

Norfolk Vanguard Offshore Wind Farm

Public Rights of Way

Strategy

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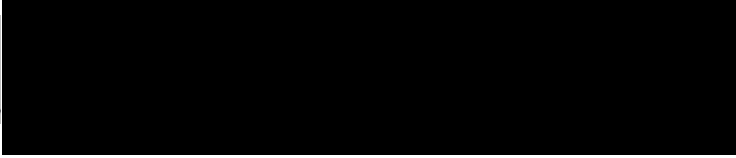


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June 2018

For and on behalf of Norfolk Vanguard Limited

Approved by: Ruari Lean and Rebecca Sherwood

Signed: 

Date: 8th June 2018

For and on behalf of Royal HaskoningDHV

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Acronyms

ALO	Agricultural Liaison Officer
CoCP	Code of Construction Practice
HDD	Horizontal Directional Drilling
PRoW	Public Rights of Way

Terminology

Landfall	Where the offshore cables come ashore at Happisburgh South
National Grid substation extension	The permanent footprint of the National Grid substation extension
Necton National Grid substation	The existing 400kV substation at Necton, which will be the grid connection location for Norfolk Vanguard.
Onshore cable route	The 45m working width which will contain the buried export cables as well as the temporary running track, topsoil storage and excavated material during construction.
Onshore cables	The cables which transmit electricity from landfall to the onshore project substation
Onshore infrastructure	The combined name for all onshore infrastructure associated with the project from landfall to grid connection
Onshore project substation	A substation containing electrical equipment to enable connection to the National Grid. The substation will convert the exported power from HVDC to HVAC, at 400kV (grid voltage). This also contains equipment to help maintain stable grid voltage.

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1 INTRODUCTION

1.1 Purpose of this Document

1. This document describes the Public Rights of Way (PRoW) Strategy (hereafter the Strategy) to be employed by Norfolk Vanguard Limited and its contractors during the construction phase of the onshore infrastructure for the Norfolk Vanguard Offshore Wind Farm (herein ‘the project’).
2. The project interacts with PRoW at 45 locations. Key PRoW identified include Weavers Way and Paston Way long distance trails, Marriott’s Way, Wensum Way, three public bridleways, three restricted bridleways, Regional Cycle Route 30, Regional Cycle Route 33, and National Cycle Routes 1 and 13.
3. No PRoWs are located at the onshore project substation or the National Grid substation extension, and no PRoWs will be impacted during operation of decommissioning of Norfolk Vanguard. Therefore, the scope of this strategy covers the temporary impacts associated with construction works at the landfall and onshore cable route only.

2 HEALTH AND SAFETY

4. In the interest of safety, fencing will be erected around each section of construction works being undertaken where a PRoW crosses the cable route. Lockable gates will be installed within the fencing for the period of time in which the PRoW is closed.
5. Each PRoW that crosses the onshore cable route will be risk assessed and will have appropriate fencing specified to meet health and safety requirements of users and the security requirements of the site. The assessments will take into consideration the requirement to manage risks arising from the intersection of the PRoW and the running track (taking into account type and volume of users) during construction hours and maintaining security integrity out of hours. In addition, Norfolk Vanguard Limited will ensure that all employees have undergone necessary health and safety training.

3 PUBLIC RIGHTS OF WAY MANAGEMENT METHODOLOGIES

6. Disruption to any PRoW will be managed by the Principal Contractor to ensure continued safe access along the PRoW for members of the public. The exact management method will be agreed in advance with the Local Authority and detailed within the final Code of Construction Practice (CoCP) for that stage of the works (secured through DCO Requirement 20). Methods available include:
 - Appropriately fenced (unmanned) crossing points;
 - Manned crossing points; and
 - Temporary alternative routes (assumed be required for approximately 1 week).
7. There will be no permanent closures of any PRoWs.
8. Soft management techniques will be employed where cycle routes intersect the onshore cable route. These methods will include (but not be limited to) the use of pilot vehicles and stop and go signs.
9. Safety measures will be implemented where running tracks for site access cross a PRoW, including raising awareness of the PRoW to running track users and informing PRoW users of the hazards associated with the running track. Where a PRoW is used as part of a running track, an alternative route for the PRoW will be provided.
10. Following the cessation of construction works, all footpaths and other PRoWs will be reinstated to their original condition.
11. For all temporary alternative routes required, the following measures will be followed:
 - A pre- and post-construction survey of the PRoW affected will be undertaken. PRoW surveys will be undertaken by an experienced surveyor with scope of coverage and methodology to be agreed with the relevant local authority. A qualified Agricultural Liaison Officer (ALO) will be employed to ensure that information on existing land conditions is obtained, recorded and verified during the rights of way surveys.
 - Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with the relevant local authority. The ALO will act as the point of contact for the restoration of the PRoW.
 - Norfolk Vanguard Limited will advertise all alternative routes following the Local Authority's standards for advertising temporary closures of PRoW. This will include:
 - Provision of a map showing the extent of the temporary closure and an alternative route;

- Confirmation that the alternative route is to another PRow or roads or on land in Norfolk Vanguard Limited control;
- Confirmation that the alternative route across land in Norfolk Vanguard Limited's control is safe and fit for public use.
- County, District and Parish Councils would be notified in advance of temporary closures.
- A notice describing the temporary closure would be published in the press (e.g. Eastern Daily Press) two weeks in advance of closure.
- Advanced site notices (i.e. notices to members of the public warning of diversions ahead) would be posted at appropriate places to minimise likelihood of trespass at obstruction and unnecessary aborted journeys:
 - These site notices would be erected in visible locations on site 1 – 2 weeks in advance of temporary closure;
 - The above notices would describe the duration of temporary closure and the alternative route proposed.
- Any extensions to the closure of a PRow would be discussed with the relevant local authority.