



The Great Grid Upgrade

Sea Link

Sea Link

Volume 7: Other Documents

Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent

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Executive Summary

- Ex1.1.1 This Outline Public Rights of Way Management Plan (Outline PRowMP) forms **Application Document 7.5.9.2 Outline PRowMP – Kent** and has been produced in order to mitigate the impacts of the Proposed Project on Public Rights of Way (PRow) and the King Charles III England Coast Path (categorised as a national trail) in Kent. The Outline PRowMP has considered available guidance and information on PRow including the Kent County Council PRow Map, 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. No PRow are proposed to be permanently stopped up as a result of the Kent Onshore Scheme.
- 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 Kent County Council (KCC) 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 Kent Onshore Scheme and to identify the mitigation measures that 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 Kent County Council (KCC) 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 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**.
- 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.

- 1.1.10 This document should also be read in conjunction with **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent (Outline CTMTP – Kent)**.

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 except for mechanically propelled vehicles.

1.3.3 There are no rights to access open land within the Order limits and the focus of this document is therefore on PRoW including any public footpaths, bridleways, byways open to all traffic and restricted byways.

1.3.4 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.

1.3.5 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 the KCC Highways and KCC 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 KCC's online map of Public Rights of Way (as well as other route maps) which collectively show PRoW, the King Charles III England Coast Path and promoted routes such as the Cantii Way, Contra Trail, Viking Coastal Trail and Saxon Shore Way. 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 not aware of any permissive paths which pass through the Order Limits for the Kent Onshore Scheme.
- 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 the Applicant and would need to be agreed with relevant landowners, given the above.

1.5 Report Structure

- 1.5.1 The remainder of 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 that 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 that 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 King Charles III England Coast Path as described further below) that would be directly affected by the Proposed Project as shown on **Application Document 6.4.3.7.4 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 King Charles III England Coast Path is a long-distance national trail which follows the English coastline. As shown on **Application Document 6.4.3.7.4 Walking and Cycling Routes (including PRow)**, the path runs along the south-eastern side of Sandwich Road and the eastern side of the A256 Ramsgate Road within close proximity to the Order Limits (note this also passes through the Order Limits at two locations).
- 2.2.3 Whilst the King 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 Kent County Council (KCC). 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 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 Kent PRow Map 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 Kent 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 2.7.2 Access, Rights of Way and Public Rights of Navigation Plans – Kent**. 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 Right 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 that would be in place throughout and beyond the operational lifetime of the Proposed Project, following agreement with KCC Highways and KCC PRow officers.
- 2.5.4 PRow falling into the Public Right 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 closures are proposed. A Public Rights of Ways: Permanent Diversion will be provided in this instance (following agreement with KCC Highways and

KCC 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 Kent Onshore Scheme, there will be a requirement to temporarily stop-up PRow for a few days (TE26, EE42, and TE35) or to temporarily divert two PRow for a longer period (TE37 and TE39) with the provision of temporary diversion routes to retain access. 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 that would be implemented to prevent any adverse outcomes from being created by the Proposed Project.
- 2.5.7 No PRow will be permanently diverted as a result of the Kent Onshore Scheme. Any temporary diversions (i.e. TE37 and TE39) will be reinstated to their original route on completion of the construction works.
- 2.5.8 In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage. The movements would interact with PRow TR33 and TR15; therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRow users. This provision would remain in place for the full duration of the construction works at this part of the Kent Onshore Scheme.
- 2.5.9 In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the event of a fault within the intertidal zone. The movements would interact with PRow TR33 and TR15; therefore, site fencing and crossing gates will be installed to separate vehicles and PRow users. This provision would remain in place for the full duration of any maintenance works.
- 2.5.10 In addition to the above, whilst not classified as a PRow, the existing pedestrian/cycle route which runs north-south to the west of (and parallel with) the A256 will be temporarily stopped-up and locally diverted during the construction phase (during cable trenching works only) and then permanently stopped-up and locally diverted (realigned) to cross the permanent access road during the operational phase. Access to the pedestrian/cycle route will be retained at all times with the proposed diversions in place. Further details relating to this route are shown on **Application Document 2.7.2 Access, Rights of Way and Public Rights of Navigation Plans – Kent**. This route is not a PRow and has therefore been excluded from Table 5.1.

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 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**). The relevant aspects of the PRowMP will be notified to the workforce at commencement of works to highlight the relevant commitments and responsibilities of 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 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** 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 be responsible for liaison 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 the 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 arboriculturists, 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 6.4.3.7.4 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 KCC and fall within the districts of Thanet District Council (TDC) and Dover District Council (DDC).

Table 4.1 PRow located within the Order Limits

PRow Reference No.	Type	Description
TE26	Public Footpath (Thanet)	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the northern bank of the River Stour. Provides connections to three other PRow.
TE35	Restricted Byway (Thanet)	Restricted byway which runs along an agricultural access track, towards the River Stour to the south where it joins PRow TE26.
TE36	Restricted Byway (Thanet)	Restricted byway which runs along a short section of Marsh Farm Road (lightly trafficked) and then south towards the River Stour (non-trafficked) where it joins PRow TE26.
TE37	Public Footpath (Thanet)	Public footpath, gated route largely along agricultural tracks running parallel to the railway line. Crosses Ebbsfleet Lane North and runs along Brooks Lane (lightly trafficked track) for a short section. East-west route which provides connections to two other PRow.
TE39	Public Footpath (Thanet)	Public footpath which runs along Brooks Lane (lightly trafficked track) and across an agricultural field (non-trafficked). North-south route which links PRow TE37 with Ebbsfleet Lane North.
TR15	Public Footpath (Thanet)	Public footpath (circa 1.2 km in length) which runs between Sandwich Road (west) and Pegwell Road (east) along the coastline (largely non-trafficked), crossing the gated access road (largely unused) to the former hoverport, and using a short section of Coastguard Cottages (access road). The majority of the route is shared with the King Charles III England Coast Path and the Contra Trail.
TR33	Public Footpath (Thanet)	Public footpath (circa 350 m in length) which runs between Sandwich Road (west) and the coastline (east) through

PRoW Reference No.	Type	Description
		grassland/ woodland/ open land (non-trafficked) and crosses the gated access road (largely unused) to the former hoverport.
EE42	Public Footpath (Dover)	Public footpath which runs east-west through agricultural fields (non-trafficked), parallel to the southern bank of the River Stour.

4.2 Other Key Routes

4.2.1 Table 4.2 provides details of the 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 key routes located within the Order Limits

Route	Description
King Charles III England Coast Path (Thanet)	Off-carriageway route (national trail) which partially runs along the south-eastern side of Sandwich Road and the eastern side of A256 Ramsgate Road within close proximity to the Order Limits (passing through the Order Limits at two locations).

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 2.7.2 Access, Rights of Way and Public Rights of Navigation Plans – Kent** 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 KCC 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 KCC Highways and KCC 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 would be provided informing PRow users of the construction activity, 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 used 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 TE37 and TE39 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 2.7.2 Access, Rights of Way and Public Rights of Navigation Plans – Kent** 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 practicable. 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 There are no proposed permanent closures of any PRow intersecting the Order Limits of the Kent Onshore Scheme.

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 that 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 any PRow to be crossed by the temporary haul road or directly affected by installation of the works (as summarised in Table 5.1). A plan showing the survey extents will be circulated to KCC 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 PRowWMP. 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 PRowWMP 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 generally be responsible for undertaking site audits to check compliance with the PRowWMP. All incidents associated with the construction of the Proposed Project, including environmental incidents and non-conformance with the PRowWMP, 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(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 (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 King Charles III England Coast Path) that pass through the Order Limits and may be impacted by the Proposed Project. The corresponding **Application Document 2.7.2 Access, Rights of Way and Public Rights of Navigation Plans – Kent** 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
TE37	Public Footpath	Cottingham Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRow TE37 along the northern grass verge of Cottingham lane, with site fencing to be installed along the diverted route that will sit parallel to Cottingham Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRow users and construction vehicles. The existing route will be reinstated after construction.	Proposed PRow Diversion Route and PRow Temporarily Stopped Up	Full Construction Phase (Long-Term)
		The proposed diversion will minimise/ avoid any interactions with construction vehicles, where it is estimated that there could be up to ten HGV movements per day (five arrivals and five departures) along Cottingham Lane. If there is any requirement for construction vehicles to cross PRow TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRow users, where priority is given to the PRow. When construction vehicles require crossing, these gates will close off the PRow briefly then reopen once crossing is complete.	Provision (management)	Full Construction Phase (Long-Term)
TE39	Public Footpath	PRow TE39 interacts with the proposed haul road, HVDC cable, and permanent access route. It is proposed to temporarily (and locally) divert PRow TE39 within the adjacent field during construction. Site fencing and gates will be established at the haul road crossing point during construction, with monitoring when this is in use. This diversion is to be in place for the full construction phase of the project. The existing route will be	Proposed PRow Diversion Route and PRow Temporarily Stopped Up	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		reinstated after construction and locally realigned at the permanent access route (see below).		
		It is estimated that up to 26 HGV movements per hour (13 arrivals and 13 departures) could interact with PRoW TE39 at the haul road crossing point. The contractor may provide a member of staff to assist crossings in a similar manner to school crossing patrols. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is used by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the contractor.	Provision (management)	Full Construction Phase (Long-Term)
		During operation, the re-instated PRoW would cross the proposed permanent access route and a permanent crossing point will be provided, including dropped kerbs. The PRoW will be locally realigned to utilise the perpendicular crossing of the permanent access so that this provides the safest route for PRoW users.	Local realignment	Operational Phase (permanent)
TE26	Public Footpath	The HVAC OHL route will interact with PRoW TE26 on the northern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop / go boards and staff on site managing the public.	PRoW Temporarily Stopped Up	One to five days (Short-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
TE26	Public Footpath	Temporary bridge structure to span across River Stour interacting with PRoW TE26 (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
			OR	OR
			PRoW Temporarily Stopped Up and Proposed PRoW Diversion Route	Up to four weeks (Short-Term)
TE26	Public Footpath	HVAC OHL restringing will interact with PRoW TE26 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
EE42	Public Footpath	The HVAC OHL route will interact with PRoW EE42 (and Saxon Shore Way which shares the PRoW) on the southern bank of the River Stour (2x locations). Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open.	Provision (management)	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
EE42	Public Footpath	Temporary bridge structure to span across River Stour interacting with PRoW EE42 and Saxon Shore Way (1x location). Sufficient clearance to be provided between bridge soffit and PRoW route with safety scaffolding and netting to be installed to ensure the route remains open and provides access for EA river maintenance. Provision to remain in place for full construction phase of the project.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
			OR	OR
			PRoW Temporarily Stopped Up and Proposed PRoW Diversion Route	Up to four weeks (Short-Term)
EE42	Public Footpath	HVAC OHL restringing will interact with PRoW EE42 and Saxon Shore Way (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
TE35		To be managed as a shared access route (it is estimated that up to ten HGV movements could use Marsh Farm Road each day	Provision (management)	Full Construction Phase (Long-

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
	Restricted Byway	for circa six months of the programme). Movements to be guided by banksman to prevent any interactions with PRoW users. Provision to remain in place for full construction phase of the project.		Term), although construction traffic movements in this area are only expected for six months of the programme
		HVAC OHL restringing will interact with PRoW TE35 (1x location). Safety scaffolding and netting will be installed. Provision to remain in place for full construction phase of the project, allowing the PRoW to remain open.	Provision (management)	Full Construction Phase (Long-Term)
		A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public.	PRoW Temporarily Stopped Up	One to five days (Short-Term)
TE36	Restricted Byway	No interactions with the Proposed Project are expected, although should any management be required then this would be carried out as part of the above for PRoW TE35.	Provision (management) if required	Full Construction Phase (Long-Term)
TR33	Public Footpath	In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR33 (for circa six months of the programme, at different times); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site, given that these works would be carried out at different times during the construction programme.	Provision (management)	Full Construction Phase (Long-Term), although construction traffic movements in this area are only expected for a total duration of six months, during different parts of the programme

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
		In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR33, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.	Provision (management)	Operational Phase (when required)
TR15	Public Footpath	In terms of the construction phase, movements along the existing foreshore access (Pegwell Road) track will be required for compound installation (foreshore) including soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation. The movements would interact with PRoW TR15 (for circa six months of the programme, at different times); therefore, site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, which would be monitored when in use. This provision would remain in place for the full duration of the construction works at this part of the Site, given that these works would be carried out at different times during the construction programme.	Provision (management)	Full Construction Phase (Long-Term), although construction traffic movements in this area are only expected for a total duration of six months during different parts of the programme
		In terms of the operational phase, infrequent movements along the existing foreshore access (Pegwell Road) track may be needed to undertake maintenance in the rare event of a fault within the intertidal zone. The movements would interact with PRoW TR15, site fencing and crossing gates will be installed to separate vehicles and PRoW users. Provision to remain in place for full duration of any maintenance works.	Provision (management)	Operational Phase (when required)
King Charles III England	National Walking Route	To be managed during trenchless works, although no crossing points or diversions expected during the construction phase	Provision (management)	Full Construction Phase (Long-Term)

Route Ref.	PRoW Type	Proposed Project Interaction with PRoW	Type of Diversion/Provision	Indicative Impact Period
Coast Path				

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com