



**SCOTTISHPOWER
RENEWABLES**

East Anglia ONE North and East Anglia TWO Offshore Windfarms

Clarification Note

Public Rights of Way

Applicants: East Anglia ONE North Limited and East Anglia TWO Limited
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Applicable to East Anglia ONE North and East Anglia TWO



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Glossary of Acronyms

AONB	Area of Outstanding Natural Beauty
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ES	Environmental Statement
ESC	East Suffolk Council
ETG	Expert Topic Group
LCA	Landscape Character Area
LPA	Local Planning Authority
LVIA	Landscape Visual Impact Assessment
MHWS	Mean High Water Springs
OLEMS	Outline Landscape Ecological Management Strategy
OLMP	Outline Landscape Management Plan
PRoW	Public Rights of Way
SCC	Suffolk County Council
SLVA	Seascape, Landscape and Visual Amenity
SoCG	Statement of Common Ground

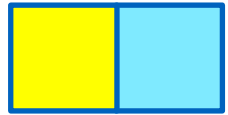


Glossary of Terminology

Applicants	East Anglia TWO Limited / East Anglia ONE North Limited
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
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.
East Anglia TWO project	The proposed project consisting of up to 75 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.
East Anglia TWO windfarm site / ONE North windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia TWO project / East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia TWO / East Anglia ONE North project Development Consent Order.
National Grid substation location	The proposed location of the National Grid substation.
Onshore cable corridor	The corridor within which the onshore cable route will be located.
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 cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
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.



Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia TWO / East Anglia ONE North project from landfall to the connection to the national electricity grid.
Onshore preparation works	Operations consisting of site clearance, demolition work, pre-planting of landscaping works, archaeological investigations, environmental surveys, ecological mitigation, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of temporary means of enclosure, creation of site accesses, footpath creation, highway alterations, erection of welfare facilities and the temporary display of site notices or advertisements.
Onshore substation	The East Anglia TWO / East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore substation location	The proposed location of the onshore substation for the proposed East Anglia TWO project / East Anglia ONE North project.
Project	The East Anglia TWO project / East Anglia ONE North project
Projects	The East Anglia TWO project and the East Anglia ONE North project.



1 Introduction

1. This clarification note has been prepared by East Anglia TWO Limited and East Anglia ONE North Limited (the Applicants) to clarify aspects of the East Anglia TWO and East Anglia ONE North Development Consent Order (DCO) applications (the Applications).
2. This clarification note relates to Public Rights of Way (PRoW) matters and brings together information which was presented across several documents submitted as part of the Applications in October 2019 as requested by East Suffolk Council and Suffolk County Council (the Councils) during the preparation of the Statement of Common Ground (SoCG) with the Councils.
3. This document is applicable to both the East Anglia ONE North and East Anglia TWO applications, and therefore is endorsed with the yellow and blue icon used to identify materially identical documentation in accordance with the Examining Authority's procedural decisions on document management of 23rd December 2019 (PD-004). Whilst for completeness of the record this document has been submitted to both Examinations, if it is read for one project submission there is no need to read it again.

1.1 Purpose

4. In preparing the SoCG with the Councils, the Councils queried the Applicants' overall assessment of potential impacts on PRoWs and rationale for this resource being considered across several chapters of the Environmental Statement (ES).
5. This clarification note provides an overview of the assessment method and a summary of potential impacts considered for PRoW during construction and operation of the East Anglia TWO and East Anglia ONE North projects (the Projects), signposting information from the following ES Chapters, and drawing on PRoW documents submitted with the Applications:
 - **Chapter 5 Environmental Impact Assessment (EIA) Methodology** (APP-053)
 - **Chapter 21 Land Use** (APP-069);
 - **Chapter 27 Human Health** (APP-075);
 - **Chapter 28 Offshore Seascape, Landscape and Visual Amenity** (SLVA) (APP-076);
 - **Chapter 29 Landscape and Visual Impact Assessment** (LVIA) (APP-077);
 - **Chapter 30 Tourism, Recreation and Socio-Economics** (APP-078);
 - **Outline PRoW Strategy** (APP-581); and

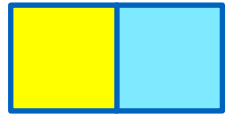


- **Permanent Stopping up of PRowS Plan** (APP-014).

2 Signposting

2.1 ES Assessment Methodology and Rationale

6. **Section 5.6 of Chapter 5 EIA Methodology** describes the overall approach to the assessment of impacts presented within the ES. The approach to making balanced assessments of the Projects has been guided by the technical specialists within the EIA team using available data, new data, experience and expert judgement.
7. In order to provide a consistent framework and system of common tools and terms, a matrix approach has been used to frame and present the judgements made. For each topic, the most relevant and latest guidance or best practice has been used and therefore definitions of sensitivity and magnitude of impact are tailored to each receptor. These definitions are detailed fully in each technical chapter of the ES.
8. The impact assessments presented within the ES consider the potential for impacts during the construction, operation and maintenance, and decommissioning phases of the Projects. Impacts are classed as follows:
 - Direct impacts: these may arise from impacts associated with the construction, operation and maintenance, or decommissioning of the Projects;
 - Indirect impacts: these may be experienced by a receptor that is removed (e.g. in space or time) from the direct impact;
 - Inter-relationships between impacts; or
 - Cumulative impacts: these may occur as a result of one project in conjunction with other existing or planned projects within the study area for each receptor.
9. The assessment of impacts has followed the conventional 'source-pathway-receptor' model. The model identifies potential impacts resulting from the proposed activities on the environment and sensitive receptors within it. This process provides an easy to follow assessment route between impact sources and potentially sensitive receptors ensuring a transparent impact assessment. The aspects of this model are defined as follows:
 - Source – the origin of a potential impact (i.e. an activity such as cable installation and a resultant effect e.g. re-suspension of sediments);
 - Pathway – the means by which the effect of the activity could impact a receptor; and



- Receptor – the element of the receiving environment that is impacted (this could either be a component of the physical, ecological or human environment).
10. The significance of impacts is evaluated with reference to definitive standards, accepted criteria, technical guidance or legislation where these exist, for each topic. Where it is not possible to quantify impacts, and where a qualitative or semi-qualitative assessment is made, a reasoned framework for the assessment is provided.
11. The impact assessments with regards to PRow have used this model when considering the potential impacts arising during the construction, operation and maintenance and decommissioning phases of the Projects. PRow impacts by their nature are multi-faceted and encompass direct impacts, for example the potential loss of visual amenity (assessed within **Chapter 29 - LVIA** (APP-077), and potential indirect impacts on human health such as physical health due to decreased access (assessed within **Chapter 27 – Human Health** (APP-075)).

2.2 Synthesis of PRow Impacts

12. Impacts arising from the Projects on receptors using PRow are covered under the following EIA topics and are summarised in **Table 2.1** below:
- **Land Use** (see ES **Chapter 21** (APP-069));
 - **Human Health** (see ES **Chapter 27** (APP-075));
 - **Offshore SLVA** (see ES **Chapter 28** (APP-076));
 - **LVIA** (see ES **Chapter 29** (APP-077)); and
 - **Tourism, Recreation and Socio-Economics** (see ES **Chapter 30** (APP-078)).



Table 2.1 Summary of Impacts on PRoW

EIA Topic / Chapter	Summary of Assessment on PRoW	Impact Significance	Mitigation / Management Measure
Chapter 21 Land Use (APP-069)	ProW and cycle routes are identified as a form of land use within the onshore development area (section 21.5.8) and signposts the reader to the assessment in Chapter 30 Tourism, Recreation and Socio-Economics (APP-030).	See Chapter 30 Tourism, Recreation and Socio-economics (APP-078) below	See Chapter 30 Tourism, Recreation and Socio-economics (APP-078) below.
Chapter 27 Human Health (APP-075)	<p>Overview</p> <p>Physical and emotional health is a key area of Suffolk's Joint Health and Wellbeing Strategy 2012–2022. It is noted in section 27.4.1.4 of Chapter 27 Human Health that this may be affected if access to playing fields or PRoW are significantly affected by the Projects. Reducing access may reduce users' ability or enthusiasm to undertake exercise and so maintain their health.</p> <p>Construction Impacts (Project alone)</p> <p>Section 27.6.1.4 considers potential impacts on health outcomes due to the temporary diversion of PRoW during construction. Within the population groups discussed in section 27.3.1.2, the following groups are considered to be more vulnerable to impacts than the general population:</p> <ul style="list-style-type: none"> • Children and young people; • Older people; and • People with existing poor health (physical and mental health). <p>In assessing the sensitivity (section 27.6.1.4.4) of the local population, there is a higher proportion of older people in the site-specific populations than district and national averages but they are also relatively less-deprived and have a high proportion of car ownership (Table 27.17). Adult activity levels are reported at a similar level to national averages indicating that a larger proportion of older people than average are physically active in this area. This suggests that they would be</p>	Not significant	<p>Temporary diversions and management arrangements must be detailed within the PRoW Strategy (secured under Requirement 32 of the draft DCO (APP-023)) and which must be approved by the relevant planning authority after consultation with the relevant highway authority.</p> <p>An Outline ProW strategy was provided with the Application (APP-581).</p> <p>For PRoW which will be permanently stopped up, as set out in Article 10 of the draft DCO, the existing PRoW cannot be extinguished until the relevant highway authority confirms that the alternative PRoW has been created to the standard defined in the final PRoW Strategy.</p>



EIA Topic / Chapter	Summary of Assessment on PRow	Impact Significance	Mitigation / Management Measure
	<p>resilient to potential changes in availability of recreational assets and would temporarily use another location, thus their health would not be affected.</p> <p>This correlates with the rural character of the area and availability of natural areas (such as PRow, open land, and woodland) as people would use these assets for physical activity. Therefore, sensitivity of vulnerable groups is characterised as low. Based on this physical activity effects are assessed to be not significant for both the general population and for vulnerable groups within the general population.</p> <p>Operational Impacts (Project alone)</p> <p>Potential impacts on health outcomes due to the permanent diversions of PRow were not assessed in the ES, but the same principles as for construction impacts would apply. There are two¹ PRow within the onshore development area which will require permanent stopping-up and diversion (section 3 of Outline PRow Strategy). Both are located in the vicinity of the onshore substations and National Grid substation and are shown on the Permanent Stopping up of PRow Plan.</p> <p>Cumulative Impacts</p> <p>The cumulative impact of the Projects with Sizewell B and Sizewell C on physical activity and access to PRow is assessed in section 27.7.3.1.1.4.</p> <p>A PRow Strategy has been developed for the proposed Sizewell B Power Station Complex works, and one has also been developed for the proposed Sizewell C New Nuclear Power Station. These strategies have/will be developed in consultation with the relevant highway authority to ensure local PRow networks are diverted or mitigated appropriately to allow appropriate access.</p> <p>Although the construction of the four projects will lead to disruption of a number of PRow, the co-ordination with the relevant highway authority will ensure a suitable agreed strategy is in place for all PRow which might be affected. As such the cumulative impact is assessed to be medium term and of low magnitude on a population of medium sensitivity, equating impacts of negligible to minor adverse. This is assessed to be not significant.</p>		An Outline PRow Strategy was provided with the Application (APP-581).

¹ The Applicants are in discussions with the Councils regarding the addition of a third PRow requiring permanent stopping-up at High House Farm. Further details will be provided in the **Outline PRow Strategy** and **Permanent Stopping up of PRow Plan** which will be resubmitted at Deadline 3.

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EIA Topic / Chapter	Summary of Assessment on PRoW	Impact Significance	Mitigation / Management Measure
Chapter 28 Offshore SLVA (APP-076)	<p>The principal visual receptors that may experience views of the construction and operation of the offshore infrastructure from PRoW are users of the Suffolk Coast Path (section 28.5.3.2). This is contextualised by the following figures:</p> <ul style="list-style-type: none"> • Figure 28.22 (APP-350) shows the Suffolk Coast Path in relation to the Projects; • Figures 28.24a (APP-353) and 28.24b (APP-354) show the Suffolk Coast Path visibility with landscape and seascape character looking north and south respectively; and • Figures 28.23a (APP-351) and 28.23b (APP-352) show the zones of theoretical visibility for the blade tips of offshore wind turbines looking north and south respectively. <p>East Anglia TWO</p> <p>The findings of the ES Chapter are supported by a full technical assessment in Appendix 28.6 Suffolk Coast Path Assessment (APP-561) and summarised in Table 28.13 of Chapter 28 SLVA. Appendix 28.6 identified that the construction and operation of the East Anglia TWO offshore infrastructure would result in significant visual effects on users of the Suffolk Coast Path along four of the 11 sections of the Suffolk Coast Path in the study area.</p> <p>Significant visual effects would be geographically spread over the following approximate locations:</p> <ul style="list-style-type: none"> • A 2.5km stretch along the seafront in Southwold (section 04); • A 1.9km stretch between Walberswick and Dunwich Forest (section 05); • A 1km stretch over Dunwich Heath near the coastguard cottages (section 06); and • A 1.2km section south of Thorpeness (section 08). <p>The above significant effects would be experienced discontinuously due to intervening sections of the Suffolk Coast Path where the visual effects are not significant.</p>	Not significant	<p>The Applicants have embedded mitigation in the Project design. Following feedback to the PEIR, the Applicants investigated the potential to refine the East Anglia TWO windfarm site area to reduce the magnitude of effect on onshore receptors. The revised design represents a reduction in the northern geographic extent of the windfarm site, whilst maintaining its generation capacity. This refinement is shown in Figure 4.3 (APP-032).</p> <p>The revised layout of the East Anglia TWO windfarm site reduces cumulative landscape and visual effects. The magnitude of change has reduced towards the lower threshold of medium in the assessment of many of the viewpoints. This is primarily due to the increase in open sea horizon or 'gap' between the East Anglia ONE North and East Anglia TWO windfarm sites, which increases the legibility of each as a windfarm in its own right (rather than visually merging to form one larger array).</p>

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	<p>The Suffolk Coast Path is promoted and way-marked as a long-distance footpath and is undergoing development to incorporate it within the England Coastal Path, a high-profile national trail around all of England's coast. The assessment of visual impacts on users of the Suffolk Coast Path therefore includes the England Coastal Path by proxy. A significant number of walkers are likely to be walking longer sections of the route and would be repeatedly exposed to views of the East Anglia TWO windfarm site. This repeated exposure to views which have been assessed as not significant in isolation, could amount to a significant effect when combined over a longer distance or viewed in succession over several days.</p> <p>The total length of the Suffolk Coast path with theoretical visibility of the East Anglia TWO windfarm site is identified as less than a third (30%, 25.7km) of the entire route. The total length assessed as experiencing a significant impact is only 7.5% (6.6km) of the entire route. This 7.5% has a relatively limited contribution to the overall visual amenity experienced in views from the Suffolk Coast Path when considered as a whole, with views from the large majority of the route not being affected at all.</p> <p>The overall effect of the construction and operation of the East Anglia TWO offshore infrastructure on long distance walkers moving along the Suffolk Coast Path as a whole is assessed as not significant. This is primarily due to factors relating to the nature of the route as comprising a series of shorter sections with visibility of the East Anglia TWO windfarm site, interspersed with generally longer sections with no visibility. The route is therefore characterised by a wide variety of landscapes with different types of view, of which coastal views and seascape panoramas including the East Anglia TWO windfarm site comprise only a part. Any views of the East Anglia TWO project would be intermittent when experienced walking the route as a whole and of short duration in relation to the overall walking duration and the duration of sections with no visibility.</p> <p>East Anglia ONE North</p> <p>For East Anglia ONE North, the assessment of effects on users of the Suffolk Coast Path covers the section north of Southwold. The assessment of this part of the Suffolk Coast Path is divided into four sections, as shown on Figure 28.23 (APP-365), each of which is considered independently. This is followed by a combined assessment of the entire route to the north of Southwold (section 28.8.3.4).</p>		<p>The Applicants propose to include a new paragraph (2) within Requirement 31 of the updated draft DCO (APP-023) to be submitted at Deadline 3 stating "<i>Such lights will be operated at the lowest permissible lighting intensity level</i>". This amendment has been included to address stakeholder concerns surrounding night-time visual effects of aviation lighting.</p> <p>The Applicants can commit to reduction of nacelle lighting intensity from 2000cd to 200cd where the horizontal meteorological visibility in all directions from every turbine in the group is more than 5km. This embedded mitigation simply requires the installation of visibility meters at the site.</p> <p>The Applicants intend to secure this commitment through amendment to the draft DCO (APP-023) Schedule 1, Part 3, Requirement 31, which will be updated and submitted in the Examination at Deadline 3.</p> <p>Natural England has concluded, (with particular reference to VP13) that the effect of the</p>



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	<p>Appendix 28.6, summarised in Table 28.12 of Chapter 28 SLVA, concluded that the construction and operation of the offshore infrastructure would not result in significant visual effects on users of the Suffolk Coast Path. The primary visual effects arising in views experienced by walkers on the Suffolk Coast Path would be geographically spread over:</p> <ul style="list-style-type: none"> • a 3.7km stretch through Lowestoft (section 01); • a 2.5km stretch along Kessingland Beach (section 02); • a 4.4km stretch through Southwold (section 03); and • a 1km stretch over Dunwich Heath north of the coastguard cottages (section 04) <p>These visual effects are assessed as not significant, primarily due to the medium-low or low magnitude of change arising from the construction and operation of the offshore infrastructure.</p> <p>The total length of the route of the Suffolk Coast Path to the north of Southwold with theoretical visibility of the East Anglia ONE North windfarm site is identified as approximately 10.9km (approximately one-third of this section between Lowestoft and Southwold). However, effects resulting from the construction and operation of the offshore infrastructure on this length of the route are assessed as not significant, due primarily to the long distance and relatively narrow lateral spread of the East Anglia ONE North windfarm site in offshore views.</p> <p>These sections with visibility of the East Anglia ONE North windfarm site have a relatively limited contribution to the overall visual amenity experienced in views from the Suffolk Coast Path when considered as a whole, with views from the large majority of the route to the south of Southwold having a lower level of change, or not being affected at all due to having no visibility of the construction and operation of the offshore infrastructure</p> <p>Cumulative Impacts</p> <p>The cumulative impacts of the construction and operation of the Projects' offshore infrastructure on users of the Suffolk Coast Path are assessed in section 28.9.1.4.3</p>		<p>200cd lighting on EA2 will not be significant for all receptors.</p>

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	and summarised in Table 28.18 . Impacts are assessed as not significant. This is primarily to due factors relating to the nature of the route as comprising a series of shorter sections with visibility of the construction and operation of the East Anglia TWO and East Anglia ONE North windfarm sites, interspersed with generally longer sections with no visibility. The route is therefore characterised by a wide variety of landscapes with different types of view, of which coastal views and seascape panoramas including both windfarm sites comprise only a part. Any views of the Projects' windfarm sites would be intermittent when experienced walking the route as a whole and of short duration in relation to the overall walking duration and the duration of sections with no visibility.		
Chapter 29 LVIA (APP-077)	<p>Overview</p> <p>Section 29.5.2 of Chapter 29 LVIA describes the landscape character of the onshore development area. The Suffolk Coastal Landscape Character Area (LCA) identifies the landscape character area for landfall and onshore cable route as the Coastal Dunes and Shingle Ridges. The onshore cable route falls within Coastal Levels (crossing of the Hundred River Valley) and Estate Sandlands (Figure 29.2 (APP-392)).</p> <p>The LCAs in which the onshore substation and National Grid substation are located are the Heveningham and Knodishall Estate Claylands (L1) and the Aldringham and Friston Sandlands (K3). Some of the key characteristics that are locally distinctive in the Friston area and of relevance to PRow include:</p> <ul style="list-style-type: none"> The visual relationship between the detached parish of Fristonmoor and Friston to the south, which is visually connected in views to Friston church and through the existing PRow between the village and parish; A network of historic green lanes, most of which have been lost to agricultural intensification and PRows through the field systems. <p>Consultations with the LVIA expert topic group (ETG) has led to the agreement of viewpoint locations for use in the LVIA of the onshore substation and National Grid infrastructure, as listed in Table 29.6 and shown on Figure 29.4.</p> <p>Visual representations of the onshore substations and National Grid substation have been produced, in Figures 29.13 – 29.26 which show the location and baseline view</p>	<p>Landfall</p> <p>Significant (temporary and short term in construction period)</p> <p>Onshore cable route</p> <p>Significant (temporary and short term in construction period)</p> <p>Onshore substation and National Grid substation locations</p>	<p>The Landscape Management Plan and associated work programme, which must accord with the Outline Landscape and Ecological Management Strategy (OLEMS) (APP-584), is secured under Requirement 14 of the draft DCO. This requires to be submitted to and approved by the relevant planning authority before any stage of the onshore works can commence.</p> <p>Landscaping proposals are also illustrated in Figure 29.11a - OLMP General Arrangement (APP-401).</p>



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	<p>panorama from each of the agreed viewpoints. Viewpoints and photomontage visualisations have not been produced for the landfall or onshore cable route, owing to their underground location during the operational period.</p> <p>The viewpoints of relevance to PRow around the onshore substation and National Grid substation locations in Table 29.6 are:</p> <ul style="list-style-type: none"> • Viewpoint 1: PRow near Friston House (with National Grid AIS Substation) (Figure 29.13 (APP-404)); • Viewpoint 1: Viewpoint 1: PRow near Friston House (with National Grid GIS Substation) (Figure 29.33 (APP-424)); • Viewpoint 2: Friston, Church Road (with National Grid AIS Substation) (Figure 29.14 (APP-405)); • Viewpoint 2: Friston, Church Road (with National Grid GIS Substation) (Figure 29.34 (APP-425)); • Viewpoint 5: PRow, near Moor Farm (with National Grid AIS Substation) (Figure 29.17 (APP-408)); • Viewpoint 5 Viewpoint 5: PRow, near Moor Farm (with National Grid GIS Substation) (Figure 29.37 (APP-428)); • Viewpoint 7: PRow east of Friston (with National Grid AIS Substation) (Figure 29.19 (APP-410)); • Viewpoint 7: PRow east of Friston (with National Grid GIS Substation) (Figure 29.39 (APP-430)); • Illustrative Viewpoint B: Watch Walk Whin, PRow near Coldfair Green (Figure 29.28 (APP-419)); • Illustrative Viewpoint D: Saxmundham Road (B1119) / PRow Junction (Figure 29.30 (APP-421)); and • Illustrative Viewpoint F: PRow to east of Wood Farm, Saxmundham (Figure 29.32 (APP-423)). 	<p>Significant in construction and operation (including after mitigation)</p> <p>Cumulative impacts</p> <p>Significant for Landfall and onshore cable route with Sizewell C but medium term and temporary.</p>	



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	<p>Construction impacts</p> <p><u>Landfall</u></p> <p>As described in section 29.6.1.1.2, the construction of the landfall will only result in significant, short-term and temporary effects on views experienced by people walking over a short section (1km) of the Suffolk Coastal Path and Sandlings Walk, to the north of Thorpeness, where the route of these paths passes in close proximity to the landfall construction works.</p> <p>The visual effects of the landfall construction works will be temporary and short term during the construction period, due to the reinstatement of the majority of the land and landscape elements at the end of the construction period.</p> <p><u>Onshore cable route</u></p> <p>As described in section 29.6.1.2.2, The visual effects of the construction of the onshore cable route are also assessed as being significant on views experienced by walkers over short sections of the Suffolk Coast Path, the Sandlings Walk and the Suffolk Coastal Cycle Route where these recreational routes cross the onshore cable route, while the effects on remaining sections of these recreational routes would be not significant. Although there are short, local sections of these transport and recreational routes with significant effects on views, immediately next to the onshore cable route construction, the visual effect of the onshore cable route construction will be not significant on the views experienced from these receptors as a whole, where there will often be no direct views of the onshore cable route construction, due to screening by the built environment and intervening vegetation within and around the edges of these settlements.</p> <p><u>Onshore substation and National Grid substation locations</u></p> <p>Despite the notable existing screening provided in the local landscape, the construction of the onshore substation and National Grid infrastructure are assessed in section 29.6.1.3.2 as having significant visual effects on people walking on the local PRow network to the north of Friston (between Friston and Fristonmoor) as represented by Viewpoints 2 and 5.</p>		



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	<p>These significant visual effects would occur within approximately 1.2km of the onshore substation and National Grid substation, making them localised, and they will also occur temporarily over the short-term, during the construction period. These significant visual effects occur where the construction of the onshore substation and National Grid infrastructure will be visible at relatively close distances, generally resulting in medium to high changes to views, due to the size, extent and close proximity of the onshore substation, National Grid infrastructure and construction consolidation site, together with fencing, access road, vehicles, machinery, cranes, accommodation and the stockpiling of subsoil/topsoil needed during the construction period.</p> <p>Operational impacts (onshore substation and National Grid substation locations only)</p> <p>Operational visual effects are assessed in section 29.6.2.2.2. Significant visual impacts are predicted for people walking on the local PRow network to the north of Friston (between Friston and Fristonmoor) as represented by Viewpoints 2 and 5.</p> <p>These significant visual effects would all occur within approximately 1.2km of the onshore substation and National Grid infrastructure, making them localised and they will also occur over the long-term, during a 10 to 15 year period until areas of woodland planted as part of the landscape mitigation plan (Figure 29.11a-b (APP-401;402) and Figure 29.12 (APP-403))) are able to provide effective screening. Recently planted woodland trees either planted as part of the onshore site preparation works planting or at the end of the construction phase, will be present and are assumed to establish with good vigour, increasingly having an influence during the operational period, but will have limited influence as landscape components/screening features in the early stages of the operational period.</p> <p>Section 29.6.2.2.3 assesses the significance of effects 15 years post construction with embedded mitigation which notes that significant, long-term visual effects are predicted on views experienced by people walking on the local PRow network to the north of Friston, as represented by Viewpoint 2 near Church Road and Viewpoint 5 near Fristonmoor. Photomontage visualisations showing the predicted view of the onshore substation and National Grid infrastructure 15 years post-construction with</p>		



EIA Topic / Chapter	Summary of Assessment on PRow	Impact Significance	Mitigation / Management Measure
	<p>embedded mitigation planting are shown in Figures 29.13 (APP-404)– 29.26 (APP-417).</p> <p>In addition to areas of new woodland planting to mitigate impacts in the long term, the Outline Landscape Management Plan (OLMP) includes planting substantial lengths of new native hedgerows and the reinstatement of existing gappy hedgerows around the onshore substations, shown in Figure 29.11a-b (APP-401; 402) and Figure 29.12 (APP-403).</p> <p>The proposals focus on reinstatement of historic field boundary hedgerows/tree lines and tree blocks set back from farmhouses in the form of locally characteristic ‘Covert’ woods, in order to retain, insofar as possible, the open setting of existing farms and villages, while providing additional visual screening in the landscape. Hedgerows will combine with the woodland planting areas to integrate the substations into the landscape, both in terms of providing screening of the onshore infrastructure and as an extension of an element that is characteristic in the local landscape. The arrangement of hedgerows provides connectivity with existing and proposed woodlands and hedgerows in the surrounding landscape.</p> <p>In locations where it is possible to achieve advanced woodland and hedgerow planting this would be implemented at the start of the construction phase or prior to construction as part of onshore site preparation works. This would mean these areas would already have had approximately three years of growth prior to completion of construction and commencement of operation. Areas of preconstruction planting (as part of onshore site preparation works) are shown in Figure 29.12 (APP-403). It is proposed to establish pre-construction planting and reinstatement of gappy hedgerows to the south of the substations, to establish as early as possible, screening between the substation site and Friston. Preconstruction planting will also take place to the north of the overhead line near Fristonmoor/Little Moor Farm.</p> <p>Cumulative Impacts</p> <p>Cumulative effects of the Projects with Sizewell C during construction and operation are assessed in sections 29.7.2.1.2 and 29.7.2.1.3 respectively.</p>		



EIA Topic / Chapter	Summary of Assessment on PRow	Impact Significance	Mitigation / Management Measure
	<p><u>Landfall (construction only)</u></p> <p>Cumulative impacts on users of the Suffolk Coast Path are significant, medium-term and there will be temporary sequential effects to views experienced over a 1km section of the route, to the north of Thorpeness, and over a 5km section of the route between Sizewell and Dunwich Heath. Cumulative Impacts on users of the remainder of the Suffolk Coast Path will be medium term and temporary and not significant.</p> <p>Cumulative impacts on users of the Sandlings Walk are significant, medium term and there will be temporary sequential effects to views experienced over a 1km section of the route, to the north of Thorpeness, and over a 6km section of the route between Sizewell, Minsmere Haven, Leiston Abbey and Eastbridge.</p> <p>Impacts on the remainder of the Sandlings Walk will be medium term, temporary and not significant.</p> <p><u>Onshore cable route (construction only)</u></p> <p>Cumulative impacts on users of the Suffolk Coast Path are significant, medium term and there will be temporary sequential effects to views experienced over a 1.8km section of the route to the north of Thorpeness and over a 5km section of the route between Sizewell and Dunwich Heath, where the changes primarily arise as a result of the contribution of Sizewell C construction. Cumulative Impacts on users of the remainder of the Suffolk Coastal Path will be medium term, temporary and not significant.</p> <p>Cumulative impacts on users of Sandlings Walk are significant, medium term and there will be temporary sequential effects on views experienced over three sections of the route: from the edge of Friston to Sloe Lane for approximately 3.5km; from the edge of Aldringham Common to Sizewell for approximately 1.7km; and over a 6km section of the route between Sizewell, Minsmere Haven, Leiston Abbey and Eastbridge where the changes primarily arise as a result of the contribution of Sizewell C construction. Cumulative impacts on users of the remainder of the Suffolk Coastal Path will be medium term, temporary and not significant.</p>		

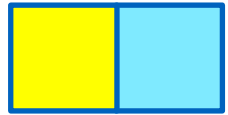
Public Rights of Way Clarification Note

2nd November 2020

EIA Topic / Chapter	Summary of Assessment on PRow	Impact Significance	Mitigation / Management Measure
	<p>Cumulative impacts on users of Suffolk Coastal Cycle Route are significant, medium term and there will be temporary sequential effects to views experienced over two sections of the route: a short 500m section of the route, along Grove Road between Friston and Grove Wood; and from a 2.5km section between Leiston Abbey and Eastbridge where the changes primarily arise as a result of the contribution of Sizewell C construction. Cumulative impacts on users of the remainder of the route will be medium term, temporary and not significant.</p> <p><u>Onshore substation and National Grid substation locations (construction and operation)</u></p> <p>Cumulative effects of the Projects with Sizewell C during construction and operation are assessed as not significant. This is due to the long distance between the onshore substation / National Grid substation and Sizewell C, their visual separation by areas of woodland/urban development, and the very different geographic areas of the Landscape Character Type that may be influenced by each.</p>		
Chapter 30 Tourism, Recreation and Socio- economics (APP-078)	<p>Overview</p> <p>Table 30.7 identifies PRow as a community capital stock as they are a natural asset available to the population.</p> <p>During construction, there is the potential for works to disturb tourists as they spend their time in the East Suffolk district, including the AONB. To understand this impact requires an understanding of both the location of assets that people would use recreationally and the factors that determine the scale of the disturbance (section 30.6.1.4).</p> <p>PRow are included in the receptors (section 30.6.1.4.1) for Impact 3: Tourism and Recreation Disturbance. Recreational assets are moderately important for local users but individually they are not nationally significant enough to draw tourism visitors. Footpaths, common land and beaches are resilient to change if managed appropriately. Therefore, the sensitivity of these recreational assets is considered to be low.</p>	Negligible	<p>Temporary diversions and management arrangements must be detailed within the ProW Strategy (secured under Requirement 32 of the draft DCO (APP-023)) and which must be approved by the relevant planning authority after consultation with the relevant highway authority.</p> <p>An Outline ProW strategy was provided with the Application (APP-581).</p>



EIA Topic / Chapter	Summary of Assessment on PRow	Impact Significance	Mitigation / Management Measure
	<p>The impact significance was subsequently assessed to be of negligible significance due to the low sensitivity of PRow to change and because they can be managed through appropriate construction management (section 30.6.1.4.4).</p> <p>Operational Impacts</p> <p>Section 30.6.2.2.1 includes PRow in the the receptors for Impact 2: Long Term Tourism (section 30.6.2.2) and signposts to the outline ProW Strategy (APP-581) and final ProW strategy, confirming that the two ProW requiring permanent diversion would continue to be open and landscaping will be developed to increase the amenity value of the route (OLEMS).</p> <p>Section 30.6.2.2.3 notes that, the density of tourism receptors with viewpoints of the substations is very low and evidence (National Grid 2014) shows that the presence of electrical infrastructure does not change recreational users' behaviour.</p> <p>The impact was therefore assessed as having negligible significance (section 30.6.2.2.4).</p> <p>Cumulative Impacts</p> <p>The potential cumulative impact of the Projects with Sizewell B and Sizewell C with respect to local tourism and PRow is assessed in section 30.7.2.1.4.</p> <p>With regard to the direct impacts, all projects will need to mitigate their impacts to acceptable levels or provide similar mitigations for PRow. A PRow Strategy has been developed for the proposed Sizewell B Power Station Complex works and one will also be developed for the proposed Sizewell C New Nuclear Power Station. These strategies have/will be developed in consultation with the local highway authority to ensure local PRow networks are diverted or mitigated appropriately to allow appropriate access. It is therefore considered that these direct impacts would not be significant cumulatively as each project would mitigate their own impacts and unless projects had overlapping footprints there would be limited potential for cumulative impacts upon the same receptor. Given the mitigation commitments it is considered that these impacts would be of negligible significance.</p>		



3 Summary

13. The assessment of potential impacts of the Projects on users of PRow has covered visual amenity, seascape and landscape character (**Chapter 28 SLVA** (APP- and **Chapter 29 LVIA** (APP-076)), in addition to physical and mental wellbeing (**Chapter 27 Human Health** (APP-075)). Impacts on local businesses and tourism has been assessed in recognition of the PRow network as a natural local asset (**Chapter 30 Tourism, Recreation and Socio-Economics** (APP-078)). Together, this forms a holistic view of the potential effects on the PRow network as a local resource and its users.
14. The above assessments have followed the conventional source-pathway-receptor model, national and local planning policy and best practice. In doing so, significant visual effects are identified on people walking on the local PRow network to the north of Friston (between Friston and Fristonmoor) as represented by Viewpoints 2 and 5. This applies for the construction phase and during the operational phase. The Applicants propose that the detail of any 'early planting' of hedgerows and woodland to be undertaken is set out in an updated Outline Landscape and Ecological Management Plan (APP-584). The Applicants are in discussion with the Councils regarding the nature of any early planting to be undertaken. This could allow these areas would already have had approximately three years of growth prior to completion of construction and commencement of operation. After a 10 to 15-year period it is expected that the areas of woodland planted as part of the landscape mitigation plan will provide effective screening, however the residual impact is assessed as significant. Indicative layouts of this planting are provided in **Figure 29.11a OLMP General Arrangement** (APP-401). No significant visual effects are predicted on users of the Suffolk Coast Path.
15. **Chapter 27 Human Health** (APP-075) assesses the potential health outcomes associated with disruption to PRow and **Chapter 30 Tourism, Recreation and Socio-Economics** (APP-078) considers the impact of this disruption on local tourism and recreation. For both topics, impacts are assessed as not significant, signposting to the mitigation provided within the PRow Strategy.
16. The final PRow strategy is secured under Requirement 32 of the **draft DCO** (APP-023). This stipulates that no stage of the authorised development is to commence that would affect a public right of way specified in Schedule 3 or Schedule 4 until a public rights of way strategy in respect of that stage and in accordance with the outline public rights of way strategy, including the specification for the making up of an alternative right of way (where appropriate) has, after consultation with the relevant highway authority, been submitted to and approved by the relevant planning authority.



17. An **Outline PRow Strategy** (APP-581) has been submitted with the Applications and the Applicants will continue to engage with the Councils regarding appropriate routing and diversions which will be detailed in the final PRow Strategy.