

Onshore Converter Station

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

(Applicable to Work Numbers 62 to 69)

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3

Revision Summary				
Rev	Date	Prepared by	Checked by	Approved by
1	15/04/2021	Kay Griffin	Phil Rew-Williamson	David Boyd
2	10/01/2021	Kay Griffin	Phil Rew-Williamson	Gareth Mills
3		Kay Griffin	Phil Rew-Williamson	Gareth Mills

Description of Revisions			
Rev	Page	Section	Description
1	ALL	ALL	New document
2	ALL	ALL	Amended in accordance with revised PRoW management strategy and comments received from stakeholders: MSDC (17/05/21 and 18/10/21); Place Services (11/05/21); and SCC (14/05/21, 19/10/21)
3	4 5 6 7	1.1 1.2 4.2 4.3	No comments received from stakeholders. Finalized for discharge

FOR DISCUSSION

TABLE OF CONTENTS

1. INTRODUCTION AND SCOPE	4
1.1. Project Overview	4
1.2. Scope	4
2. ABBREVIATIONS	5
3. PUBLIC RIGHTS OF WAY INTERACTIONS	5
4. CONTROL MEASURES	6
4.1. Community Liaison.....	6
4.2. PROW Crossing of Haul Road	6
4.3. PRow Reinstatement.....	7

FIGURES

Figure 1 Site Context Plan

Figure 2 PRow in vicinity of the Converter Station Stage

FOR DISCHARGE

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 and is live until 28 August 2022. The DCO has now been subject to three non-material variation applications:

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

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

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

1.2. Scope

4. This Public Rights of Way Management Plan (PRoWMP) sets out the methods that will ensure that Public Rights of Way (PRoW) will be effectively managed during the EA THREE Converter Station (Converter Station) 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

5. The scope of this document relates to the management of PRoW associated with the Converter Station Stage. The work in this stage comprises Work No.s 62 to 69 in the DCO, located to the north of the existing NG substation and adjacent to the EA ONE Substation (Figure 1 Site Context Plan). Separate PRoWMPs have been produced for each stage of the EA THREE onshore construction works and are provided under separate cover.

6. The proposed East Anglia 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.
7. This PRoWMP, therefore:
 - Identifies PRoW within the onshore development area which interact with the construction of the Converter Station (Section 3);
 - Presents details of the PRoW that will be temporarily stopped-up or diverted during the construction of the Converter Station (Section 3); and
 - Sets out the management principles to be adopted in ensuring that PRoW are managed in a safe and appropriate manner during the construction phase of the Converter Station Stage (Section 4).
8. Construction works at the Converter Station will be some of the first onshore connection works to commence. The access track and temporary laydown will be constructed in Summer 2022 with the remaining works being undertaken from Q2 2023.
9. The information contained herein shall be adhered to by the Principal Contractor 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).

2. ABBREVIATIONS

ALO	Agricultural Liaison Officer
BDC	Babergh District Council
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
HGV	Heavy Goods Vehicle
HVDC	high voltage direct current
MSDC	Mid Suffolk District Council
NG	National Grid
PRoW	Public Rights of Way
PRoWMP	Public Rights of Way Management Plan
SCC	Suffolk County Council

3. PUBLIC RIGHTS OF WAY INTERACTIONS

10. This section details the PRoW interactions during the construction of the Converter Station.
11. There are two PRoW that cross the Converter Station Stage area (i.e. Work No.s 62 to 69), comprising one bridleway (reference W-155/001/0) and one Public Footpath (reference W-155/002/0) as shown on Figure 2 (PRoW in vicinity of the Converter Station Stage):
 - Bridleway W-155/001/0 forms an extension of Bullen Way, running past the NG substation through Work No. 66 and 68, to link to Hill Farm in the west. Approximately 50m of the bridleway coincides with the access along Bullen Lane into the Converter Station (and also East Anglia ONE Substation). The bridleway comprises a stone/grave track. A 50m stretch of this will be used by construction traffic in order to access the Converter Station. It is proposed that marshals will be used during

the peak HGV delivery period in order to enable the continued use of this PRoW rather than impose a temporary diversion. It is anticipated that typically across the construction period, only 2 HGVs will visit site per day. At the time of peak HGV movements, which will be associated with the 14 day concrete pour, it is anticipated that one peak hour will require of the order 13 HGVs to visit site, however generally during the 14 day concrete pour, only a small number of hours will result in above 5 HGV visits per hour. Marshals will, therefore, be in place to assist PRoW users when HGV visits to site result in above 10 HGV movements per hour (ie 5 HGVs visiting site), which equates to one HGV movement every 6 minutes. Durations and timings of management measures associated with Bridleway W-155/001/0 will be discussed in advance with SCC.

- Public Footpath W-155/002/0 leads northward from Bullen Lane, alongside Miller's Wood to Bullenhall Farm, crossing Work No. 62. This PRoW will be crossed by the haul road within the cable corridor (5.5m between point YY and ZZ on Figure 2). Access along this PRoW will be maintained by the use of a banksman to enable its continued use whilst the haul road is installed, used and then removed. Management measures will be employed by the Principal Contractor to ensure the safety of users of these routes as set out in Section 4. The duration of the interactions is anticipated to be less than a week during installation of the haul road and less than 6 weeks activity spread over an 8 month period for jointing bay and duct proving works.

12. 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 Converter Station.

4. CONTROL MEASURES

4.1. Community Liaison

13. SCC, MSDC, BDC and the local parish councils will be notified by email approximately 12 weeks in advance of the expected use of marshals. In addition:

- Advanced site notices (i.e. notices to members of the public warning of the higher than usual HGV movements and management measures proposed ahead) would be posted at appropriate places. These will include:
 - Site notices erected in visible locations on site approximately 1 – 2 weeks in advance of the measures being required; and
 - Provision of a map showing the extent of the bridleway affected.

14. The above notices would describe the dates and duration of the use of marshals. Any extensions to the use of marshals would be discussed with SCC.

4.2. PROW Crossing of Haul Road

15. Where the PRoW crosses the haul road within Work No 62, management measures will be required during installation and removal of the haul road to reach a jointing bay and also during the use of the haul road. These will ensure the continued safe use of the PRoW.

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

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

- The surface of the PRoW where it crosses the cable corridor will be kept in a safe and fit condition at all times for all legal users.

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

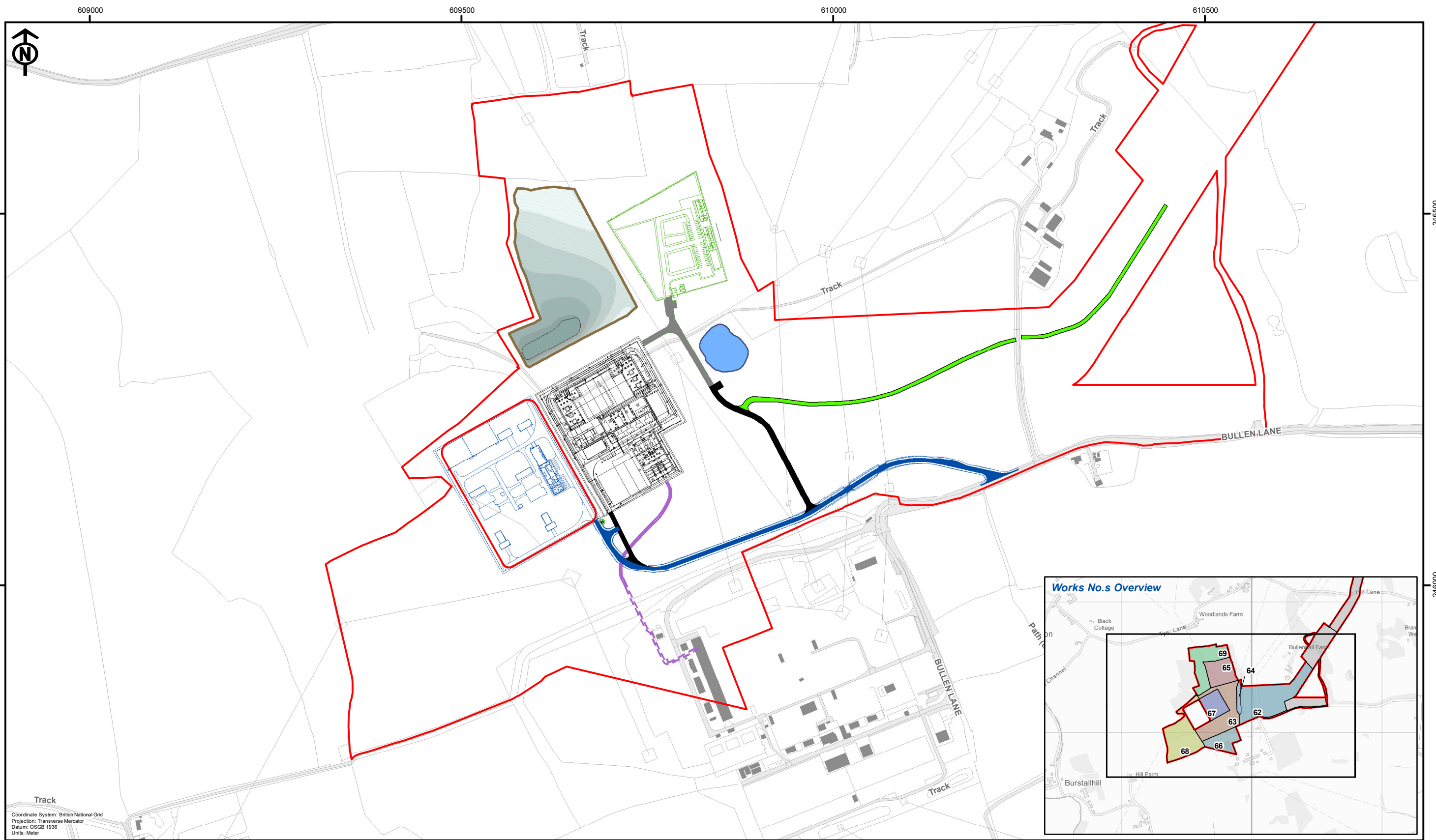
4.3. PRoW Reinstatement

18. Once this construction works (or a phase of construction works) are complete, the PRoW that is crossed by the haul road 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.
- 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.

19. These measures will also be followed for 50m of Bridleway W-155/001/0 that will be used by construction traffic, due to the potential for surface disturbance by HGVs travelling along its route as far as the Converter Station.

FOR DISCHARGE



EA THREE DCO Corridor	EA THREE Converter Substation to National Grid Substation Cable Route	EA THREE Onshore Converter Station Access Roads	EA THREE Cable Access Road	EA ONE Onshore Converter Station Access Road	Works No.s 62 63 64 65 66 67 68 69
EA THREE Onshore Converter Station Layout Detail	400kV AC Cable - Open Cut Section	Permanent	Haul Road		
EA THREE Onshore Converter Station Temporary Site Facilities Detail	400kV AC Cable - Ducted Section	Temporary	EA THREE Onshore Converter Station SUDs Pond		
			EA THREE Area to be Reprofled		



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

Original A3 Plot Scale 1:5,000

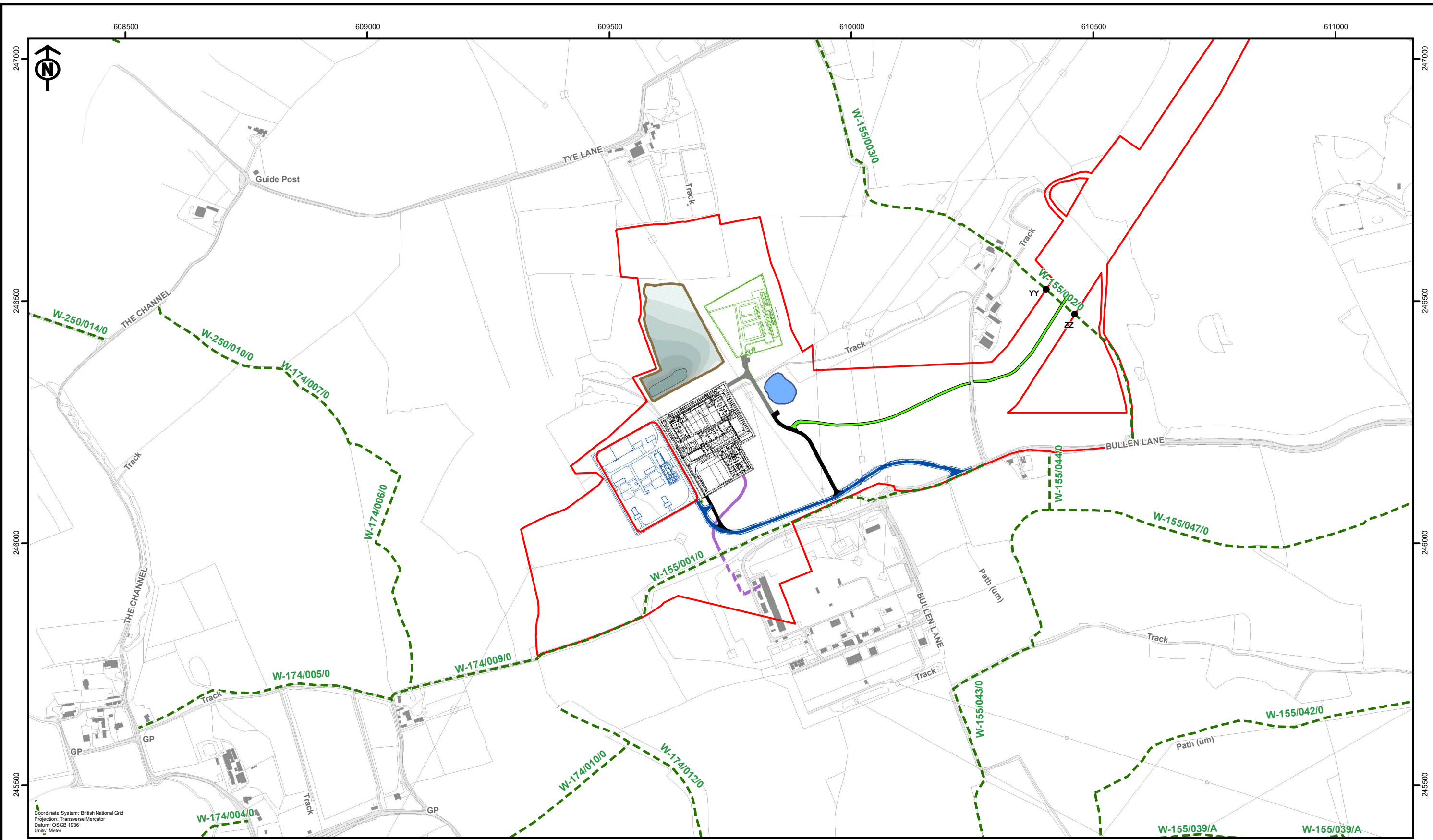
0 100 200 Metres

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 NOT TO BE USED FOR NAVIGATION.

Onshore Converter Station Stage

Figure 1: Site Context Plan

Drg No	05356.00006.12.0001.1 ONCS Site Context Plan
Rev	2
Date	04/04/2022
Layout	N/A



EA THREE DCO Corridor	EA THREE Converter Substation to National Grid Substation Cable Route	EA THREE Onshore Converter Station Access Roads	EA THREE Cable Access Road	EA ONE Onshore Converter Station Access Road
EA THREE Onshore Converter Station Layout Detail	400kV AC Cable - Open Cut Section	Permanent	Haul Road	Public Right of Way
EA THREE Onshore Converter Station Temporary Site Facilities Detail	400kV AC Cable - Ducted Section	Temporary	EA THREE Onshore Converter Station SUDs Pond	
			EA THREE Area to be	



Rev	Date	By	Comment
B	04/04/2022	PW	Second Issue
A	21/12/2021	PW	First Issue

Original A3 Plot Scale 1:7,500

0 150 300 Metres

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Onshore Converter Station Stage

Figure 2: PRoW in Vicinity of Converter Station

Drg No	05356.00006.12.0024.1 Converter Station PRoW
Rev	2
Date	04/04/2022
Layout	N/A