



Sheringham Shoal and Dudgeon Offshore Wind Farm Extension Projects

Outline Public Rights of Way Strategy

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Glossary of Acronyms

ALO	Agricultural Liaison Officer
CoCP	Code of Construction Practice
DCO	Development Consent Order
DEP	Dudgeon Offshore Wind Farm Extension Project
ES	Environmental Statement
PRoW	Public Right of Way
SEP	Sheringham Offshore Wind Farm Extension Project

Glossary of Terms

Order Limits	The area subject to the application for development consent, including all permanent and temporary works for SEP and DEP.
Dudgeon Offshore Wind Farm Extension Project (DEP)	The Dudgeon Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
Horizontal directional drilling (HDD) zones	The areas within the onshore cable corridor which would house HDD entry or exit points.
Jointing bays	Underground structures constructed at regular intervals along the onshore cable corridor to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The point at the coastline at which the offshore export cables are brought onshore, connecting to the onshore cables at the transition joint bay above mean high water
Onshore cable corridor	The area between the landfall and the onshore substation sites, within which the onshore cable circuits will be installed along with other temporary works for construction.
Onshore export cables	The cables which would bring electricity from the landfall to the onshore substation. 220 – 230kV.
Onshore Substation	Compound containing electrical equipment to enable connection to the National Grid.
Sheringham Shoal Offshore Wind Farm Extension Project (SEP)	The Sheringham Shoal Offshore Wind Farm Extension onshore and offshore sites including all onshore and offshore infrastructure.
The Applicant	Equinor New Energy Limited

OUTLINE PUBLIC RIGHTS OF WAY STRATEGY

1 Introduction

1.1 Purpose of this Document

1. This document describes the Outline Public Rights of Way (PRoW) Strategy (herein ‘the strategy’) to be employed by Equinor New Energy Limited (the Applicant) and its contractors during the construction phase of the onshore infrastructure for the Sheringham Shoal Offshore Wind Farm Extension Project (SEP) and Dudgeon Offshore Wind Farm Extension Project (DEP). This PRoW Strategy outlines the health and safety requirements associated with the interactions of PRoWs during construction works within the Development Consent Order (DCO) order limits, as well as the PRoW management methodologies that will be implemented.

1.2 Construction Scenarios

2. In the event that both SEP and DEP are built, the following principles set out the framework for how SEP and DEP may be constructed:
 - SEP and DEP may be constructed at the same time, or at different times;
 - If built at the same time both SEP and DEP could be constructed in four years;
 - If built at different times, either Project could be built first;
 - If built at different times, each Project would require a four year period of construction;
 - If built at different times, the offset between the start of construction of the first Project, and the start of construction of the second Project may vary from two to four years;
 - Taking the above into account, the total maximum period during which construction could take place is eight years for both Projects; and
 - The earliest construction start date is 2025.
3. Full details of the scenarios are presented in **Chapter 4 Project Description** of the Environmental Statement (ES) (document reference 6.1.4).

2 Public Rights of Way

2.1 Baseline

4. The onshore project area interacts with PRoW and cycle routes at 37 locations (see ES **Chapter 19 Land Use, Agriculture and Recreation** (document reference 6.1.19). Key PRoW identified include Peddars Way, Norfolk Coast Path, Marriott’s Way and National Cycle Network Route 1. Other key PRoW include:
 - 23 footpaths;
 - Two bridleways;
 - One bridleway/footpath; and
 - Two restricted byways.



2.2 Scope of Strategy

5. With the exception of Stoke Holy Cross Bridleway 3, no PRoWs will be impacted during the operation or decommissioning of SEP and/or DEP. This strategy covers the temporary impacts associated with the construction works at landfall, along the onshore cable corridor and at the onshore substation, and operational impacts associated with the interaction between the onshore substation access road and Stoke Holy Cross Bridleway 3.
6. This PRoW strategy will be employed by the Project under either SEP or DEP in isolation or SEP and DEP concurrently/sequentially in reference to the construction at landfall, the onshore cable corridor and onshore substation. The works will be inclusive of the installation of underground cable ducts, via both open cut trenching and trenchless methods, installation of associated joint bays and link boxes, and the construction of the onshore substation infrastructure and access road. The strategy will also be employed by the Project under all scenarios during the operational phase of the onshore substation only.
7. The onshore export cables would be pulled through the installed ducts at a later stage in the construction programme. During cable pulling works the cables will be pulled through the pre-installed ducts from jointing pits located along the onshore cable corridor. Access to and from the jointing pits would be required to facilitate the works. Typically, access would be achieved via utilising existing accesses (i.e. the existing road network where it crosses the cable corridor or from other accesses such as existing farm tracks). Where this is not possible, sections of the haul road used during the installation of the cable ducts would need to be either retained or reinstated to allow access to more remote joint locations. At this stage it is not known what proportion of the haul road would need to be retained and how this will interact with PRoW, however, this strategy will be applied to all relevant locations once identified.
8. The operational phase of the Project will require a permanent access road to the onshore substation to be retained for maintenance purposes. The location of the access road results in an interaction between the road and Stoke Holy Cross Bridleway 3.

3 Health and Safety

9. In the interest of safety, temporary fencing will be erected around each section of construction works being undertaken along the onshore cable corridor. Where a PRoW crosses the onshore cable corridor, lockable gates will be installed within the fencing for the period of time the PRoW is closed.
10. Each PRoW that crosses the onshore cable corridor will be risk assessed prior to that section of construction works being undertaken and appropriate fencing will be specified to meet health and safety requirements of users and the security requirements of the site. The assessment will take into consideration the requirement to manage risks arising from the intersection of the PRoW and the haul road (taking into account the type and volume of users) during construction hours and maintaining security integrity out of hours. In addition, the Applicant and its contractors will ensure that all employees have undergone necessary health and safety training.

3.1 Public Rights of Way Management Methodologies

11. Disruption to any PRow will be managed by the Principal Contractor to ensure continued safe access along the PRow for members of the public, and all efforts will be made to minimise PRow closure durations. The exact management method will be agreed in advance with the relevant local authority and detailed within the final Code of Construction Practice (CoCP) for that stage of works. Methods available include:
 - Appropriately fenced (unmanned) crossing points;
 - Manned crossing points; and
 - Temporary alternative routes (assumed to be required for approximately one week).
12. There will be no permanent closures of any PRow.
13. Soft management techniques will be employed where cycle routes intersect the onshore cable corridor. These methods will include, but are not limited to, the use of pilot vehicles and stop and go signs.
14. Safety measures will be implemented where the haul road for site access crosses a PRow, including raising awareness of the PRow to haul road users and informing PRow users of the hazards associated with the haul road. Where a PRow is used as part of a haul road, an alternative route for the PRow will be provided.
15. Following the cessation of construction works, all PRows will be reinstated to their original condition or otherwise as agreed with the relevant local authority.
16. For all temporary alternative routes required, the following measures will be followed:
 - A pre- and post-construction survey (including identification of surface condition and street furniture) 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;
 - The Applicant 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 other PRows, roads or on land under the control of the Applicant;
 - Confirmation that the alternative route across land under the Applicant's control is safe and fit for public use.

- Country, District and Parish Councils would be notified in advance of temporary closures;
 - A notice describing the temporary closure would be published in the press a minimum of two weeks in advance of the closure. Consideration will also be given to publishing the temporary closures via additional alternative methods such as websites; and
 - Advanced site notices (i.e. notices to members of the public warning of diversions ahead) would be posted at appropriate locations to minimise the likelihood of trespassing and to avoid aborted journeys:
 - These site notices would be erected in visible locations on site one to two weeks in advance of temporary closures; and
 - The notices would describe the duration of temporary closure and the alternative route proposed.
 - Whilst any extensions to the closure of a PRow would be avoided where possible, if required, this would be discussed with the relevant local authority.
17. Disruption associated with the interaction between the onshore substation access road and Stoke Holy Cross Bridleway 3 will be managed during construction and operational phase of the Project by the installation of gates where the road and bridleway cross one another. The gates will remain within this location on a permanent basis.

