

Project	Current Status	PRoW Implications
<b>Norfolk Vanguard - Offshore Wind Farm and ancillary onshore grid connection (Vattenfall) (1.8 GW)</b>	<b>Nationally Significant Infrastructure Project (NSIP)</b>  Preliminary Examination Meeting – expected November 2018	The project interacts with PRoW at 45 locations, including Weavers Way, Paston Way, 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.  Disruption to any PRoW will be managed by the Principal Contractor to ensure safe access for members of the public. Management methods will be agreed in advance with the Local Authority and detailed within the final Code of Construction Practice (CoCP). Methods available include appropriately fenced (unmanned) crossing points, manned crossing points, and temporary alternative routes. There will be no permanent closures of any PRoW.
<b>Hornsea Project Three – Offshore (2.4 GW)</b> Wind farm and ancillary onshore grid connection (Orsted)	<b>NSIP</b>  Preliminary meeting 2/10/18;  Deadline for SOCG; Written Reps; and LIR (7/11/18)	The project interacts with PRoW at 30 locations, including the England Coast Path, Peddars Way, Marriott's Way, 18 Public Footpaths, 9 bridleways, and two restricted bridleways, Regional Cycle Route 30, and National Cycle Route 1.  In almost all cases, with the notable exception of the England Coast Path at Weybourne, the cable will be laid under PROW using horizontal directional drilling. Where there will be an interface between users of these routes and construction traffic, management measures will be put in place in accordance with the Construction Traffic Management Plan. There will be no permanent closures of any PRoW.
<b>Boreas (1.8 GW)</b>	<b>NSIP</b>  Approximately 12 months behind Norfolk Vanguard (Sister Project)  <b>S42 PEIR consultation expected 6 November to 11 December 2018</b>	The project will use the same cable corridors as the Vanguard Project. Additional impacts on PRoW are likely to be minimal.
<b>EAOW One and Two</b>	<b>NSIP</b>  On-going pre-applications	Landfall of electricity cables and grid connection will be in Suffolk. No impacts on Norfolk PRoW are likely.

	discussions with applicant's agent on these two proposals. No firm timetable as yet for progression.	
<b>Blofield to North Burlingham Dualling Scheme</b>	<p><b>NSIP</b> S42 (PEIR) Consultation – Recently responded</p> <p><b>S56 DCO – Consultation – Spring 2019.</b></p>	<p>Burlingham FP3 has been identified as being directly affected by the proposed scheme, as has a section of permissive footpath that forms part of Burlingham Woodland walks. The A47 currently bisects two potential routes, Blofield FP4a to Blofield FP4 and Burlingham FP1 to Burlingham FP3. Due to no formal crossing points and high volume of traffic, the A47 the road acts as a barrier to not motorised users.</p> <p>The proposed scheme includes the provision of a new route in the form of a combined footway/cycleway between Blofield and North Burlingham via the existing A47 and the proposed Blofield Overbridge. The current permissive path which runs parallel to the existing A47 at North Burlingham will be provided to the south of proposed alignment of the A47 and a new access track to the south of the proposed A47 will provide a connection between the proposed Blofield Overbridge and Burlingham FP3.</p>
<b>A47 / A11 Thickthorn Junction Improvement</b>	<p><b>NSIP</b> <b>S42 consultation on PEIR expected later in 2018</b></p> <p>S6 DCO Consultation – Oct/Nov 2018</p>	<p>There is an existing crossing for non-motorised users at this junction and Highways England is anticipating retaining this feature which is a well-used facility. Issues and opportunities for PRoW will become apparent in due course as Highways England further develops plans.</p>
<b>A47 North Tuddenham to Easton Dualling Scheme</b>	<p><b>NSIP</b> <b>S42 (PEIR) Consultation – Spring 2019</b></p>	<p>There are PRoW in the general area of the current 'preferred option'. Issues and opportunities for PRoW will become apparent in due course as Highways England further develops plans.</p>
<b>Third River Crossing – Great Yarmouth</b>	<p><b>NSIP</b> Section 42 statutory consultation ongoing.</p> <p><b>DCO submission</b> March 2019 <b>Examination in Public</b> during</p>	<p>No PRoW directly affected. The plans for the new bridge includes opportunities for walking and cycling improvements to help improve links for non-motorised users through the settlement.</p>

	summer/autumn 2019.	
<b>Norwich Western Link</b>	<p>Maybe a <b>NSIP</b> (yet to be agreed)</p> <p>Informal consultation in Summer 2018.</p> <p><b>Preferred solution</b> expected early 2019.</p>	Currently no route has been selected. There are some public rights of way in the general areas under consideration. Issues and opportunities for PRow will become apparent as the County Council and its main contractor develop plans.
<b>Long Stratton Bypass</b>	<p><b>Planning application</b> to be determined by South Norfolk Council</p> <p>Planning application submitted, decision expected in coming months.</p>	<p>Six public rights of way will be intersected by the proposed bypass. PRow will be dealt with as part of the planning application.</p> <p>There are evolving plans that include one 'at grade' crossing at the southern end of the bypass for pedestrians, and two bridges for non-motorised users. The planning application includes the creation of circular walks.</p>