



FIVE
ESTUARIES
OFFSHORE WIND FARM

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OFFSHORE WIND FARM
PRELIMINARY ENVIRONMENTAL
INFORMATION REPORT

VOLUME 5, ANNEX 8.4 OUTLINE PUBLIC
ACCESS MANAGEMENT PLAN

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DEFINITION OF ACRONYMS

Acronym	Definition
BOAT	Byway open to all traffic
CoCP	Code of Construction Practice
DCO	Development Consent Order
ECC	Export Cable Corridor
NCN	National Cycle Network
OWF	Offshore Wind Farm
PAMP	Public Access Management Plan
PRoW	Public Rights of Way
SSA East	Substation Search Area East
SSA West	Substation Search Area West
WCH	Walking, cycling and horse rider
WTGs	Wind turbine generators



GLOSSARY OF TERMS

Term	Definition
VE	Five Estuaries Offshore Wind Farm.
VE OWFL	Five Estuaries Offshore Wind Farm Limited.
Development Consent Order	An order made under the Planning Act 2008 granting development consent for a Nationally Significant Infrastructure Project (NSIP) from the Secretary of State (SoS) for Energy, Security and Net Zero (ESNZ).
EIA	Environmental Impact Assessment (the process of evaluating the likely environmental impacts of a proposed project or development).
ES	Environmental Statement (the documents that collate the processes and results of the EIA).
Export Cable Corridor (ECC)	The area(s) where the export cables will be located.
OnSS Search Areas	The areas of search for the location of the Onshore Substation (OnS).
PEIR	Preliminary Environmental Information Report



1 INTRODUCTION

1.1 PURPOSE OF THIS OUTLINE PUBLIC ACCESS MANAGEMENT PLAN

- 1.1.1 This Outline Public Access Management Plan (PAMP) is provided as part of the Preliminary Environmental Information Report (PEIR) for Five Estuaries Offshore Wind Farm (VE).
- 1.1.2 This is an outline document that, by reference to the assessments reported in the PEIR, sets out the key elements that will be secured in the Final PAMP.
- 1.1.3 The construction of VE will interact with a number of walking, cycling and horse rider (WCH) routes within the onshore Export Cable Corridor (ECC). These routes include footpaths, bridleways and byways open to all traffic (BOAT) which are all formally designated as Public Rights of Way (PRoW) by Essex County Council.
- 1.1.4 This Outline PAMP sets out the approach that will be taken to manage public access to the PRoW and should be read in conjunction with the draft CoCP, the Outline Construction Traffic Management Plan (CTMP) which sets out how WCH users of the public highway would be considered and the assessment of VE construction traffic, which is provided in Volume 3, Chapter 8: Traffic and Transport.

1.2 SCOPE OF THIS PUBLIC ACCESS MANAGEMENT PLAN

- 1.2.1 For the avoidance of doubt, this Outline PAMP relates to construction and operational traffic associated with the onshore elements of the VE comprising:
- > Export cable installation from the landfall location to the transition jointing bays (TJBs) including Horizontal Directional Drilling (HDD);
 - > Temporary works associated with landfall HDD and TJB excavation;
 - > Cable installation along the onshore Export Cable Corridor (ECC) including jointing bays and potential HDD;
 - > Temporary works associated with the ECC and onshore substation (OnSS) including establishment of haul roads and Temporary Construction Compounds (TCCs);
 - > Proposed OnSS, and access;
 - > Connection to existing National Grid infrastructure;
 - > Reinstatement and mitigation works enacted during the construction phase; and
 - > Permanent access to the operational OnSS
- 1.2.2 This document does not relate to construction traffic associated with offshore works seaward of Mean High Water Spring (MHWS), that are principally marine activities. Matters of public access are the exception to this rule, whereby public access on the beach and coastal path that may be affected by landfall works are considered in this Outline PAMP.
- 1.2.3 The Final PAMP is intended to be a working document that evolves during the construction period and only applies during the construction. The PAMP does not apply to the decommissioning of the proposed development.



2 TEMPORARY CONTROL MEASURES

2.1 OVERVIEW

- 2.1.1 The majority of the PRoW within the onshore ECC interact with the construction of the Project on a temporary basis and will require temporary control measures to be put in place (as listed in Table 2.1)
- 2.1.2 Final details for the management of each PRoW, including the specification of any temporary diversions or suggested alternative routes during construction works will be agreed with the Essex County Council through consultation on the Final PAMP prior to commencement of the relevant stage of works.

2.2 TEMPORARY MANAGEMENT PRINCIPLES

- 2.2.1 During construction, temporary disruption to any PRoW will be managed by the Five Estuaries Offshore Wind Farm Limited (VE OWFL) and durations of disruption will be kept to a minimum.
- 2.2.2 Temporary management measures would include:
- > Appropriately fenced (unmanned) crossing points;
 - > Manned crossing points;
 - > Temporary closures with diversions; and
 - > Temporary closures without diversions.

UNMANNED OR MANNED CROSSINGS

- 2.2.3 Where feasible, a PRoW that crosses the ECC will be kept open with either an unmanned or manned crossing (where safety requires this).
- 2.2.4 Safety measures will be implemented at any PRoW where they are crossed by haul roads or other construction related activities. Depending on the frequency of use of the PRoW and the nature of construction activities being undertaken, the following control measures will be adopted:
- > Provision of warning signage to raise awareness of the PRoW to approaching construction vehicles and informing PRoW users approaching a construction interface of the associated hazards;
 - > Heavy Plant Crossing' signs to warn users of construction vehicles;
 - > Information for users of the paths, especially at entry points to the Site, with contact details of VE OWFL's liaison officer;
 - > A regular review of ground condition, to ensure the surface is safe for walkers and other users, whilst the paths remain open;
 - > A short section of boundary fencing may be provided on each PRoW as it approaches the onshore development area to ensure a clear point of entering/ exiting the onshore development area is established; and
 - > Whilst there is a presumption in favour of not gating PRoW where they cross a working area, there may be occasions when a gate arrangement is necessary to be in place periodically for the protection of PRoW users.
- 2.2.5 An indicative arrangement of where a PRoW is kept open without a diversion is shown in Figure 2.1.

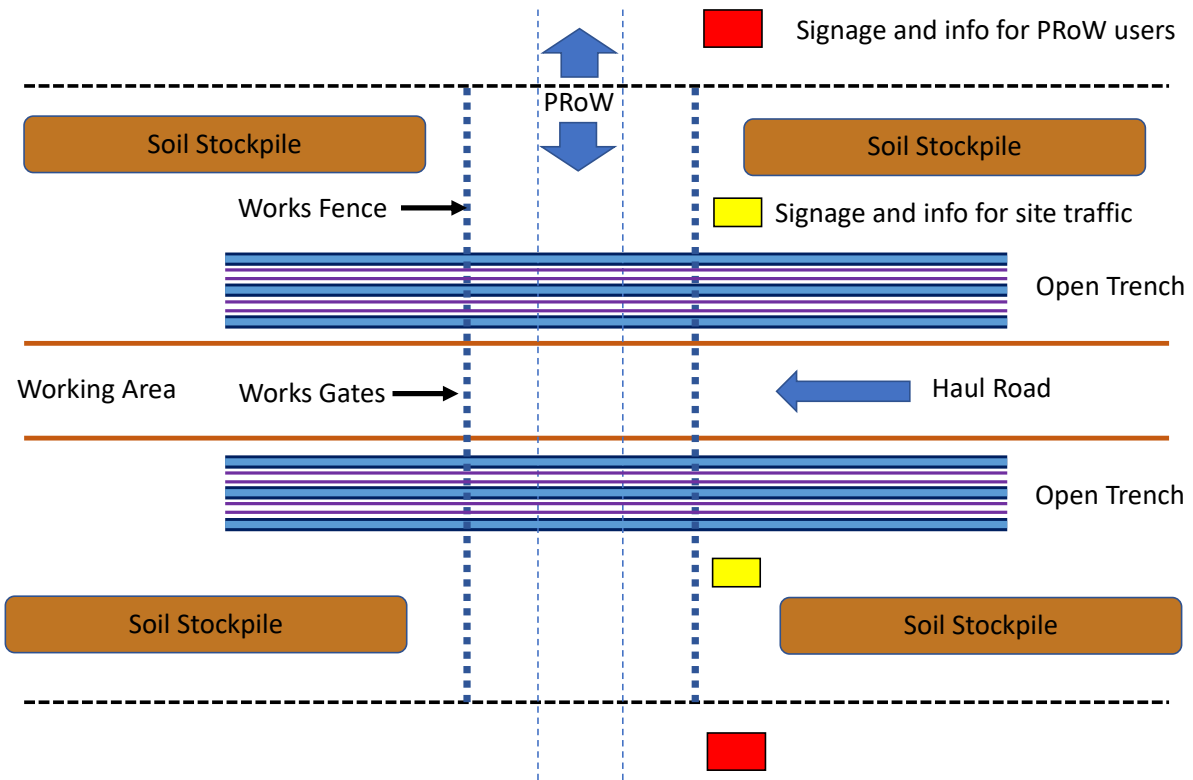


Figure 2.1: Indicative schematic of the management of a PRoW crossing the ECC during construction, without a diversion.



TEMPORARY CONTROL WITH A DIVERSION WITHIN THE ECC

- 2.2.6 For those PRow that cross the ECC, it may be necessary to temporarily divert the PRow for discrete periods during construction. The PRow that are proposed to be kept open during construction, with a temporary diversion during discrete period are identified in Table 2.1.
- 2.2.7 The diversions for each PRow will be within the ECC and may be up to approximately 200 m in length in one or either direction of the original PRow, depending on the site and physical constraints. The diversion will be fenced to provide a secure area for the public, with consideration given to the appropriate controls at the interface between the PRow and the haul road. The width of the fenced diversion will depend on the PRow classification – but it is expected to be between two to five metres with the greater width in place for bridleways and BOATs.
- 2.2.8 The exact route of each PRow diversion within the ECC will be determined and agreed with Essex County Council during construction.
- 2.2.9 Figure 2.2 provides an indicative schematic of how diversions will be arranged:

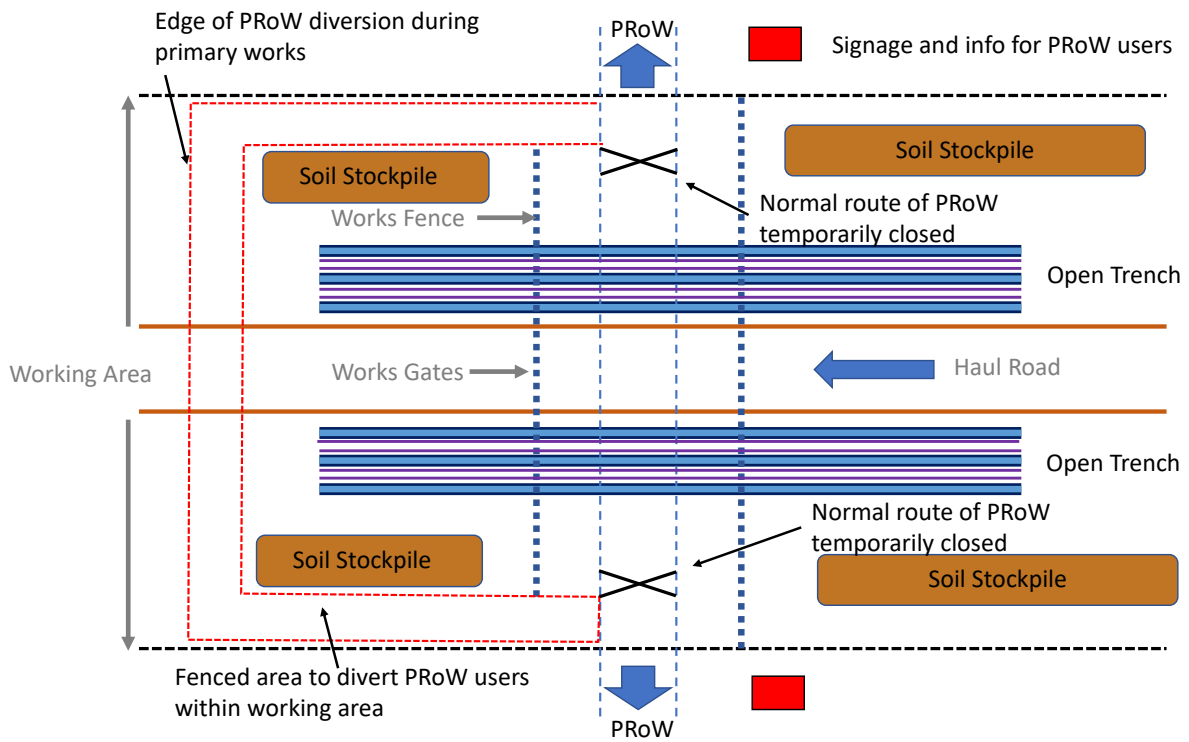


Figure 2.2: Indicative management of a diverted PRoW crossing the cable corridor during construction where diversion is required.



TEMPORARY CLOSURE WITHOUT A DIVERSION

2.2.10 Where a PRow crosses the ECC, but it is used infrequently and a number of available alternative routes exist, the PRow may be temporarily closed for the duration of the construction works, without offering a formal diversion but providing suggested alternative routes via site signage. Currently is not anticipated that there would be any PRow requiring a temporary closure without offering a diversion.



Table 2.1: Proposed temporary control measures for PRow

PRoW	Route Section	Designation	Proposed Control Measure
167_29	1	Footpath	The route would be kept open using a gated crossing. Appropriate signage would be provided advising of an alternative route
164_5	1	Footpath	This is affected by the southern ECC alignment (as it crosses Clacton Road) option only. The route would either: > be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location; or > temporary diversion along the edge of the ECC for the duration of the construction works
164_6	1	Footpath	Appropriate warning signage would be provided. No temporary closure or diversion would be required.
164_11	1	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
164_138	1	Footpath	
164_10	1	Footpath	Affected if the ECC route alignment is via the eastern crossing of Little Clacton Road
164_7	1	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
180_13	3	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
180_7	3	Footpath	The route would either: > be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location; or > temporary diversion along the edge of the ECC for the duration of the construction works
180_5	3	Bridleway	The small section of the route that could be impacted would be diverted to the edge of the ECC for the duration of the construction works.
180_4	3	Footpath	



PRoW	Route Section	Designation	Proposed Control Measure
180_3	3	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
180_1	3	Footpath	The section of the route that would be crossed by the ECC / haul roads be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location. The section of the route that would cross the TCC would be diverted around the edge of the TCC for the duration of the construction period.
159_18	3	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
180_18	3	Footpath	
179_22	4	Footpath	The route would be kept open using gated crossing and temporarily diverted when the works are undertaken at the ECC
179_8	4	Footpath	
179_3	4	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
179_1	4	Footpath	
183_31	4	Footpath	
183_32	4	Footpath	
183_15	4	Footpath	
172_20	5	Footpath	The section of the route that could be impacted by activity associated with the construction of the OnSS would be diverted for the duration of the construction period and closed permanently should this be required, with a permanent diversion where feasible (see Section 3)
172_21	5	Footpath	The small section of the route that could be impacted would be diverted to the edge of the ECC for the duration of the construction works.
172_17	5	Footpath	The route would be kept open using a gated crossing and temporarily diverted when the works are undertaken at this location.
172_16	5	Footpath	



PRoW	Route Section	Designation	Proposed Control Measure
166_3	5	Footpath	The section of the routes that could be impacted by activity associated with the construction of the OnSS would be diverted for the duration of the construction period and closed permanently should this be required, with a permanent diversion where feasible. (see Section 3)
172_15	5	Footpath	
170_57	5	BOAT	



2.2.12 The Final PAMP will include a plan(s) showing the confirmed control measures for each PRoW and also identify the specific length of the PRoW that is affected.

2.3 TEMPORARY MANGEMENT

2.3.1 Where a PRoW requires temporary management measures, any temporary diversion will be clearly signposted;

2.3.2 For all temporary closures (with or without a diversion), the following will be undertaken:

- > A pre-and post-construction survey (including identification of surface condition and street furniture (if any)) 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 Essex County Council; and
- > Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with Essex County Council.

2.3.3 Essex County Council would be notified within a reasonable period of time but not less than 4 weeks in advance of any temporary closure. This will include:

- > A notice describing the temporary closure would be published in the press at least two weeks in advance of closure; and
- > 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 unnecessary aborted journeys. These will follow Essex County Council's requirements for advertising temporary closure of PRoW and will include:
 - > Site notices erected in visible locations on site approximately one to two weeks in advance of a temporary management measures being in place;
 - > Provision of a map showing the extent of the temporary closure and any temporary diversion;
 - > Confirmation that the temporary diversion is to another PRoW or roads or on land in VE OWFL's control; and
 - > Confirmation that the temporary diversion across land in VE OWFL's control is safe and fit for public use.

2.4 DURATION OF TEMPORARY MANEGEMENT MEASURES

2.4.1 Durations of temporary PRoW management measures will be discussed in advance with Essex County Council and included in the Final PAMP. Typically, PRoW along the onshore cable route will be periodically diverted for a short period of time (depending on the length of PRoW being temporarily closed) to allow for the safe construction of the onshore infrastructure (including haul road construction and removal).



3 PERMENANT CLOSURES

3.1 OVERVIEW

3.1.1 There may be a requirement to permanently close a PRow to facilitate the construction of the OnSS, depending on the final location of this within the OnSS search areas (SSA West or SSA East.)

3.1.2 The PRow that may be affected permanently are:

- > 172_20 (SSA East);
- > 172_16 (SSA West);
- > 166_3 (SSA West);
- > 172_15 (SSA West); and
- > 170_57 (SSA West)

The requirement for a permanent closure and diversion due to the position of the OnSS within SSA West or SSA East will be confirmed in the ES and updated Outline PAMP submitted with the DCO application.



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