



EAST PARK ENERGY

East Park Energy

EN010141

Outline Public Rights of Way Management Plan

Document Reference: EN010141/DR/7.8

Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009: Regulation 5(2)(q)

April-May 2026

Version **P02P03**

EAST PARK ENERGY

Planning Act 2008

Infrastructure Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009

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APFP Regulation Reference:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference:	EN010141
Application Document Number:	EN010141/DR/7.8
Author:	Axis PED Ltd

Version	Date	Status
P01	September 2025	DCO Submission
P02	April 2026	Deadline 1
P03	May 2026	Deadline 3

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This outline Public Rights of Way Management Plan (oPROWMP) has been prepared for the construction and operation phases of the East Park Energy project ('the Scheme'). This document has been prepared on behalf of BSSL Cambsbed 1 Limited ('the Applicant') as part of the application for development consent for the Scheme.
- 1.1.2 This oPROWMP is a control document that will be certified as part of the Development Consent Order (DCO) and implemented via a Requirement in Schedule 2 of the **draft DCO [EN010141/DR/3.1]**. Should the Scheme be consented, the DCO will require that a final Public Rights of Way Management Plan (PROWMP) is prepared prior to construction, in substantial accordance with this outline document.
- 1.1.3 This oPROWMP sets out the overall approach to managing the public rights of way (PRoW) potentially affected by the Scheme. The overarching purpose of the document is to ensure that PRoW remain safe at all times throughout the construction and operational phases of the Scheme.

1.2 Document Structure

- 1.2.1 The oPROWMP is structured as follows:
- **Section 2.0: The Scheme** provides a summary of the Scheme, the construction period, and the roles and responsibilities with regard to PRoW;
 - **Section 3.0: Roles and Responsibilities** sets out the roles and responsibilities associated with the implementation of this management plan;
 - **Section 4.0: Public Rights of Way** identifies the extent of the PRoW network within the Order Limits;

- **Section 5.0: Approach** provides an overview of the proposed methodology for managing the impact of the Scheme on the PRoW;
- **Section 6.0: Management of PRoWs during the construction phase** describes the specific management measures proposed for each impacted PRoW route during the construction phase; and
- **Section 7.0: Management of PRoWs during the operational phase** provides a summary of the proposed alterations and enhancements to the PRoW network that will be implemented and maintained during the operational phase and the interaction with new permissive paths that will be created by the Scheme.

1.3 Relationship with other management plans

1.3.1 This oPROWMP is part of a framework of environmental management documents that will be implemented across the lifetime of the Scheme. The final PROWMP will work alongside several other specific management plans, which provide further details on mitigation and management measures, pursuant to DCO Requirements:

- **Construction Environmental Management Plan (CEMP):** This plan will set out how the construction phase of the Scheme will be managed to avoid, reduce, or mitigate environmental impacts. It will cover topics like pollution prevention measures, dust and noise control, protection of wildlife, site waste management, and incident response protocols. The CEMP ensures that commitments made in the ES are translated into practical measures on-site. An **outline Construction Environmental Management Plan [EN010141/DR/7.3]** has been prepared and submitted with the application for development consent;
- **Construction Traffic Management Plan (CTMP):** This plan will set out how construction-related traffic will be managed to minimise disruption and ensure safety. It covers measures such as designated routes for construction vehicles, site access arrangements, temporary signage, traffic marshalling, and restrictions on delivery times. An **outline**

Construction Traffic Management Plan [EN010141/DR/7.4] has been prepared and submitted with the application for development consent.

- **Operational Environmental Management Plan (OEMP):** This plan will set out how the operational phase of the Scheme will be managed to control environmental risks. An **outline Operational Environmental Management Plan [EN010141/DR/7.5]** has been prepared and submitted with the application for development consent;
- **Decommissioning Environmental Management Plan (DEMP):** This plan will set out how the decommissioning phase of the Scheme will be managed to control environmental risks. An **outline Decommissioning Environmental Management Plan [EN010141/DR/7.6]** has been prepared and submitted with the application for development consent;
- **Landscape and Ecological Management Plan (LEMP):** This plan will set out measures for landscape planting, habitat management, and biodiversity net gain, ensuring that mitigation planting and screening vegetation are effectively maintained. An **outline Landscape and Ecological Plan [EN010141/DR/7.7]** has been prepared and submitted with the application for development consent;
- **Soil Management Plan (SMP):** This plan will ensure the sustainable management of soils and materials by setting out strategies for handling, storage, and reuse of soils. An **outline Soil Management Plan [EN010141/DR/7.9]** has been prepared and submitted with the application for development consent;
- **Surface Water Management Plan (SWMP):** This plan will detail site-wide measures for managing drainage, rainfall runoff, and groundwater interaction. An **outline Surface Water Management Plan [EN010141/DR/7.13]** has been prepared and submitted with the application for development consent;
- **Archaeological Mitigation Strategy (AMS):** This plan sets out the management of archaeological remains, both known and currently unknown, across the lifetime of the Scheme. An **outline Archaeological**

Mitigation Strategy [EN010141/DR/7.15] has been prepared and submitted with the application for development consent.

- 1.3.2 Each of these plans will contain specific monitoring and reporting requirements, which will be reviewed regularly by the Site Manager, Environmental Manager, and relevant regulatory authorities. Monitoring results will be documented as part of the compliance framework for the Scheme.

2.0 THE SCHEME

2.1 Order Limits

2.1.1 The area of land required for the construction, operation and maintenance of the Scheme, which includes land required for permanent and temporary purposes, is shown on **ES Vol 3 Figure 1-1: Site Location [EN010141/DR/6.3]**. This is referred to as the 'Order Limits' or the 'Site'.

2.2 The Site

2.2.1 The 'Site' is located to the north-west of the town of St Neots, and is across two administrative areas; Bedford Borough Council (BBC) (a unitary authority) and Huntingdonshire District Council (HDC) (a two-tier authority with Cambridgeshire County Council). The Site location is shown on **ES Vol 3 Figure 1-1: Site Location [EN010141/DR/6.3]**. The Site area extends to approximately 773 hectares (ha).

2.2.2 With reference to **ES Vol 3 Figure 1-2: Site References [EN010141/DR/6.3]**, for ease of reference the Order Limits have been sub-divided into East Park Sites A to D, in which all of the above ground infrastructure proposed as part of the operational Scheme would be located (excluding works to the Eaton Socon Substation). The Order Limits also cover land outside of East Park Sites A to D which will be required for access, cabling, and the grid connection to the Eaton Socon Substation. East Park Sites A to D can be described as follows:

- **East Park Site A** – covering land west of the B660 between Pertenhall and Swineshead at the western end of the Site. East Park Site A comprises arable fields located to the north, west and east side of a small hill that lies between Pertenhall and Riseley. East Park Site A lies either side of the Pertenhall Brook, with access proposed from the B660 to the east.
- **East Park Site B** – covering land between Pertenhall, Keysoe, and Little Staughton. East Park Site B comprises arable fields located north of an

elevated ridgeline which runs between Keysoe and Little Staughton. East Park Site B is crossed by a number of small watercourses, with access proposed from the B660, Great Staughton Road, Little Staughton Road, and an unnamed road between Little Staughton and Great Staughton Road.

- **East Park Site C** – covering land south of Great Staughton. East Park Site C comprises arable fields located south of the River Kym, with access proposed from Moor Road to its south-eastern boundary, and from Little Staughton Road to the north-west.
- **East Park Site D** – covering land around Pastures Farm between Great Staughton and Hail Weston. East Park Site D comprises arable fields with access proposed via a new access from the B645.

2.2.3 With reference to **ES Vol 3 Figure 1-2: Site References [EN010141/DR/6.3]**, there are three linear corridors proposed for underground cabling that connect the different parts of the Site and provide a grid connection to the Eaton Socon Substation. These are also shown on **Figure 1-2** and identified as:

- **Cable Corridor – Site B to Site C** – which connects Site B to Site C across an unnamed road and arable fields.
- **Cable Corridor – Site C to Site D** – which connects Site C to Site D across Moor Road and an arable field.
- **Grid Connection** – Site D to Eaton Socon Substation – which connects Site D to the Eaton Socon Substation and crosses open arable fields, the Duloe Brook, and Duloe Road and Bushmead Road.

2.3 The Scheme

Overview

2.3.1 The Scheme comprises a new ground-mounted solar photovoltaic energy generating station and an associated on-site battery energy storage system (BESS). The Scheme also includes the associated infrastructure for connection to the national grid at the Eaton Socon National Grid Substation.

-
- 2.3.2 The Scheme would allow for the generation and export of 400 megawatts (MW) of renewable electricity, as well as the storage of 100 MW of electricity in the BESS. The precise generating capacity and storage capacity will be subject to detailed design, but it should be noted that the Applicant presently has a grid connection agreement with National Grid for 400 MW export and 100 MW import.
- 2.3.3 Subject to the Scheme securing Development Consent in Winter 2026/27 it is anticipated that works would start on site in early 2028 and be completed by mid-to late 2030 (although initial energisation of the Scheme is likely to commence prior to 2030). The Scheme comprises a temporary development with an operational phase of 40 years; decommissioning activities would therefore likely commence in 2070, 40 years after commissioning.
- 2.3.4 A more detailed description of the Scheme is provided within **ES Vol 1 Chapter 2: The Scheme [EN010141/DR/6.1]**.

Site Access

- 2.3.5 The Main Site Access will be from the B645 into Site D, with all HGVs arriving into the Site from this point, and the majority of daily staff movements arriving into Site D. A small number of daily staff movements may access Sites A and B without passing through the Main Site Access.
- 2.3.6 The construction access strategy has been designed to avoid vehicles using the public highway as far as practicable. Once vehicles arrive in Site D from the Main Site Access at the B645, a temporary access road will connect westward across fields to Site C, avoiding the use of Moor Road. From Site C, access will be taken north-west via a new access track to an existing HGV access to Great Staughton Road where vehicles will follow the public highway to access Site B, thus avoiding large volumes of traffic passing through Great Staughton. Vehicles would be routed through Site B crossing Little Staughton Road close to Lodge Farm before continuing west towards the B660. At the B660 vehicles would follow the public highway for a short section before accessing Site A using an existing access at Manor Farm.

2.3.7 There are existing access tracks through the Site that will be utilised as far as practicable, as will existing agricultural access points from the public highway. It will be necessary to upgrade or restore sections of the existing access track in order to provide safe and suitable access for vehicles. It is also likely that temporary passing places will need to be established at intermittent positions along these tracks in order to manage vehicle movements during the construction phase.

2.4 Construction Hours of Work

2.4.1 Construction operations would generally be limited to 08.00 to 18.00hrs Monday to Friday and 08:00 to 13:00hrs Saturday, with no construction work on Sundays, public holidays or ~~Bank~~bank ~~Holidays~~holidays.

3.0 ROLES AND RESPONSIBILITIES

3.1 Site Team

3.1.1 The following are key roles during the construction phase that will have responsibility for implementing the final PROWMP, with responsibilities for each role also set out (this list is not definitive and additional roles and responsibilities may be added to the final PROWMP):

- **Principal Contractor** – This is a formal role established in the CDM Regulations (2015). The Principal Contractor will be appointed by the Applicant and will have responsibility for co-ordinating the construction phase of the Scheme.
- **Construction Project Manager** – The Principal Contractor will identify a Construction Project Manager who will have overall responsibility for implementation of the final PROWMP and all other DCO and legislative requirements.
- **Quality Manager** – The Quality Manager will have responsibility for quality assurance and compliance, document management and record keeping, inspections for quality control, management of risks, and process improvement related to quality control and assurance. For the final PROWMP, they will have responsibility for quality assurance of procedures and for management of documentation, records, and monitoring of the systems relating to the same.
- **Health and Safety Manager** – responsible for the monitoring and control of health and safety, and the rules and regulations arising from this.
- **Environmental Manager** – The Environmental Manager has responsibility for management of environmental matters related to the construction phase of the Scheme, including ensuring compliance with legislation, ensuring that mitigation, management and monitoring measures are implemented, and that best practice is applied during works. The Environmental Manager will be a point of contact with environmental bodies and other third parties as required to perform their duties.

- **Flood Warden** – The Flood Warden will be responsible for preparation, management, and response to flood incidents, inclusive of reacting to flood warnings and alerts.
- **Community Liaison Officer** – The Community Liaison Officer will ensure that the Community Liaison Group (CLG) is established and will be the point of contact for the CLG, ensuring that regular updates are issued during the construction of the Scheme.

3.1.2 These roles and responsibilities are indicative and will be confirmed in the final PROWMP.

3.2 Stakeholders

Community Liaison Group

3.2.1 As set out in the **outline Construction Environmental Management Plan [EN010141/DR/7.3]**, a CLG will be formed prior to construction and will continue through until ultimate decommissioning of the Scheme.

3.2.2 During all stages of the project lifecycle, the purpose of the CLG will be to allow interested community members and bodies to be updated on progress and activities. The CLG will allow local residents to raise issues with the Community Liaison Officer and to act as a forum to discuss relevant issues for the construction of the Scheme. Membership will be open to the following non-exhaustive list of groups:

- Parish Councils;
- Local Businesses; and
- Local Community Groups.

4.0 PUBLIC RIGHTS OF WAY

4.1 Public Rights of Way (PRoW) within the Order limits

- 4.1.1 The PRoW that interact with the Order Limits, and therefore have the potential to be directly affected by it, have been identified using public rights of way information held by BBC and CCC.
- 4.1.2 The Scheme is likely to affect a total of 23 footpaths and 5 bridleways, as summarised in **Table 1**. This table also provides a brief summary of the anticipated impact of the Scheme on each of the PRoW routes. The descriptions set out within **Table 1** should be read in conjunction with the relevant sheets of the **Street Works, Rights of Way and Access Plan [EN010141/DR/2.4]**.

Table 1 – PRow within Order limits

Site Ref.	Highway Authority	PRow Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRow
East Park Site A	Bedford Borough Council	Pertenhall 2 (a) Pertenhall 2 (b)	Footpath	Sheet 1 of 14 (3149-2.4-001)	<p>A 10m section of the Pertenhall 2(a) footpath (north-west and south-east of Pertenhall Brook) would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRow and construction traffic (see Section 6.2).</p> <p>A single construction access crossing point would be required across the Pertenhall 2(b) footpath north-east of Pertenhall Brook.</p> <p>There would also be a need for a temporary localised diversion of the PRow to facilitate the installation of internal cabling.</p>
East Park Site A	Bedford Borough Council	Pertenhall 10	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	No direct impact on PRow.
East Park Site A	Bedford Borough Council	Pertenhall 11	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	No direct impact on PRow.
East Park Site A	Bedford Borough Council	Pertenhall 17	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	No direct impact on PRow.

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
East Park Site A	Bedford Borough Council	Pertenhall 18	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	A single construction access crossing point would be required across the Pertenhall 18 footpath (see Section 6.3). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site A	Bedford Borough Council	Pertenhall 26	Bridleway	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	A 350m section of the Pertenhall 26 bridleway would be used as a construction access road. There would also be a single construction access crossing point over this PRoW. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.4).
East Park Site A	Bedford Borough Council	Pertenhall 29	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 3 of 14 (3149-2.4-003)	A 455m section of the Pertenhall 29 footpath would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.5).
East Park Site A	Bedford Borough Council	Bolnhurst and Keysoe 32	Footpath	Sheet 1 of 14 (3149-2.4-001)	A 280m section of the Bolnhurst and Keysoe 32 footpath would run parallel to a construction access road. A single construction access crossing point would be required across the footpath. As such it would be necessary to implement measures to avoid conflicts between

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
					users of the PRoW and construction traffic (see Section 6.6).
East Park Site A	Bedford Borough Council	Bolnhurst and Keysoe 34 (a) Bolnhurst and Keysoe 34 (b)	Footpath	Sheet 1 of 14 (3149-2.4-001) Sheet 2 of 14 (3149-2.4-002)	No direct impact on PRoW.
East Park Site A	Bedford Borough Council	Bolnhurst and Keysoe 35	Footpath	Sheet 3 of 14 (3149-2.4-003)	A single construction access crossing point would be required across the Bolnhurst and Keysoe 35 footpath (see Section 6.7). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site A	Bedford Borough Council	Bolnhurst and Keysoe 37	Bridleway	Sheet 2 of 14 (3149-2.4-002) Sheet 3 of 14 (3149-2.4-003)	A 1,670m section of the Bolnhurst and Keysoe 37 bridleway would be used as a construction access road. There would also be 3no. construction access crossing points over this PRoW. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.8).
East Park Site A	Bedford Borough Council	Bolnhurst and Keysoe 40	Bridleway	Sheet 1 of 14 (3149-2.4-001) Sheet 2 of 14 (3149-2.4-002) Sheet 3 of 14 (3149-2.4-003)	A single construction access crossing point would be required across the Bolnhurst and Keysoe 40 bridleway (see Section 6.9). There would also be a need for the temporary

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
					<p>localised diversion of the PRoW to facilitate the installation of internal cabling.</p> <p>The final PROWMP will also consider whether any short, managed closures are required during specific works immediately adjoining the northern part of Bolnhurst and Keysoe 40 where safe passage cannot be maintained through signage, segregation, banksman control, communication protocols or localised diversion.</p>
East Park Site A	Bedford Borough Council	Swineshead 15	Footpath	Sheet 2 of 14 (3149-2.4-002)	No direct impact on PRoW.
East Park Site B	Bedford Borough Council	Bolnhurst and Keysoe 13	Footpath	Sheet 3 of 14 (3149-2.4-003) Sheet 4 of 14 (3149-2.4-004)	A 670m section of the Bolnhurst and Keysoe 13 footpath would run parallel to a construction access road, with 3no. construction access crossing points. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.10).
East Park Site B	Bedford Borough Council	Bolnhurst and Keysoe 36	Footpath	Sheet 3 of 14 (3149-2.4-003) Sheet 4 of 14 (3149-2.4-004)	No direct impact on PRoW.

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
East Park Site B	Bedford Borough Council	Bolnhurst and Keysoe 47	Footpath	Sheet 4 of 14 (3149-2.4-004)	2no. construction access crossing points would be required across the Bolnhurst and Keysoe 47 footpath (see Section 6.11). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site B	Bedford Borough Council	Bolnhurst and Keysoe 112	Footpath	Sheet 4 of 14 (3149-2.4-004)	No direct impact on PRoW.
East Park Site B	Bedford Borough Council	Little Staughton 1	Footpath	Sheet 5 of 14 (3149-2.4-005) Sheet 7 of 14 (3149-2.4-007)	A single construction access crossing point would be required across the Little Staughton 1 footpath (see Section 6.12). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site B	Bedford Borough Council	Little Staughton 3	Footpath	Sheet 6 of 14 (3149-2.4-006)	No direct impact on PRoW.
East Park Site B	Bedford Borough Council	Little Staughton 4	Footpath	Sheet 4 of 14 (3149-2.4-004) Sheet 6 of 14 (3149-2.4-006)	A 150m section of the Little Staughton 4 footpath would be used as a construction access road. There would also be 2no. construction access crossing points over this PRoW. As such it would be necessary to implement measures to avoid conflicts between

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
					users of the PRoW and construction traffic (see Section 6.13).
East Park Site B	Bedford Borough Council	Little Staughton 8	Footpath	Sheet 4 of 14 (3149-2.4-004) Sheet 5 of 14 (3149-2.4-005) Sheet 6 of 14 (3149-2.4-006)	A single construction access crossing point would be required across the Little Staughton 8 footpath (see Section 6.14).
East Park Site B	Bedford Borough Council	Little Staughton 10	Footpath	Sheet 6 of 14 (3149-2.4-006)	No direct impact on PRoW.
East Park Site B	Bedford Borough Council	Little Staughton 11	Footpath	Sheet 6 of 14 (3149-2.4-006)	No direct impact on PRoW.
East Park Site B	Bedford Borough Council	Little Staughton 26	Footpath	Sheet 3 of 14 (3149-2.4-003)	A single construction access crossing point would be required across the Little Staughton 26 footpath (see Section 6.15).
East Park Site B	Bedford Borough Council	Bolnhurst and Keysoe 50	Footpath	Sheet 4 of 14 (3149-2.4-004) Sheet 6 of 14 (3149-2.4-006)	No direct impact on PRoW.
East Park Site C	Cambridgeshire County Council	Great Staughton 213/2	Footpath	Sheet 7 of 14 (3149-2.4-007) Sheet 8 of 14 (3149-2.4-008) Sheet 9 of 14 (3149-2.4-009)	2no. construction access crossing points would be required across Great Staughton footpath 213/2 (see Section 6.16). There would also be a need for the temporary localised diversion of

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
					the PRoW to facilitate the installation of internal cabling.
East Park Site C	Cambridgeshire County Council	Great Staughton 213/1	Footpath	Sheet 9 of 14 (3149-2.4-009)	No direct impact on PRoW.
East Park Site C	Cambridgeshire County Council	Great Staughton 212/23	Footpath	Sheet 9 of 14 (3149-2.4-009)	No direct impact on PRoW.
East Park Site C	Cambridgeshire County Council	Great Staughton 213/28	Footpath	Sheet 8 of 14 (3149-2.4-008)	No direct impact on PRoW.
East Park Site D	Cambridgeshire County Council	Hail Weston 112/7	Bridleway	Sheet 10 of 14 (3149-2.4-010) Sheet 11 of 14 (3149-2.4-011)	A 280m section of Hail Weston bridleway 112/7 would be used as a construction access road. There would also be a single construction access crossing point over this PRoW. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.17). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site D	Cambridgeshire County Council	Hail Weston 112/8	Footpath	Sheet 10 of 14 (3149-2.4-010) Sheet 11 of 14 (3149-2.4-011)	A 410m section of Hail Weston footpath 112/8 would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (see Section 6.18). There would also be a need for the

Site Ref.	Highway Authority	PRoW Reference	Type of Public Right of Way	Drawing Number(s) (Refer to Street Works, Rights of Way, and Access Plans [EN010141/DR/2.4])	Potential interaction with PRoW
					temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
East Park Site D	Cambridgeshire County Council	Hail Weston 112/5	Footpath	Sheet 11 of 14 (3149-2.4-011)	No direct impact on PRoW.
Grid Connection					A single construction access crossing point would be required across Hail Weston footpath 112/5 (see Section 6.19).
Grid Connection	Bedford Borough Council	Staploe 16	Footpath	Sheet 12 of 14 (3149-2.4-012)	A single construction access crossing point would be required across the Staploe 16 footpath (see Section 6.20).
Grid Connection	Bedford Borough Council	Staploe 4	Footpath	Sheet 13 of 14 (3149-2.4-006)	A single construction access crossing point would be required across the Staploe 4 footpath (see Section 6.21).
Grid Connection	Bedford Borough Council	Staploe 8A	Footpath	Sheet 14 of 14 (3149-2.4-014)	A single construction access crossing point would be required across the Staploe 8A footpath (see Section 6.22). There would also be a need for the temporary localised diversion of the PRoW to facilitate the installation of internal cabling.
Grid Connection	Bedford Borough Council	Staploe 8	Footpath	Sheet 14 of 14 (3149-2.4-014)	No direct impact on PRoW.

5.0 APPROACH

5.1 Description of Proposed Management Methods

General Provisions

5.1.1 The DCO would grant a number of necessary powers to manage and alter the PRow network within the Order Limits as follows:

- Subject to the consultation with the relevant street authority and provided access is maintained for pedestrians going to or from premises abutting a PRow affected by temporary stopping up, prohibition, restriction, alteration or diversion, article 11 (temporary stopping up of streets and public rights of way) of the **draft DCO [EN010141/DR/3.1]** provides powers to the undertaker to:
 - Temporarily stop up, prohibit the use of, authorise the use of, restrict the use of, alter or divert the PRow specified in the table in Part 1 of Schedule 6 to the draft DCO; and
 - Use any PRow which is within the Order Limits has been temporarily stopped up under article 11 as temporary working site.
- Article 11 also provides general powers to the undertaker to temporarily stop up, prohibit the use of, restrict the use of, authorise the use of, alter or divert any street or public right of way, to divert the traffic or a class of traffic from the street or public right of way for any reasonable time, and prevent all persons from passing along the street or public right of way for any reasonable time. These general powers are subject to the undertaker first obtaining the consent of the relevant street authority and require that access is maintained for pedestrians going to or from premises abutting the affected street or public right of way.
- As set out in Requirement 11 in Schedule 2 of the draft DCO, before any phase of the Scheme may commence or decommissioning is undertaken a PROWMP (which must be substantially in accordance with this oPROWMP) for any sections of public rights of way shown to be temporarily stopped up or diverted must be submitted to and approved by

the relevant planning authority, in consultation with the relevant highway authority, and must be implemented as approved.

- 5.1.2 The Applicant is committed to minimising disruption to the public along the PRow network wherever possible, but this needs to be balanced with the Applicant's commitment to safety during the construction and operation of the Scheme. Where a potential conflict between these two objectives has been identified by the Applicant, a pragmatic approach to safety will be taken, balancing the risks to PRow users against the disruption that removing the risk will cause.
- 5.1.3 This oPROWMP has sought to retain access for the public through phasing / timing of works and implementation of mitigation measures based on the current understanding and assumptions of the Scheme. As noted, the plan would be further developed to a final PROWMP prior to construction of the Scheme by the appointed Principal Contractor. This will include undertaking PRow usage surveys where required to inform preparation of the final PROWMP. Where an alternative approach to PRow management emerges, this would be developed at the detailed design stage and would be subject to agreement with the local planning authority in accordance with the Requirements of the **draft DCO [EN010141/DR/3.1]**.

Proposed Management and Mitigation Measures

- 5.1.4 The specific mitigation measures proposed for each of the PRow routes affected by the Scheme are described in the following sections, and illustrated in the **Street Works, Rights of Way, and Access Plan [EN010141/DR/2.4]**.
- 5.1.5 The proposed management and mitigation measures comprise a combination of local management, managed closures, and local closures. These would follow the hierarchy of actions set out below:
- Where it is considered safe to do so, PRow routes within the Order limits will remain open, with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers,

cyclists or other non-motorised users. This would include the provision of managed crossing points where necessary where the PRow routes intersect with construction access tracks;

- Implementation of managed, short, temporary closures where construction activities might affect the safety of PRow users during construction hours, but the PRow can otherwise remain open outside of these hours; and
- When it is not considered safe to keep PRow open during construction works using managed, short, temporary closures, temporary full closures will be implemented, with appropriate PRow diversion routes provided.

Surfacing and Reinstatement of PRow

- 5.1.6 Where the implementation of the final PROWMP requires any temporary or permanent change to the surfacing of a public right of way (including, but not limited to, temporary surface protection, temporary surfacing to facilitate a diversion, surface strengthening where a PRow is used as a construction access route, and reinstatement following trenching/crossings), the final PROWMP submitted pursuant to Requirement 11 must include full details of such surfacing works.
- 5.1.7 The surfacing details must be submitted to and agreed by the relevant planning authority as part of the final PROWMP, in consultation with the relevant highway authority, and must be implemented as approved.
- 5.1.8 The surfacing details to be agreed must include the location and extent of the surfacing change, the surfacing specification and method of installation, any measures required to maintain safe passage for PRow users during the works, and the method and timing of reinstatement (including confirmation of the standard to which the PRow will be reinstated).

Signage and Information

- 5.1.9 At all points where PRoW routes intersect with the Scheme, appropriate signage and information would be provided to inform PRoW users of the management procedures which are in place.
- 5.1.10 Signage will also, where applicable, provide information on any alternative routes or temporary diversions. The location and details of these signs would be discussed and agreed with PRoW and Highways officers at both CCC and BBC.
- 5.1.11 Information signs detailing works and giving the project Community Liaison Officer's contact number details will be maintained across the Site during construction.
- 5.1.12 The **draft DCO [EN010141/DR/3.1]** provides the undertaker with powers to authorise the permanent use of motor vehicles on the public rights of way defined in Part 2 of Schedule 6 to the draft DCO. Subject to the need to obtain the consent of the street authority, it also contains a general power for the undertaker to authorise the use of motor vehicles on streets and public rights of way temporarily under article 15(1)(b). When exercising these powers, the Applicant would ensure that appropriate signage is erected to warn PRoW users that motor vehicles may also be using the PRoW.

Site Construction Staff Safety Notifications

- 5.1.13 The details of all PRoW management procedures which are in place will be included on the site safety briefing note to ensure that all site personnel are aware of the changes to the PRoW and exercise caution in these areas to protect PRoW users.
- 5.1.14 New and temporary site personnel will also be briefed on these changes to the PRoW to make sure that they are aware of where members of the public may be and to exercise caution in these areas to protect PRoW users.

6.0 MANAGEMENT OF PROW DURING THE CONSTRUCTION PHASE

6.1 Overview

- 6.1.1 The following section details the proposed procedures to be implemented during the construction phase to control the interface between PRow users and construction traffic and operations.
- 6.1.2 The specific management procedures that are proposed during the construction phase for each of the impacted PRow routes are described below. These descriptions should be read in conjunction with the relevant sheets of the **Street Works, Rights of Way, and Access Plan [EN010141/DR/2.4]**.
- 6.1.3 Unless there is an existing defensible barrier (e.g. hedgerow, ditch or existing stock fence), safety fencing (potentially in the form of the final perimeter fencing) will be erected along sections of PRow which run through the Site, and which are contiguous with the construction area.

6.2 Bedford Pertenhall 2 (Footpath 2)

- 6.2.1 The Pertenhall 2 footpath crosses the Site within the northern parcel of Site A to the west of Chadwell End. Immediately to the west of Chadwell End the PRow takes two separate paths, both labelled as Pertenhall 2. One (referred to here as Pertenhall 2(a)) runs along the southern side of Pertenhall Brook as far as the northern end of the Pertenhall 29 footpath, before crossing the brook and continuing along the northern side. A separate path (referred to here as Pertenhall 2(b)) runs west from Chadwell End along the northern side of Pertenhall Brook. This section runs largely outside of the Order Limits apart from an approximately 40m at its western end.
- 6.2.2 A landscaped buffer zone is proposed to preserve the existing routes of the PRow within the Order Limits, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period.

However, approximately 15m of the Pertenhall 2(a) footpath where it crosses the Pertenhall Brook would be used by construction traffic. A single crossing point would also be required across the Pertenhall 2(b) footpath.

6.2.3 The section of site access track which impacts on the Pertenhall 2 footpath only serves the northernmost parcel of Site A. As such, the frequency of construction traffic along this route would be relatively low for the majority of the construction period.

6.2.4 It is therefore proposed that warning signage would be placed along the PRow in the vicinity of the Pertenhall Brook crossing (Point 1 on Sheet 1) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic. During periods of intense construction activity, a banksman could also be deployed at Point 1 to marshal vehicle movements across the Pertenhall Brook if required.

6.2.5 There would also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site. It is proposed that a new open span crossing of Pertenhall Brook would be constructed for cabling and access. As such, there would be no impact from the works on the existing brook crossing.

6.3 Bedford Pertenhall 18 (Footpath 18)

6.3.1 The Pertenhall 18 footpath runs generally outside of the Site area. As such, there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Pertenhall 18 footpath.

- 6.3.2 The site access track at this crossing point comprises an existing farm access road, and as such the PRow already crosses a route used on a regular basis by large agricultural vehicles. There is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.3.3 Since there will be an increase in the volume of traffic using the existing access road during the construction phase it is proposed that warning signage would be placed on each side of the PRow crossing (Point 5 on Sheets 1 and 3) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.3.4 There would also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.4 Bedford Pertenhall 26 (Bridleway 26)

- 6.4.1 The Pertenhall 26 bridleway comprises a length of approximately 320m, which connects to the northern end of the Bolnhurst and Keysoe Bridleway 40. The full length of this would be used as a construction access road, with construction vehicles required to travel along the PRow. As such, it would be necessary to implement measures to avoid conflicts between users of the PRow and construction traffic.
- 6.4.2 The site access track along the Pertenhall 26 bridleway comprises an existing farm access road, and as such the PRow already follows a route used on a regular basis by large agricultural vehicles. The access road comprises a width of approximately 4.5-5m along the impacted section of the PRow, along with a grass verge that varies between 1 and 3m wide, and as such there is generally sufficient width for PRow users to safely pass vehicles approaching

in the opposite direction. Temporary fencing could be provided to segregate PRow users from construction traffic.

- 6.4.3 Since there will be an increase in the volume of traffic using the existing access road during the construction phase it is proposed that warning signage would be placed at each end of the impacted route of the PRow (Point 3 on Sheets 1 and 3 and Point 4 on Sheet 3) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.4.4 During periods of intense construction activity, PRow users could be further protected through the deployment of banksmen at Point 3 and Point 4 to marshal vehicle movements along the Pertenhall 26 bridleway if required.
- 6.4.5 Warning signage would be placed at each end of the impacted route of the PRow to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic. Warning signage would also be provided to alert drivers that equestrian users could be using the route.
- 6.4.6 Equestrian users will be given right of way when using Pertenhall 26 bridleway. If a vehicle using Pertenhall 26 bridleway is approaching behind an equestrian user, the HGV driver must maintain a gap of **approximately minimum** 50m to the equestrian user [\(or 100m where visibility allows\)](#), which will be signed at each end of the route. If a vehicle using Pertenhall 26 bridleway meets an oncoming equestrian user, the vehicle must come to a stop no less than 50m from the equestrian user and wait for the user to safely pass, which will also be signed at each end of the route. Temporary marker posts will be installed at 50m intervals along the route such that drivers have a visual aid to judge a 50m separation.
- 6.4.7 Outside construction hours, there would be free use of the Pertenhall 26 bridleway by all PRow users. Signage would be provided to inform PRow users of the construction hours.

6.4.8 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.5 Bedford Pertenhall 29 (Footpath 29)

6.5.1 The Pertenhall 29 footpath comprises a length of approximately 455m. The full length of this would be used as a construction access road, with construction vehicles required to travel along the PRow. As such, it would be necessary to implement measures to avoid conflicts between users of the PRow and construction traffic.

6.5.2 The route of the PRow runs through open fields. As such, it is proposed that PRow users would be protected through the provision of a temporary PRow diversion. This would run through the field immediately adjacent to the existing alignment of the PRow between Point 1 on Sheet 1 and Point 2 on Sheets 1 and 3. Temporary fencing would be provided to segregate PRow users from construction traffic.

6.5.3 Warning signage would be placed at each end of the impacted route of the PRow to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.5.4 Outside construction hours, there would be free use of the Pertenhall 29 footpath by all PRow users. Signage would be provided to inform PRow users of the construction hours.

6.5.5 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be

erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.6 Bolnhurst and Keysoe 32 (Footpath 32)

6.6.1 The Bolnhurst and Keysoe 32 footpath crosses the Site within the northern parcel of Site A to the west of Green End. A landscaped buffer zone is proposed to preserve the existing route of the PRow. A section of access track would run parallel to the route of the PRow for a distance of approximately 280m, although this would be segregated from the PRow, with temporary fencing erected during the construction phase to prevent PRow users from venturing onto the access track. As such, there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Bolnhurst and Keysoe 32 footpath.

6.6.2 The route of the impacted section of the Bolnhurst and Keysoe 32 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.

6.6.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 6 on Sheet 1) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.6.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.7 Bolnhurst and Keysoe 35 (Footpath 35)

- 6.7.1 The Bolnhurst and Keysoe 35 footpath crosses the Site to the eastern side of Site A. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Bolnhurst and Keysoe 35 footpath.
- 6.7.2 The route of the impacted section of the Bolnhurst and Keysoe 35 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.7.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 11 on Sheet 3) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.7.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.8 Bolnhurst and Keysoe 37 (Bridleway 37)

- 6.8.1 A 1,670m section of the Bolnhurst and Keysoe 37 bridleway would be used as a construction access road, with construction vehicles required to travel along the PRow. As such, it would be necessary to implement measures to avoid conflicts between users of the PRow and construction traffic.
- 6.8.2 The route of the PRow runs through open fields. As such, it is proposed that PRow users would be protected through the provision of a temporary PRow diversion. This would run through the field immediately adjacent to the north of the existing alignment of the PRow between Point 4 on Sheet 3 and Point

- 7 on Sheet 2. The temporary PRow alignment would then cross the access track at Point 7 and continue immediately adjacent to the south of the existing alignment between Point 7 and Point 9 on Sheet 2. Temporary fencing would be provided to segregate PRow users from construction traffic.
- 6.8.3 There would also be a need for a further 2no. crossing points across the Bolnhurst and Keysoe 37 bridleway at Points 8 and 10 on Sheet 2.
- 6.8.4 Warning signage would be placed at each end of the impacted route of the PRow and at each side of the PRow crossing points to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic. Warning signage would also be provided to alert drivers that equestrian users could be using the route, and to come to a stop when horses are passing.
- 6.8.5 Whilst equestrian users will be temporarily diverted into the field edge adjacent to the construction access road, if an HGV using Bolnhurst and Keysoe 37 bridleway is approaching behind an equestrian user, the HGV driver must maintain a gap of ~~approximately~~ [minimum 50m \(or 100m where visibility allows\)](#) to the equestrian user, which will be signed at each end of the route. If an HGV using Bolnhurst and Keysoe 37 bridleway meets an oncoming equestrian user, the vehicle must come to a stop no less than 50m from the equestrian user and wait for the user to safely pass, which will also be signed at each end of the route. Temporary marker posts will be installed at 50m intervals along the route such that drivers have a visual aid to judge a 50m separation.
- 6.8.6 Outside construction hours, there would be free use of the Bolnhurst and Keysoe 37 bridleway by all PRow users. Signage would be provided to inform PRow users of the construction hours.
- 6.8.7 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be

erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.9 Bolnhurst and Keysoe 40 (Bridleway 40)

6.9.1 The Bolnhurst and Keysoe 40 bridleway crosses the Site to the western side of Site A. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Bolnhurst and Keysoe 40 bridleway.

6.9.2 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 8 on Sheet 2) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.9.3 [The requirement for a banksman at Point 8 will be determined by reference to the detailed construction programme and the assessed risk interface at the crossing, rather than by the presence of construction traffic on other parts of Bolnhurst and Keysoe 37 or works adjacent to other parts of that bridleway. A banksman will be deployed at Point 8 where required to maintain safe passage for PRow users, including equestrian users, during periods when construction vehicles are actively crossing Bolnhurst and Keysoe 40 at Point 8, when cabling works, temporary surfacing works or any localised diversion are in place at or in the immediate vicinity of the BW40 / BW37 crossing, or when other construction activities in the immediate vicinity of the crossing require active management to maintain safe equestrian passage. Where deployed, the banksman will marshal vehicle movements, communicate with drivers and PRow users as necessary, and ensure that equestrian users are given priority until they have safely passed through the crossing area. ~~During periods of intense construction activity, PRow users would be further protected through the deployment of a banksman at Point 8 to marshal vehicle~~](#)

~~movements along the intersection of the Bolnhurst and Keysoe 37 bridleway and Bolnhurst and Keysoe 40 bridleway, as required.~~

- 6.9.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.10 Bolnhurst and Keysoe 13 (Footpath 13)

- 6.10.1 The Bolnhurst and Keysoe 13 footpath crosses the Site to the western side of Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow. A section of access track would run parallel to the route of the PRow for a distance of approximately 670m, although this would be segregated from the PRow, with temporary fencing erected during the construction phase to prevent PRow users from venturing onto the access track. As such, there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, three separate crossing points would be required across the Bolnhurst and Keysoe 13 footpath.
- 6.10.2 The route of the impacted section of the Bolnhurst and Keysoe 13 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.10.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing points (Point 13 on Sheet 3 and Sheet 4, Point 14 on Sheet 4 and Point 15 on Sheet 4) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.10.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow

route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.11 Bolnhurst and Keysoe 47 (Footpath 47)

- 6.11.1 The Bolnhurst and Keysoe 47 footpath crosses the Site from east to west centrally within Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, two crossing points would be required where access tracks cross the Bolnhurst and Keysoe 47 footpath.
- 6.11.2 The route of the impacted section of the Bolnhurst and Keysoe 47 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.11.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing points (Point 16 and Point 17 on Sheet 4) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic. Temporary fencing would be provided to segregate PRow users from construction activities as required.
- 6.11.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site

6.12 Little Staughton 1 (Footpath 1)

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- 6.12.1 The Little Staughton 1 footpath crosses the Site to the eastern side of Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Little Staughton 1 footpath.
- 6.12.2 The route of the impacted section of the Little Staughton 1 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.12.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 23 on Sheet 5 and Sheet 7) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.12.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.13 Little Staughton 4 (Footpath 4)

- 6.13.1 The Little Staughton 4 footpath crosses the Site to the southern side of Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow. A section of access track would run parallel to the route of the PRow for a distance of approximately 150m, between Point 19 and Point 20 on Sheet 6. This would be segregated from the PRow, with temporary fencing erected during the construction phase to prevent PRow users from venturing onto the access track. Other than this there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, two crossing points would be required where access tracks cross the Little Staughton 4 footpath.

- 6.13.2 The route of the impacted section of the Little Staughton 4 footpath runs through open fields and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.13.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing points (Point 21 and Point 22 on Sheet 6) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.13.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.14 Little Staughton 8 (Footpath 8)

- 6.14.1 The Little Staughton 8 footpath crosses the Site from east to west centrally within Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Little Staughton 8 footpath.
- 6.14.2 It is proposed that warning signage would be placed on each side of the PRow crossing point (Point 18 on Sheet 4, Sheet 5 and Sheet 6) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.14.3 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow. While cabling works are in progress it is proposed that temporary fencing would be erected

to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.15 Little Staughton 26 (Footpath 26)

6.15.1 The Little Staughton 26 footpath crosses the Site to the western side of Site B. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, a single crossing point would be required across the Little Staughton 26 footpath.

6.15.2 The route of the impacted section of the Little Staughton 26 footpath runs through an open field and there is good visibility of the PRow crossing point for both drivers and PRow users.

6.15.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 12 on Sheet 3) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.15.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.16 Great Staughton 2 (Footpath 213/2)

6.16.1 The Great Staughton footpath 213/2 runs along the western edge of Site C. A landscaped buffer zone is proposed to preserve the existing route of the PRow, and there would be no direct impact from construction traffic along this PRow for the majority of the construction period. However, 2no. crossing

points in close proximity to each other would be required across the Great Staughton footpath 213/2.

- 6.16.2 The route of the impacted section of the Great Staughton footpath 213/2 runs through open fields and there is good visibility of the PRow crossing points for both drivers and PRow users.
- 6.16.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing points (Point 24 on Sheet 7 and Sheet 8) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.16.4 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.17 Hail Weston 7 (Bridleway 112/7)

- 6.17.1 The Hail Weston bridleway 112/7 crosses the Site from east to west centrally within Site D. A 280m section of the PRow would be used as a construction access road, with construction vehicles required to travel along the PRow. As such, it would be necessary to implement measures to avoid conflicts between users of the PRow and construction traffic.
- 6.17.2 The route of the PRow runs through open fields. As such, it is proposed that PRow users would be protected through the provision of a temporary PRow diversion. This would run through the field immediately adjacent to the south of the existing alignment of the PRow between Point 25 and Point 26 on Sheet 10. Temporary fencing would be provided to segregate PRow users from construction traffic.

- 6.17.3 PRow users would be required to cross the access track at Point 25 and Point 26. Warning signage would be placed at each end of the impacted route of the PRow at these crossing points to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic. Warning signage would also be provided to alert drivers that equestrian users could be using the route, and to come to a stop when horses are passing.
- 6.17.4 The Hail Weston bridleway 112/7 also crosses the alignment of the grid connection at the eastern edge of Site D. A single crossing point would therefore be required across the PRow.
- 6.17.5 Construction traffic movements associated with the installation of the grid connection would be relatively infrequent and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.17.6 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 27 on Sheets 10 and 11) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.17.7 Outside construction hours, there would be free use of the Hail Weston bridleway 112/7 by all PRow users. Signage would be provided to inform PRow users of the construction hours.
- 6.17.8 There may also be a need to protect PRow users during the installation of internal cabling and the grid connection cable across the route of the PRow. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.18 Hail Weston 8 (Footpath 112/8)

- 6.18.1 The Hail Weston footpath 112/8 crosses the Site to the western side of Site D. A landscaped buffer zone is proposed to preserve the existing route of the PRow. A section of access track would run parallel to the route of the PRow for a distance of approximately 410m, although this would be segregated from the PRow, with temporary fencing erected during the construction phase to prevent PRow users from venturing onto the access track. Other than this there would be no direct impact from construction traffic along this PRow for the majority of the construction period.
- 6.18.2 The route of the PRow runs through open fields. As such, it is proposed that PRow users would be protected through the provision of a temporary PRow diversion. This would run through the field immediately adjacent to the east of the existing alignment of the PRow between Point 25 on Sheet 10 and Point 28 on Sheets 10 and 11. Temporary fencing would be provided to segregate PRow users from construction traffic.
- 6.18.3 Warning signage would be placed at each end of the impacted route of the PRow to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.18.4 Outside construction hours, there would be free use of the Hail Weston footpath 112/8 by all PRow users. Signage would be provided to inform PRow users of the construction hours.
- 6.18.5 There may also be a need to protect PRow users during the installation of internal cabling. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in narrow sections. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.19 Hail Weston 5 (Footpath 112/5)

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- 6.19.1 The Hail Weston footpath 112/5 crosses the alignment of the grid connection to the south-east of the B645. A single crossing point would therefore be required across the Hail Weston footpath 112/5.
- 6.19.2 Construction traffic movements associated with the installation of the grid connection would be relatively infrequent and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.19.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 29 on Sheet 11) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.19.4 There may also be a need to protect PRow users during the installation of the grid connection cable across the route of the PRow. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in a narrow section. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.20 Staploe 16 (Footpath 16)

- 6.20.1 The Staploe 16 footpath crosses the alignment of the grid connection to the north of Duloe Lane. A single crossing point would therefore be required across the Staploe 16 footpath.
- 6.20.2 Construction traffic movements associated with the installation of the grid connection would be relatively infrequent and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.20.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 30 on Sheet 12) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.20.4 There may also be a need to protect PRow users during the installation of the grid connection cable across the route of the PRow. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in a narrow section. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.21 Staploe 4 (Footpath 4)

6.21.1 The Staploe 4 footpath crosses the alignment of the grid connection to the south of Duloe Lane. A single crossing point would therefore be required across the Staploe 4 footpath.

6.21.2 Construction traffic movements associated with the installation of the grid connection would be relatively infrequent and there is good visibility of the PRow crossing point for both drivers and PRow users.

6.21.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 31 on Sheet 13) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.

6.21.4 There may also be a need to protect PRow users during the installation of the grid connection cable across the route of the PRow. Where it is necessary to install cabling across the PRow route, this would be trenched beneath the surface in a narrow section. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

6.22 Staploe 8a (Footpath 8a)

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- 6.22.1 The Staploe 8a footpath crosses the alignment of the grid connection close to the point of connection to the west of the Eaton Socon substation. A single crossing point would therefore be required across the Staploe 8a footpath.
- 6.22.2 Construction traffic movements associated with the installation of the grid connection would be relatively infrequent and there is good visibility of the PRow crossing point for both drivers and PRow users.
- 6.22.3 As such it is proposed that warning signage would be placed on each side of the PRow crossing point (Point 32 on Sheet 14) to advise [drivers of the presence of PRow users, and for](#) PRow users to be aware of the presence of construction traffic.
- 6.22.4 There may also be a need to protect PRow users during the installation of the grid connection cable across the route of the PRow. While cabling works are in progress it is proposed that temporary fencing would be erected to protect the works area. During this period PRow users would be required to follow a localised diversion (in the order of a few metres either side of the existing PRow alignment) around the works site.

7.0 MANAGEMENT OF PROW AND PERMISSIVE ACCESS DURING THE OPERATIONAL PHASE

7.1 Public Rights of Way

7.1.1 During the operational phase, all public rights of way and permissive routes within the Order Limits would be kept free from obstruction. The Site layout includes for a 10m PRow buffer and landscape treatment to preserve routes through the Site.

7.1.2 There would be no requirement to implement any permanent closures or diversions of any of the PRow routes that interact with the Order Limits.

7.1.3 The definitive widths of public rights of way will be maintained during the operational phase of the Scheme. Public rights of way within the Order Limits are shown on the **Street Works, Rights of Way and Access Plan [EN010141/DR/2.4]**.

7.1.4 Where public rights of way are within areas identified as grassland on the Illustrative Landscape Proposals at Appendix A of the **outline Landscape and Ecological Management Plan [EN010141/DR/7.7]**, a strip of grassland will be cut to a minimum width of 2m, or in accordance with the definitive width of the public right of way, whichever is wider. These strips will be maintained such that the grasses do not exceed 150mm by regular cutting across the summer months. The purpose of these cuts is to ensure clear wayfinding across the Site and promote usage.

~~7.1.4~~7.1.5 During the operational phase, the Site Operator will undertake regular monitoring of the condition of public rights of way within the Order limits. Monitoring will be undertaken at least quarterly, either as part of the LEMP site walkovers or as dedicated PRow inspections, and additionally following any operational maintenance activity, severe weather event or PRow user report that could materially affect route condition. Inspections will record the condition of the route surface, drainage, rutting, ponding, trip hazards,

vegetation encroachment, signage, gates, stiles, waymarking and any other route furniture, and whether the definitive width remains unobstructed. Any defect or obstruction within the control of the Site Operator that affects safe and convenient public use will be made safe as soon as reasonably practicable and remedied within a reasonable timescale. Where the matter falls outside the control of the Site Operator, it will be reported to the relevant highway authority or landowner as applicable.

~~7.1.5~~7.1.6 Any temporary closures or diversions to public rights of way during the Operational Phase to provide for maintenance activities would be agreed with CCC or BBC as applicable, but at this time none are expected.

7.2 Permissive Access

7.2.1 Permissive paths will be provided at locations within East Park Sites B and C as identified on the Illustrative Landscape Proposals drawing at Appendix A of the **outline Landscape and Ecological Management Plan (oLEMP) [EN010141/DR/7.7]**. The route of each permissive path to be provided along with the length of route and proposed access rights to be granted is set out in Table 2 of the **oLEMP**.

7.2.2 The final route, surfacing material and widths of proposed permissive paths will be defined in the final LEMP.

7.2.3 Should incidents of antisocial behaviour be identified in connection with the permissive paths, including through routine site inspections, maintenance visits, reports from users or local residents, the Community Liaison Group, the police, or the relevant local highway authority, such incidents will be recorded by the Site Operator in an incident log.

~~7.2.3~~7.2.4 The incident log will include, where available, the date, time, location, nature of the incident, any photographic or other evidence, and the remedial action taken. Material or repeated incidents will be reported to the relevant local highway authority and local planning authority, and the Site Operator will consult with those authorities on any proportionate management response.

This may include additional signage, increased inspection, localised repairs, vegetation management, engagement through the Community Liaison Group, or, where justified, temporary or permanent closure of the affected permissive path. Closure will only be considered where there is a substantiated pattern of repeated antisocial behaviour, or a single serious incident, which gives rise to unacceptable risk to user safety, wildlife, neighbouring land, local amenity or Scheme security. Where an urgent temporary closure is required for safety or security reasons, the relevant local highway authority and local planning authority will be notified as soon as reasonably practicable and the need for continued closure will be reviewed in consultation with those authorities. ~~Should the permissive routes result in antisocial behaviour which negatively impacts users of the Site, wildlife or security of the Scheme then the permissive paths may be removed, following consultation with the Local Planning Authority.~~

8.0 IMPLEMENTATION OF MANAGEMENT PLAN

8.1.1 The final PROWMP will define the responsibilities, roles and actions required for implementation of the measures set out in this oPROWMP during both the construction and operational phases. A final PROWMP will be prepared prior to each relevant phase of the authorised development, in substantial accordance with this oPROWMP.

8.1.2 The final PROWMP will include, as a minimum:

- the team roles and responsibilities, and the named individuals fulfilling those roles, supported by an organogram and contact directory;
- procedures for monitoring, inspection and reporting in relation to PROW management measures;
- document control systems and procedures;
- the communication strategy for stakeholders and third parties, including arrangements for responding to PROW user queries;
- training and briefing arrangements to ensure that relevant staff and site operatives are aware of PROW control requirements and procedures;
- measures to ensure staff and personnel are advised of changes to circumstances as works progress; and
- procedures for emergencies affecting PROW.

9.0 MONITORING, RECORD KEEPING AND REVIEW

9.1 Monitoring

9.1.1 To ensure and demonstrate compliance with the final PROWMP, monitoring and reporting will take place throughout the construction and operational phases in relation to PROW management. Monitoring will include oversight of reporting to ensure that corrective action is taken where necessary. Details of monitoring, inspection and audits will be set out in the final PROWMP.

9.1.2 During the operational phase, monitoring will include regular inspection of the condition and accessibility of public rights of way within the Order Limits. Inspections will be undertaken at least quarterly and additionally where triggered by operational maintenance activity, severe weather events, reports from PROW users, or any incident that could materially affect the safety, accessibility or condition of a PROW.

9.1.3 Operational PROW inspections will record, as relevant, the date of inspection, weather and ground conditions, the PROW reference and location inspected, the condition of the route surface, drainage, rutting, ponding, trip hazards, vegetation encroachment, signage, gates, stiles, waymarking and other route furniture, and whether the definitive width is unobstructed. Photographs will be taken where required to evidence the condition of the route or any identified issue.

~~9.1.1~~9.1.4 Where monitoring identifies an issue that may affect safe and convenient public use, the issue will be recorded together with the remedial action required, the party responsible for undertaking that action, and the target timescale for completion. Where the issue is within the control of the Site Operator, temporary measures will be implemented as soon as reasonably practicable where required to maintain public safety, with permanent repair or reinstatement undertaken within a reasonable timescale. Where consultation or approval is required from the relevant highway authority, this will be sought before non-routine works are undertaken.

9.2 Record Keeping

- 9.2.1 Where complaints are received from members of the public relating to PRoW or permissive access (including accessibility, signage, surfacing condition or perceived safety), these will be logged in a record keeping system and reviewed, in accordance with the framework of environmental management plans for each phase of the authorised development.
- 9.2.2 Records will be made available for the purposes of monitoring compliance with the final PROWMP upon request by the relevant authorities.

9.3 Review

- 9.3.1 The final PROWMP will be reviewed at regular intervals and as required to respond to specific issues that may arise (including changes in construction phasing, unforeseen circumstances, monitoring outcomes, or PRoW user feedback). Where the review identifies the need for additional control measures or mitigation, or amendments to existing measures, these will be progressed through the approval mechanism set out in Requirement 11 of the DCO.