The Great Grid Upgrade

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Bramford to Twinstead Reinforcement

Volume 8: Examination Submissions

Document 8.5.8: Public Right of Way Management Plan

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1. Introduction

1.1 Summary

1.1.1 National Grid Electricity Transmission plc (here on referred to as the Applicant) has submitted an application for an order granting development consent to reinforce the transmission network between the existing Bramford Substation in Suffolk, and Twinstead Tee in Essex ('the project'). This will be achieved by the construction and operation of a new electricity transmission line over a distance of approximately 29km. The project meets the threshold as a Nationally Significant Infrastructure Project (NSIP), as defined under Part 3 of the Planning Act 2008, hence the Applicant requires a development consent order (DCO).

1.1.2 This Public Rights of Way Management Plan (PRoWMP) is submitted as a supporting document to the DCO application and would be implemented by Requirement 4 of the draft DCO (**document 3.1 (C)**). The document sets out the temporary measures which would be implemented in relation to routes with public access which are affected by the construction of the project. Routes with public access comprise Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA), Open Access Land (OAL) and the National Cycle Network (NCN).

1.1.3 Whilst it is an offence to obstruct a highway (including a PRoW), the DCO would provide powers to temporarily close or divert PRoW during construction of the project.

1.1.4 No permanent PRoW closures are required as part of the project and none are sought under the DCO. Therefore, this document only covers those temporary measures that will be employed by the contractor during construction to maintain public and worker safety during works.

1.2 Project Overview

1.2.1 The reinforcement will comprise up to approximately 18km of overhead line (consisting of approximately 50 new pylons, and conductors) and 11km of underground cable system (with associated joint bays and above ground link pillars).

1.2.2 Four cable sealing end (CSE) compounds will be required to facilitate the transition between the overhead and underground cable technology. The CSE compound would be within a fenced compound, and contain electrical equipment, support structures, control building and a permanent access track.

1.2.3 Approximately 27km of existing overhead line and associated pylons will be removed as part of the proposals (25km of existing 132kV overhead line between Burstall Bridge and Twinstead Tee, and 2km of the existing 400kV overhead line to the south of Twinstead Tee). To facilitate the overhead line removal, a new grid supply point (GSP) substation is required at Butler's Wood, east of Wickham St Paul, in Essex. The GSP substation would include associated works, including replacement pylons, a single circuit sealing end compound and underground cables to tie the substation into the existing 400kV and 132kV networks.

1.2.4 Some aspects of the project, such as the underground sections and the GSP substation, constitute 'associated development' under the Planning Act 2008.

1.2.5 Other ancillary activities will be required to facilitate construction and operation of the project, including (but not limited to):

- Modifications to, and realignment of sections of the existing overhead lines, including pylons;
- Temporary land to facilitate construction activities including temporary amendments to the public highway, public rights of way, working areas for construction equipment and machinery, site offices, welfare, storage and access;
- Temporary infrastructure to facilitate construction activities such as amendments to the highway, pylons and overhead line diversions, scaffolding to safeguard existing crossings and watercourse crossings;
- Diversion of third-party assets and land drainage from the construction and operational footprint; and
- Land required for mitigation, compensation and enhancement of the environment as a result of the environmental assessment process, and the Applicant's commitments to Biodiversity Net Gain.

1.2.6 The development authorised by the DCO must be undertaken in accordance with this PRoWMP, pursuant to Requirement 4 of the draft DCO (**document 3.1 (C)**).

1.2.7 The PRoWMP describes the works undertaken pursuant to the DCO, whether this is undertaken by the Applicant, UK Power Networks (UKPN) and any appointed contractors appointed by these organisations. This document refers to 'the contractor' when referring to any organisation responsible for constructing components of the project (including removal of the 132kV overhead line).

1.2.8 The Applicant, UKPN and any appointed contractors will carry out all work in accordance with the PRoWMP during the construction of the project unless otherwise agreed with the relevant planning authority.

1.3 Purpose of the PRoWMP

1.3.1 The purpose of the PRoWMP is to outline the approach to managing construction traffic, impacts on the routes with public access which are affected by the construction of the project. The Applicant and its contractor will be responsible for implementing the measures outlined within the PRoWMP.

1.3.2 The project detailed in the application for development consent includes environmental commitments under the following categories:

- Embedded Measures: measures that form part of the engineering design set out in Construction Environmental Management Plan (CEMP) Appendix B: Register of Environmental Actions and Commitments (REAC) (**document 7.5.2 (B)**);
- Good Practice Measures: standard approaches and actions to be implemented on construction sites, intended to protect the environment. These may be general or topic-specific but are typically applicable across the whole project. The good practice measures are provided in full in CEMP Appendix A: Code of Construction Practice (CoCP) (**document 7.5.1 (B)**); and

- Mitigation Measures: any additional project-specific measures needed to avoid, reduce or offset potential impacts that could otherwise result in negative effects considered significant in the context of the EIA Regulations 2017. Mitigation measures have been identified by environmental topic specialists, taking into account the embedded design and good practice measures. These can be found in CEMP Appendix B: REAC (**document 7.5.2 (B)**).

1.3.3 Construction phase measures relevant to routes with public access are secured within this PRoWMP. Construction phase measures for other environmental topics are secured by one of the following three documents which are all secured through Requirement 4 in the draft DCO (**document 3.1 (C)**):

- CEMP (**document 7.5 (B)**): general construction measures and methodologies to avoid or reduce potential effects of the project. The CEMP also includes the CoCP containing a list of the good practice measures that will be implemented on the project in Appendix A (**document 7.5.1 (B)**), and a schedule of embedded and mitigation measures in Appendix B: REAC (**document 7.5.2 (B)**);
- Construction Traffic Management Plan (CTMP) (**document 7.6 (B)**): measures to manage construction traffic and impacts on the wider traffic network;
- Material and Waste Management Plan (**document 7.7 (B)**): measures to reduce consumption of raw materials and reduce waste; and
- Landscape and Ecological Management Plan (LEMP) (**document 7.8 (B)**): measures to manage construction impacts on landscape and ecology.

1.3.4 The above plans are referenced in the PRoWMP where appropriate.

1.4 Definition of Routes with Public Access

1.4.1 This section sets out definitions of the routes with public access that have been considered within this PRoWMP.

Public Rights of Way

1.4.2 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes:

- PRoW, for example, roads (restricted byways), paths or tracks that run through settlements, the countryside or private property; and
- Right to roam to access OAL including mountains, moors, and common land that is registered.

1.4.3 There are four distinct types of PRoW:

- Footpaths – for walking, running, wheelchairs and mobility scooters. It is a highway over which the public have a right of way on foot only and is distinct from a footway where the public have right of way on foot alongside a carriageway for the passage of vehicles;
- Bridleways – for walking, running, wheelchairs, mobility scooters, cycling and horse riding;

- Restricted byways – for any transport that does not have a motor, but does allow powered wheelchairs and mobility scooters; and
- Byway open to all traffic – Defined in the Countryside Rights of Way Act 2000, for any kind of transport, including cars (but these are mainly used by walkers, runners, cyclists and horse riders). The Highway Authority has no obligation to provide a surface suitable for the passage of vehicles.

1.4.4 Also, of note for the purposes of this document are cycle tracks; being a way over which the public has the right of way by pedal cycle (with or without a right of way on foot). No cycle tracks are affected by the project. National Cycle Networks and other cycle routes are on carriageway and as such not directly affected by PRoW closures. However, users of these routes may continue onto PRoW routes. The measures set out in this document will address the requirements of users of these networks.

1.4.5 PRoW are recorded on the Definitive Map and Statement for each administrative area and collated by the relevant surveying authority. The Definitive Map and Statement is the documentary record of public rights of way depending on the category of PRoW. The Definitive Map and Statement indicates where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981 makes it explicit that the Definitive Map and Statement is legally conclusive evidence of the existence of the highways of the description shown and of the rights and limitations existing over those highways at the relevant date, unless there is a subsequently confirmed legal order amending those rights.

1.4.6 All surveying authorities must maintain a Definitive Map and Statement of PRoW within their administrative boundary, which includes historic routes and any changes to PRoW orders and routes that may have occurred since 1981. Many of the surveying authorities also present this information online, but this does not always reflect recent changes.

1.4.7 PRoW are also detailed on Ordnance Survey (OS) mapping; however, this mapping may not correspond to information contained within the Definitive Map and Statement and the latter should always be referred to in order to confirm whether a PRoW exists, and its classification.

Other Routes with Public Access (ORPA)

1.4.8 Other routes may be used as if they were PRoW, but do not have the designation, for the purposes of this project, only the Hadleigh Railway Walk has been identified as it is affected and included for completeness.

Permissive Paths

1.4.9 A permissive path, permitted path, or concessionary path is not a PRoW but a path (which could be for walkers, riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.

1.4.10 No permissive paths have been identified within the Order Limits.

1.4.11 If any permissive paths that may interact with the project are identified through consultation, agreement would be sought with the respective landowners on their management to accommodate project activities.

Open Access Land (OAL)

1.4.12 The Countryside and Rights of Way Act 2000 (CROW Act) normally gives a public right of access to land mapped as 'open country' (mountain, moor, heath and down) of registered common land. A review of the Order Limits indicates that there are no areas of OAL that are affected by the project. As such, no further consideration is given to OAL in this PRoWMP. If any OAL that may interact with the project is identified through consultation, agreement would be sought with the respective landowners on their management to accommodate project activities.

1.5 Structure of the PRoW Management Plan

1.5.1 The remainder of this PRoWMP is set out as follows:

- Chapter 2: Project description – sets out details of project commitments, construction schedule, working hours and information pertaining to consents, licences and permits;
- Chapter 3: Project team roles and responsibilities – Sets out the responsibilities as they pertain to this project including information on contractor staff training and awareness. This section also details community engagement and the sharing of information to the general public;
- Chapter 4: Routes with public access – sets out a description of all routes with public access within the Order Limits that are affected by the construction of the project and sets out the nature of the interaction;
- Chapter 5: Management measures – provides a description of appropriate management measures and sets out management proposals for the routes with public access that are affected by the construction of the project; and
- Chapter 6: Implementation – details information regarding site checks and reporting, non-compliance procedure, community liaison and complaints procedure. Change process and changes to this PRoWMP are also included.

2. Project Description

2.1 Project Commitments

2.1.1 The project design is the result of a process of iterative design development that was introduced at project inception. Environmental considerations have had a key influence on the project, with knowledge gained through the EIA process, input from the project team (including the results of site surveys) and discussions with interested parties (such as landowners, relevant planning authorities and regulators).

2.1.2 Commitments relating to pre-construction surveys, inspections, and remediation are set out in Section 5.4 of this PRoWMP.

2.2 Construction Schedule

2.2.1 In common with other NSIP, the eventual detailed construction programme will be subject to change from factors such as procurement, system access requirements (outages), resource and material availability and weather and ground conditions, and in the case of the project, whether the GSP substation is constructed pursuant to the separate Town and Country Planning Act (TCPA) application. The Applicant obtained planning permission for the GSP substation under the TCPA in October 2022 (planning reference 22/01147/FUL). This permission was later varied by a minor material amendment granted pursuant to Section 73 of the TCPA (Application Reference 23/01488/VAR) and development pursuant to that later permission has now commenced.

2.2.2 Advance works may also take place prior to development consent, where consented under alternative regimes. Any such early works would be controlled under the terms of the relevant planning permission and would not relate to development that can only be carried out under a DCO.

2.2.3 The construction schedule will be included within the Stage Plan submitted to the relevant planning authorities in accordance with Requirement 3 of the draft DCO (**document 3.1 (C)**) prior to commencement.

2.2.4 Construction activities will be sequenced and of a transient nature given the linear construction site. There will be a number of construction work fronts working at the same time during removal of the 132kV overhead line and during construction of the new overhead transmission line and underground cable. This will reduce the overall construction programme and will help with project efficiencies such as delivery of goods to site.

2.2.5 Due to the nature of the works, and as some aspects need to take place during agreed outage windows, there may be periods of time where works do not take place within a particular geographical area. In addition, some temporary access routes and temporary fencing will need to remain on site until after testing has been completed to allow any snagging matters to be addressed before reinstatement takes place. The schedule of works will be communicated with each landowner and they will be advised of any amendments to the schedule during construction.

2.3 Working Hours

2.3.1 Working hours will be in accordance with Requirement 7 in the draft DCO (**document 3.1 (C)**). Further details can be found in the CEMP (**document 7.5 (B)**).

3. Project Team Roles and Responsibilities

3.1 Project Responsibilities

3.1.1 The contractor will undertake the construction works in accordance with the DCO and its associated documents including the PRoWMP. The relevant aspects of the PRoWMP will be notified to the workforce at commencement of works to highlight the relevant commitments and responsibilities to those undertaking the work.

3.1.2 Overall roles and responsibilities as detailed in the PRoWMP are presented in Table 3.1. These roles may be delivered by multiple people across the project, who are designated with that specific responsibility, e.g. Environmental Clerk of Works (EnvCoW).

3.1.3 Roles and responsibilities relating to PRoWs will be co-ordinated and managed alongside those relating to street works. This will include management of the programmes of closures including consultation and notification because these may involve users of both networks and need to be managed to reduce impact on those using the networks. Therefore, the roles and responsibilities as set out in Table 3.1 are the same for the CTMP (**application document 7.6**) to support this level of co-ordination.

Table 3.1 – Overall Roles and Responsibilities as detailed in the PRoWMP

Role	Organisation	Responsibilities
Environmental Manager	Contractor	The Environmental Manager will be responsible for the maintenance of all environmental plans and registers, including monitoring that the environmental measures and mitigation are implemented on site and as recorded within the PRoWMP. They will be the main point of contact for all environmental matters on the project. They will also develop good working relationships with external stakeholders such as the relevant PRoW Officers.
EnvCoW	National Grid	The EnvCoW will monitor that the works proceed in accordance with relevant environmental DCO requirements and adhere to the required mitigation measures. The EnvCoW will be supported by appropriate technical specialist advisors depending on the location and potential impacts.
Permits and Consents Manager	Contractor	The Permits and Consents Manager will work with the Environmental Manager to draft and submit permits and consents on behalf of the project, track the progress, provide updates and communicate approvals.
Works Supervisor	Contractor	The Works Supervisor will be responsible for delivering the site works in accordance with the requirements of the PRoWMP and implementing good environmental practices required by the Environmental Manager. They are responsible for managing operatives, plant and their areas of work in accordance with the principles of good environmental practice.
Technical specialist advisors	Contractor / National Grid	These will have the relevant experience to supervise the relevant aspects of the works, which might include an arboriculturist, land contamination specialist, soil specialist, ecologist, archaeologist.

3.2 Information Training and Awareness

3.2.1 In accordance with good practice measure GG05 in the CoCP (**document 7.5.1 (B)**), all staff and operatives working on the project will undergo a site-specific induction, which will include the project requirements relating to PRoW as set out in TT03 of the CoCP

(**application document 7.5.1 (B)**). Regular toolbox talks will also be provided by the contractor. These will give targeted information about site-specific issues or activities taking place at that time on or near PRoW.

3.3 Community Engagement and Public Information

3.3.1 The contractor will implement a system for the provision of information to local residents and occupiers about the works. A community relations team will be appointed to provide dedicated community relations and external communication support during construction. The information to be provided to local residents will be specific to the works to be carried out, describing the nature of the works, the location and extent of the works, the duration of works and the hours to be worked.

3.3.2 Local residents will be informed of the commencement and likely duration of the construction work activities through a letter drop. The letter(s) will be tailored to a specific area and reflect the works to be carried out and the duration of works. The letter will include a contact telephone number for public information. In addition, good practice measure GG09 states that an emergency number will also be displayed at the entrance to the compounds.

3.3.3 The name and contact details for the project will be displayed at the entrance to the main site compound. This will include an emergency telephone number. In addition, details of the works, including contact details, will be provided to the relevant community groups, such as the local parish councils and landowners before work commences.

3.3.4 A free telephone project helpline and project website will be maintained and managed by the Applicant's community relations team. The project helpline and website information will be visible on boards placed in appropriate locations where they will be visible to the public, including the main site compound. The telephone number and project website details will be provided to the relevant planning authorities and other relevant parties.

3.3.5 The community relations team will record the details of any complaints and how these are to be investigated and appropriately managed. Further details about the complaints procedure can be found in Section 15.4 of the CEMP (**document 7.5 (B)**).

4. Routes with Public Access

4.1 Introduction

4.1.1 In order to ascertain the extent of the potential effects of the project on the PRoW network and ORPA, PRoW mapping data was provided by Essex and Suffolk County Councils originally in 2021 and updated in July 2022. This has been taken to represent the definitive record of PRoW in this area. PRoW affected by the project were identified through examination of this data in comparison to the mapping of the Order Limits to understand which PRoW may be affected.

4.1.2 The PRoWMP considers the following due to the construction of the project:

- PRoW and ORPA which are crossed by the overhead line routes (construction, dismantling or reconductoring);
- PRoW and ORPA which are temporarily affected by the construction of the substations, the CSE compounds, overhead line and underground cable;
- PRoW and ORPA which are affected by the routing of temporary construction compounds;
- PRoW and ORPA which are affected by the routing of construction temporary access routes and permanent access tracks; and
- PRoW and ORPA which are affected by the provision of temporary construction accesses and related visibility splays.

4.2 Study Area

4.2.1 The study area includes all PRoW and other routes not designated as PRoW but used by the public that are within the Order Limits or otherwise affected as shown in Access, Rights of Way and Public Rights of Navigation Plan (**document 2.7**) and as identified in Schedule 2 of the draft DCO (**document 3.1**).

4.3 Routes with Public Access Affected by the Project

4.3.1 In accordance with good practice measure TT03 in the CoCP (**document 7.5.1 (B)**), the Order Limits have been reviewed and compared to the Definitive Map and Statement to identify the PRoW within the area and Ordnance Survey mapping has been used to identify the ORPA. For each identified route with public access, Appendix A details the following information:

- Route reference from the Access, Rights of Way and Public Rights of Navigation Plan [**APP-012**];
- Identification number from the online Definitive Maps;
- Type of route with public access;
- The type of impact from the project on the route with public access; and
- The duration of works with public access at the location of impact.

4.3.2 Schedule 7 of the draft DCO (**document 3.1 (C)**) sets out those PRoW to be temporarily closed and diverted (Schedule 7 Part 1) or temporarily closed and not diverted (Schedule 7 Part 2).

4.3.3 The proposed management measures for PRoW as set out in Appendix A of this document, are based on the Proposed Alignment shown on the General Arrangement Plans [**APP-018**]. If the Final Alignment requires changes to the PRoWMP, these would be addressed through the change process documented in Section 6.5.

4.4 Surveys

4.4.1 Public Rights of Way surveys were undertaken during summer 2021 for the PRoW within the underground cable sections, particularly in Section G: Stour Valley. Further surveys were also undertaken in summer 2023 for additional PRoW within the Order Limits. The surveys generally recorded a relatively low level of use.

5. Management Measures

5.1 General Provisions

5.1.1 Article 15 of the draft DCO provides the necessary powers to temporarily close PRoW affected by the project and put in place the diversions and alternative routes as required. The majority of the PRoW will be closed for short durations only or will remain open subject to other management measures.

5.1.2 The Applicant is committed to the highest levels of safety for the proposed construction and dismantling works to ensure that public disruption is kept to a minimum. Where there is a potential conflict between the two objectives, a pragmatic approach to safety will be taken, based on balancing the risks to the public against the disruption that removing that risk will cause. It is the intention to keep the majority of PRoW open via management measures and the use of short-term temporary closures where necessary.

5.1.3 As stated in good practice measure GG07 in the CoCP (**document 7.5.1 (B)**), land used temporarily will be reinstated where practicable (bearing in mind any restrictions on planting and land use) to its pre-construction condition and use. Therefore, all PRoW affected during construction will be reinstated as soon as practicable after completion.

Management Measures

5.1.4 All designated PRoW crossing the Order Limits will be managed with access only closed during specific construction activities. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number for any concerns.

5.1.5 Exact details of the forms of closure will be developed by the Applicant and its contractor and will be subject to discussion with the PRoW Officers at Essex and Suffolk County Councils. This would include management to prevent concurrent closures which may compound impact of PRoW users. For each location where a PRoW is affected by construction work, consideration has been given to limiting the impact on users of PRoW based on a hierarchy of management measures. All work will be prepared as far as possible in advance to limit the impact on the PRoW and the users of it.

5.1.6 The proposed management measures for PRoW as set out in Appendix A of this document, are based on the Proposed Alignment shown on the General Arrangement Plans [**APP-018**] and current understanding of the construction programme. If any changes are required to the PRoWMP, these would be addressed through the change process documented in Section 6.5. Further, in such case, Article 15(5)(b) of the draft DCO (**document 3.1**), requires the Applicant to obtain the consent of the relevant highway authority which may attach reasonable conditions to such consent.

Public Right of Way Standards and Guidance

5.1.7 When managing impacts to a PRoW, the contractor will be required to maintain the minimum widths as required for each status and defined in the Highways Act 1980 (1) (3) (a), this includes:

- as respects a footpath which is not a field-edge path, 1 metre;

- as respects a footpath which is a field-edge path, 1.5 metres;
- as respects a bridleway which is not a field-edge path, 2 metres; or
- as respects any other highway, 3 metres.

Detailed Site-Specific Management

5.1.8 Each of the affected PRoW has been considered separately, with specific management proposed for the implementation at the commencement of the construction phase.

5.1.9 Details of the management measures are set out in further detail in Appendix A for each PRoW affected. The locations are shown in the Access, Rights of Way and Public Rights of Navigation Plans [**APP-012**]. The proposed management measures as set out in Appendix A of this document, are based on the Proposed Alignment shown on the General Arrangement Plans [**APP-018**] and current understanding of the construction programme. If the Final Alignment requires changes to the PRoWMP, these would be addressed through the change process documented in Section 6.5.

Temporary Closures and Active Management

5.1.10 During certain periods of the construction programme (intense periods, or overhead line conductor pulling for example), it may be necessary to adopt active management measures of PRoW users by contractor staff patrolling key overhead line crossing points. The need for active management on certain routes would be identified in consultation with the relevant Rights of Way Officer(s) which would take into account delivery timescales and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the contractor when analysing impacts of any construction activities which may bring PRoW users into proximity with construction traffic.

5.1.11 In these instances, PRoW users may have to wait for a short period of time whilst the PRoW is in use by the construction team. Users would be advised when works are completed, and it is safe to cross the PRoW with contractor staff at the crossing point.

Temporary Closure and Diversion

5.1.12 A high-level programme for PRoW closures will be produced and notified to Local Planning Authority PRoW officers in advance of any closure and further notified once the closure has ceased.

5.2 PRoW Management Signage

5.2.1 All PRoW affected during construction will have clear signage positioned at the start and end of the relevant section of the PRoW. The nearest access points of any affected PRoW will also have signs in order to keep the general public informed. These will provide relevant information and will be clearly displayed.

5.2.2 The Applicant will implement a range of signage measures, including waymarking of diversion routes, to notify PRoW users to the project works in advance of the construction location. Signage will also emphasise that the right to wander from any PRoW within the Order Limits is not permitted. The signage will explain the effects of the works (for example anticipated closure or segregation of PRoW along the working area), the

anticipated duration of the effects (including dates and hours of working) and project contact details for any questions.

5.2.3 A standard form of signage relating to temporary closures will be used across the project and will be agreed with PRoW Officers in advance of construction along with signage locations. Where applicable, maps showing temporary diversions and alternative PRoW will be provided at sites affected by the works. Users will be advised when it is safe to use the PRoW at a specific location by the Applicant's contractor's staff and/or signage. In addition, local residents will be informed of affects to PRoW through the regular communications being undertaken within a particular section of the route.

5.2.4 At any point where a PRoW is closed temporarily for the stringing of an overhead line, or for the duration of construction there will be a clear 'no-entry' sign. Any PRoW, ORPA or road which passes into the Order Limits would be clearly marked.

5.2.5 The following wording would be adopted for both the advance warning and no entry signage unless otherwise agreed with relevant PRoW officers as appropriate:

'Please be aware that from (start date) until (end date) National Grid and their Main Works Contractor (insert name when appointed) will be constructing the Bramford to Twinstead Project. During this period the areas shown on the map hatched in blue will be under the control of National Grid.

The restrictions to Public Access are to ensure your health and safety and the health and safety of those undertaking the works.

Please obey all signage.

All Public Rights of Way shown in green will remain open. There may be a requirement to temporarily control access, however you will be able to pass on the understanding that your use is restricted to the Right of Way only, please do not stray into the wider area whilst using these routes.

Thank you for your cooperation during this period.

For further information please visit;

*National Grid - www.(**to be inserted**) or contact (**website and telephone number to be confirmed**).*

*(main works contractor to be confirmed) - www.(**to be inserted**) or contact (**website and telephone number to be confirmed**)'*

5.2.6 In addition to the signage, waymarks for the diversion route (at one location) would be implemented prior to construction works commencing. When siting signage, the intention will be to provide all users of the affected PRoW with sufficient advance warning and notice to allow them to plan their journey so as to avoid the need to turn back on themselves. Signs would be regularly inspected by the contractor so that that they remain in place and are readable and have not been tampered with or altered. All signage would contain contact details for the Applicant and the main works contractor. Contract numbers would be provided to enable visitors to report any problems encountered when accessing the site, particularly with regard to the condition of PRoWs.

5.3 Active Management Plan for 'Shared Routes'

5.3.1 Along shared routes, appropriate signage would be erected to alert drivers of the shared route and potential interface between construction traffic and PRoW. There would be instructions to drivers about protocol, and speed limit signage would be provided along all shared routes to ensure that all construction vehicles travel at low speeds (nominally 5mph on off-road sections of route) to ensure safety of other users on the route.

5.3.2 In some cases, particularly bridleways, an appropriate separation and demarcation (suitable fencing) will be made between them to ensure the safety of PRoW users.

5.3.3 For periods of the construction phase, it will be necessary to adopt active management measures by means of contract staff at the points on the shared route. The need for active management on certain routes would take into account delivery timescales and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the Contractor when analysing impacts of any construction activities which may bring PRoW users into proximity with construction traffic.

5.3.4 Instruction will be given to drivers of site vehicles on safe speeds to pass pedestrians and horses safely to limit conflict and reduce the risk of accidents.

5.4 Reinstatement of PRoW

5.4.1 In accordance with good practice measure GG06 in the CoCP (**document 7.5.1 (B)**), pre-commencement condition surveys of the relevant directly affected PRoW will be undertaken prior to the commencement of construction. A full record of condition will be carried out (photographic and descriptive) of PRoW within the Order Limits. This will include taking detailed records including photographs showing the condition of the PRoW including existing surfacing and any crossing points such as bridges and stiles.

5.4.2 In accordance with GG07 in the CoCP (**document 7.5.1 (B)**), any PRoW temporarily affected will be reinstated, to at least a similar style and quality to its pre-construction condition as noted in Article 15 (7) of draft DCO (**document 3.1 (C)**). Post site condition surveys will be undertaken by the contractor after construction and the results of these and any remediation will be discussed with the landowner and where applicable, the relevant PRoW officer, prior to handover.

6. Implementation

6.1 Implementation of the PRoWMP

6.1.1 The Applicant will put in place robust procedures to inform and supervise all those working on the project including its contractor, to make sure the control measures set out in the PRoWMP are adopted when undertaking the construction of works authorised by the DCO. The main responsibility for implementing these control measures will fall to the contractor.

6.1.2 The contractor will brief all operatives on the specific details within the PRoWMP prior to the commencement of works. The briefings will be delivered by a suitably trained member of the team such as the site supervisor, Construction Manager or Environmental Manager.

6.2 Site Checks and Reporting

6.2.1 The contractor will undertake pre-site condition surveys as part of the site setup, as described in Section 5.4. This will include making a record of the condition of existing PRoW. Post site condition surveys will be undertaken by the contractor after construction and the results of these and any remediation will be discussed with the landowner and where applicable, the relevant PRoW officer, prior to handover.

6.2.2 Regular site checks will be carried out across the project to monitor compliance with the PRoWMP. The programme of site inspections will be controlled by the Environmental Manager who will draw on appropriate suitably experienced specialists for specific tasks. Immediate action including, if necessary 'stopping a job', will be taken should any incidents or non-conformance with the PRoWMP be found during inspection.

6.2.3 Site checks and inspections will include checks against compliance with good practice measures and other commitments made by the project.

6.2.4 The results of inspections will be recorded in an Environmental Log. Findings will be disseminated to the wider construction team and additional procedures put in place if required.

6.3 Non-Compliance Procedure

6.3.1 The EnvCoW will generally be responsible for undertaking site audits to check compliance with the PRoWMP. All incidents associated with the construction of the project, including environmental incidents and non-conformance with the PRoWMP, will be reported and investigated. Where the contractor, suppliers or sub-contractors are not delivering the requirements, the Applicant will review performance and will conduct further training and issue formal warnings as appropriate.

6.4 Community Liaison

6.4.1 In accordance with good practice measure GG25 in the CoCP (**document 7.5.1 (B)**), members of the community and local businesses will be kept informed regularly of the works through active community liaison. A contact number will be provided which members of the public can use to raise any concerns or complaints about the project. All construction-related complaints will be logged by the contractor in a complaints register,

together with a record of the responses given and actions taken. Further details can be found in Section 15.4 of the CEMP (**document 7.5 (B)**).

6.5 Change Process

Introduction

6.5.1 The PRoWMP is one of the plans listed in sub-paragraph (2) of Requirement 4(1) in the draft DCO (**document 3.1(C)**) which states: '*All construction works forming part of the authorised development must be carried out in accordance with the plans listed in sub-paragraph (2) below, unless otherwise agreed with the relevant planning authority or other discharging authority as may be appropriate to the relevant plan concerned*.'

6.5.2 Requirement 1(4) of the draft DCO (**document 3.1 (C)**) states: *'Where an approval or agreement is required under the terms of any Requirement or a document referred to in a Requirement, or any Requirement specifies "unless otherwise approved" or "unless otherwise agreed" by the relevant highway authority or the relevant planning authority, such approval or agreement may only be given in relation to minor or immaterial changes and where it has been demonstrated to the satisfaction of the relevant highway authority or the relevant planning authority that the subject matter of the approval or agreement sought is unlikely to give rise to any materially new or materially different environmental effects from those assessed in the Environmental Statement.'*

6.5.3 Where there is a need to update the PRoWMP beyond derogations addressed pursuant to the above, the below text addresses the process for changing the PRoWMP itself. This does not cover changes to the DCO (material or non-material) which would be managed through the process set out in Schedule 6 of the Planning Act 2008.

PRoWMP Changes

6.5.4 It may be necessary to amend the details contained in the PRoWMP as a result of the iterative discussion and engagement that will continue after the PRoWMP has been approved. The resulting changes would not alter any of the underlying commitments, mitigations and methodologies set out in the PRoWMP. An example may be where a pre-construction survey identifies that a measure already committed to is no longer required in the PRoWMP. In every case, consideration will be given to any changes to the outcome of the assessment of environmental effects.

6.5.5 Where there is a proposed change to the PRoWMP, the Applicant will provide details to the relevant planning authority together with evidence of relevant stakeholder engagement, where upon, the relevant planning authority will, acting reasonably, endeavour to respond within 28 days to either confirm its consent to the change to the PRoWMP or provide its reasons why the change is not accepted. The Applicant will also publish any amended version of the PRoWMP on the project website, and will make clear in doing so that any previous version(s) are superseded.

Appendix A Routes with Public Access Affected by the Project

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-1	W-155/001/0	Bridleway	Construction of temporary access route	Closed with a diversion to avoid temporary access route,	4 weeks
P-AB-1	W-155/001/0	Bridleway	Dismantling conductors of 4YL001-4YL002	Closed without a diversion – diversion not required as PRoW users can navigate around works site	2 weeks
P-AB-1	W-155/001/0	Bridleway	Erection of new conductor at 4YL003R to the gantry	Managed	4 weeks
P-AB-1	W-155/001/0	Bridleway	Erection of new conductor at 4YL004R-4YL003R	Managed	4 weeks
P-AB-10	W-318/055/0	Footpath	Erection of new conductor at 4YL012A-4YL011	Closed with a diversion	8 weeks
P-AB-11	W-318/056/0	Footpath	Construction of temporary access route	Closed with a diversion	4 weeks
P-AB-11	W-318/056/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-AB-11	W-318/056/0	Footpath	Erection of new conductor at 4YL013A-4YL012B	Managed - during works outside footpath closure, gated managed access will be required	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-12	W-318/048/0	Footpath	Construction of temporary access route	Short term closure	1 day
P-AB-12	W-318/048/0	Footpath	Removal of temporary access route	Short term closure	1 day
P-AB-12	W-318/048/0	Footpath	Reconductoring of pylons RB11-RB16	Closed without a diversion – diversion not required as PRoW users can navigate around works site.	2 x 1 week closures- closure to construct scaffold to keep PRoW open. 1 week closure to remove scaffold
P-AB-12	W-318/048/0	Footpath	Erection of temporary pylon RB012T	Closed without a diversion – diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-12	W-318/048/0	Footpath	Erection of new conductor at 4YL010-RB012T	Closed without a diversion – diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-13	W-318/057/0	Footpath	Construction of temporary access route	Short term closure	1 day
P-AB-13	W-318/057/0	Footpath	Removal of temporary access route	Short term closure	1 day
P-AB-13	W-318/057/0	Footpath	Erection of new conductor at 4YL012B-4YL013A	Closed without a diversion - diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
				not required as PRoW users can navigate around works site	
P-AB-14A	W-318/068/0	Footpath	Erection of new conductor at 4YL014A-4YL015A	Closed with a diversion	4 weeks
P-AB-14B	W-289/046/0	Footpath	Erection of new conductor at 4YL014A-4YL015A	Closed with a diversion	4 weeks
P-AB-15	W-318/046/0	Footpath	Erection of new conductor at RB012-RB013	Managed	4 weeks
P-AB-15	W-318/046/0	Footpath	Construction of temporary access route	Closed with a diversion	4 weeks
P-AB-15	W-318/046/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-AB-15	W-318/046/0	Footpath	Erection of new pylon RB012	Managed – During works outside footpath closure, gated managed access for footpath will be required	4 weeks
P-AB-16	W-318/019/0	Footpath	Installation/removal of trackway to PCB006, 132kV conductor dismantling between PCB006-PCB007	Short term closure	1 day
P-AB-17	W-185/006/0	Footpath	132kV conductor dismantling between PCB009-PCB010	Short term closure	1 day

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-18	W-185/004/0	Footpath	Installation/ removal of trackway to PCB011, 132kV conductor dismantling between PCB011-PCB012	Short term closure	1 day
P-AB-19	W-185/002/0	Footpath	132kV conductor dismantling between PCB012-PCB013	Short term closure	1 day - may have additional closures for Distribution network operator undergrounding
P-AB-19	W-185/002/0	Footpath	Installation / removal of trackway to PCB013	Short term closure	1 day – may have additional closures for Distribution network operator undergrounding
P-AB-2	W-174/009/0	Bridleway	Dismantling conductors of 4YL004-4YL003	Short term closure – During works outside footpath closure, gated managed access for footpath will be required (potentially for a year in 2027)	1 day
P-AB-2	W-174/009/0	Bridleway	Construction of temporary access route	Short term closure - During works outside footpath closure, gated managed access for footpath will be required (potentially for a year in 2027)	1 day

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-2	W-174/009/0	Bridleway	Removal of temporary access route	Short term closure - During works outside footpath closure, gated managed access for footpath will be required (potentially for a year in 2027)	1 day
P-AB-20	W-318/041/0	Footpath	132kV conductor dismantling between PCB014-PCB013	Short term closure	1 day
P-AB-21	W-318/042/0	Footpath	132kV conductor dismantling between PCB017-PCB016	Short term closure	1 day
P-AB-22	W-318/044/0	Footpath	Temporary access route traffic PCB018	Closed without a diversion	2 weeks
P-AB-22	W-318/044/0	Footpath	11Kv undergrounding	Closed without a diversion - diversion not required as PRoW users can navigate around works site	2 weeks
P-AB-22	W-318/044/0	Footpath	132kV conductor dismantling between PCB018-PCB017	Short term closure	1 day
P-AB-23	W-318/045/0	Footpath	132kV conductor dismantling between PCB018-PCB019	Short term closure	1 day
P-AB-24	W-289/031/0	Footpath	Construction of temporary access route at pylon RB021,	Closed with a diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-24	W-289/031/0	Footpath	Dismantling of pylon PCB027 and associated conductor	Closed without a diversion - diversion not required as PRoW users can navigate around works site	2 weeks
P-AB-24	W-289/031/0	Footpath	Installation of pylon foundation RB021	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-24	W-289/031/0	Footpath	Construction of new pylon RB021	Managed	2 weeks
P-AB-24	W-289/031/0	Footpath	Installation of pylon foundations RB022	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-24	W-289/031/0	Footpath	Construction of new pylon RB022	Managed	2 weeks
P-AB-24	W-289/031/0	Footpath	Erection of new 400Kv conductor at RB020-RB021-RB022	Managed	4 weeks
P-AB-24	W-289/031/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-25	W-289/030/0	Footpath	Construction of temporary access route,	Managed	As required. During works outside footpath closure, gated managed access for footpath will be required.
P-AB-25	W-289/030/0	Footpath	Removal of temporary access route	Managed	As required. During works outside footpath closure, gated managed access for footpath will be required.
P-AB-26	Hadleigh Railway Walk	Hadleigh Railway Walk	Removal of conductors,	Short term closure	1 day
P-AB-26	Hadleigh Railway Walk	Hadleigh Railway Walk	Installation of conductors	Short term closure	1 day – Short closure for construction of PRoW scaffold protection
P-AB-3	W-174/012/0	Footpath	Erection of new conductor at RB001-RB002	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-4	W-174/010/0	Footpath	Erection of new conductor at RB001-RB002	Closed with a diversion	4 weeks
P-AB-5	W/174/011/0	Footpath	Construction of temporary access route	Closed with a diversion	Demarcation of PRoW from temporary access route

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-AB-5	W/174/011/0	Footpath	Removal of temporary access route	Closed with a diversion	Demarcation of PRoW from temporary access route
P-AB-5	W/174/011/0	Footpath	Erection of new conductor at RB002-RB003	Managed – During works outside footpath closure, gated managed access for footpath will be required – can move the alignment of the temporary access route to keep PRoW open	4 weeks
P-AB-6	W/318/014/0	Footpath	Installation of foundations	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-6	W/318/014/0	Footpath	Erection of new pylon	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-6	W/318/014/0	Footpath	Erection of new conductor at RB005-RB004	Closed without a diversion - diversion not required as PRoW users can	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
				navigate around works site	
P-AB-7	W-318/032/0	Footpath	Construction of temporary access route	Short term closure,	1 day
P-AB-7	W-318/032/0	Footpath	Removal of temporary access route	Short term closure	1 day
P-AB-7	W-318/032/0	Footpath	Erection of new conductor at RB007-RB008	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-AB-8	W-318/031/0	Footpath	Construction of temporary access route,	Closed with a diversion	12 weeks. Diversion of footpath to not be in access route.
P-AB-8	W-318/031/0	Footpath	Removal of temporary access route	Closed with a diversion	12 weeks
P-AB-9	W-318/053/0	Footpath	Construction of temporary access route	Closed with a diversion	4 weeks
P-AB-9	W-318/053/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-AB-9	W-318/053/0	Footpath	Erection of new Conductor	Managed	8 weeks
P-C-1	W-289/031/0	Footpath	Construction of temporary access route	Closed with a diversion	4 weeks
P-C-1	W-289/031/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-C-1	W-289/031/0	Footpath	132kV conductor dismantling between PCB030-031	Managed	2 weeks
P-C-1	W-289/031/0	Footpath	Erection of new 400kV conductor at RB023-RB024	Managed	4 weeks
P-D-1	W-432/033/0	Byway	132kV conductor dismantling between PCB044-045,	Short term closure,	1 day
P-D-1	W-432/033/0	Byway	Construction of temporary access route and installation of ducts for underground cable	Closed with a diversion	4 weeks
P-D-1	W-432/033/0	Byway	Removal of temporary access route	Closed with a diversion	4 weeks
P-D-2	W-432/032/0	Footpath	132kV conductor dismantling between PCB044-PCB-45 and pylon dismantling PCB47	Short term closure	1 day.
P-E-1	W-432/013/X	Footpath	132kV conductor dismantling between PCB047-PCB048	Short term closure	1 day
P-E-2	W-432/008/0	Footpath	132kV conductor dismantling between PCB048-PCB049	Short term closure	1 day
P-E-3	W-432/020/0	Footpath	132kV conductor dismantling between PCB053-PCB052	Short term closure	1 day
P-E-3	W-432/020/0	Footpath	Construction of temporary access route and installation of ducts for underground cable	Closed with a diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-E-3	W-432/020/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-F-1	W-362/002/0	Footpath	Construction of temporary access route and installation of ducts for underground cable	Closed with a diversion	4 weeks
P-F-1	W-362/002/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-F-2	W-362/002/0	Footpath	Distribution network operator connection to cable sealing end	Managed	As required
P-F-3	W-362/001/0	Footpath	Distribution network operator connection to cable sealing end	Closed with a diversion	4 weeks
P-F-4	W-113/007/0	Restricted byway	Construction of temporary access route	Short term closure,	1 day
P-F-4	W-113/007/0	Restricted byway	Removal of temporary access route	Short term closure	1 day
P-F-4	W-113/007/0	Restricted byway	132kV conductor dismantling between PCB067-PCB049	Short term closure	1 day
P-F-4	W-113/007/0	Restricted byway	Erection of new 400kV conductor at RB041-RB042	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-F-5	W-113/005/0	Footpath	Erection of new 400kV conductor at RB043-RB044	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-G-1	W-113/001/0	Restricted byway	Construction of temporary access route,	Managed	As required
P-G-1	W-113/001/0	Restricted byway	Removal of temporary access route	Managed	As required
P-G-10	FP 17 116	Footpath	Construction of temporary access route	Short term closure	1 day
P-G-10	FP 17 116	Footpath	Removal of temporary access route	Short term closure	1 day
P-G-10	FP 17 116	Footpath	400kV conductor dismantling between 4YLA001-4YL073	Short term closure	1 day
P-G-11	FP 16 116	Footpath	Construction of temporary access route,	Short term closure	1 day
P-G-11	FP 16 116	Footpath	Removal of temporary access route	Short term closure	1 day
P-G-12	FP 26 58	Footpath	Construction of temporary access route	Closed with a diversion	4 weeks
P-G-12	FP 26 58	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-G-12	FP 26 58	Footpath	Foundation installation new pylon 4YLA006	Closed without a diversion - diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
				not required as PRoW users can navigate around works site	
P-G-12	FP 26 58	Footpath	Pylon erection of 4YLA006	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-G-12	FP 26 58	Footpath	Transfer of overhead line conductors onto new route 4YLA006	Managed	12 weeks
P-G-12	FP 26 58	Footpath	Pylon dismantling and foundation removal	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-G-13	BR 13 84	Bridleway	Access required to change arcing horns on pylons	Managed	As required
P-G-14	BR 15 116	Bridleway	Access required to change arcing horns on pylons	Managed	As required
P-G-15	FP 16 116	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-G-16	FP 2 116	Footpath	Access required to change arcing horns on pylons	Managed	As required

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-G-16	FP 2 116	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-G-17	FP 11 116	Footpath	Construction of temporary access route,	Closed with a diversion	4 weeks
P-G-17	FP 11 116	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-G-2	W-171/002/X	Restricted byway	Construction of temporary access route	Managed	As required
P-G-2	W-171/002/X	Restricted byway	Removal of temporary access route	Managed	As required
P-G-3	W-171/002/0	Footpath	Construction of temporary access route	Managed	As required.
P-G-3	W-171/002/0	Footpath	Removal of temporary access route	Managed	As required
P-G-4	W-171/001/0	Footpath	132kV conductor dismantling between PCB077-PCB078	Short term closure	1 day.
P-G-4	W-171/001/0	Footpath	Construction of temporary access route and installation of ducts for underground cable	Closed with a diversion	4 weeks
P-G-4	W-171/001/0	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-G-5	FP 7 93	Footpath	Construction of temporary access route and installation of ducts for underground cable	Closed with a diversion	4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-G-5	FP 7 93	Footpath	Removal of temporary access route	Closed with a diversion	4 weeks
P-G-6	FP 5 93	Footpath	132kV conductor dismantling between PCB084-PCB085	Short term closure	1 day
P-G-7	FP 22 84	Footpath	Construction of temporary access route	Short term closure	1 day
P-G-7	FP 22 84	Footpath	Removal of temporary access route	Short term closure	1 day
P-G-7	FP 22 84	Footpath	Overhead line modification works	Managed	1 week
P-G-8	FP 23 84	Footpath	Construction of temporary access route and bell mouth	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-G-8	FP 23 84	Footpath	Removal of temporary access road and bell mouth	Closed without a diversion - diversion not required as PRoW users can navigate around works site	4 weeks
P-G-8	FP 23 84	Footpath	400kV conductor dismantling between 4YLA1-4YL73	Short term closure	1 day
P-G-9	FP 24 84	Footpath	Construction of temporary access route,	Short term closure	1 day

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
P-G-9	FP 24 84	Footpath	Removal of temporary access route	Short term closure	1 day
P-H-1	FP 20 84	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-H-10	FP 11 116	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-H-2	BR 1 116	Bridleway	Access required to change arcing horns on pylons	Managed	As required
P-H-3	BR 18 84	Bridleway	Access required to change arcing horns on pylons	Managed	As required
P-H-4	FP 17 118	Footpath	Access track	Closed with a diversion	12 weeks
P-H-5	FP 13 118	Footpath	Access track	Closed with a diversion	4 weeks
P-H-6	BR 14 69	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-H-7	BR 28 116	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-H-8	FP 18 69	Footpath	Access required to change arcing horns on pylons	Managed	As required
P-H-9	FP 13 118	Footpath	Access required to change arcing horns on pylons	Managed	As required
PD-AB-5	W-174/018/0	Footpath	Temporary diversion route	Diversion route	As required
PD-AB-15	W-318/049/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks

Access and Rights of Way Plan Ref	PRoW No	Type of PRoW	Project Interaction with PRoW	Type of Closure with Public Access	Indicative Duration
PD-AB-15	W-318/050/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks
PD-AB-14	W-289/025/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks
PD-AB-14	W-318/047/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks
PD-AB-14	W-318/060/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks
PD-C-1	W-438/002/0	Footpath	Temporary diversion route	Diversion route	2 x 4 weeks
PD-G-12	FP 12 58	Footpath	Temporary diversion route	Diversion	2 x 4 weeks
PD-G-12	FP 11 58	Footpath	Temporary diversion route	Diversion	2 x 4 weeks
PD-G-12	FP 30 58	Footpath	Temporary diversion route	Diversion	2 x 4 weeks

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