The Great Grid Upgrade

Sea Link

Sea Link

Volume 7: Other Documents

Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk

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Ex1.1.1 This Outline Public Rights of Way Management Plan (Outline PRoWMP) forms **Application Document 7.5.9.1 Outline PRoWMP – Suffolk** and has been produced in order to mitigate the impacts of the Proposed Project on Public Rights of Way (PRoW) and the approved King Charles III England Coast Path (categorised as a national trail) in Suffolk. The Outline PRoWMP has considered available guidance and information on PRoW including the Suffolk Definitive Map and Statement of PRoW which can be found online.

Ex1.1.2 The proposed management measures seek to retain access to PRoW during all phases of the Proposed Project, with temporary diversions only being proposed where these are required to bypass any temporary closures during the construction phase where necessary. Two PRoW are proposed to be permanently stopped up (with permanent diversions) as a result of the Suffolk Onshore Scheme which comprise PRoW E-354/006/0 due to the location of the Friston Substation and PRoW E-491/005/0 due to the location of the Saxmundham Converter Station.

Ex1.1.3 This Outline PRoWMP will be developed further into a finalised document (PRoWMP) by the appointed Contractor, ahead of the commencement of any construction activities.

Ex1.1.4 National Grid will maintain a regular dialogue with the PRoW officers at Suffolk County Council (SCC) throughout the construction period of the Proposed Project in order to ensure the objectives of the PRoWMP are achieved.

1. Introduction

1.1 Introduction

1.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.

1.1.2 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.

1.1.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400kV overhead line close to Richborough in Kent.

1.1.4 National Grid is also required, under Section 38 of the Electricity Act 1989, to comply with the provisions of Schedule 9 of the Act. Schedule 9 requires licence holders, in the formulation of proposals to transmit electricity, to:

1.1.5 Schedule 9(1)(a) *'…have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;'* and

1.1.6 Schedule 9(1)(b) *'…do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'*.

1.1.7 This Outline Public Rights of Way Management Plan (Outline PRoWMP) has been prepared to identify which Public Rights of Way (PRoW) will be affected during the various phases of the Suffolk Onshore Scheme, and to identify the mitigation measures which will be required to maintain their operation. It also details how these mitigation measures will be managed, including who will be responsible for their management.

1.1.8 A process of engagement has been undertaken with PRoW officers at Suffolk County Council (SCC) through a series of thematic meetings as part of the preparation of the Development Consent Order (DCO) application. The meeting minutes are provided in **Application Document 6.3.2.7.B Appendix 2.7.B Traffic and Transport Scoping and Thematic Meeting Minutes**. The Proposed Project and this Outline PRoWMP has been reviewed against the SCC 'Public Rights of Way and Green Access Supplementary Guidance Document (2024) in order to ensure that the proposals and mitigation accord with principles within the guidance.

1.1.9 This Outline PRoWMP is submitted as a supporting document to the Development Consent Order (DCO) application (**Application Document 3.1**) and would be implemented by Schedule 3 Requirement 6 of the Draft DCO.

1.1.10 This document should also be read in conjunction with **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk (Outline CTMTP – Suffolk)**.

1.2 Proposed Project

1.2.1 The Proposed Project would comprise the following elements:

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed as part of the Proposed Project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) up to 26 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The Offshore Scheme

- Approximately 122 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme:

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 1.7 km to a new converter station (below).
- A 2 GW HVDC converter station (including a new permanent access off the A256), up to 28 m high plus external equipment such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant near Minster. A new substation would be located immediately adjacent.

- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

1.2.2 The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built pursuant to another consent) and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation and compensation. The construction phase will involve various temporary construction activities including overhead line diversions, use of temporary towers or masts, working areas for construction equipment and machinery, site offices, parking spaces, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of Public Rights of Way (PRoW) and other ancillary operations.

1.3 Public Rights of Way

1.3.1 Under the Highways Act 1980 it is an offence to obstruct a PRoW without prior consent or the powers granted by a DCO to close or divert PRoW within the associated Order Limits. In addition to PRoW, the Countryside and Rights of Way Act 2000 affords people the right to access some additional areas of land in England and Wales for walking or certain leisure activities. In summary, rights of access include:

- PRoW such as roads, paths or tracks that run through settlements, the countryside, or private property; and
- the right to access open land including mountains, moors and common land that is registered.

1.3.2 There are four distinct types of PRoW:

- footpaths for walking, running, wheelchairs and mobility scooters;
- bridleways for walking, running, wheelchairs, mobility scooters, cycling and horse riding;
- byways open to all traffic; and
- restricted byways which are available to all transport expect for mechanically propelled vehicles.

1.3.3 PRoW are recorded on the Definitive Map and Statement for each administrative area (collated by the relevant surveying authority) which provides a documentary record of where the public may lawfully walk, ride or drive.

1.3.4 This Outline PRoWMP identifies any PRoW that would be obstructed as a result of the Proposed Project and the necessary mitigation to retain access to and along these PRoW, for agreement with SCC Highways and SCC PRoW officers.

1.4 Permissive Paths

1.4.1 A permissive path, permitted path, or concessionary path is not a PRoW with a legal right of access, but a path whose use by walkers, horse riders and/or cyclists is allowed for by the landowner.

1.4.2 Walking and cycling routes have been identified using the Suffolk Definitive Map and Statement of PRoW (as well as other route maps) which collectively show PRoW, the King Charles III England Coast Path and other routes such as the Suffolk Coast Path, Sandlings Walk and Regional Cycle Route 42. Whilst numerous other tracks and paths pass through the Order Limits, the status of these including whether these are categorised as permissive paths is not specified. This is potentially because access to these are at the discretion of landowners and permission to use these could be withdrawn by the landowner at any time. National Grid is only aware of one permissive path which passes through the Order Limits for the Suffolk Onshore Scheme, which crosses PRoW E-103/006/0 circa 1 km to the north of Aldeburgh, between the B1122 Leiston Road and Thorpe Road.

1.4.3 Notwithstanding the above, the scope of this document includes PRoW and the King Charles III England Coast Path only. Any considerations relating to permissive paths fall outside the control of National Grid and would need to be agreed with relevant landowners, given the above.

1.5 Report Structure

1.5.1 Following this introduction, this document is structured as follows:

- **Section 2: Methodology** describes how the PRoW that would be affected by the Proposed Project have been identified. This section also explains the PRoW designations which are referred to later in this document;
- **Section 3: Proposed Project Team Roles and Responsibilities** outlines the roles and responsibilities for each organisation involved with the construction works during the construction phase including with respect to PRoW;
- **Section 4: PRoW Network** describes the PRoW located within the Order Limits, as well as the King Charles III England Coast Path; and
- **Section 5: Management Plan** sets out the management methods to be applied to the affected PRoW during the construction and operational phases of the Proposed Project.

2. Methodology

2.1 Introduction

2.1.1 This section of the Outline PRoWMP describes how the PRoW which would be affected by the Proposed Project have been identified. This section also explains the PRoW designations, which are discussed in more detail below.

2.2 Study Area

2.2.1 The study area for the assessment of PRoW requiring management includes all PRoW (and the approved King Charles III England Coast Path as described further below) that would be directly affected by the Proposed Project within the Order Limits as shown on **Application Document 6.4.2.7.4 Walking and Cycling Routes (including PRoW)**. No construction works are proposed by the Applicant beyond the Order Limits which would necessitate the management of PRoW and therefore any PRoW which fall outside of the Order Limits have been excluded.

2.2.2 The approved King Charles III England Coast Path is a long-distance national trail which follows the English coastline. As shown on **Application Document 6.4.2.7.4 Walking and Cycling Routes (including PRoW)**, the path functions as an off-carriageway route which partially runs along the eastern side of Thorpe Road between Thorpeness and Aldeburgh using existing paths within the study area.

2.2.3 Whilst the approved Kings Charles III England Coast Path is not a PRoW, it has been afforded similar status (due to its national significance) and included within this document at the request of SCC. It will be subject to the same measures as identified for PRoW where relevant, unless otherwise stated.

2.3 Potential Impacts to Public Rights of Way

2.3.1 In addition to PRoW being directly crossed by the proposed cable installation works, PRoW could also be affected by other elements, including:

- existing farm tracks also designated as PRoW (i.e. byways open to all traffic or restricted byways) that could see designated traffic increase as part of the Proposed Project;
- PRoW that would be temporarily diverted around proposed compounds and other working areas or permanently diverted around proposed buildings e.g. Converter Station or Substation;
- construction of temporary access points for construction vehicle access and the routing of PRoW around or across temporary access points or access tracks where necessary;
- vegetation management associated with the provision of required ‘visibility splays’ for safe vehicle access/egress, which could effectively widen or change the setting of a PRoW; and

- management or physical separation measures which may be required for any PRoW that enter the Order Limits where direct interactions with the Proposed Project are not expected. Such measures would be implemented solely to ensure PRoW users remain separated from and do not interact with the works.

2.4 Approach to Identifying Public Rights of Way

2.4.1 A desktop study has been undertaken to identify PRoW that would be crossed or potentially affected by the Proposed Project including a review of the Suffolk Definitive Map and Statement of PRoW on the Council's website in conjunction with aerial imagery and Google Streetview imagery where available. Table 4.1 lists the identified PRoW that intersect the Order Limits of the Suffolk Onshore Scheme.

2.5 Designations in the Management Plan

2.5.1 Four designations of management are assigned to impacted PRoW as referred to in Table 5.1 and the **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk**. The designations are:

- Public Rights of Way: Temporary Diversion;
- Public Rights of Way: Permanent Diversion;
- Public Rights of Way: Temporary Stopped Up (closure); and
- Public Rights of Way: Permanent Stopped Up.

2.5.2 A Public Rights of Way: Temporary Diversion is a temporary diversion which has been applied to a section of PRoW to allow works such as cable installation activities. All diversions are intended to reduce inconvenience as much as possible with regard to minimising diversion length and providing a comparable surface condition. The duration of each diversion will vary, but the key principle of only keeping the diversion in place for as long as necessary to complete the required construction works would be applied at all times. Temporary diversions will then be reinstated to their original route on completion of the construction works.

2.5.3 A Public Rights of Way: Permanent Diversion is a proposed diversion which would be in place throughout and beyond the operational lifetime of the Proposed Project, following agreement with SCC Highways and SCC PRoW officers.

2.5.4 PRoW falling into the Public Rights of Way: Temporary Stopped Up (closure) designation are those where short periods of closure are proposed. This could be, in practice, for a few hours on a given day. The designation is associated with works such as the installation of required fencing and/or providing PRoW access controls where necessary, which is expected to involve marshals and gates to minimise risk for PRoW users. Alternatively, this designation could relate to longer periods of closure throughout the construction phase due to construction compounds or haul roads. A Public Rights of Way: Temporary Diversion will be provided where a PRoW needs to be temporarily stopped up for a few days/weeks/months, to ensure that there are no temporary closures without a temporary diversion route being in place.

2.5.5 PRoW falling into the Public Rights of Way: Permanent Stopped Up designation are those where permanent periods of closure are proposed. A Public Rights of Way: Permanent Diversion will be provided in this instance (following agreement with SCC

Highways and SCC PRoW officers) to ensure that there are no closures without a diversion route being in place.

2.5.6 During the course of the construction of the Suffolk Onshore Scheme, there will be a requirement to both temporarily and permanently stop-up PRoW, with the provision of temporary and permanent diversion routes to retain access. The PRoW designated under Public Rights of Way: Permanent Stopped Up will include PRoW E-354/006/0 due to the location of the Friston Substation and PRoW E-491/005/0 due to the location of the Saxmundham Converter Station. Access would be managed for all PRoW listed in Table 4.1 within Section 4 of this document. This document sets out the locations where management would be required and the mitigation measures which would be implemented to prevent any adverse outcomes from being created by the Proposed Project.

2.5.7 In terms of the operational phase, access to the HVDC alignment where this crosses beneath PRoW E-103/006/0 and the approved King Charles III England Coast Path will be required by foot/quad bike for monitoring purposes. In addition, once the permanent access road for Friston Substation is operational, crossings with dropped kerbs will be installed across PRoW E-260/016/0 and E-260/017/0 to retain access to the HVDC alignment in this location.

3. Proposed Project Team Roles and Responsibilities

3.1 Project Responsibilities

3.1.1 The contractor shall undertake the construction works in accordance with the DCO and its associated documents including the PRoWMP and the CTMTP, prepared pursuant to the approval of the DCO including this document and the Outline CTMTP (**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**). The relevant aspects of the PRoWMP will be notified to the workforce at the 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 Outline PRoWMP are presented in Table 3.1. These roles may be delivered by multiple people across the Proposed Project who are designated with that specific responsibility, e.g. Environmental Clerk of Works.

3.1.3 The roles and responsibilities set out in Table 3.1 are consistent with those identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan -– Suffolk** to allow both PRoW and street works to be co-ordinated where necessary, including any programmes of closures which may involve users of both the highway and PRoW networks, to reduce any impacts on those using these networks.

Table 3.1 Roles and responsibilities

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 Proposed Project. They will also develop good working relationships with external stakeholders such as the relevant PRoW officers.
Environmental Clerk of Works	National Grid	The Environmental Clerk of Works will monitor the works so that they proceed in accordance with the relevant environmental DCO requirements and adhere to the required mitigation measures. The Environmental Clerk of Works will be supported by appropriate technical specialist advisors depending on the location and potential impacts.

Role	Organisation	Responsibilities
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 Proposed Project, track 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 will be 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 advisors will be made available on an on-demand basis to respond to questions raised on their specialism throughout the works. The advisors will have the relevant experience to supervise the relevant aspects of the works, which might include an arboriculturist, land contamination specialists, soil specialists, ecologists and archaeologists.

3.2 Information Training and Awareness

3.2.1 In accordance with good practice measure GG05 in the **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, construction workers and maintenance staff will undergo training to increase their awareness of environmental issues which will include the project requirements relating to PRoW. 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, including details on the duration of works and the hours to be worked. A community relations team will be appointed to provide dedicated community relations and external communication support during construction.

3.3.2 Local residents and interested parties 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 people seeking additional information. In addition, good practice measure GG09 within the **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** 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 Proposed 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 project telephone helpline and project website will be maintained and managed by the Applicant's community relations team throughout construction. The project helpline and website information will be on boards placed in appropriate locations where they will be clearly visible to the public, including the main site compound. The telephone number and project website details will be provided to 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 procedure for complaints can be found in **Application Document 7.5.3 Outline Onshore CEMP**.

4. PRoW Network

4.1 Public Rights of Way

4.1.1 All PRoW located within the Order Limits are shown on **Application Document 6.4.2.7.4 Walking and Cycling Routes (including PRoW)**.

4.1.2 Table 4.1 details the PRoW within the Order Limits, including their identification number from the online Definitive Map, type of route and location. All PRoW within the Order Limits lie within the jurisdiction of SCC and fall within the district of East Suffolk Council.

Table 4.1 PRoW located within Order Limits

PRoW Reference No.	Type	Description
E-103/006/0	Public Footpath	Public footpath which runs to the west of Thorpe Road, through agricultural fields (non-trafficked) within the Order Limits. Varying quality, narrow in places. Provides a connection between Thorpe Road and the Coastal Path, B1122 Leiston Road, A1094 Aldeburgh Road and PRoW E-103/016/0.
E-103/016/0	Public Footpath	Public footpath which runs southeast to northwest through a golf course and agricultural fields. Largely non-trafficked, although shares a short section of access track. Typically an open route across fields. Provides a connection between Golf Lane and PRoW E-103/006/0 (south), E-103/001/0 and E-260/012/0 (north).
E-260/013/A	Public Footpath	Public footpath which runs southeast to northwest through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, typically an open route through fields. Provides a connection between A1094 Aldeburgh Road (south) and PRoW E-260/012/A (east).
E-260/012/A	Bridleway	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs along Sloe Lane to the north. Provides a connection between A1094 Aldeburgh Road (south) and Sloe Lane and PRoW E-260/013/A (north).
E-354/002/0	Bridleway	Bridleway which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Typically a good quality route which provides a connection between PRoW E-354/001/0 and

PRoW Reference No.	Type	Description
		PRoW E-354/020/0 (east) and Grove Road and PRoW E-354/004/0 (west).
E-354/001/0	Bridleway	Bridleway which runs north-south through agricultural fields, partly non-trafficked and partly along agricultural access tracks. Varying quality, narrow in places, runs through fields. Provides a connection between School Road (north) and PRoW E-354/020/0 and E-354/002/0 (south).
E-354/018/0	Public Footpath	Public footpath which runs north-south through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and PRoW E-354/018/A (south).
E-354/007/A	Public Footpath	Public footpath which runs northeast-southwest through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between School Road (north) and Grove Road (west).
E-354/006/0	Public Footpath	Public footpath which runs north-south along an agricultural access track (lightly trafficked). Open route through fields. Provides a connection between Grove Road (south) and PRoW E-354/008/0, E-354/006/0 and E-260/020/0 (north).
E-354/007/0	Public Footpath	Public footpath which runs in a northeast-southwest direction between Grove Road and Church Lane. A short open route though fields, which does not appear to be accessible from Grove Road (due to a hedgerow). This route is also crossed by E-354/006/0 (see above).
E-260/017/0	Public Footpath	Public footpath which broadly runs north-south through agricultural fields, largely non-trafficked. Long route of varying quality, running along tracks and open routes through fields. Provides a connection between Church Lane (south) and PRoW E-260/018/0 and E-260/020/0 (north).
E-260/015/0	Public Footpath	Public footpath which runs southwest-northeast through agricultural fields (non-trafficked). Open route through fields. Provides a short connection between PRoW E-260/017/0 (east) and PRoW E-260/016/0 (west).
E-260/016/0	Public Footpath	Public footpath which runs southwest-northeast along fields and an access road (lightly trafficked). Open route through fields and also partly along a well-surfaced access road. Provides a short

PRoW Reference No.	Type	Description
		connection between PRoW E-260/015/0 (east) and B1121 Saxmundham Road (west).
E-491/010/0	Bridleway	Bridleway which is a good quality route that runs southwest-northeast along rural (lightly trafficked) access tracks serving agricultural uses. Provides a connection between the B1121 (south) and the B1119 (north).
E-491/006/0	Public Footpath	Public footpath which runs east-west through agricultural fields (non-trafficked) within the Order Limits. Open route through fields. Provides a connection between PRoW E-260/018/0 (east) and PRoW E-460/023/0 (west).
E-491/005/0	Public Footpath	Public footpath which is a largely open route running north-south through agricultural fields (non-trafficked) within the Order Limits. Provides a connection between PRoW E-491/004/0 (south) and PRoW E-491/006/0 (north).
E-491/004/0	Public Footpath	Public footpath which runs east-west through agricultural fields and is predominantly non-trafficked and is a largely open route through fields. Provides a local connection between PRoW E-491/005/0 and St Mary Magdalene Church.
E-460/023/0	Public Footpath	Public footpath which runs north-south along an agricultural access track (lightly trafficked). Good quality surfaced route. Provides a short connection between B1119 Church Hill (north) and PRoW E-491/006/0 (south).

4.2 Other Key Routes

4.2.1 Table 4.2 provides details of the approved King Charles III England Coast Path which passes within the vicinity of the Site and is also considered within this document.

Table 4.2 Other local trails located within DCO Order Limits

Trail	Description
Approved King Charles III England Coast Path	Off-carriageway route (national trail) which follows the English coastline. Within the study area the path will function as an off-carriageway route along the eastern side of Thorpe Road between Thorpeness and Aldeburgh, using existing walking routes.

5. Management Plan

5.1 Introduction

5.1.1 This section sets out the management methods to be applied to the affected PRoW during the construction of the Proposed Project.

5.2 PRoW General Management

5.2.1 The Draft DCO (**Application Document 3.1**) for the Proposed Project grants all necessary powers to temporarily stop up, alter or divert PRoW affected by the Proposed Project. Article 15 relates to the temporary closure of streets and PRoW, and Article 16 relates to the permanent stopping up of streets and PRoW. This Outline PRoWMP will also be implemented by Schedule 3 Requirement 6 of the Draft DCO. Reference should also be made to **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk** which lists out the PRoW diversions and provisions.

5.2.2 The majority of PRoW interactions would only be experienced for short durations, with users carefully marshalled where construction activity does not prohibit the use of PRoW for safety reasons (as indicated in Table 5.1).

5.2.3 National Grid fully appreciates the importance of PRoW and maintaining safe public access to them and it is the overall intention to keep the majority of PRoW effectively open via management and diversions where necessary.

5.2.4 The locations where PRoW will be temporarily restricted or diverted are identified in Table 5.1. This chapter sets out the locations where management will be required and where mitigation measures will be implemented to overcome any impacts created by the Proposed Project.

5.3 Signage and Information

5.3.1 All locations where a PRoW would be impacted by the Proposed Project would have appropriate signage to advise the dates and hours affected. National Grid/the Contractor would develop, through consultation with SCC PRoW officers, a standard form of signage relating to temporary PRoW closures and diversions which would be used across the Proposed Project; this is in line with mitigation measure TT03 identified within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.

5.3.2 Signs would be erected informing PRoW users of the presence of construction activities. Information signs detailing the works would be in place with contact details for the community relations team of the Proposed Project.

5.3.3 The location of signs providing information on temporary diversions and closures within the Order Limits would be discussed with relevant PRoW officers in advance of being installed. Where applicable, maps showing temporary PRoW diversions and alternative PRoW which could be used in the surrounding area would be provided at the site.

5.3.4 National Grid recognises that signage should be provided well in advance of the areas of construction to avoid users having to turn back at certain locations. National Grid would therefore agree in advance, with SCC Highways and SCC PRoW officers, a schedule of additional signage for locations outside of the Order Limits to provide users with this advanced information where necessary.

5.4 Forms of Managed Crossing and Temporary Closure

5.4.1 For each location where a PRoW would be affected by construction work, efforts would be made to minimise the impact on users following a simple decision-making process which sets out a hierarchy of action, starting with those that create the minimum impact. An example of such a hierarchy in order of increasing impact is as follows:

- providing signs for both PRoW users and construction vehicles to allow safe crossings of construction tracks for PRoW users;
- ensuring contract staff hold PRoW users for short periods (a few minutes maximum is expected) while construction vehicles pass or while construction activities are undertaken; or
- closing the PRoW for a short temporary period and signing an acceptable diversion route, for example around a construction element.

5.4.2 All interventions would be developed in liaison with the relevant PRoW officers and indicated by the contractor using signs as appropriate. Users would be advised by the contractor at the relevant location when works are completed and when it is safe to use the PRoW.

5.4.3 The following sections provide more detailed examples of the forms of intervention that are likely to be implemented during the construction of the Proposed Project.

5.5 Managed Crossing of Temporary Access Track

5.5.1 Where a PRoW crosses a temporary access track, it would be disproportionately disruptive to close the PRoW for the duration of its use, particularly when the risk to the public is likely to be lower than crossing a public road due to the low (managed) speed of construction vehicles.

5.5.2 Instead, a system of signs informing PRoW users of the construction activity would be provided, together with signs warning construction vehicle drivers of the likely presence of PRoW users crossing the temporary access track ahead.

5.5.3 At the busiest crossing points, the contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is in use by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the contractor. Alternatively, where crossing patrols are not required, construction vehicle drivers will be required to operate the gates themselves in order to continue along the haul road by temporarily closing the PRoW, driving through and then re-opening the PRoW, to ensure that the public remain segregated from construction vehicles.

5.6 Temporary Access Track Coincident with PRoW

5.6.1 Where temporary access tracks follow an existing PRoW, appropriate traffic management measures to minimise risk to PRoW users would be employed. Signage, barrier treatment or segregation of the PRoW would be used, and if necessary, a minor diversion put in place (see Table 5.1). Construction vehicles would give way to PRoW users, stopping where safe to allow users to pass vehicles.

5.7 Temporary PRoW Stopping Up and Diversions

5.7.1 As identified above, it is proposed to temporarily stop-up and divert PRoW during the construction phase (see Table 5.1 for further details). Diversions will be put in place prior to the stopping up of any PRoW (where the duration would exceed a few hours), so that PRoW users are able to continue their journey. Where a PRoW has been identified for temporary restrictions or a diversion for a longer duration (rather than management), the feasibility of temporary PRoW stopping up has been and will continue to be discussed with the relevant PRoW officers. **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk** illustrate the PRoW concerned.

5.7.2 PRoW that would be temporarily restricted or diverted could be managed for the entire construction period of the Proposed Project. However, the contractor would endeavour to ensure durations are minimised as far as practical. PRoW would be re-opened at the earliest opportunity if no longer affected by the construction activities and where it is safe to do so.

5.8 Additional Closures

5.8.1 Table 5.1 sets out the National Grid's expectations of the required temporary access restrictions or diversions of the identified PRoW.

5.8.2 In the unlikely event that it becomes necessary to implement any additional temporary access restrictions to PRoW within the Order Limits (i.e. in addition to those identified in Table 5.1), then these would be discussed and agreed with the relevant PRoW officers and the relevant landowners prior to implementation.

5.8.3 Furthermore, in such cases, the Draft DCO (**Application Document 3.1**) requires National Grid to obtain the consent of the relevant Highway Authority which may attach reasonable conditions to such consent.

5.8.4 As set out previously, signage would be used to provide advanced notice of any proposed closures including details of the proposed dates and specific durations anticipated for these closures.

5.9 Permanent Closures

5.9.1 It is proposed to permanently close and divert PRoW E-354/006/0 and E-491/005/0 for the operational lifetime of the Proposed Project. The proposed diversion routes will be put in place prior to the stopping up of these PRoW so that PRoW users are able to continue their journey. These will be designed to be of equivalent nature and connectivity to the existing sections of the routes to be closed, whilst minimising the

additional journey length as far as practical. The proposed diversion routes are subject to agreement with SCC.

5.10 Co-ordination with Other Projects

5.10.1 National Grid has set out details of how the Proposed Project has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**.

5.11 Safety Measures

5.11.1 It is the National Grid's intention to keep PRoW open during the construction of the Proposed Project where it is practicable and safe to do so. The existing surfacing and working widths of PRoW will also remain unaffected by the works where possible and surfacing/widths of an equivalent standard (to the existing) will be provided for any temporary diversions and when reinstating (reopening) PRoW following any temporary closures. Should any PRoW be damaged during the construction phase by the contractor, the Applicant will repair the damage and return it to a comparable (surface) condition.

5.11.2 Where necessary, safety scaffolding and netting will be installed for any works involving Over Head Lines (OHL), so that any PRoW can remain open when passing underneath. This provision will remain in place for full construction phase of the project.

5.11.3 Where required, the interface between the construction area and existing (or diverted) PRoW will be physically separated by fencing and gates to prevent PRoW users from encountering construction traffic. The gates will be temporarily closed when required, to prevent PRoW users from crossing the access track when this is in use by construction vehicles.

5.11.4 The following measures are proposed to be used at crossing points which intersect with PRoW, where these are assessed to be required:

- site fencing and crossing gates at all crossing locations;
- monitoring when crossing points are in use (busiest locations);
- signage at all crossing locations;
- safety scaffolding and netting where required (e.g. for OHL works);
- Stop/Go boards to manage vehicles at crossing points if required; and
- banksmen (see above with respect to monitoring).

5.11.5 When construction is required at a PRoW, a diversion will be put in place with suitable fencing to maintain public safety.

5.11.6 Once cable installation works are complete and it is safe to do so, the PRoW diversion will be removed to allow the PRoW to reopen. It is currently estimated that temporary PRoW diversion routes around these works would be in place for a period of approximately 1-2 weeks and up to four weeks (this will be reviewed further as part of the PRoWMP).

5.11.7 All points where PRoW cross the Proposed Project will be appropriately signed, advising PRoW users of dates and hours of working.

5.11.8 Furthermore, drivers of construction vehicles accessing the site will be briefed via ‘toolbox talks’ and advised if there are PRoW in the working section that need to be managed, including to safely accommodate PRoW users when crossing any access tracks during construction hours.

5.12 Condition Surveys

5.12.1 National Grid will undertake pre-commencement condition surveys of all directly affected PRoW prior to the commencement of construction. At this stage this is expected to be limited to any PRoW to be crossed by the temporary haul road or directly affected by installation of works (as summarised in Table 5.1). A plan showing the survey extents will be circulated to SCC in advance. A copy of the condition survey, including photographs and recommendations for any additional signage requirements would then be provided to the relevant PRoW officers.

5.13 Reinstatement of PRoW

5.13.1 Prior to re-opening PRoW, the contractor will remove all temporary works and reinstate any directly affected PRoW to the same standard as recorded prior to the commencement of construction. Any remediation will be discussed with landowners and PRoW officers before handover.

5.14 Inspections

5.14.1 In addition to the condition surveys, regular site checks will be carried out across the Proposed 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.

5.14.2 Site checks and inspections will include checks against compliance with good practice measures and other commitments made by the Proposed Project.

5.14.3 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.

5.14.4 Inspections and any subsequent actions relating to non-conformance will be undertaken in accordance with **Application Document 7.5.3 Outline Onshore CEMP**.

5.15 Non-Compliance Procedure

5.15.1 The Environmental Clerk of Works will be responsible for undertaking site audits to check compliance with the PRoWMP. All incidents associated with the construction of the Proposed 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, National Grid will review performance and will conduct further training and issue formal warnings as appropriate.

5.16 Change Process

Introduction

5.16.1 The Outline PRoWMP falls within Schedule 3 Requirement 6 of the DCO (**Application Document 3.1**) which requires that a PRoWMP be submitted to and approved by the planning authority. Paragraph (2) of Requirement 6 in the draft DCO (**Application Document 3.1**) in the draft DCO (Application Document 3.1(C)) states: *'The construction works for each stage of the authorised development and mitigation works to minimise the impact of construction must be carried out in accordance with the relevant stage of the approved plans, schemes and strategies referred to in sub-paragraph (1) or with any amended plans, schemes or strategies that may subsequently be approved by the relevant planning authority or other discharging authority as may be appropriate to the relevant plan, scheme or strategy concerned.'*

5.16.2 Requirement 1(4) of the draft DCO (Application 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 will not give rise to any materially new or materially different environmental effects from those assessed in the Environmental Statement.'*

5.16.3 Where there is a need to update the Outline PRoWMP (or PRoWMP) beyond derogations addressed pursuant to the above, the below text addresses the process for changing these reports themselves. 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

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

5.16.5 Where there is a proposed change to the Outline PRoWMP (or subsequent PRoWMP), National Grid 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 or provide its reasons why the change is not accepted. National Grid will also publish any amended version of the Outline PRoWMP (or subsequent PRoWMP) on the project website, and will make clear in doing so that any previous version(s) are superseded.

5.17 Using the Management Plan

5.17.1 Table 5.1 details the PRoW (as well as the approved King Charles III England Coast Path) that pass through the Order Limits and may be impacted by the Proposed Project. The corresponding **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk** should be reviewed in conjunction with Table 5.1.

5.17.2 For the purposes of the table below, a short-term temporary diversion has been classified as a period of six months or less, whereas a long-term temporary diversion has been classified as a period of between six months and the full construction period.

Table 5.1 Impacted PRoW

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
E-103/006/0	Public Footpath	The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the PRoW and access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Provision (management of shared use)	Full Construction Phase (Long-Term) Operational Phase (when required)
E-103/016/0	Public Footpath	The HVDC cable route will cross the PRoW. Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), with priority given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-260/013/A	Public Footpath	The HVDC cable route will cross the PRoW. To create a safer crossing point at the land boundary perimeter, a temporary diversion will be installed for the full construction	Temporary Diversion and Temporary Stopped Up (closure)	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		phase of the Proposed Project. The diverted route will include site fencing to cross the construction swathe.		
		The temporary haul road will cross the diverted PRoW (see above). Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
		An additional temporary diversion will be installed (at a different location to the above, further to the west) for the full construction phase of the Proposed Project to bypass the HVDC cable route and temporary haul road at this western location, and to retain a connection with PRoW E-260/012/A.	Temporary Diversion and Temporary Stopped Up (closure)	Full Construction Phase (Long-Term)
E-260/012/A	Bridleway	Whilst the HVDC cable is being installed, a maximum of 2x temporary diversions will be required for a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete	Provision (management)	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		(either by a banksman or by the driver of the construction vehicle).		
E-354/002/0	Bridleway	The HVDC Cable route and Joint Bay interact with the PRoW. A temporary diversion will be established prior to commencement of works due to high level of construction activity in this area. Once the Joint Bay has been installed and the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Four weeks during construction (Short-Term)
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-354/001/0	Bridleway	Interface between temporary drainage attenuation pipe and diverted electricity utility and the PRoW. A maximum of 2x temporary diversions will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). This is required whilst the attenuation pipe and electricity utility are installed and removed. Site fencing will be installed along the existing PRoW route for the full construction phase of the Proposed Project.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
E-354/018/0	Public Footpath	Interface between temporary drainage attenuation pipe and the PRoW. A maximum of 2x temporary diversions will be required with a duration of four weeks each whilst the attenuation pipe is installed and removed (this will be the	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		same diversion at different times within the programme). Site fencing will be installed along the existing PRoW route for the full construction phase of the Proposed Project.		construction (Short-Term)
E-354/007/A	Public Footpath	The PRoW crosses the location of an existing pylon that will require modification works during construction, as well as the HVDC Cable route. A maximum of 2x temporary diversions will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the cable is buried, the diversion will be removed and the existing PRoW route will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Site fencing will be installed along the existing PRoW with gates each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-354/006/0	Public Footpath	This PRoW runs north to south through the location of the proposed Friston Substation, Overhead Line connections and HVDC cable route. The route continues south towards Friston. This route will be permanently diverted in alignment with Scottish Power Renewables' proposal at Friston. The diverted route brings the footpath to the east before crossing the HVDC cable swathe where during construction site fencing and gates will be installed. The diversion route then continues south through existing woodland and runs parallel with Grove Road before connecting into PRoW E-354/007/A	Permanent Diversion and Permanent Stopped Up	In perpetuity

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		which then leads back to PRoW E-354/006/0. Mitigation and landscaping at Friston has been considered with this proposed route.		
		The temporary haul road will cross the diverted PRoW. Site fencing to allow PRoW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-260/017/0	Public Footpath	This PRoW intersects the combined HVDC/HVAC swathe as well as temporary drainage. It is proposed to temporarily divert the PRoW to minimise impacts and retain connections with PRoW E-354/006/0 to the east and PRoW E-260/015/0 to the north. The diversion route will remain in place for the full construction phase.	Temporary Diversion and Temporary Stopped Up (closure)	Full Construction Phase (Long-Term)
		The temporary haul road will cross the diverted PRoW. Site fencing to allow PRoW users to safely cross the construction swathe will be installed. Gates will be installed at each side of the temporary haul road (1x crossing point), where priority is given to the diverted PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
		The PRoW intersects the Friston permanent access road and permanent outfall pipe. A maximum of 2x temporary diversions will be required to accommodate the construction of the access road and works in this area, with a duration of	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		four weeks each (this will be the same diversion at different times within the programme.		
		As part of the above the diverted PRoW will cross the haul road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary haul road (1x crossing point), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Two periods of four weeks during construction (Short-Term)
		As above, the PRoW intersects the Friston permanent access road. Once in operation a crossing with drop kerbs will be installed to allow continued access.	Provision (crossing)	Operational Phase (when required)
E-260/015/0	Public Footpath	The PRoW intersects the HVDC/HVAC cable swathe alongside a HVAC Joint Bay. Whilst both cables and joint bays are being installed, a maximum of 2x temporary diversions will be required with a duration of four weeks each (this will be the same diversion at different times within the programme). Once both cables and joint bay are installed, the diversion will be removed. Following the removal of the above diversion, the existing PRoW will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete	Provision (management)	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		(either by a banksman or by the driver of the construction vehicle).		
E-260/016/0	Public Footpath	The PRoW intersects the Friston permanent access road. A maximum of 2x temporary diversions will be required to accommodate the construction of the access road with a duration of four weeks each (this will be the same diversion at different times within the programme). Once the access road has been constructed, the diversion will be removed.	Temporary Diversion and Temporary Stopped Up (closure)	Two periods of four weeks during construction (Short-Term)
		As part of the above the diverted PRoW will cross the haul road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary haul road (1x crossing point), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Two periods of four weeks during construction (Short-Term)
		As above, the PRoW intersects the Friston permanent access road. Once in operation a crossing with drop kerbs will be installed to allow continued access.	Provision (crossing)	Operational Phase (when required)
E-491/010/0	Bridleway	The PRoW intersects both HVDC and HVAC cables, haul road and temporary outfall pipe. During installation of the cables, haul road and temporary outfall pipe, the route will need to be closed for a maximum duration of four weeks and a temporary diversion (up to four weeks) will be put in place. Once both cables are installed, the diversion will be removed. Following the removal of the above diversion, the existing PRoW will include site fencing to allow PRoW users to safely cross the construction swathe.	Temporary Diversion and Temporary Stopped Up (closure)	Four weeks during construction (Short-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		The temporary haul road will cross the PRoW (both the existing alignment and when this is temporarily diverted as above). It is proposed the PRoW will remain open and include site fencing along the construction swathe to allow PRoW users to safely cross. Gates will be installed at each side of the temporary haul road (1x crossing point of this PRoW at any given time), where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-491/006/0	Public Footpath	The PRoW intersects with the converter/cable construction compound and a temporary diversion will be required throughout the construction phase. It is proposed that the temporary diversion will run parallel with the B1119 heading east and rejoin the existing PRoW at the north east of the converter station location. This long-term temporary diversion will act in conjunction with a permanent diversion route for PRoW E-491/005/0 (see below) which is proposed to feed across the permanent access road and south of Saxmundham converter station, acting as an alternate route. This PRoW will be reinstated post construction, although alignment may vary slightly to align with landscaping proposals along the route.	Temporary Diversion and Temporary Stopped Up (closure)	Full Construction Phase (Long-Term)
E-491/005/0	Public Footpath	This PRoW will require a permanent closure due to it passing through the location of the Saxmundham converter site. A permanent diversion route will run towards and past Wood Farm before heading south across the permanent access road. The diverted route then feeds south of the converter site before tying back into the existing route. The diversion will be in place during construction where site measures (e.g.	Permanent Diversion and Permanent Stopped Up	In perpetuity

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		gated crossings as elsewhere) will be put in place. The permanent solution is dependent on further development of landscaping and mitigation. A dropped kerb crossing point will be provided where this crosses the permanent access road. This permanent diversion will act in conjunction with a long-term temporary diversion route for PRoW E-491/006/0 (see above) which will feed east along the B1119 and rejoin the existing PRoW E-491/006/0 at the north east of the converter station location.		
		As part of the above the diverted PRoW will cross the haul road. When used during construction, site fencing will be installed along the diverted route with gates each side of the temporary haul road, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once the crossing is complete (either by a banksman or by the driver of the construction vehicle).	Provision (management)	Full Construction Phase (Long-Term)
E-491/004/0	Public Footpath	Interface between permanent attenuation pipe and PRoW. A temporary diversion will be required for a duration of four weeks whilst the attenuation pipe is installed. Site fencing will be installed along the existing PRoW (which will be temporarily stopped up). Once the attenuation pipe has been installed, the diversion will be removed and access to the PRoW will be reinstated.	Temporary Diversion and Temporary Stopped Up (closure)	Four Weeks during construction (Short-Term)
E-460/023/0	Public Footpath	The northern portion of this PRoW will be temporarily diverted for approximately five months whilst the road to Wood Farm is used for access during the initial mobilisation works for the Proposed Project. Once mobilisation access is complete the route will be reinstated. Both the existing (and temporarily diverted) alignment of this PRoW will form a connection between the temporary diversion route for PRoW	Temporary Diversion and Temporary Stopped Up (closure)	Five Months during construction (Short-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		E-491/006/0 and the permanent diversion route for PRoW E-491/005/0 (see above).		
E-354/007/0	Public Footpath	This PRoW passes through the Order Limits but is not expected to interact with (or be impacted by) the Suffolk Onshore Scheme.	Provision (management) if required	Full Construction Phase (Long-Term) if required
Approved King Charles III England Coast Path	National Walking Route	The trenchless HVDC crossing includes four drills that will be at depth below ground level. This alignment crosses the route; access along the HVDC alignment is required by foot/quad bike for monitoring purposes during construction and operation.	Provision (management)	Full Construction Phase (Long-Term) Operational Phase (when required)

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