



DELIVERY OF CONSTRUCTION PROGRAMME

**ORSTED HORNSEA PROJECT THREE (UK) LIMITED (FERRY ROAD,
HARTLEPOOL) COMPULSORY PURCHASE ORDER 2023**

STATEMENT OF EVIDENCE

**Richard Swann
Construction Project Manager
Orsted**



1. Qualifications and Experience

- 1.1 My name is Richard Swann and I am a Construction Project Manager for Orsted.
- 1.2 I hold an NVQ Level 6 in Construction Project Management and have over 20 years' experience in delivering civil engineering projects.
- 1.3 I have worked across a broad range of civil construction projects for both the public and private sector including Rail, Road, Utilities and Renewables. Most recently for Orsted delivering the Onshore Substations for Hornsea One and Two as well as the nearshore Artificial Nesting Structures ("**ANS**") for Hornsea Three.

2. Scope of Evidence

- 2.1 My evidence is based around the delivery of the construction programme focusing in particular on the use of Ferry Road for access and installation of utility connections, and site security.
- 2.2 I will provide an overview of the project scope, timelines and mitigation measures that will be in put in place by the contractor to ensure that the works do not disrupt port operations and ensure site security is maintained throughout the construction period and ongoing maintenance activities.
- 2.3 My evidence does not cover the design of the ANS structures in consideration of the ecological perspective nor the potential effect of the kittiwake colony on the wider PD Teesport Limited ("**PD Ports**") operations. Further details are set out in the Statement of Evidence of Robin Ward.

3. Access

- 3.1 Ferry Road as a point of existing access to the Site is the only viable means of delivering the construction, maintenance, and operation of the Site. The Site is bounded on the North and West by secured plots with no existing means of access. To the South and West the Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest (SSSI) covers most of the foreshore in the area, including around the headland forming the site. The Site itself does not fall within this SSSI.
- 3.1 With regards alternative means of access consideration was given to both the Western boundary and access from the shore. The current layout of the PD Ports boundary fence, the nature of the sea defences and location of the Fisherman's huts prevent access being created along the Western boundary. An access corridor could be created here but it would require PD Ports to adjust site boundaries. During our ongoing discussion this proposal was rejected in principle by PD Ports so was not considered in any further detail. With regards to access direct from the shore this would require access creating to and from the foreshore that would have a direct effect on the foreshore environment and coastal flood defences. Further, access from the sea would require the construction of a new jetty or landing stage, necessitating further consents. The level of enabling works required to facilitate the construction plus transporting materials and construction plant to the site via sea or shoreline would prolong the construction activities and create unreasonable risk and cost to the project. Due to these additional Health, Safety, Environmental and Commercial risks involved particularly in comparison to the use of



Ferry Road or the creation of a new access corridor to the Western boundary this approach is not consider reasonably practicable.

4. Project design, construction methodology and timeline

4.1 The ANS Works include the following features:

- (a) A kittiwake tower of decagonal shape of approximately 12m height and 5.7m diameter;
- (b) Lightly loaded bird-watching huts (4 No.) supported on a buried podium structure;
- (c) Gravity L-shaped retaining walls with retained height of up to approximately 3m;
- (d) Sheet piled retaining wall with retained height of up to approximately 3m; and
- (e) Hard and Soft landscaping of the Site.

4.2 Construction phasing and methodology

4.2.1 Overall construction is expected to take up to approximately 9 months and is split into the key stages set out below.

- (a) Following establishment of temporary compound and office/welfare facilities within the Site, works will commence on the removal of the existing building. This work will be confined to the footprint of the building and external areas of hardstanding surrounding the building. The works comprise removal of hazardous materials (including asbestos), demolition and clearance of existing buildings, hardstanding, associated pipework, cables, plant, and equipment. The demolition phase of works will run for approximately 3 weeks.
- (b) Once the building has been removed ground preparation works will take place across the Site to enable the installation of the sheet piling retaining walls and piled foundations of the nesting tower. Preparation and piling works will run for approximately 3 weeks.
- (c) Once the piling works are complete earthworks will be undertaken to form the required new site ground levels. Once earthworks are sufficiently progressed works will begin on the installation of the reinforced concrete foundations of both the huts and the tower and the installation of the precast concrete retaining wall. This phase of works will run for approximately 2 months.
- (d) Following the completion of the foundations the structural steel frames of the tower and huts will be erected along with the nesting shelves, cladding, roofing and internal features of the structures. The structures will be erected, clad and fitted out in approximately 2.5 months.
- (e) Once the structures are complete works will commence on installation of ducting and drainage around the site. Soft and hard landscaping will follow including the installation of the permanent boundary fence, CCTV and lighting systems. This final phase of works will take approximately 2 months to complete.

4.2.2 During the construction phase Ferry Road will be used on a daily basis for construction traffic and personnel to enter and leave the Site. Ferry Road currently has concrete barriers installed by PD Ports, blocking vehicle access by either PD Ports or the RNLI station. From this it appears this route is not essential for access by PD Ports or RNLI and therefore the use of the route by Orsted contractors should have no impact to current PD Ports or RNLI access arrangements. Having said that it is not our intention to block access along this route at any point during the works. As the main point of access to the



Site the route will need to be kept free from obstruction to enable works to be carried out effectively. During peak delivery times traffic will be managed by the contractor to ensure that there is not a backup of vehicles causing disruption to Ferry Road. Where works to Ferry Road are required to install new utility supplies these works will be carried out under traffic management scheme to ensure vehicles can continue to access the site at all times. Similarly if PD Ports needed to use Ferry Road for its own purposes, the construction activity is unlikely to have any impact on such use.

4.3 New Utility Installation

- 4.3.1 The existing Site requires connection to mains water, electricity and telecommunications. There are existing water and telecommunications already established on Site and these will be utilised. There is no existing mains electricity supply to the site therefore a new connection will be required.
- 4.3.2 Contact had been made during the design phase of the project for a new supply with Northern Power Grid. Their proposal is for a new connection from their existing substation on Queen Street running in the verge/road edge of Slake Terrace and Ferry Road. The works will include the installation of a new 300WNE 3c electrical cable in the verge of Ferry Road, together with double ducting at all road crossing points. This work will be scheduled by the DNO once final contract for the works has been signed. Installation is expected to take no longer than 8 weeks.
- 4.3.3 Installation of a new electrical connection is anticipated to be undertaken by the DNO supplier's approved contractors and will be in line with the New Roads and Street Works Act 1991, ensuring that access along the route is maintained at all times. Much of the works will be in the verge/edge of carriageway and will not affect the day-to-day use of Ferry Road. Where any existing access points are crossed temporary works will be introduced to maintain access. During this phase of works construction vehicles, such as small, tracked excavators and 8 wheeled tip and grab waggons, will be required to work on Ferry Road. Traffic Management systems will be used throughout this stage of works to safely manage and maintain the flow of traffic along Ferry Road.

4. Construction Management and Mitigation

- 4.4 A principal contractor will be appointed to manage all aspects of the construction activities. The principal contractor will have established and accredited Quality, Safety and Environmental Management Systems.
- 4.5 The principal contractor will establish their temporary construction compound including any additional temporary site fencing required to ensure the Site is secure. The principal contractor will appoint a security team to ensure security of the site out of working hours.
- 4.6 With regards to security of the existing access route along Ferry Road, this is fenced along the entirety with no direct access into the plots either side of the road. Traffic using Ferry Road to access the Site will not be able to inadvertently enter other areas of PD Ports' site and therefore will not affect the safe and secure running of PD Ports' operations. It is worth noting that historically this section of Ferry Road has been openly accessible, although there is the recent addition of concrete barriers now preventing vehicular access along Ferry Road. There was still access for pedestrians, although on 8 January the Acquiring Authority was informed that metal fencing has now been erected



across the road adjacent to the concrete barrier which means that there is now longer pedestrian access along Ferry Road to access the Site.

4.7 In respect of management strategies and mitigation to minimise effects on Ferry Road during construction, the following mitigation is proposed:

- (a) A traffic management plan will be developed by the contractor to ensure their deliveries are scheduled to avoid traffic build up blocking Ferry Road. The traffic management plan will establish safe procedures for delivery vehicles accessing and moving around the construction Site. It will pay particular attention to other road user and neighbours to the site to ensure that access is maintained at all times along Ferry Road.
- (b) The principal contractor in conjunction with PD Ports, if required, will undertake a dilapidation survey of Ferry Road pre and post construction. If the road or any infrastructure has decayed or been damaged during the construction works, then this survey will act as an agreed record for reinstatement and repair.
- (c) The installation of the new electricity supply will require excavations in the “verge” of Ferry Road. These works will be undertaken by a DNO approved contractor following the New Roads and Street Works Act 1991, ensuring that access along the road is maintained at all times.
- (d) The Acquiring Authority and the contractor will liaise regular with PD Ports’ nominated representative and any other users of Ferry Road during the construction phase, to share progress updates, discuss upcoming works and resolve any issues of concern. This type of stakeholder liaison is key to ensuring that we maintain a good relationship with our stakeholders. It is standard practice for Orsted and is something that we have good experience of working closely with for example the National Grid, Port Authorities and Landowners across our many projects.
- (e) Where required road sweepers will be utilised to ensure cleanliness of Ferry Road is maintained throughout the construction activities.

5. Maintenance

- 5.1 It is anticipated that the following operational access will be required. Further details are set out in the Statement of Evidence of Robin Ward.
- 5.2 Once construction is complete the Site itself is unmanned with access required for maintenance of the facility and monitoring of the kittiwake Colony.
- 5.3 Access for these activities will be required along Ferry Road but all works will be contained within the Site boundary. This access will be sporadic and will not require heavy construction vehicles associated with the construction phase of the project. These



works will be performed on a day visit basis with no requirement for temporary facilities to be introduced.

- 5.4 Maintenance inspections of the buildings and infrastructure will be carried out in line with manufactures recommendations but as a minimum a visual inspection will be required once every 6 months.
- 5.5 Monthly visits for the inspection and maintenance of the soft landscaping and planting will take place throughout the year with active maintenance carried out as required.
- 5.6 Ornithological monitoring will take place at the ANS during the breeding season from March to September with up to 15 visits each year for colony counts, productivity observations, ringing, resighting, and diet studies.

6. Response to objections in respect of construction

- 6.1 Within the objections raised by PD Ports there appears to be no direct issues raised with the practical works of constructing the ANS or the development and maintenance of the Site in general.
- 6.2 Reference is however made to the safe operation and security of the port but without specific details being provided or the opportunity to discuss with PD Ports their concerns it is difficult to interpret and therefore mitigate these concerns directly.
- 6.3 With regards to the proposed use of Ferry Road as a means of access, the development will not fundamentally alter how the Site has maintained its security along Ferry Road over the recent years when access has been freely available.
- 6.4 The route along Ferry Road remains fenced with secure gates preventing access on to the wider PD Ports site and runs to a dead end at the existing RNLI lifeboat station. The proposed works and access do not breach any of PD Ports existing fences or gates.
- 6.5 Access along Ferry Road is required to facilitate the construction works and therefore it does not serve the project to block the route to and from the Site. Whilst the route will see an increase in usage during the construction period and some minor restriction during installation of the utility supplies, Traffic Management Plans in conjunction with stakeholder engagement will effectively manage and mitigate against any issues that arise during construction. The works if accessed along Ferry Road in its existing state do not directly impinge on PD Ports' main plots and should therefore have no direct effect on daily port operations.
- 6.6 During construction the security of the Site will be maintained by the contractor with increased site presence and out of hours security arrangements.
- 6.7 The Site once fully complete will have motion sensitive lighting and CCTV cameras improving the overall security of the site as it currently stands throughout, the lifetime of the site.

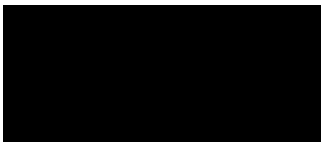


7. Conclusion

- 7.1 Whilst the construction of the Site will see an increase in traffic use of Ferry Road, this traffic and the works in general will be managed to minimise disruption to other users of the road with access along Ferry Road maintained at all times.
- 7.2 Use of Ferry Road does not breach existing PD Ports' boundaries and therefore does not directly affect PD Ports' site security or safety of its operations.
- 7.3 The Acquiring Authority will have an increased site presence during construction including out of hours security and will be installing permanent CCTV and motion detection lighting, helping to improve the long term security of the Site.
- 7.4 Once constructed the Site will remain unmanned with occasional visits required for planned maintenance of the structures and the grounds as well as monitoring of the colonies. These visits will require access along Ferry Road but will be fully contained within the Site boundary.
- 7.5 The Acquiring Authority remains open and willing to work practically to resolve any concerns of PD Ports during the construction and ongoing maintenance activities of the ANS.

8. Statement of Truth

- 8.1 This statement of evidence has been prepared and provided for this inquiry by me and I confirm that the statements and opinions expressed are my true and professional opinions.



Richard Swann
9 January 2023