

East Anglia THREE

# Outline Temporary Works Reinstatement Plan

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## 1 OUTLINE TEMPORARY WORKS REINSTATEMENT PLAN

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### 1.1 Introduction

1. The Development Consent Order (DCO) for the East Anglia ONE project states that any land which is used temporarily for construction of the connection works and not ultimately incorporated in permanent works or approved landscaping must be reinstated in accordance with such details as the relevant planning authority may approve.
2. As part of the worst case assumptions within the Environmental Statement (ES) for the proposed East Anglia THREE project, it is assumed that haul road would be required to access jointing bays located in remote areas in order to pull through export cables. The impacts of construction of a haul road and CCS are therefore fully assessed for the project and set out in the Environmental Statement.
3. East Anglia THREE Ltd (EATL) are investigating options to leave the haul road and CCS footprints to remain in situ between the completion of construction of the East Anglia ONE project and commencement of construction of the proposed East Anglia THREE project, and therefore would be used by the proposed East Anglia THREE project during construction. If the proposed East Anglia THREE project is constructed using a Two Phased approach the temporary works could also be left in situ until the end of construction of the second phase.
4. The key advantages of leaving the haul road in place between the East Anglia ONE project and the proposed East Anglia THREE project are as follows:
  - Any reduction in haul road and CCS hard standing requirement for East Anglia THREE would reduce overall material volumes and therefore vehicle movements. The bulk of the materials delivered to and taken off site during construction would be for the creation of the haul road itself.
  - This would therefore reduce impacts upon local communities both with regard to traffic and transport and associated impacts upon air quality and noise
5. This document therefore outlines the steps required to manage any impacts associated with leaving the haul road in situ between projects and between phases

### 1.2 Measures required upon completion of East Anglia ONE construction

6. For the purposes of this document, the following assumptions have been made in regarding the Temporary Works

- As a worst case, all haul road is left in situ from construction of East Anglia ONE to the end of construction of East Anglia THREE.<sup>1</sup>
  - All water crossings will be left in situ from construction of the East Anglia ONE project to the end of construction of the proposed East Anglia THREE project.
  - All jointing bay hard standing will be removed between construction of the East Anglia ONE project and the proposed East Anglia THREE project as the location of these for may be different for each project.
  - At CCS all hard standing will be left in place but any fencing, portacabins or other infrastructure would be removed, leaving flat ground.
  - All hedgerows will be reinstated up to the agreed gap left for haul roads (approximately 5.5m).
  - Any haul road left in situ between projects and phases will only be used by the landowner, and will not be for public use<sup>2</sup>.
7. Management measures required would be:
- The methodology described for East Anglia ONE anticipated that upon the completion of construction along the haul road (and at CCS if required) topsoil and subsoil that had been stored for reinstatement would be used to backfill the trenches excavated for cables and ducts and be replaced in the footprint of the haul road and hardstanding. As the haul road will be left in situ and long term storage of soil is not viable, any excess topsoil would be either reused on site (with the agreement of the landowner) or removed from site.
  - Retained gaps in hedgerows would be filled with gates or fencing to maintain the linear structure of the feature in those locations not replanted. This would mitigate some of the impact of retained gaps with regard to landscape and visual effects and upon bats.

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<sup>1</sup> Leaving haul road in situ will need to be agreed with landowners and the local authorities on a case by case basis, therefore in practice some sections may be left and others removed. However, as it is not possible to know exact locations, the assumption is therefore that all haul road is left.

<sup>2</sup> Where haul road joins the highway this would be marked as a private access unless it was coincident with a public right of way

### 1.3 Measures required upon completion of the proposed East Anglia THREE project construction (Single Phase)

8. Upon completion of the construction works the following measures would be undertaken:
  - Haul road and hard standing removed
  - Reinstatement of hedgerows
  - On reinstatement of the land following removal of the haul road and CCS, additional top soil will be needed to infill the channel left from the haul road, and be of the same quality as that which was removed. Areas will be left to recover naturally however supplementary reseeding will be required in the footprint of the replaced topsoil and will be undertaken at the discretion of the landowner.

### 1.4 Measures required upon completion of the proposed East Anglia THREE project construction (Two Phased)

9. Under a Two Phased approach to construction for the proposed East Anglia THREE project, the haul road would be left in situ between the Phase 1 and Phase 2.
10. Following completion of Phase 1, the measures outlined under section 1.2 would be followed.
11. Following completion of Phase 2 the measures outlined under section 1.3 would be followed.

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