Awel y Môr Offshore Wind Farm

Outline Public Access Management Plan (Tracked)

Deadline 1

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Fferm Wynt Alltraeth
AWEL Y MÔR
Offshore Wind Farm

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www.awelymor.cymru

RWE Renewables UK Swindon Limited

Windmill Hill Business Park
Whitehill Way
Swindon
Wiltshire SN5 6PB
T +44 (0)8456 720 090
www.rwe.com

Registered office:
RWE Renewables UK Swindon Limited
Windmill Hill Business Park
Whitehill Way
Swindon

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Abbreviations and acronyms

TERM	DEFINITION
AyM	Awel y Môr Offshore Wind Farm
ATR	Active Travel Routes
BOAT	Byway open to all traffic
CoCP	Code of Construction Practice
DCC	Denbighshire County Council
DCO	Development Consent Order
ECC	Export Cable Corridor
ES	Environmental Statement
HDD	Horizontal Directional Drilling
NCN	National Cycle Network
NRW	Natural Resources Wales
OnSS	Onshore Substation
OWF	Offshore Wind Farm
PAMP	Public Access Management Plan
PRoW	Public Rights of Way
WCH	Walking, Cycling and horse rider
WTGs	Wind turbine generators

1 Introduction

1.1 Purpose of this Outline Public Access Management Plan (OPAMP)

1 This Outline Public Access Management Plan (OPAMP) is provided as Appendix 8 to the Outline Code of Construction Practice (CoCP) (Application ref: 8.13.) as part of the Environmental Statement (ES).

2 This is an outline document that, by reference to the assessments reported in the ES, sets out the key elements that will be secured in the final Public Access Management Plan (PAMP) which Awel y Môr Offshore Wind Farm Limited (The Applicant) will be required to submit to Denbighshire County Council (DCC)for approval under a requirement of the DCO.

3 The construction of AyM will interact with a number of walking, cycling and horse rider (WCH) routes within the onshore Export Cable Corridor (ECC). These routes include pavements, footpaths, bridleways and byways open to all traffic (BOAT) which are formally designated as Active Travel Routes (ATR) or Public Rights of Way (PRoW) by DCC.

4 This OPAMP sets out the approach that will be taken to manage public access to the ATR and PRoW and should be read in conjunction with the Outline CoCP and all of its supporting appendices and the assessment of AyM construction traffic, which is provided in Volume 3, Chapter 9: Traffic and Transport (application ref: 6.3.9).

1.2 Scope of this Outline Public Access Management Plan (OPAMP)

5 For the avoidance of doubt, this OPAMP relates to construction and operational traffic associated with the onshore elements of the Awel y Môr offshore wind farm (AyM) comprising:

- Export cable installation from the landfall location to the transition jointing bays (TJBs) including Horizontal Directional Drilling (HDD) (or other trenchless crossing technique);

- Temporary works associated with landfall HDD (or other trenchless crossing technique) and TJB excavation;
- Cable installation along the onshore Export Cable Corridor (ECC) including jointing bays and potential HDD (or other trenchless crossing technique);
- Temporary works associated with the onshore ECC and onshore substation including establishment of haul roads and Temporary Construction Compounds (TCCs);
- Proposed onshore substation (OnSS), and OnSS access (construction and operation);
- Connection to existing National Grid infrastructure; and
- Reinstatement and mitigation works enacted during the construction phase.

6 It is noted that the CoCP more broadly, and this document in particular relate primarily to 'onshore matters' and do not relate to vessel or 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 OPAMP. As the relevant authority for PRoW matters DCC is considered to be the relevant authority for these works seaward of MHWS, for all other matters NRW are considered to be the relevant licensing authority.

7 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

8 ATR or PRoW within the onshore ECC will interact with the construction of AyM on a temporary basis, and will require temporary control measures to be put in place (as listed in Table 1)

9 Final details for the management of each ATR and PRoW, including the specification of any temporary diversions or suggested alternative routes during construction works will be agreed with the DCC through consultation on the final PAMP and approved by DCC prior to commencement of the relevant stage of works.

10 Temporary works affecting PRoW and final reinstatement would be undertaken in line with BS5709:2018 British Standard for Gaps, Gates and Stiles

2.2 Temporary management principles

11 During construction, temporary disruption to any ATR or PRoW will be managed by the Applicant and durations of disruption will be kept to a minimum.

12 Temporary management measures would include:

- Appropriately fenced (unmanned) crossing points;
- Manned crossing points;
- Temporary closures with diversions; and
- Temporary closures without formal diversions (informal diversions will be suggested)

2.2.1 Unmanned or manned crossings

13 Where feasible, an ATR or PRoW that crosses the onshore ECC will be kept open with either an unmanned or manned crossing. The ATR and PRoW that are proposed to be kept open during construction are identified in Table 1.

14 Safety measures will be implemented at any ATR or PRoW where they are crossed by haul roads or other construction related activities. Depending on the frequency of use of the ATR or PRoW and the nature of construction activities being undertaken, one or more of the following control measures will be adopted:

- Provision of a banksman to assist ATR or PRoW users to safely cross the construction area during construction hours;
- Provision of warning signage to raise awareness of the ATR or 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 the Applicant'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. Action will be taken to improve ground condition if required;
- A short section of boundary fencing may be provided on each ATR or 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 ATR or 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 ATR or PRoW users.

15 An indicative arrangement of where an ATR or PRoW is kept open without a diversion is shown in Figure 1:

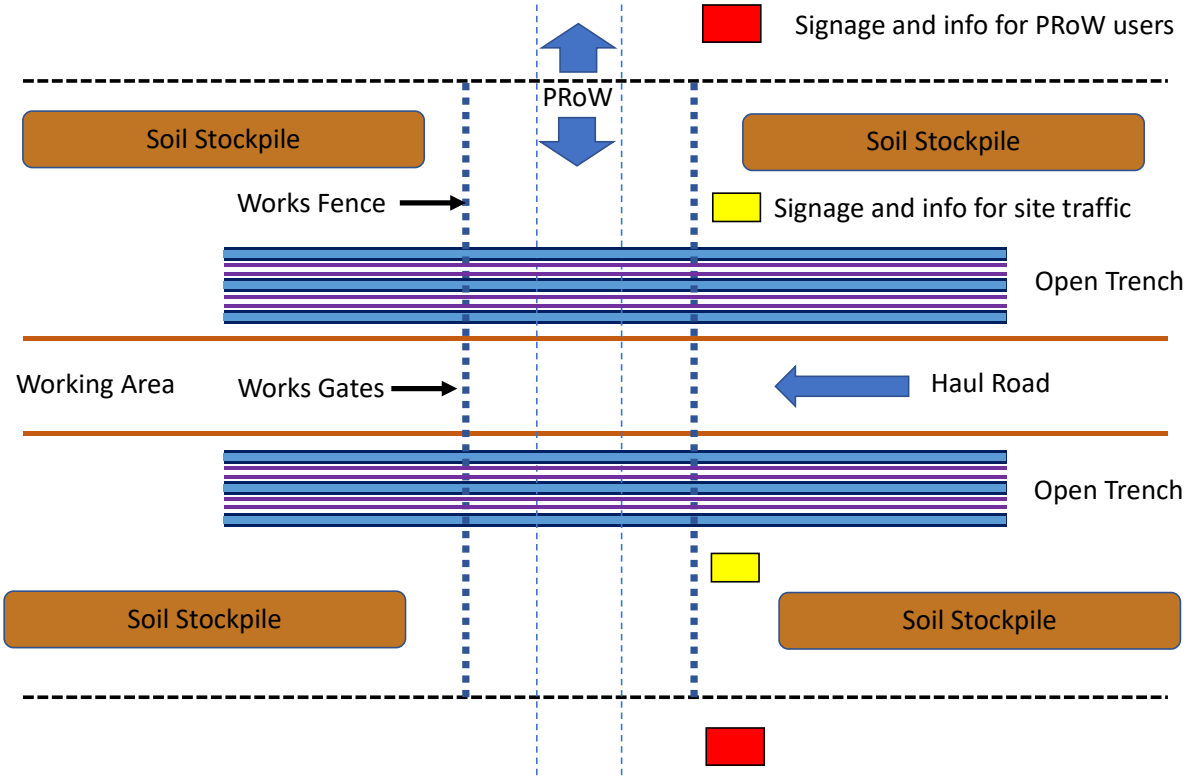

Figure 1: Indicative schematic of the management of a PRoW crossing the onshore ECC during construction, without a diversion.

16 Should a user not wish to be delayed (albeit any delays would be very short), a map showing a suggested alternative route will be provided at the crossing location.

2.2.2 Temporary closure with a short diversion (PRoW only)

17 For those PRoW that cross the onshore ECC, it may be necessary to temporarily divert the PRoW for discrete periods during construction.

18 The diversions for each PRoW will be within the onshore ECC and may be up to approximately 200 metres 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 its usage – but it is expected to be between two to five metres with the greater width in place for bridleways and byways.

19 The exact route of each PRoW diversion within the onshore ECC will be determined and agreed with DCC during construction.

20 Figure 2 provides an indicative schematic of how diversions will be arranged:

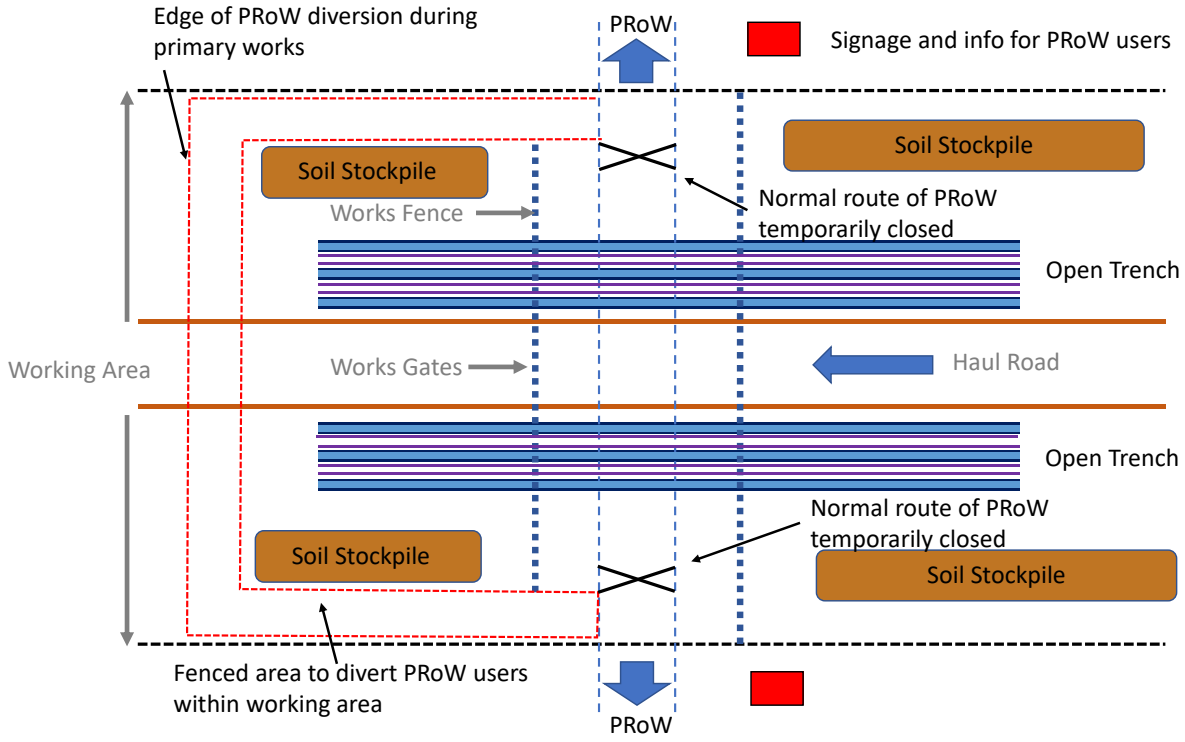

Figure 2: Indicative management of a ~~diverted~~ short diversion to a PRoW crossing the cable corridor during construction ~~where diversion is required~~.

2.2.3 Temporary closure without a diversion (PRoW only)

21 In some instances where a PRoW crosses the onshore ECC, due to the likely infrequent use of, and number of available alternative routes, it may be necessary to temporarily close the PRoW for the duration of the construction works, without offering a formal diversion. Temporary closure therefore forms the basis of the assessment, but where practicable suggested alternative routes via site signage may be agreed in consultation with DCC. PRoW and ATR where temporary closure is proposed are identified in Table 1 and are also set out in Schedule 4 of the DCO.

Table 1: Proposed temporary control measures for ATR and PRoW

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
Wales Coastal Path/ National Cycle Network (NCN) 5 (ATR)	Shared use path	Manned crossing
Shared use path on the A548 (ATR)	Shared use path	Warning signage only
DE/207/11	Footpath	Manned crossing
DE/206/5	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation.~~Manned crossing~~
DE/206/3	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation.~~Temporary closure~~

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
DE/206/44	BOAT	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation.~~Manned crossing~~
DE/206/17	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation.~~Temporary closure~~
DE/206/18	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation.~~Temporary closure~~

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
DE/206/46	Footpath	Temporary closure with diversion around southern edge of TCC approx. 400m
DE/206/20 (short section from DE/206/46)	Footpath	Warning signage only
DE/206/42 and DE/206/31	Footpath	None
DE/206/23	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation or informal diversion. ~~Temporary closure~~ (NB either DE/206/23 or DE/206/22 to be kept open with manned/gated crossing)
DE/206/22 (if this extends to DE/206/23 – mapping data from DCC currently shows a gap)	Footpath	Unmanned /Manned crossing when haul road in use

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
		Short duration temporary closure with short diversion required to allow trenching and cable installation or informal diversion. (NB either DE/206/23 or DE/206/22 to be kept open with manned/gated crossing)
DE/206/24	Footpath	Unmanned or manned crossing
DE/206/29 North Wales Path/ NCN 84	Footpath	~~TBC~~Warning Signage near Eglwys Road
DE/201/12	Footpath	Cables installed beneath PRoW using trenchless techniques
DE/201~~6~~/14, DE/206/40 and DE/206/4	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
		trenching and cable installation.~~Temporary closure~~
DE/201/8 and DE/206/41	Footpath	~~Temporary closure~~Relates to Operational Access – no works proposed
DE/201/7	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with either a short diversion around TCC required to allow works or informal diversion.~~Temporary closure~~
DE/201/9	Bridleway	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation or informal diversion.~~Manned crossing~~

ATR / PROW	DESIGNATION	PROPOSED CONTROL MEASURE
DE/208/16	Footpath	None
DE/208/32	Bridleway	Unmanned crossing
DE/105/7	Footpath	Unmanned /Manned crossing when haul road in use Short duration temporary closure with short diversion required to allow trenching and cable installation or informal diversion.~~Temporary closure~~

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

2.3 ~~Stopping up~~Temporary Management principles

23 Where a PRoW requires temporary ~~stopping up~~management measures, any temporary diversion will be clearly signposted;

24 For all temporary closures, 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 DCC; and
- Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with DCC.

25 DCC 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 DCC's requirements for advertising temporary ~~stopping~~management-up of PRoW and will include:
  - Site notices erected in visible locations on site approximately one to two weeks in advance of a temporary ~~stopping up~~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 the Applicant's control; and
  - Confirmation that the temporary diversion across land in the Applicant's control is safe and fit for public use.

2.4 Duration of temporary management measures

26 Durations of temporary PRoW management measures will be discussed in advance with DCC and agreed via approval of the final PAMP. Typically, PRoW along the onshore cable route will be periodically diverted for a short period of time (a number of weeks 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). This would typically be no greater than four months.

27 In addition, DCO Requirement 17 imposes a 6 month time limit on reinstatement of agreed stages of onshore works (once construction activity has finished) so further controlling the duration of temporary disruptions/diversions of PRoW.

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