

ENVIRONMENTAL STATEMENT (VOLUME III)

Appendix 16.2 Public Rights of Way

HyNet Carbon Dioxide Pipeline DCO

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 – Regulations 5(2)(a)

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1. INTRODUCTION

1.1. SECTION 1

- 1.1.1. **Table 1.1** below outlines the Public Rights of Way (PRoW) located within the 500m Study Area for Section 1, and their proximity to the Newbuild Infrastructure Boundary), as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.1 – PRow in Section 1

PRow Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
123/FP3/1	Within Newbuild Infrastructure Boundary; Located south of Elton, between the A5117 and the M56. Diversion through trenchless crossing ~250m in length.	Medium	Minor	<i>Slight Adverse (Not significant)</i>
123/FP3/1	Within Newbuild Infrastructure Boundary; Links to Old Cryers Lane. Runs through proposed construction compound.	Medium	Minor	<i>Slight Adverse (Not significant)</i>
123/FP5/1	Located between Cryers Lane and the A5117. South of the Essar Stanlaw Refinery.	Medium	No change	<i>Neutral (not significant)</i>
123/FP5/3	Located between Cryers Lane and the A5117. South of the Essar Stanlaw Refinery.	Medium	No change	<i>Neutral (not significant)</i>
NCN Route_5	Intersected by Newbuild Infrastructure Boundary; Route follows the A5117.	Very High	Minor	<i>Moderate Adverse (Significant)</i>
334/RB40/1	50m north; North of Station Road, links into Goldfinch Meadows	Medium	No change	<i>Neutral (not significant)</i>
123/FP4/1	495m west; located off Ince Lane, Elton	Medium	No change	<i>Neutral (not significant)</i>
123/FP2/2	500m west; located off Ince Lane, Elton	Medium	No change	<i>Neutral (not significant)</i>
123/FP2/1	480m north east; Connects Lawnswood Grove to Ince Lane, Elton	Medium	No change	<i>Neutral (not significant)</i>
123/FP2/3	470m north east, Lawnswood Grove, Elton	Medium	No change	<i>Neutral (not significant)</i>
123/FP1/1	430m north; Parklands Drive, Elton	Medium	No change	<i>Neutral (not significant)</i>
123/FP1/2	100m east; Connects Pool Lane to Parklands Drive, Elton	Medium	No change	<i>Neutral (not significant)</i>

1.2.

SECTION 2

1.2.1.

Table 1.2 below outlines the PRow located within the 500m Study Area for Section 2, and their proximity to the Newbuild Infrastructure Boundary, as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.2 – PRow in Section 2

PRow Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
294/FP2/1	Intersected by Newbuild Infrastructure Boundary, Yew Tree Close, Chester, no diversion possible. Route likely to be sequenced and fully reinstated once construction phase completed	Medium	Major	Large adverse (significant)
294/FP2/2	130m west, Connects Poole Lane to Thornton Green Lane, Chester	Medium	No change	<i>Neutral (not significant)</i>
294/FP1/1	330m west, Runs through Gowy Meadows Nature Reserve from Thornton Green Lane to Thornton Brook	Medium	No change	<i>Neutral (not significant)</i>
318/FP1/1	Intersected by Newbuild Infrastructure Boundary, Halls Green Lane to the River Gowy; Chester 580m diversion, additional 120m journey length	Medium	Minor	<i>Slight Adverse (Not significant)</i>
318/FP1/2	Intersected by Newbuild Infrastructure Boundary, Halls Green Lane to the River Gowy; Chester, route diversion 580m diversion, additional 120m journey length	Medium	Minor	<i>Slight Adverse (Not significant)</i>
309/FP1/3	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
309/FP7/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
309/FP1/2	Intersected by Newbuild Infrastructure Boundary; Chester Diversion Length 265m, journey decrease of 385m	Medium	Moderate	Moderate adverse (significant)
309/FP3/1	Intersected by Newbuild Infrastructure Boundary; Chester Diversion Length: 205m Journey Decrease: 675m	Medium	Major	Large adverse (significant)
241/FP5/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
241/FP6/2	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
309/FP8/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
309/FP2/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
241/FP6/1	Runs adjacent to Mill Brook; Chester	Medium	No change	<i>Neutral (not significant)</i>
281/FP5/3	400m northwest; Picton Lane to Shropshire Union Canal; Chester	Medium	No change	<i>Neutral (not significant)</i>
309/BR4/1	Ashwood Lane alongside the M53 and then intersects Newbuild Infrastructure Boundary; Chester, no diversion possible.	Medium	Major	Large adverse (significant)
241/BR4/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>
241/BR3/1	280m southeast; Picton Valley; Chester	Medium	No change	<i>Neutral (not significant)</i>
241/FP7/1	300m southeast; Picton Lane; Chester	Medium	No change	<i>Neutral (not significant)</i>
065/BR1/1	Adjacent to Newbuild Infrastructure Boundary; Chester	Medium	No change	<i>Neutral (not significant)</i>

1.3. SECTION 3

- 1.3.1. **Table 1.3** below outlines the PRow located within the 500m Study Area for Section 3, and their proximity to the Newbuild Infrastructure Boundary, as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.3 – PRoW in Section 3

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
NCN Route 70	15m south; Located along the Cheshire Union Canal, Mollington	Very High	No change	<i>Neutral (not significant)</i>
Traffic Free Chester	15m south; Located along the Cheshire Union Canal, Mollington	High	No change	<i>Neutral (not significant)</i>
NCN Route 56	Adjacent to Newbuild Infrastructure Boundary; Mollington	Very High	No change	<i>Neutral (not significant)</i>
177/FP1/1	250m north; Links Damage Lane to Liverpool Road	Medium	No change	<i>Neutral (not significant)</i>
177/FP3/1	305m north; Located along the railway line, north of Station Road	Medium	No change	<i>Neutral (not significant)</i>
177/FP/1	Adjacent to Newbuild Infrastructure Boundary; Links Station Road to Grove Road	Medium	No change	<i>Neutral (not significant)</i>
211/FP4/1	Intersected by Newbuild Infrastructure Boundary; Gypsy Lane route diversion ~ 350m increase in journey length	Medium	Moderate	Moderate adverse (significant)
211/FP7/1	230m south; Links Grove Lane to Townfield Lane, Mollington	Medium	No change	<i>Neutral (not significant)</i>
211/FP5/1	300m north; Links to Townfield Lane, Mollington	Medium	No change	<i>Neutral (not significant)</i>
211/FP9/1	330m north; Joins Townfield Lane to Parkgate Road, Mollington	Medium	No change	<i>Neutral (not significant)</i>
211/FP10/1	220m south; Links to Parkgate Road, Mollington	Medium	No change	<i>Neutral (not significant)</i>
263/FP5/5	325m north; Links to Overwood Lane, Mollington	Medium	No change	<i>Neutral (not significant)</i>
263/BY11/1	Intersected by Newbuild Infrastructure Boundary, Kingswood Lane, Saughall no diversion possible and will be temporarily closed but will be reinstated once construction phase is complete.	Low	Major	Moderate adverse (significant)

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
263/FP6/1	150m north; Links Fiddlers Lane to Hermitage Road, Saughall	Medium	No change	<i>Neutral (not significant)</i>
263/FP5/1	360m north; Links to Kingswood Lane, Saughall	Medium	No change	<i>Neutral (not significant)</i>
263/FP12/1	105m south; West off Hermitage Road, Saughall	Medium	No change	<i>Neutral (not significant)</i>
Chester Millenium Greenway	Intersected by Newbuild Infrastructure Boundary (trenchless crossing so no diversion required)	High	Minor	<i>Moderate adverse (significant)</i>
NCN Route 5	Intersected by Newbuild Infrastructure Boundary (trenchless crossing so no diversion required)	Very High	Minor	<i>Moderate adverse (significant)</i>
309/9/10	210m south; Links to Sealand Road, Sealand	Medium	No change	<i>Neutral (not significant)</i>

1.4.

SECTION 4

1.4.1.

Table 1.4 below outlines the PRow located within the 500m Study Area for Section 4, and their proximity to the Newbuild Infrastructure Boundary, as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.4 – PRoW in Section 4

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
Welsh Coast Path	Intersected by Newbuild Infrastructure Boundary, (trenchless crossing so no diversion required)	Very High	Negligible	<i>Slight Adverse (Not significant)</i>
308/2/30	Newbuild Infrastructure Boundary, so no diversion required)	Medium	Negligible	<i>Slight Adverse (Not significant)</i>
309/8/10	Intersected by Newbuild Infrastructure Boundary, Sealand Road to Deeside Lane; No diversion possible but access along road will be maintained.	Medium	Minor	<i>Slight Adverse (Not significant)</i>
309/10/30	Intersected by Newbuild Infrastructure Boundary, Sealand Road to Deeside Lane; No diversion possible but access along road will be maintained.	Medium	Minor	<i>Slight Adverse (Not significant)</i>
309/10/10	380m southeast; Deeside	Medium	No change	<i>Neutral (not significant)</i>
309/2/50	Intersected by Newbuild Infrastructure Boundary (trenchless crossing, so diversion required)	Medium	Negligible	<i>Slight Adverse (Not significant)</i>
307/2/10	Intersected by Newbuild Infrastructure Boundary (trenchless crossing, so diversion required) Newbuild Infrastructure Boundary	Medium	Negligible	<i>Slight Adverse (Not significant)</i>
303/54/10	Intersected by Newbuild Infrastructure Boundary; route diversion ~750m with a journey increase of 700m	Medium	Major	Moderate adverse (significant)
307/3/10	Intersected by Newbuild Infrastructure Boundary ; route diversion ~750m with a journey increase of 700m	Medium	Major	Moderate adverse (significant)
308/1/20	Intersected by Newbuild Infrastructure Boundary ; route diversion ~750m with a journey increase of 700m	Medium	Major	Moderate adverse (significant)
303/55/10	300m southeast, Hawarden	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
303/55/20	220m southwest, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/55/30	190m southwest; Moor Lane, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/56/10	220m southwest, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/57/10	500m southwest, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
308/4/10	Intersected by Newbuild Infrastructure Boundary ; route diversion ~400m, with a journey increase of 270m.	Medium	Moderate	Moderate adverse (significant)
308/5/30	Adjacent to Newbuild Infrastructure Boundary, Church View, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
308/5/20	Adjacent to Newbuild Infrastructure Boundary, Rectors Lane, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/32/10	Intersected by Newbuild Infrastructure Boundary ; route diversion ~700m with a journey increase of 615m	Medium	Major	Moderate adverse (significant)
303/37/10	190m southeast; Mancot Lane to Wilton Road, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/39/10	400m southeast; Wilton Road to Hawarden Way, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/40/10	300m southeast, Mancot Lane to Kennedy Drive, Hawarden	Medium	No change	<i>Neutral (not significant)</i>
303/36/10	400m southeast; Park Avenue, Hawarden	Medium	No change	<i>Neutral (not significant)</i>

1.5.

SECTION 5

1.5.1.

Table 1.5 below outlines the PRow located within the 500m Study Area for Section 5, and their proximity to the Newbuild Infrastructure Boundary, as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.5 – PRow in Section 5

PRow Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
303/28/10	230m north; Links to Clay Hill Lane	Medium	No change	<i>Neutral (not significant)</i>
303/29/10	30m West; Links Clay Hill Lane to Lower Aston Hall Lane	Medium	No change	<i>Neutral (not significant)</i>
303/30/20	50m West; Links to the A494	Medium	No change	<i>Neutral (not significant)</i>
303/30/10	Intersected by Newbuild Infrastructure Boundary (trenchless crossing so no diversion required)	Medium	Minor	<i>Slight adverse (not significant)</i>
303/29/20	Adjacent to the Newbuild Infrastructure Boundary; Links to Lower Aston Hall Lane	Medium	No change	<i>Neutral (not significant)</i>
303/30/10	15m east; Links to Vickers Close	Medium	No change	<i>Neutral (not significant)</i>
303/33/10	130m south east; Runs along Blackbrook Avenue	Medium	No change	<i>Neutral (not significant)</i>
303/34/10	Intersected by Newbuild Infrastructure Boundary Open cut trench crossing proposed. Proposed sequencing diversion	Medium	Minor	<i>Slight adverse (not significant)</i>
303/34/20	70m south; Links to Bennetts Lane, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/149/10	300m south; Links to Hawarden playing fields	Medium	No change	<i>Neutral (not significant)</i>
303/35/10	365m south; Links to Bennetts Lane, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/35A/10	360m south east; Links to Bennetts Lane, Ewloe	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
303/35/20	425m south east; Links to Bennetts Lane, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/119/10	445m south east; Links to the Highway, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/121/10	385 south east; Links to St David's Park, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/25/20	Intersected by Newbuild Infrastructure Boundary .Open trench crossing proposed. Proposed sequencing diversion	Medium	Minor	<i>Slight adverse (not significant)</i>
303/24/10	Within Newbuild Infrastructure Boundary; Links Old Aston Hill to Aston Hill Farm proposed sequenced diversion	Medium	Minor	<i>Slight adverse (not significant)</i>
303/24A/10	Within Newbuild Infrastructure Boundary; Links Shotton Lane to Aston Hill Farm	Medium	Minor	<i>Slight adverse (not significant)</i>
303/22/10	98m north east; Links to Ash View, Ewloe	Medium	No change	<i>Neutral (not significant)</i>
303/18/20	Intersects Newbuild Infrastructure Boundary, adjacent to Shotton Lane	Medium	Minor	<i>Slight adverse (not significant)</i>
303/19/20	230m north; Links to Shotton Lane	Medium	No change	<i>Neutral (not significant)</i>
303/17/20	105m north; North of Aston Hill Farm	Medium	No change	<i>Neutral (not significant)</i>
303/19/10	490m north; North of Aston Hill Farm	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
303/20/20	Intersected by Newbuild Infrastructure Boundary; Joins to Holywell Road	Medium	No change	<i>Neutral (not significant)</i>
303/20/10	Intersected by pipeline proposed diversion along Holywell Road. Addition 60m in journey length.	Medium	Minor	<i>Slight Adverse (Not significant)</i>
303/122/10	440m south; Off Old Mold Road	Medium	No change	<i>Neutral (not significant)</i>
303/122/20	445m south; Off Old Mold Road	Medium	No change	<i>Neutral (not significant)</i>
303/122/30	450m south west; Off Mold Road	Medium	No change	<i>Neutral (not significant)</i>
303/144/10	110m east; Off Holywell Road	Medium	No change	<i>Neutral (not significant)</i>
303/120/50	385m east; Links to Ewloe Green Primary School	Medium	No change	<i>Neutral (not significant)</i>
303/142/10	15m north; Joins Stampford Lane to Green Lane	Medium	No change	<i>Neutral (not significant)</i>
303/141/10	Intersected by Newbuild Infrastructure Boundary ; proposed sequenced diversion	Medium	Minor	<i>Slight adverse (not significant)</i>
303/133/10	340m south; Joins to Liverpool Road	Medium	No change	<i>Neutral (not significant)</i>
414/39/10 / 414/39A/10	Intersected by Newbuild Infrastructure Boundary; Trenchless Crossing; Route around grounds of Chequers Hotel, loop shorted by ~350m	Medium	Moderate	Moderate Adverse (Significant)
414/26/10	210m south; Off Pinfold Lane	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
414/36/20	200m south; Off Pinfold Lane	Medium	No change	<i>Neutral (not significant)</i>
414/17/10	270m north; Off Pinfold Lane	Medium	No change	<i>Neutral (not significant)</i>
303/151/10	360m north; Off Pinfold Lane	Medium	No change	<i>Neutral (not significant)</i>
302/150/10	460m north; Off Stamford Way	Medium	No change	<i>Neutral (not significant)</i>
414/37/10	120m south; Off the A55	Medium	No change	<i>Neutral (not significant)</i>
414/12/10	30m north; Along St Mary's Drive	Medium	No change	<i>Neutral (not significant)</i>
414/14/10	65m north; Joins to Leasowe Terrace	Medium	No change	<i>Neutral (not significant)</i>
414/15/10	325m north; Joins to Leasowe Terrace	Medium	No change	<i>Neutral (not significant)</i>
414/16/10	335m north ; Joins to Leasowe Terrace	Medium	No change	<i>Neutral (not significant)</i>
414/16A/20	340m north; Located along Gardd Eithiin	Medium	No change	<i>Neutral (not significant)</i>
414/16A/20	335m north ;Links to Gardd Eithiin	Medium	No change	<i>Neutral (not significant)</i>
414/13/20	340m north; Located off Leasowe Terrace, links to Northop Hall Primary	Medium	No change	<i>Neutral (not significant)</i>
414/11A/30	340m north east; Localted off B5125	Medium	No change	<i>Neutral (not significant)</i>
414/11C/10	480m north east; Links to 414/11A/30	Medium	No change	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
414/4/10	Intersected by the Newbuild Infrastructure Boundary and Northop Hall AGI; permeant shortening (path not used)	Low	Moderate	<i>Slight adverse (not significant)</i>
414/19/20	150m south; south of the A55	Medium	No change	<i>Neutral (not significant)</i>
414/37/10	115m south; south of the A55	Medium	No change	<i>Neutral (not significant)</i>

1.6.

SECTION 6

1.6.1.

Table 1.6 below outlines the PRow located within the 500m Study Area for Section 6, and their proximity to the Newbuild Infrastructure Boundary, as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.6 – PRow in Section 6

PRow Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
404/51/10	490m north west; located off of Coed Onn Road	Medium	No change	<i>Neutral (not significant)</i>
404/56/20	140m north; joins to the Coed Onn Road	Medium	No change	<i>Neutral (not significant)</i>
404/66/20	Intersects Newbuild Infrastructure Boundary; joins to the Coed Onn Road	Medium	No change	<i>Neutral (not significant)</i>
404/68/10	Intersects Newbuild Infrastructure Boundary, Proposed diversion adds an addition 150m in journey length	Medium	Minor	<i>Slight (not significant)</i>
404/58/10	270m west of Newbuild Infrastructure Boundary; joins Llwyn Onn	Medium	No change	<i>Neutral (not significant)</i>
404/70/20	500m east of Newbuild Infrastructure Boundary; Links to Allt-Goch Lane	Medium	No change	<i>Neutral (not significant)</i>
404/70/30	Intersects Newbuild Infrastructure Boundary; Proposed sequenced diversion, minimal increase in journey length	Medium	Minor	<i>Slight (not significant)</i>
404/59/10	540m west; joins Pentre Hill	Medium	No change	<i>Neutral (not significant)</i>
414/1/30	Intersects Newbuild Infrastructure Boundary additional journey length of 220m	Medium	Minor	<i>Slight (not significant)</i>
414/2/10	Intersects Newbuild Infrastructure Boundary; Proposed sequenced diversion, minimal increase in journey length	Medium	Minor	<i>Slight (not significant)</i>
302/9/10	320m east; joins Starkey Road	Medium	No change	<i>Neutral (not significant)</i>

1.7.

SECTION 7

1.7.1.

Table 1.7 below outlines the PRow located within the 500m Study Area for Section 7, and their proximity to the Newbuild Infrastructure Boundary as well as, the sensitivity of the impact, magnitude of the impact during construction, and the significant of effect during the construction phase. It should be noted that these effects are prior to the application of any mitigation.

Table 1.7 – PRoW in Section 7

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
404/xg11/10	47m north west of Cornist Lane BVS	Medium	Minor	<i>Slight (not significant)</i>
404/34/60	75m north east of Cornist Lane BVS	Medium	Minor	<i>Slight (not significant)</i>
404/33/10	105m north east of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/39/30	130m west of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/xg3/10	160m north west of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/39/60	195 south west of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/39/20	210m south west of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/38/10	220m east of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
406/5/10	230m south west of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
404/30/10	480m east of Cornist Lane BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/167/10	80m south west of Pentre Halkyn BVS	Medium	Minor	<i>Slight (not significant)</i>
417/156/40	140m south of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/157/20	350m south east of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/154/10	360m east of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/157/10	400m south east of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
401/31/80	420m north east of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
401/43/20	420m north east of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/158/10	430m south of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
401/9/10	430m north of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
401/43/10	430m north of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
401/6/20	500m west of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/168/20	500m west of Pentre Halkyn BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/72/10	280m south of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/88/10	300m north east of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/12/110	320m west of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/80/10	340m north east of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/81/10	340m north east of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/79/10	350m east of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/12/60	350m north west of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/12/20	360m west of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/82/10	360m north west of Babel BVS	Medium	Negligible	<i>Neutral (not significant)</i>

PRoW Name	Location/ Distance from the Newbuild Infrastructure Boundary	Sensitivity	Magnitude	Significance of Effect
402/13/70	390m south west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/12/140	400m north west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/13/40	420m south west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/83/10	430m north west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/12/10	460m south west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
402/13/60	480m south west of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/86/20	500m north of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/87/10	500m north of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/76/10	500m south east of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>
417/89/20	500m north east of Babell BVS	Medium	Negligible	<i>Neutral (not significant)</i>