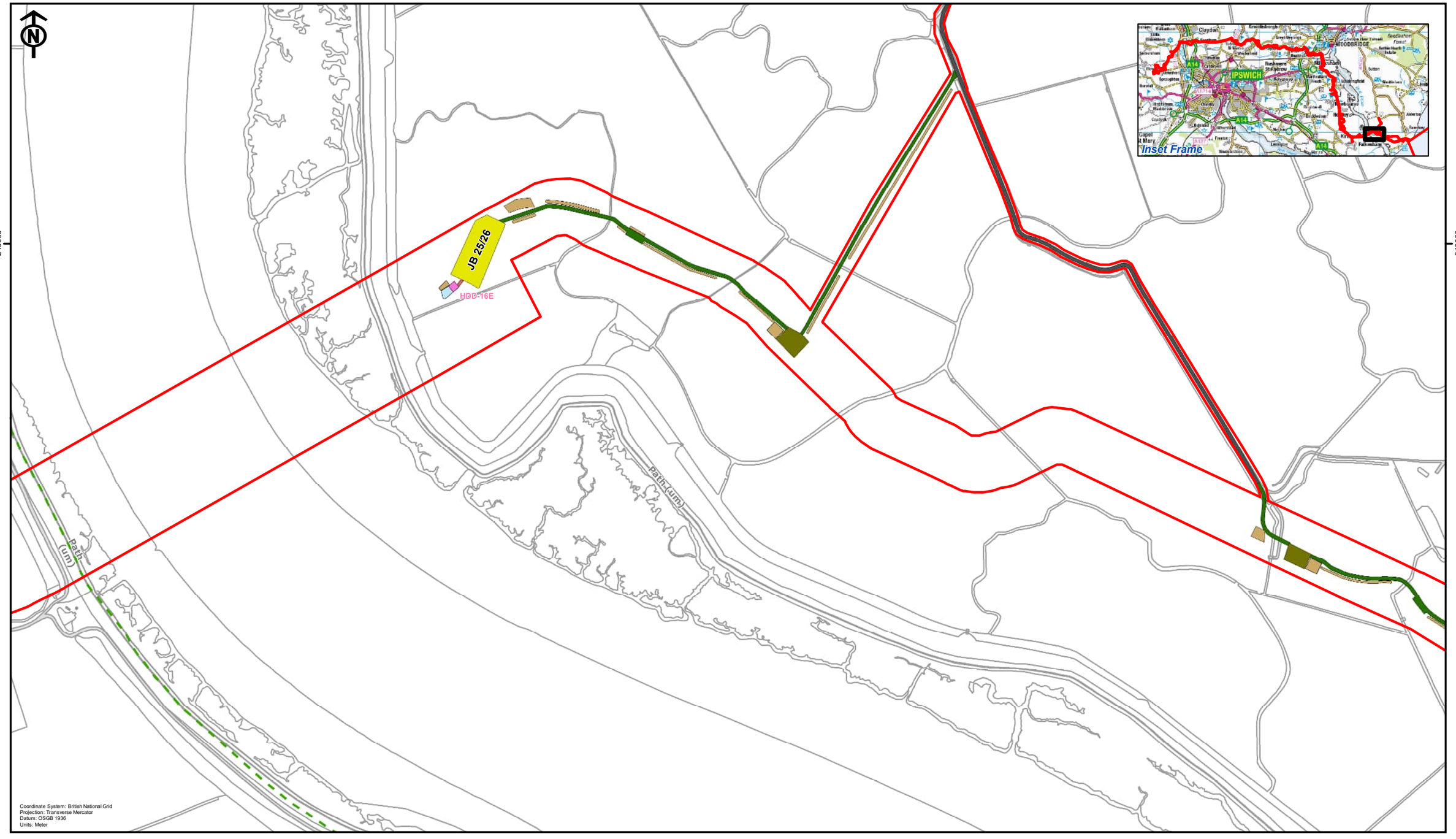
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.22 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

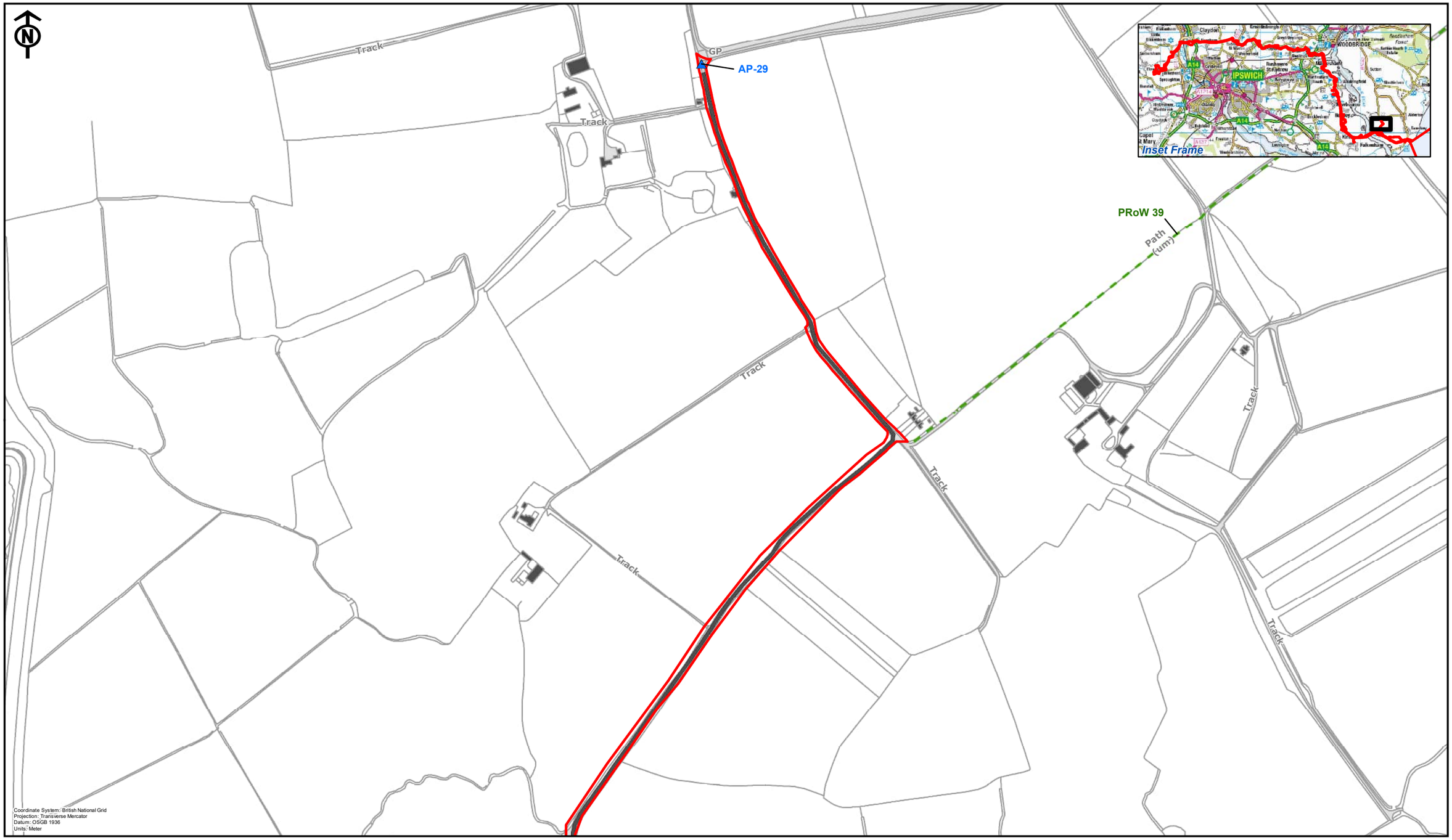
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.23 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit

Access Point

Public Right of Way

Existing Track

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

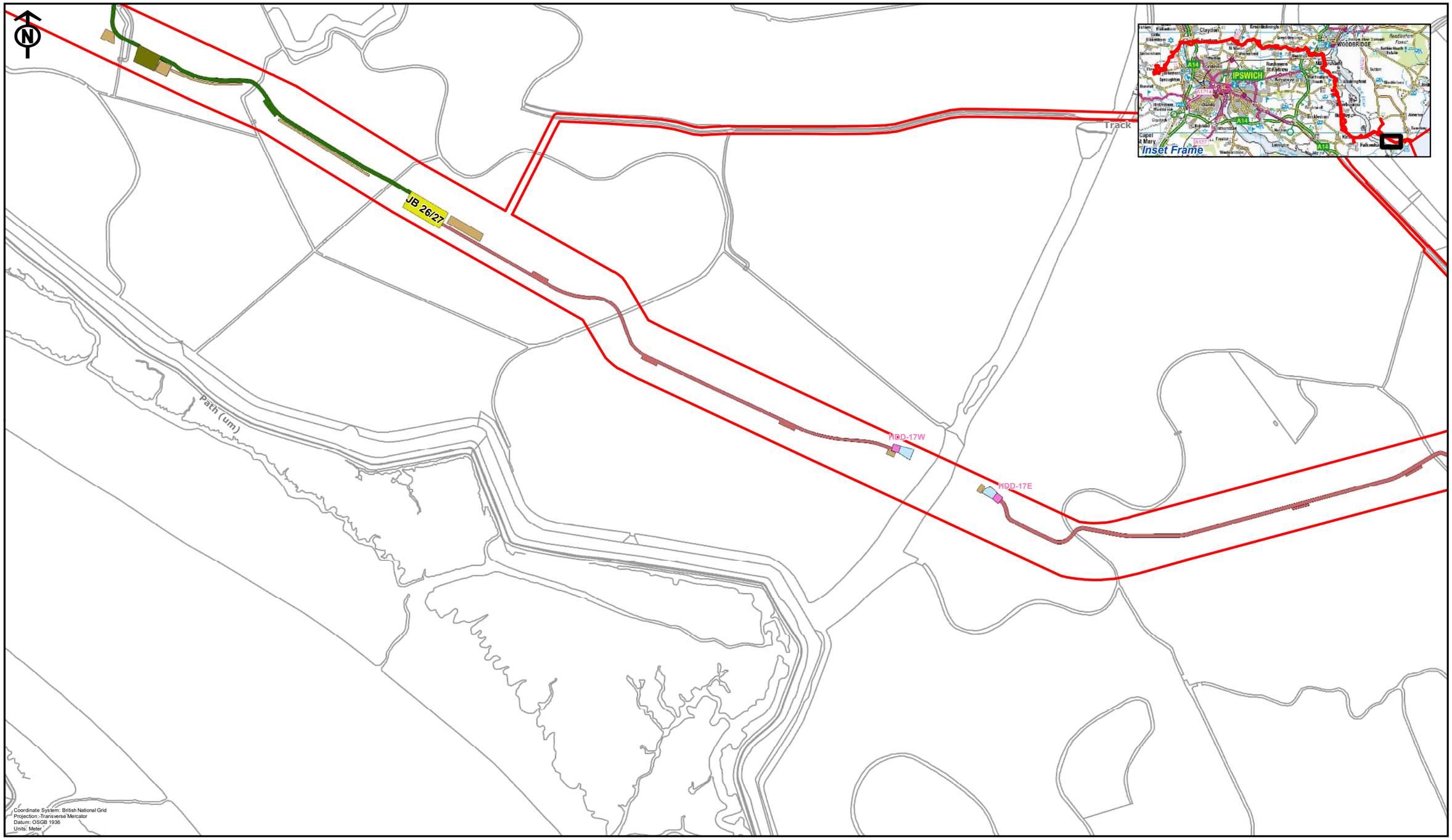
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.24 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
HGV Turning
Stone Haul Road
Trackway
Top Soil Strip
Top Soil Bund
Jointing Bay Hardstanding
Horizontal Direct Drilling Duct Proving Platform

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

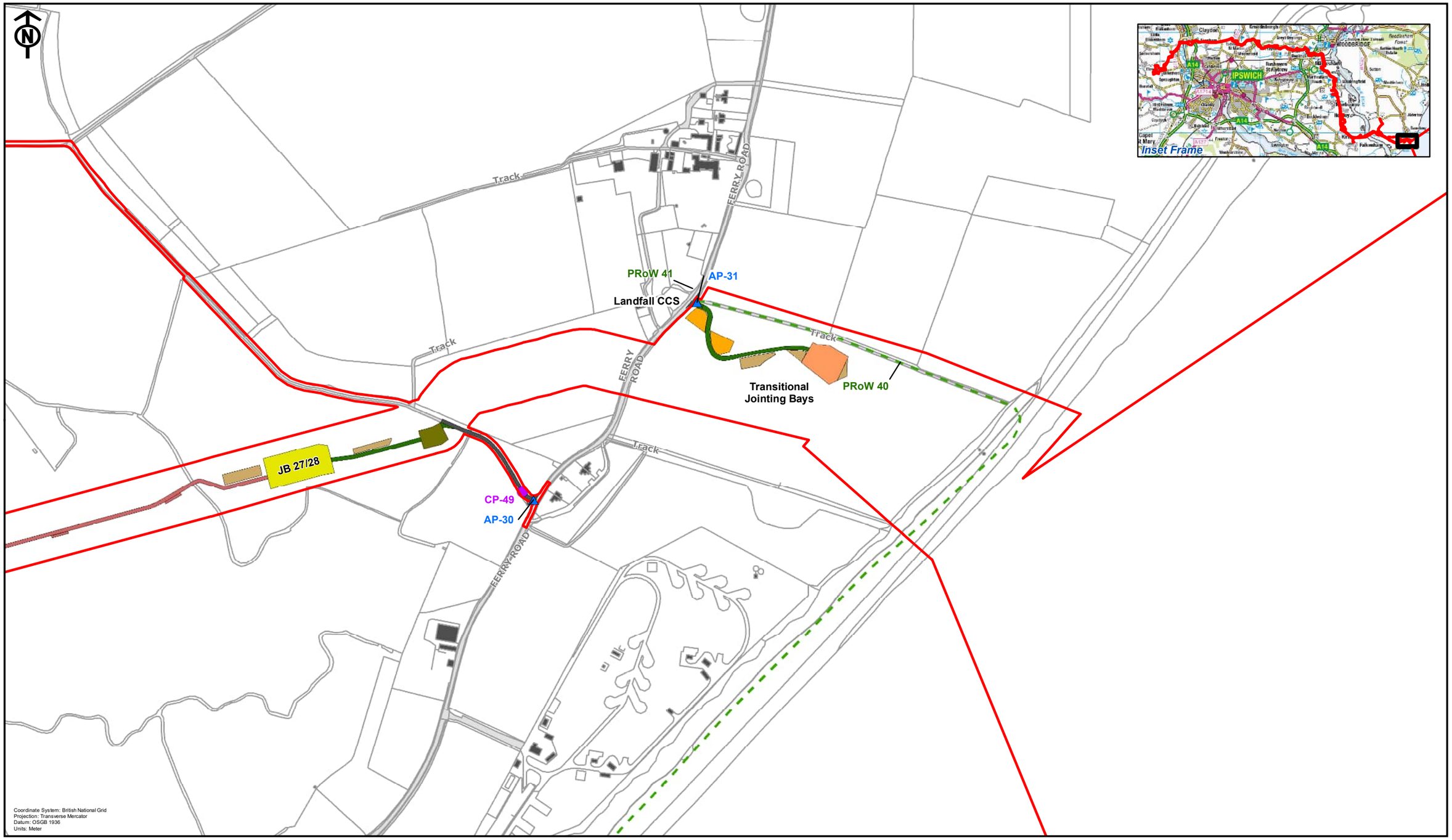
0 100 200 Metres

EA THREE Cable Route

FIGURE 2.25 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Access Point
Crossing Point (Road Crossings Numbered)
Public Right of Way
Existing Track
HGV Turning
Stone Haul Road
Trackway
Transition Jointing Bays
Top Soil Bund
Jointing Bay Hardstanding
Consolidated Construction Site Compound

GoBe consultants

Rev	Date	By	Comment
A	15/11/2023	PW	First Issue

Original A3 Plot Scale 1:5,000

0 100 200 Metres

EA THREE Cable Route

FIGURE 2.26 PRoW in Vicinity of Cable Route Works

Drg No	404.5356.00006.0005.0
Rev	0
Date	15/11/2023
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\4 Public Rights of Way Managment Plan\404.5356.00006.0005.0 PRoW in Vicinity of Cable Route Works.mxd

610000 620000 630000

250000 240000

Inset Frame

AP-1 AP-2 AP-3 AP-4 AP-5 AP-7 AP-9 AP-10 AP-11 AP-12 AP-14 AP-15 AP-16 AP-17 AP-18 AP-19 AP-20 AP-21 AP-22 AP-23 AP-24 AP-25 AP-26 AP-27 AP-28 AP-29 AP-30 AP-31

CP-01 CP-05 CP-14 CP-17 CP-18 CP-22 CP-31 CP-36 CP-40 CP-42 CP-49

Bullen Lane CCS
Playford Corner CCS
Top Street CCS
Clappits CCS
Landfall CCS
Transitional Jointing Bays

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

EA THREE Development Order Limits
Access Point
Crossing Point (Road Crossings Numbered)

National Cycle Network
Link Route
National Cycle Route
Regional Cycle Route

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

Original A3 Plot Scale 1:75,000

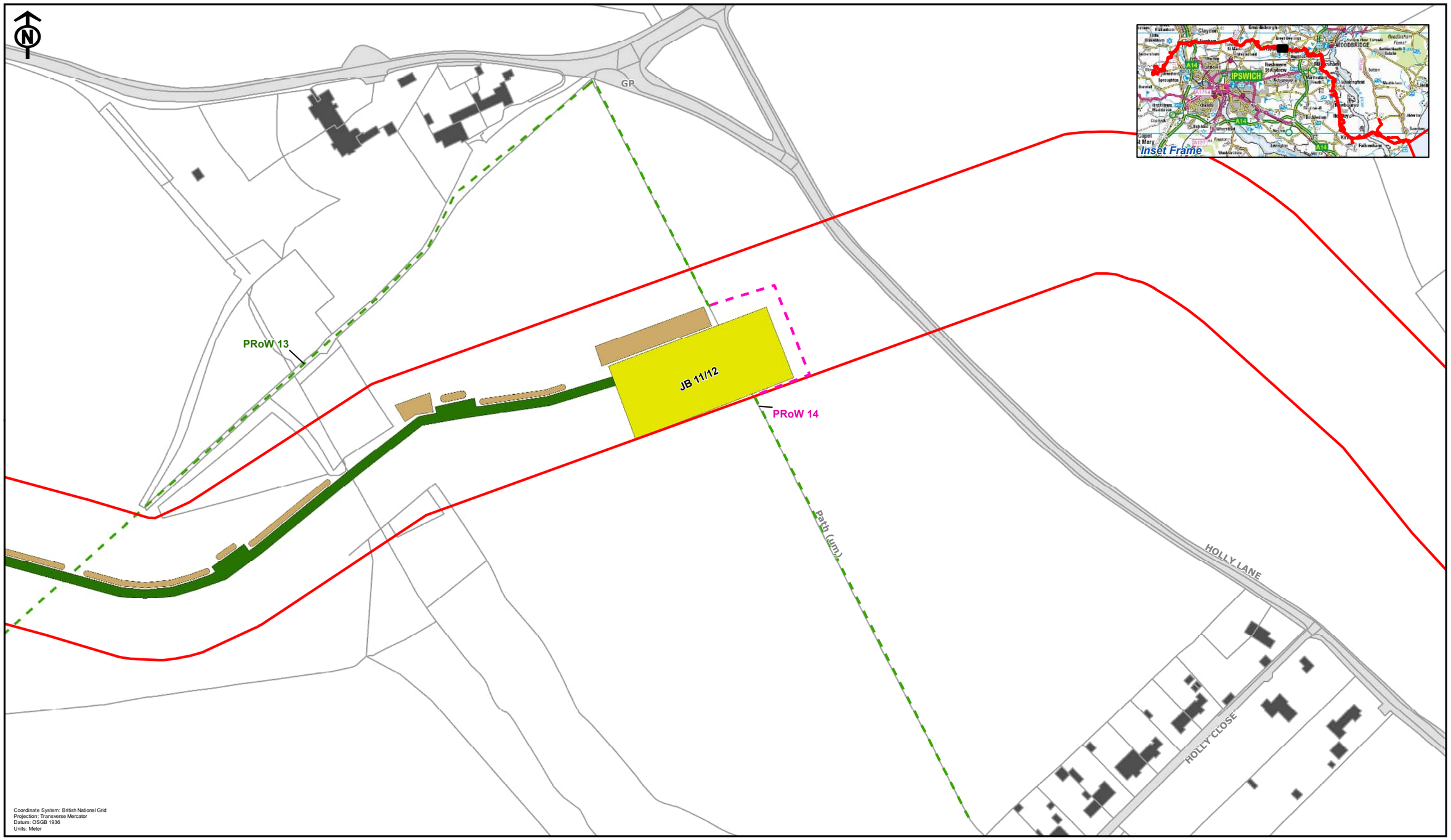
0 1 2 Kilometres

EA THREE Cable Route

FIGURE 3 Cycle Routes in Vicinity of Cable Route Works

Drg No	404.5356.00006.0006.0
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\4 Public Rights of Way Managment Plan\404.5356.00006.0006.0 Cycle Routes in Vicinity of Cable Route Works.mxd



EA THREE Development Order Limit
Public Right of Way
Public Right of Way Diversion
Stone Haul Road
Top Soil Bund
Jointing Bay Hardstanding

GoBe consultants

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

Original A3
Plot Scale
1:2,000

0 25 50 Metres

EA THREE Cable Route

FIGURE 4 ProW 14 Diversion

Drg No	404.5356.00006.0007.0
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\4 Public Rights of Way Managment Plan\404.5356.00006.0007.0 ProW 14 Diversion.mxd