East Anglia ONE North Offshore Windfarm

Outline Sizewell Gap Construction Method Statement

Applicant: East Anglia ONE North Limited
Document Reference: ExA.AS-21.D1.V1
SPR Reference: EA1N-DWF-ENV-REP-IBR-000502

Date: 2nd November 2020
Revision: Version 01
Author: ScottishPower Renewables

Applicable to
East Anglia ONE North

Revision Summary				
Rev	**Date**	**Prepared by**	**Checked by**	**Approved by**
001	02/11/2020	Brian McGrellis	Ian MacKay	Rich Morris

Description of Revisions			
Rev	**Page**	**Section**	**Description**
001	n/a	n/a	First draft for submission at Deadline 1

Table of Contents

Glossary of Acronyms

DCO	Development Consent Order
ES	Environmental Statement

Glossary of Terminology

Applicant	East Anglia ONE North Limited.
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land and connect to the onshore cables.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.

1 Introduction

1.1 Overview

1. This Outline Sizewell Gap Construction Method Statement forms part of a set of documents that supports the Environmental Statement (ES) submitted by East Anglia ONE North Limited (the Applicant) as part of the Development Consent Order (DCO) application for the East Anglia ONE North Offshore Windfarm project (the Project).

2. Sizewell Gap is the main access route to/from the Sizewell B Nuclear Power Station (operational) and the Sizewell A Site (under decommissioning). Works to be undertaken on Sizewell Gap for the Project relate to the construction, use and maintenance of two accesses from the public highway to the onshore development area (serving the landfall and onshore cable route) and vegetation management along the road side. These works are temporary in nature to service the construction and decommissioning of the Project.

3. Requirement 22 of the ***draft DCO*** (APP-023) requires a Code of Construction Practice to be submitted to and approved by the relevant planning authority. The Code of Construction Practice includes a Sizewell Gap Construction Method Statement (which is to be in line with this Outline Sizewell Gap Construction Method Statement)[1]. This Outline Sizewell Gap Construction Method Statement provides details of the works to be undertaken on Sizewell Gap and the associated mitigation measures to ensure emergency access to/from the Sizewell B Nuclear Power Station is maintained at all times.

4. This Outline Sizewell Gap Method Statement reinforces commitments made in the ES and during the pre-examination and examination stages of the Project's DCO application relating to construction works on Sizewell Gap and presents an outline of the detail that will be incorporated within the final Sizewell Gap Construction Method Statement.

1.2 Project Interaction with Sizewell Gap

5. ***Figure 1*** (***Appendix 1***) shows the location of Sizewell Gap and Sizewell B Nuclear Power Station, and the extent of the Project's onshore development area in the vicinity of Sizewell Gap. The onshore development area overlaps with

[1] The Applicant proposes to amend Requirement 22(2) of the ***draft DCO*** (APP-023) so that the Code of Construction Practice must include a Sizewell Gap Construction Method Statement (which must accord with this Outline Sizewell Gap Construction Method Statement). An updated version of the ***draft DCO*** (APP-023) including this amendment will be submitted to the Examination at Deadline 3.

Sizewell Gap at Work Nos.10 and 15 and directly interacts with Sizewell Gap at Work No. 11, as shown in Figure 2 (Appendix 1).

6. The purpose for which temporary possession may be taken for Works 10 and 15 are identified in *Schedule 9, Land of which temporary possession may be taken* of the ***draft DCO*** (APP-023) and as shown on the ***Land Plans (Onshore)*** (AS-001) are presented in ***Table 1.1*** below:

Table 1.1 Works on Sizewell Gap or Directly Interacting with Sizewell Gap

Work No.	Number of Land shown on Land Plans (Onshore) (AS-001)	Purpose for which temporary possession may be taken
Work No. 10 (on Sizewell Gap)	17, 18, 19, 20 and 21	• Construction and carrying out of the authorised project • Clear vegetation to increase the visibility swathes
Work No. 11 (adjacent to Sizewell Gap)	16	• Construction and carrying out of the authorised project • Access for carrying out the authorised project
Work No. 15 (On and adjacent to Sizewell Gap)	32 and 33 (on Sizewell Gap)	• Construction and carrying out of the authorised project • Clear vegetation to increase the visibility swathes
	31 (adjacent to Sizewell Gap)	• Construction and carrying out of the authorised project • Access for carrying out the authorised project

7. The nature of the works to be undertaken insofar as they relate to direct interaction at Sizewell Gap, are described in the following sections:

- Section 2: Access to works;
- Section 3: Clearing of vegetation to increase/maintain visibility swathes; and
- Section 4: Maintenance, management and carrying out of the Project.

8. The Applicant does not intend to connect to services within the Sizewell Gap highway boundary.

2 Access to Works

2.1 Access to Works: Design

9. Schedule 6 (Access to works) of the ***draft DCO*** (APP-023) and associated ***Access to Works Plan*** (APP-012) identifies AC1 and AC2 as access to works from Sizewell Gap. With reference to ***Table 1.1*** above, AC1 interacts with Work Nos. 10 and 11, and AC2 interacts with Work No. 15.

10. Annex 1 of the ***Outline Access Management Plan*** (APP-587) presents general arrangement drawings (with details of visibility splays, signage and road markings), for accesses AC1 and AC2. In line with Requirement 16 of the ***draft DCO*** (APP-023) construction of these access must not begin until written details (which accord with the ***Outline Access Management Plan*** (APP-587)) of the siting, design, layout and any access management measures for any new, permanent or temporary means of access to a highway to be used by vehicular traffic, or any alteration to an existing means of access to a highway used by vehicular traffic, has been submitted to and approved by the relevant planning authority in consultation with the relevant highway authority.

11. The design of these accesses will reflect the predicted number of turning movements and size of vehicles required during the construction period.

12. Access to works from Sizewell Gap shall be designed and constructed to accommodate two-way traffic into the works. Each access gateway into the works area will be off-set a suitable distance from the existing carriageway edge so that vehicles arriving do not overhanging the highway. Gates will open away from the carriageway to remove interaction on Sizewell Gap.

2.2 Access to Works: Construction

13. Construction activities would normally be conducted Monday to Friday between 0700 hours and 1900 hours and on Saturday between 0700 hours and 1300 hours, with no construction on Sundays or Bank Holidays, in line with Requirement 23 of the ***draft DCO*** (APP-023). It is envisaged that there will be no need for construction of the accesses to be undertaken outside these times.

14. Prior to commencing construction of the accesses, temporary road signage will be erected in accordance with the New Roads and Street Works Act 1991 to ensure adequate warning of construction works and turning vehicles is provided to road users. Traffic signals will be deployed where Sizewell Gap is reduced to one lane to accommodate works on or adjacent to Sizewell Gap. One lane will remain open at all times and, subject to agreement with the relevant highway authority, the timing of the traffic signals will be prioritised to accommodate

Sizewell B Nuclear Power Station's day shift arrival and day shift departure (i.e. longer 'green' times for eastbound traffic at Sizewell B shift start times, and longer 'green' times for westbound traffic at Sizewell B shift end). The reduction of Sizewell Gap to one lane is anticipated to be required for approximately 3 to 4 weeks at each access being constructed. Traffic management measures will be in line with an approved Access Management Plan (secured by Requirement 16 of the ***draft DCO*** (APP-023)). Traffic signals will not be deployed at AC1 and AC2 concurrently.

15. The existing footpath and cycleway on the south side of Sizewell Gap will be safely diverted onto the highway (within the 'closed lane' referred to above), during the initial access construction period and during its reinstatement. At all other times it shall revert to its original routing.

16. Existing site services plans will be consulted, and all existing services indicated within the access construction area shall be identified in accordance with HSG 47 Avoiding Danger from Underground Services (Health and Safety Executive, 2014) and protected in consultation with the service provider.

17. The access will be set out for line and level in accordance with the design details within the approved Access Management Plan.

18. Removal or trimming of scrub, trees and hedgerows will be undertaken in line with Section 3 below.

19. Works to form the accesses will progress from the south side of Sizewell Gap. A tracked excavator or similar will commence the excavation to access the formation level from the existing edge of the Sizewell Gap carriageway, including the removal of any existing pedestrian footpath and work their way inwards towards the field / access area.

20. All material excavated would be handled in line with an approved soil management plan (secured by Requirement 22 of the ***draft DCO*** (APP-023)) with subsoil stored separately from topsoil.

21. Waste would be removed from site and disposed of as waste as per the approved site waste management plan (secured by Requirement 22 of the ***draft DCO*** (APP-023)).

22. Following the completion of the excavation the access (road) formation shall be checked for suitability and level prior to commencing access (road) substructure construction in accordance with the approved design.

23. Roadstone shall be delivered to site by tipper trucks or similar. A banksman will direct the truck to a position off Sizewell Gap to safely off-load material. Roadstone shall be installed and compacted in accordance with the specification using an excavator with a grading bucket and ride on roller or similar.

24. A new kerb line will be installed and connect with the existing kerb line on Sizewell Gap in accordance with the approved design. The existing pedestrian footpath will be reconstructed local to the new access junction.

25. The access (road) surfacing works shall be taken from the south side of Sizewell Gap and works shall commence from the existing Sizewell Gap carriageway edge and work their way inwards towards the field / access area to the extents shown on the approved design.

26. The accesses will tie in with the existing Sizewell Gap carriageway in accordance with the approved design.

27. Following the completion of the surfacing works line marking will be completed in accordance with the approved design.

28. Following the completion of the works the traffic management and temporary signage erected for the access construction.

3 Clearing of Vegetation to Increase / Maintain Visibility Swathes

30. The approved Access Management Plan (secured by Requirement 16 of the ***draft DCO*** (APP-023)) will detail the extents of the visibility spays required at accesses at Sizewell Gap. To ensure that drivers preparing to exit a minor road (the works access) can see and be seen by traffic proceeding along the major road (Sizewell Gap), clear visibility is required, as shown in Annex 1 to the ***Outline Access Management Plan*** (APP-587).

31. The accesses at Sizewell Gap shall be constructed and maintained for the full duration of its use so that no obstacle is placed, installed or planted that will obstruct the visibility splay and compromise safety of road users.

32. All scrub, trees and hedgerows that front the accesses and visibility splays identified for removal within the approved Access Management Plan shall be marked out. Prior to their removal, a suitably qualified ecologist or Ecological Clerk of Works undertake the necessary surveys and implement any necessary mitigation in line with the approved Ecological Management Plan (secured by Requirement 21 of the ***draft DCO*** (APP-023)).

33. The trees, hedgerow and bushes removal or trimming will be taken from the south side of Sizewell Gap where possible to minimise impact on the operation of the road. Where this is not possible, removal or trimming will be carried out at such time to avoid the Sizewell B Nuclear Power Station shift changes.

4 Maintenance, Management and Carrying Out of the Project

34. Maintenance of accesses will be carried out via daily inspections by the site management team, recording and reporting defects as required. Regular road sweeping will be in place to control debris deposit on Sizewell Gap. Any road repair identified on Sizewell Gap on the approach to the accesses shall be planned and carried out at such times to avoid Sizewell B shift changes.

35. The following measures will be adopted to manage the interaction between the accesses and Sizewell Gap during construction of the Project:

- Accesses will have appropriate advance warning signage in line with the approved Access Management Plan;
- All gates at accesses will be manned or locked daily when there is no construction activity;
- Accesses will have grit bins placed at the entrance way;
- Once each access is established, a wheel wash facility will be established for HGVs to use prior to entering Sizewell Gap;
- The Applicant and its construction partners will liaise with the Suffolk Joint Emergency Planning Unit to communicate the nature and programme of the works and ensure that the requirements (if any) of the Suffolk Joint Emergency Planning Unit are implemented and enforced throughout the works to maintain the integrity of the Sizewell Off Site Emergency Plan. On site personnel will be made aware of the general provisions of the Sizewell Off Site Emergency Plan and specific requirements (if any) of the Sizewell Off Site Emergency Plan for each area in which they are working, and this is to be documented by the contractor;
- Prior to works commencing, the Applicant and its contractors will liaise with Sizewell B Power Station to communicate the nature and programme of the works and ensure that the requirements (if any) of the Sizewell B On Site Emergency Plan are implemented and enforced throughout the works to maintain the integrity of the Sizewell Onsite Emergency Plan. On site personnel will be made aware of the general provisions of the Sizewell B Onsite Emergency Plan and specific requirements (if any) of the Sizewell B Onsite Emergency Plan for each area in which they are working, and this is to be documented by the contractor.

5 References

Health and Safety Executive (2014), HSG 47 Avoiding Danger from Underground Services (Third edition)

Appendix 1: Figures

- Figure 1: Location of Sizewell Power Stations
- Figure 2: Works Areas Interaction with Sizewell Gap

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General Location of Sizewell C New Nuclear Power Station Main Development Site (Proposed)

General Location of Sizewell B Nuclear Power Station (Operational)

General Location of Sizewell A Site (Undergoing Decommisioning)

Sizewell Gap

Work No 10

Work No 11

Work No 12

Work No 13

Work No 15

Work No 9

Pre-Construction Access

Legend

- Order Limits (Deadline 1)
- General Location of Sizewell Power Stations
- Sizewell Gap
- Pre-Construction Access
- Work No 9
- Work No 10
- Work No 11
- Work No 12
- Work No 13
- Work No 15

SCOTTISHPOWER RENEWABLES

Rev	Date	By	Comment
1	28/10/20	AB	First Issue.

Prepared:	AB
Checked:	BD
Approved:	FM

1:10,000 Scale @ A3

Metres 0 200 400

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East Anglia ONE North

General Location of Sizewell Power Stations

Drg No	EA1N-DEV-DRG-IBR-001195
Rev	1
Date	28/10/20
Figure	1

Coordinate System: BNG Datum: OSGB36

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Work No 10

Sizewell Gap

Pre-Construction Access

Work No 15

Work No 11

Work No 12

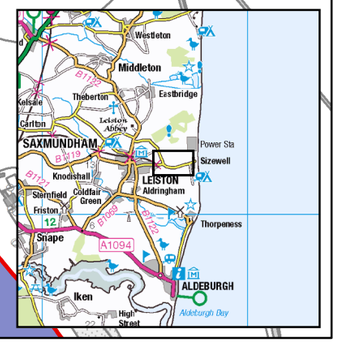
Work No 13

Work No 9

Work No 16

Legend

- Order Limits (Deadline 1)
- Sizewell Gap
- Pre-Construction Access
- Work No 9
- Work No 10
- Work No 11
- Work No 12
- Work No 13
- Work No 15
- Work No 16



SCOTTISHPOWER RENEWABLES

Rev	Date	By	Comment
2	28/10/20	AB	Second Issue.
1	01/09/20	AB	First Issue.

Prepared: AB
Checked: BD
Approved: FM

1:5,000
Scale @ A3

Metres
0 100 200

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Location of Sizewell Gap

Drg No	EA1N-DEV-DRG-IBR-001196
Rev	2
Date	28/10/20
Figure	2

Coordinate System: BNG
Datum: OSGB36

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