

Public Rights of Way Closure Note

The Infrastructure Planning (Examination Procedure) Rules 2010



Planning Act 2008

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Sunnica Energy Farm

Public Rights of Way Closure Note

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Table 1-1 PRow and U6006 closure and interaction

1 Introduction

1.1 Purpose of the report

- 1.1.1 This document provides further information on the closure of Public Rights of Way (PRoW) and the U6006 (unclassified road) as a result of the construction activities associated with the Sunnica Energy Farm. This follows a request from the ExA at ISH 3 **[REP4-032]** to provide further detail on the closure and programme of the PRoWs and publicly accessible routes (U6006) in the vicinity of the Scheme.

1.2 Impacted Routes

- 1.2.1 A number of PRoWs and the U6006 will need to be temporarily closed during the construction phase. It is likely a number of PRoWs will need to be temporarily closed for a maximum of three weeks, which is considered a worst case scenario. The U6006 will be closed for no longer than one-week at a time. The impacted routes are outlined below, see Figure 12-5 **[APP-241]**.
- 1.2.2 Three PRoWs are located within the boundary of Sunnica East Site A. PRoWs W-257/007/0, W-257/002/X and W-257/002/0 cross the south-west part of the site between Beck Road and Mortimer Lane.
- 1.2.3 One PRoW is located within the boundary of Sunnica East Site B. PRoW W257/003/0 runs along the south-western boundary of the site from Turnpike Road at Red Lodge in the south-east to Badlingham Manor in the north-west. An unclassified road (U6006), which is a publicly accessible route, including for equestrians, extends northwards from Elms Road to Worlington.
- 1.2.4 Grid Connection Route A crosses the Chippenham footpath 49/7. No PRoWs are situated within the boundary of Sunnica West Site A. before passing approximately 20m west of the Chippenham Gravel Pit CWS and crossing the B1085. Snailwell 5 bridleway (PRoW) runs along the south-west boundary of Sunnica West Site A; however, this PRoW will not be closed as a result of the Scheme.
- 1.2.5 There are six PRoWs that intersect Grid Connection Route B. Towards Snailwell, footpath PRoW 204/1 connects Snailwell with Chippenham Park. Footpath 92/19 runs through agricultural fields between Fordham and Snailwell. Footpaths 35/10 and 35/11 run between Wicken and Burwell passing through several agricultural fields, only Footpath 35/10 will require closure. There are also two PRoWs 35/6 and 35/7 running between Burwell and Reach, again through agricultural land, neither of these require closure.
- 1.2.6 The routes to be closed are as follows:
- U6006
 - W-257/002/X;
 - W-257/007/0;
 - W-257/003/0;
 - W-257/002/0;
 - 49/7;

- g. 204/1;
- h. 92/19; and
- i. 35/10.

2 Construction Interactions

2.1 Construction Methodology

- 2.1.1 As outlined in Chapter 3: Scheme Description **[REP2-022]** of the Environmental Statement the following activities would be required to construct the cable routes:
- a. Site preparation and appropriate searches;
 - b. Excavation will be undertaken using an appropriately sized tracked excavator, excavation will normally be carried out in layers;
 - c. Topsoil will be segregated and stored on site to be reused;
 - d. The trench will be cleared and bottomed out, ensuring there are no hard protrusions;
 - e. Sand bedding will be installed at the bottom of the trench; and
 - f. Cable installation will follow behind excavation in the same sequence. However, it is not expected that cable installation will be continuous. Cables will be installed in groups or sections to ensure that works are completed in the most efficient manner possible.
- 2.1.2 Aggregates would be stored within the temporary construction laydown areas, while cables and ducts would be stored at the secure compound area.

2.2 Cable route construction programme

- 2.2.1 As outlined in Chapter 3: Scheme Description **[REP2-022]** of the Environmental Statement the construction of the cable route corridor will be undertaken in two concurrent phases over a 50 week period. The first phase will run from the Burwell National Grid Substation to the onsite substation within Sunnica West Site A and the second will run from the substation in Sunnica West Site A to the substation in Sunnica East Site A.
- 2.2.2 For the purposes of construction, the cable route has been split up into 15 sections (see Figures 3-22a **[APP-164]** and 3-22b **[APP-165]**). As outlined in section 2.1.2.f (see above) , it is not anticipated that these sections will be constructed at the same time.
- 2.2.3 Where trenchless techniques (such as Horizontal Directional Drilling) are required these will be scheduled individually within the overall programme envelope to ensure that the works are completed in the most efficient manner possible. This will be determined at the detailed planning and pre-construction phase. No PRoWs, or the U6006, are impacted by trenchless techniques.
- 2.2.4 Cable installation will follow behind excavation in the same sequence. There will be an overlap of up to two weeks between sections as individual jointing bays become available and completed bays are backfilled and reinstated.

2.3 Temporary Closure of PRowS and U6006

2.3.1 Table 1-1 provides closure details for the PRowS and U6006. At this stage it is not feasible to provide an accurate programme for the construction programme of the cable route; however, the cable route will be installed at an approximate rate of 100m a day and will be installed in sections. Therefore, whilst Table 1-1, does not provide a definitive programme it provides information on the cable construction section, the likelihood of an overlap of closures and connectivity between PRowS and publicly accessible routes.

Table 1.1: PRow and U6006 closure and interaction

| Public Right of Way/Accessible Route | Administrative Area | Duration | Construction Section | Reason for Closure | Overlap in PRow/Accessible Route Closure (Yes / No) | Connectivity between PRow/Accessible Route |
|--------------------------------------|---|-----------------------------|---|---|---|---|
| Grid Connection Route A | | | | | | |
| U6006 | Suffolk County Council and West Suffolk Council | Up to a maximum of one week | Section 13 (Figure 3-22a Cable Route Construction Sections [APP-164]) | Cable route construction and Access to E12 and E24. | No | Yes – potential connectivity with W-257/003/0 |
| W-257/003/0 | | Up to a maximum of 3 weeks | Section 12 (Figure 3-22a Cable Route Construction Sections [APP-164]) | Cable route construction | No | Yes – potential connectivity with U6006 |
| 49/7 | Cambridgeshire County Council and East Cambridge District Council | Up to a maximum of 3 weeks | Section 11 (Figure 3-22a Cable Route Construction Sections [APP-164]) | Cable route construction | No | No |
| Grid Connection Route B | | | | | | |
| 35/10 | Cambridgeshire County Council and East | Up to a maximum of 3 weeks | Section 3(Figure 3-22a Cable Route Construction Sections [APP-164]) | Cable route construction | No | No |

| Public Right of Way/Accessible Route | Administrative Area | Duration | Construction Section | Reason for Closure | Overlap in PRow/Accessible Route Closure (Yes / No) | Connectivity between PRow/Accessible Route |
|--------------------------------------|---|----------------------------|--|--------------------------|---|--|
| 92/19 | Cambridge District Council | | Section 5 (Figure 3-22a Cable Route Construction Sections [APP-164]) | Cable route construction | No | No |
| 204/1 | | | Section 8 (Figure 3-22b Cable Route Construction Sections [APP-165]) | Cable route construction | No | No |
| Sunnica East A | | | | | | |
| W-257/007/0 | Suffolk County Council and West Suffolk Council | Up to a maximum of 3 weeks | N/A - Closure will be undertaken during establishment of the south eastern section of ECO2. Closure can be programmed to avoid interaction with other PRow Closures. | Creation of ECO2. | No | No |
| W-257/002/X | | | | | | |
| W-257/002/0 | | | | | | |

- 2.3.2 Table 1-1 demonstrates that each of the routes are located in different construction sections and therefore it is not considered that the closures will overlap. In addition, it shows no connectivity between the routes apart from the U6006 and W-257/003/0.
- 2.3.3 As outlined in the Construction Traffic Management Plan and Travel Plan **[REP3A-004]** consultation has been undertaken with the Local Highway Authorities, and their preference is to avoid PRow closures, with the preferred method to use marshals (banksman/banks person) to enable uses of the PRow to cross the point where the closure is required. This is supported by the Applicant, however, the contractor will make the final decision as to whether marshals (banksman/banks person) can be used, and this will be decided on a case-by-case basis based on health and safety of workers and users of the public rights of way.
- 2.3.4 In addition, the Construction Environmental Management Plan **[EN010106/APP/6.2]** (as updated at Deadline 5) provides the following controls:
- a. Where possible, temporary closures of Public Rights of Way will be planned and programmed to minimise disruption to users.
 - b. Appropriate signage will be provided and agreed with the local planning authority. Signage will be provided at locations where an informed decision can be made by NMUs about using the route or utilising a different route.
 - c. Prior to such closures, a condition survey will be undertaken of the PRow and the PRow will be restored to their previous condition following any closure. The restoration will include the reinstatement of any boundary features such as hedgerows adjacent to the PRow.
 - d. The CTMP will set out that reinstatement works for the Public Rights of Way shall be agreed with the LHA (and in respect of boundary hedgerows, following consultation with the Council's Ecologist) and that the Applicant will permit access to the LHA to inspect the restoration.
 - e. All members of the construction work force and visitors will be made aware of the equestrian routes or areas affected by the construction of the Scheme.
 - f. As part of the Communication Strategy information and advance warning of the proposed traffic regulation measures will be provided to the public/users of the highway network. The name and contact details of person(s) accountable for traffic issues on site will be provided as well as the head or regional office contact information when this information is shared with the public/users of the highway.