



East Anglia ONE North Offshore Windfarm

Outline Public Rights of Way Strategy

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Glossary of Acronyms

ALO	Agricultural Liaison Officer
CCS	Construction Consolidation Sites
DCO	Development Consent Order
ES	Environmental Statement
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
LPA	Local Planning Authority
OCoCP	Outline Code of Construction Practice
OPRoWS	Outline Public Rights of Way Strategy
OLEMS	Outline Landscape and Ecological Management Strategy

Glossary of Terminology

Applicant	East Anglia ONE North Limited.
Cable sealing end compound	A compound which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Cable sealing end (with circuit breaker) compound	A compound (which includes a circuit breaker) which allows the safe transition of cables between the overhead lines and underground cables which connect to the National Grid substation.
Construction consolidation sites	Compounds associated with the onshore works which may include elements such as hard standings, lay down and storage areas for construction materials and equipment, areas for vehicular parking, welfare facilities, wheel washing facilities, workshop facilities and temporary fencing or other means of enclosure.
Development area	The area comprising the onshore development area and the offshore development area (described as the 'order limits' within the Development Consent Order).
East Anglia ONE North project	The proposed project consisting of up to 67 wind turbines, up to four offshore electrical platforms, up to one construction, operation and maintenance platform, inter-array cables, platform link cables, up to one operational meteorological mast, up to two offshore export cables, fibre optic cables, landfall infrastructure, onshore cables and ducts, onshore substation, and National Grid infrastructure.
East Anglia ONE North windfarm site	The offshore area within which wind turbines and offshore platforms will be located.
European site	Sites designated for nature conservation under the Habitats Directive and Birds Directive, as defined in regulation 8 of the Conservation of Habitats and Species Regulations 2017 and regulation 18 of the Conservation of Offshore Marine Habitats and Species Regulations 2017. These include candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas.
Horizontal directional drilling (HDD)	A method of cable installation where the cable is drilled beneath a feature without the need for trenching.
HDD temporary working area	Temporary compounds which will contain laydown, storage and work areas for HDD drilling works.
Jointing bay	Underground structures constructed at intervals along the onshore cable route to join sections of cable and facilitate installation of the cables into the buried ducts.
Landfall	The area (from Mean Low Water Springs) where the offshore export cables would make contact with land, and connect to the onshore cables.
Link boxes	Underground chambers within the onshore cable route housing electrical earthing links.
Mitigation areas	Areas captured within the onshore Development Area specifically for mitigating expected or anticipated impacts.
National electricity grid	The high voltage electricity transmission network in England and Wales owned and maintained by National Grid Electricity Transmission
National Grid infrastructure	A National Grid substation, cable sealing end compounds, cable sealing end (with circuit breaker) compound, underground cabling and National Grid overhead line realignment works to facilitate connection to the national electricity grid, all of which will be consented as part of the proposed East Anglia ONE North project Development Consent Order but will be National Grid owned assets.
National Grid overhead line realignment works	Works required to upgrade the existing electricity pylons and overhead lines (including cable sealing end compounds and cable sealing end (with circuit

	breaker) compound) to transport electricity from the National Grid substation to the national electricity grid.
National Grid overhead line realignment works area	The proposed area for National Grid overhead line realignment works.
National Grid substation	The substation (including all of the electrical equipment within it) necessary to connect the electricity generated by the proposed East Anglia ONE North project to the national electricity grid which will be owned by National Grid but is being consented as part of the proposed East Anglia ONE North project Development Consent Order.
National Grid substation location	The proposed location of the National Grid substation.
Natura 2000 site	A site forming part of the network of sites made up of Special Areas of Conservation and Special Protection Areas designated respectively under the Habitats Directive and Birds Directive.
Onshore cable corridor	The corridor within which the onshore cable route will be located.
Onshore cable route	This is the construction swathe within the onshore cable corridor which would contain onshore cables as well as temporary ground required for construction which includes cable trenches, haul road and spoil storage areas.
Onshore cables	The cables which would bring electricity from landfall to the onshore substation. The onshore cable is comprised of up to six power cables (which may be laid directly within a trench, or laid in cable ducts or protective covers), up to two fibre optic cables and up to two distributed temperature sensing cables.
Onshore development area	The area in which the landfall, onshore cable corridor, onshore substation, landscaping and ecological mitigation areas, temporary construction facilities (such as access roads and construction consolidation sites), and the National Grid Infrastructure will be located.
Onshore infrastructure	The combined name for all of the onshore infrastructure associated with the proposed East Anglia ONE North project from landfall to the connection to the national electricity grid.
Onshore preparation works	Activities to be undertaken prior to formal commencement of onshore construction such as pre-planting of landscaping works, archaeological investigations, environmental and engineering surveys, diversion and laying of services, and highway alterations.
Onshore substation	The East Anglia ONE North substation and all of the electrical equipment within the onshore substation and connecting to the National Grid infrastructure.
Onshore substation location	The proposed location of the onshore substation for the proposed East Anglia ONE North project.
Public Right of Way	Public rights of way (public footpaths, bridleways or restricted byways or byways open to all traffic) are highways protected by law; with the right to access for walking or certain other leisure activities (e.g. horse riders, cyclists or motorists)
Transition bay	Underground structures at the landfall that house the joints between the offshore export cables and the onshore cables.
Stopping Up	Preventing access along the section of designated Public Right of Way

Outline PRow Strategy

1 Introduction

1.1 Purpose and Scope

1. This Outline Public Rights of Way Strategy (OPRoWS) forms part of a set of documents that supports the Environmental Statement (ES) (document reference 6.1) submitted by East Anglia ONE North Limited (the Applicant) as part of the Development Consent Order (DCO) application for the proposed East Anglia ONE North project.
2. The proposed East Anglia ONE North project will interact with a number of Public Rights of Way (PRow) within the onshore development area during its construction and operation. PRow include public roads and pavements, footpaths, bridleways and byways which are formally designated as PRow by Suffolk County Council.
3. This OPRoWS:
 - Identifies PRow within the onshore development area which interact with the construction of the proposed East Anglia ONE North project;
 - Outlines the management principles to be adopted in ensuring that PRow are managed in a safe and appropriate manner during the construction and operational phases of the proposed East Anglia ONE North project (see **section 2.2** and **section 3.2**);
 - Presents details of temporary diversions of PRow that will be temporarily stopped-up during the construction of the proposed East Anglia ONE North project (see **Table 2.1**); and
 - Identifies the sections of PRow that will be permanently closed during the construction and operation of the proposed East Anglia ONE North project and associated alternative PRow.
4. A final detailed Public Right of Way Strategy (PRowS) will be produced post-consent, during the detailed design phase of the proposed East Anglia ONE North project. The Local Highway Authority and LPA will be consulted during preparation of the PRowS which will be in accordance with this OPRoWS.

2 Temporary PRow Interactions

2.1 Overview

5. There are 26 PRow within the onshore development area which interact with the proposed East Anglia ONE North project on a temporary basis during construction and which will require temporary control measures to be put in place during construction (as listed in **Table 2.1** and as shown on the temporary stopping up of Public Rights of Way plan (document reference 2.5)).
6. There are a number of PRow that fall within the onshore development area but which will not have an interaction with the proposed East Anglia ONE North project and therefore are not subject to temporary control measures. This includes the Suffolk Coastal Path PRow which crosses the onshore development area at landfall. Construction works at this location are restricted to underground works only (specifically horizontal directional drilling), therefore there is no interaction between the proposed East Anglia ONE North project and the Suffolk Coastal Path PRow and no temporary control measures are required.
7. Those PRow where there is no interaction between the proposed East Anglia ONE North project and no temporary control measures are required, are not listed in **Table 2.1** or shown on the temporary stopping up of public rights of way plan (document reference 2.5).

2.2 Temporary Management Principles

8. During construction, temporary disruption to any PRow will be managed by the Principal Contractor responsible for the construction works and durations of disruption will be kept to a minimum.
9. Temporary management measures may include:
 - Appropriately fenced (unmanned) crossing points;
 - Manned crossing points; and
 - Temporary diversions (alternative routes) as set out in the DCO or as otherwise agreed with the LPA (with approval from the Local Highway Authority).
10. Safety measures will be implemented at any PRow where haul roads or other construction related activities cross a PRow. Depending on the frequency of use of the PRow and the nature of construction activities being undertaken, the following control measures will be adopted:

- Provision of a banksman to assist PRow users to safely cross the construction area during construction hours;
 - Provision of warning signage to raise awareness of the PRow to approaching construction vehicles and informing PRow users approaching a construction interface of the associated hazards;
 - A short section of boundary fencing may be provided on each PRow as it approaches the onshore development area to ensure a clear point of entering/exiting the onshore development area is established; and
 - Whilst there is a presumption in favour of not gating PRow where they cross a working area, there may be occasions when a gate arrangement is necessary to be in place periodically for the protection of PRow users.
11. Precise details for the management of each PRow, including the specification of any PRow temporary diversions, during construction works will be agreed with the LPA (with approval from the Local Highway Authority) through consultation on the final PRowS prior to commencement of the relevant stage of works.
12. Where a PRow requires temporary stopping-up, a temporary diversion for the PRow will be provided where possible; the routing of which will be set out in the DCO or as otherwise agreed with the LPA (with approval from the Local Highway Authority). There are two instances where PRow diversions will not be provided:
- PRow E-363/027/0 would be subject to a temporary closure without diversion of around one week to facilitate the construction of a temporary haul road and will reopen when safe to do so; and
 - The southern extent of PRow E-260/017/0 would be subject to a temporary closure without diversion of around three weeks to facilitate the construction of the SuDS drainage connection to the Friston watercourse.
13. Temporary diversions will involve a short diversion around construction works, allowing construction works to progress in the area of the original PRow. Once this construction works (or a phase of construction works) are complete, the PRow would be reinstated along its original route. Depending on the nature and timing of the construction works this temporary diversion arrangement may be implemented a number of times during construction.
14. Sheets 1 to 12 of the temporary stopping up of public rights of way plan (document reference 2.5) show the proposed temporary diversions for each PRow. Any deviation to the proposed temporary diversions shown will be agreed with the LPA (with approval from the Local Highway Authority) in advance.

15. For all temporary diversions required, the following measures will typically be followed:
 - A pre-and post-construction survey (including identification of surface condition and street furniture (if any)) of the PRoW affected will be undertaken. PRoW surveys will be undertaken by an experienced surveyor with scope of coverage and methodology to be agreed with the LPA (with approval from the Local Highway Authority). A qualified Agricultural Liaison Officer (ALO) will be employed to ensure that information on existing land conditions is obtained, recorded and verified during the PRoW surveys;
 - Where impacted by the works, the surveyed PRoW will be restored to its original condition or otherwise as agreed with the LPA (with approval from the Local Highway Authority); and
 - The ALO will act as the point of contact for the restoration of the PRoW.

16. Relevant County, District and Parish Councils would be notified approximately 4 – 6 weeks in advance of any temporary closure. This will include:
 - A notice describing the temporary closure would be published in the press (e.g. East Anglian Daily Times) at least two weeks in advance of closure; and
 - Advanced site notices (i.e. notices to members of the public warning of diversions ahead) would be posted at appropriate places to minimise likelihood of trespass at obstruction and unnecessary aborted journeys. These will follow the LPA's standards for advertising temporary stopping-up of PRoW and will include:
 - Site notices erected in visible locations on site approximately 1 – 2 weeks in advance of a temporary stopping-up;
 - Provision of a map showing the extent of the temporary closure and the temporary diversion;
 - Confirmation that the temporary diversion is to another PRoW or roads or on land in the Applicant's control; and
 - Confirmation that the temporary diversion across land in the Applicant's control is safe and fit for public use.

2.3 Duration of Temporary Closures and Diversions

17. Durations of temporary PRoW diversions will be discussed in advance with the LPA. Typically, PRoW along the onshore cable route will be periodically diverted for a short period of time (a number of weeks depending on the length of PRoW being temporarily closed) to allow for the safe construction of the onshore infrastructure (including haul road construction and removal).

18. Other diversions would be of longer duration to provide safe navigation around the onshore cable route and Construction Consolidation Sites (CCS); this will be detailed in full in the final PRow Strategy.

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Table 2.1 PRow Requiring Temporary Control Measures During Construction of the Proposed East Anglia ONE North Project

Footpath reference	PRow Reference	PRow Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
1	E-106/020/0	Byway open to all traffic	120m	Temporary diversion of approximately 864m of proposed byway open to all traffic reference TEMP1 between the points marked L-1 and L-2 on sheet 1 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
2	E-106/025/0	Byway open to all traffic	66m	Temporary diversion of approximately 299m of proposed byway open to all traffic reference TEMP2a, or temporary diversion of approximately 360m of proposed byway open to all traffic reference TEMP2b between the points CS1-1 and CS1-2 on sheet 2 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
3 & 4	E-363/026/0	Bridleway	418m	Temporary diversion of approximately 339m of proposed bridleway reference TEMP3 between the points marked CS1-3 and CS1-4 on sheet 3 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority. Temporary diversion of approximately 578m of proposed bridleway reference TEMP4 between the points marked CS2-1 and CS2-2 on sheet 3 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
5	E-363/024/0	Footpath	739m	Temporary diversion of approximately 806m of proposed footpath reference TEMP5 between the points marked CS2-3 and CS2-4 on sheet 3 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
6	E-363/029/0	Footpath	88m	No temporary diversion is proposed for the temporary stopping up of footpath reference 6 E-363/029/0.

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Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
7	E-363/023/0	Footpath	298m	Temporary diversion of approximately 497m of proposed footpath reference TEMP7 between the points marked CS2-7 and CS2-8 on sheet 3 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
8	E-363/022/0	Footpath	684m	Temporary diversion of approximately 537m of proposed footpath reference TEMP8 (and TEMP7) between the points marked CS2-9 and CS2-12 on sheet 3 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
9	E-363/027/0	Bridleway	9m	No temporary diversion is proposed for the temporary stopping up of bridleway reference 9 E-363/027/0.
10	E-363/015/0	Bridleway	199m	Temporary diversion of approximately 216m of proposed bridleway reference TEMP10a or temporary diversion of approximately 359m of proposed bridleway reference TEMP10b between the points marked CS2-13 and CS2-14 on sheet 4 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
11	E-363/014/0	Footpath	203m	Temporary diversion of approximately 288m of proposed footpath reference TEMP11 between the points marked CS2-15 and CS2-16 on sheet 4 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
12	E-363/014/A	Footpath	106m	Temporary diversion of approximately 347m of proposed footpath reference TEMP12a or temporary diversion of approximately 409m of proposed footpath reference TEMP12b between the points marked CS2-17 and CS2-18 on sheet 5 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.

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Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
13	E-106/065/0	Footpath	70m	Temporary diversion of approximately 270m of proposed footpath reference TEMP13a or temporary diversion of approximately 266m of proposed footpath reference TEMP13b between the points marked CS2-19 and CS2-20 on sheet 5 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
14	E-260/030/0	Footpath	61m	Temporary diversion of approximately 321m of proposed footpath reference TEMP14 between the points marked CS3-1 and CS3-2 on sheet 5 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
15	E-260/007/0	Footpath	289m	Temporary diversion of approximately 645m of proposed footpath reference TEMP15 between the points marked CS3-3 and CS3-4 on sheet 5 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
16	E-260/009/0	Footpath	156m	Temporary diversion of approximately 577m of proposed footpath reference TEMP16a or temporary diversion of approximately 418m of proposed footpath reference TEMP16b between the points marked CS3-5 and CS3-6 on sheet 5 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
17	E-354/020/0	Bridleway	220m	Temporary diversion of approximately 637m of proposed bridleway reference TEMP17/18 between the points marked CS4-5 and CS4-2 on sheet 6 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
18	E-354/036/0	Bridleway	225m	Temporary diversion of approximately 637m of proposed bridleway reference TEMP17/18 between the points marked CS4-5 and CS4-4 on sheet 6 of 12 of the temporary stopping up of public rights of way plan

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Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
				shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
19 & 27	E-354/001/0	Bridleway	477m	<p>Temporary diversion of approximately 538m of proposed bridleway reference TEMP19a between the points marked CS4-6 and CS4-3 or temporary diversion of approximately 337m of proposed bridleway reference TEMP19b between the points marked CS4-7 and CS4-10 on sheet 6 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Temporary diversion of approximately 491m of proposed bridleway reference TEMP25 between the points marked S-12 and S-13 on sheet 8 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p>
20	E-354/003/0	Footpath	96m	Temporary diversion of approximately 363m of proposed footpath reference TEMP20a or temporary diversion of approximately 347m of proposed footpath reference TEMP20b between the points marked CS4-8 and CS4-9 on sheet 6 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
21	E-354/007/0	Footpath	254m	Temporary diversion of approximately 432m of proposed footpath reference TEMP21 between the points marked S-1, S-18, S-23 and S-2 on sheet 7 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
22, 23, 24 & 25	E-354/006/0	Footpath	693m	Temporary diversion of approximately 324m of proposed footpath reference TEMP22 between the points marked S-22 and S-14 and approximately 554m of proposed footpath reference TEMP22 between the points marked S-15 and S-5 on sheet 7 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.

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Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
				<p>Temporary diversion of approximately 421m (east) of proposed footpath reference TEMP23a or approximately 691m (west) of proposed footpath reference TEMP23b between points marked S-4 and S-5 on sheet 7 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Temporary diversion of approximately 324m of proposed footpath reference TEMP22 between the points marked S-22 and S-14 and approximately 157m of proposed footpath reference TEMP24 between points marked S-24 and S-25 on sheet 7 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Approximately 196m of proposed footpath reference TEMP25 between the points S-24 and S-23 on sheet 7 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p>
26	E-354/007/A	Footpath	465m	<p>Temporary diversion of approximately 576m of proposed footpath reference TEMP26 between the points marked S-10 and S-11 on sheet 8 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p>
28 & 32	E-260/017/0	Footpath	1,013m	<p>Temporary diversion of approximately 521m of proposed footpath reference TEMP26a between the points S-20 and S-21 or temporary diversion of approximately 413m of proposed footpath reference TEMP26b between points S-20 and S-21 on sheet 7 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>No temporary diversion is proposed for the temporary stopping up of footpath reference 31 E-260/017/0 between the points marked S-8 and S-9 on sheet 7 of 12 of the temporary stopping up of public rights of way plan.</p>

Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to temporary stopping up of public rights of way plan (document reference 2.5))
30	E-354/008/0	Footpath	429m	Temporary diversion of approximately 265m of proposed footpath reference TEMP30a or temporary diversion of approximately 273m of proposed footpath reference TEMP30b between the points marked S-16 and S-17 on sheet 9 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
31	E-260/016/0	Footpath	53m	Temporary diversion of approximately 265m of proposed footpath reference TEMP31a or temporary diversion of approximately 273m of proposed footpath reference TEMP31b between the points marked S-16 and S-17 on sheet 9 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.
33	E-387/009/0	Footpath	45m	Temporary diversion of approximately 56m of proposed footpath reference TEMP33 between the points marked HW-1 and HW-2 on sheet 12 of 12 of the temporary stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.

3 Permanent PRow Interactions

3.1 Overview

19. There are two PRow within the onshore development area which interact with the proposed East Anglia ONE North project on a permanent basis during construction and then also during operation, which will require permanent stopping-up and diversion (as listed in **Table 3.1** and as shown on the permanent stopping up of public rights of way plan (document reference 2.6)). Both PRow are located in the vicinity of the onshore substation and National Grid substation location.

3.2 Permanent Management Principles

20. Both PRow will require permanent stopping-up and diversion, as shown on the permanent stopping up of public rights of way plan (document reference 2.6) and listed in **Table 3.1**.
21. PRow E-354/007/0 will require a 87m section to be stopped-up and realigned to ensure effective use of existing hedgerow screening to the south of the substations and will rectify an anomaly whereby an unofficial footpath has replaced a designated PRow in the area.
22. PRow E-354/006/0 requires a 498m section to be permanently stopped-up to allow the construction and operation of the onshore substation and National Grid infrastructure. An expanded PRow network will be provided around the onshore substation and National Grid infrastructure location to mitigate the loss of the PRow; the routing of which will be set out in the DCO unless otherwise agreed with the LPA (with approval from the Local Highway Authority). This expanded network:
 - Connects PRow E-354/006/0 to PRow E-260/017/0 on the south of the onshore substation;
 - Introduces an eastern PRow to route PRow E-354/006/0 around the eastern edge of the onshore substation; and
 - Connects PRow E-354/006/0 to PRow E-260/017/0 on the north of the National Grid substation.
23. The diverted PRow will be incorporated within the existing and proposed landscaping presented within the Outline Landscape and Ecological Management Strategy (OLEMS) (document reference 8.7) subject to agreement with the LPA (and with approval from the Local Highway Authority).

24. As a result of the diversion of PRow E-354/006/0 users of the PRow network around the onshore substation will be given the option of a short, medium or long diversion.

3.3 Timing of Closures and Diversions

25. As set out in the DCO, the existing PRow cannot be extinguished until the LPA agrees (with approval from the Local Highway Authority) that the alternative PRow has been created to the standard defined in the final PRowS.

3.4 Specification Standard and Management of the Created PRow

26. The creation of each permanent diversion of the PRow will follow detailed design of the construction phasing programme associated with the onshore substation, National Grid substation, overhead line realignment works and associated landscaping.
27. Precise details for the management of each new PRow, including the specification of the PRow permanent diversions, will be agreed with the LPA (with approval from the Local Highway Authority) through consultation on the final PRowS prior to commencement of the relevant stage of works.
28. The existing PRow, and proposed diversions to this route, is shown in the permanent stopping up of public rights of way plan (document reference 2.6). The OLEMS (document reference 8.7) provides plans showing the proposed PRow diversions in context with the operational onshore substation site and the outline landscaping and ecological mitigation measures proposed.

Table 3.1 PRoW Requiring Permanent Diversion

Footpath reference	PRoW Reference	PRoW Type	Length affected (approximately)	Proposed Management (refer to permanent stopping up of public rights of way plan (document reference 2.6))
34	E-354/007/0	Footpath	87m	<p>Permanent diversion of approximately 89m of proposed footpath reference PERM34a between the points marked S-1 and S-3 on sheet 7 of 12 of the permanent stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Permanent diversion of approximately 24m of proposed footpath reference PERM34b between the points marked S-4 and S-5 on sheet 7 of 12 of the permanent stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p>
35	E-354/006/0	Footpath	498m	<p>Permanent diversion of approximately 1,274m of proposed footpath reference PERM35a between the points marked S-1 and S-8 on sheet 7 of 12 of the permanent stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Permanent diversion of approximately 733m of proposed footpath reference PERM35b between the points marked S-2 and S-8 on sheet 7 of 12 of the permanent stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p> <p>Permanent diversion of approximately 157m of proposed footpath reference PERM35c between the points marked S-6 and S-7 on sheet 7 of 12 of the permanent stopping up of public rights of way plan shown with a black and white dashed line or as otherwise agreed with the relevant highway authority.</p>