

REPORT

Boston Alternative Energy Facility

Public Rights of Way – Outline Design Guide and
Stopping Up Plan

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1 Introduction

1.1.1 This report has been compiled in relation to the Boston Alternative Energy Facility (the Facility) and has been prepared by DRaW (UK) Ltd on behalf of Alternative Use Boston Projects Limited (the Applicant) to support the application for a Development Consent Order (DCO), made to the Planning Inspectorate under Section 37 of the Planning Act 2008 (the 2008 Act).

1.1.2 DRaW (UK) Ltd are landscape architects with expertise in design and delivery of recreational facilities, country parks and countryside access schemes that include strategic planning and delivery of footpath, bridleway and cycleway networks.

1.1.3 The report addresses matters raised in Representations from stakeholders and forms part of a response to the Written Question made by the Examining Authority of the Planning Inspectorate, specifically question Q12.0.6:

'Please provide detailed assessment of the proposals for permanently closing Public Rights of Way and the mitigation proposed, paying particular note to the detailed points raised in Boston BC's RR [RR-019]'.

1.1.4 This report summarises the existing Public Rights of Way (PRoW) network with the primary purpose of the report being to provide outline guidance for measures to help mitigate the effects of proposed footpath stopping up and for the enhancement of the specific, retained sections of footpath that will provide the necessary diversion.

1.1.5 Appendix A of this report provides information on the proposed principles, approaches and mitigation relating to the managing of the stopping up of PRoW.

1.2 Existing Public Rights of Way

1.2.1 Existing PRoWs are illustrated in **Figure 1-1** along with their unique identifiers (e.g. BOST/14/2). All affected PRoW are footpaths; there are no bridleways. There are two named, long distance footpaths within, and in proximity to the Facility:

- Macmillan Way (shown in orange); and
- The Cross Britain Way (shown in blue).

1.2.2 In addition, the Sustrans National Cycle Network Route 1 (North Sea Cycle Route- shown in purple) follows existing roads to the west of the Facility.

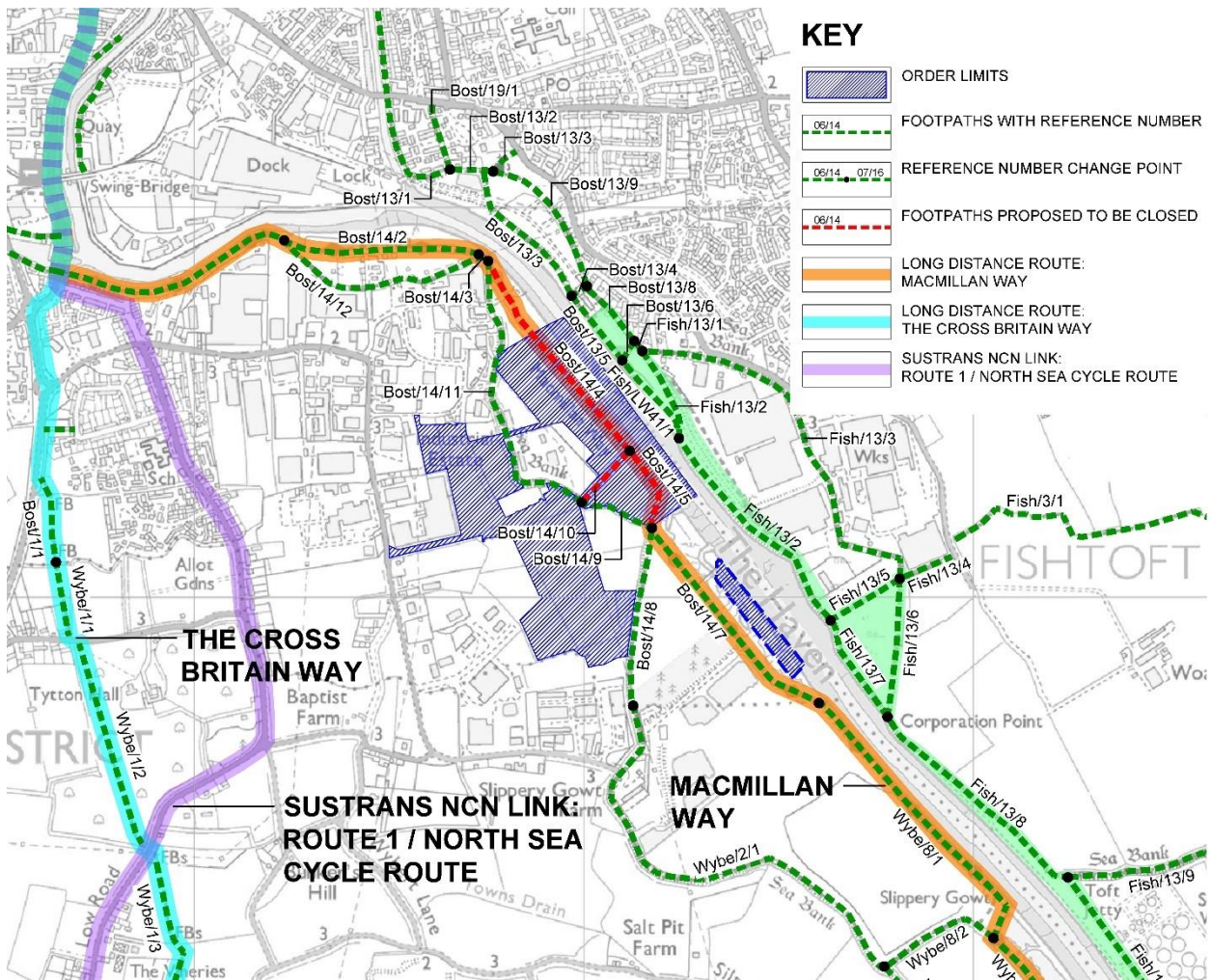


Figure 1-1 Existing Public Rights of Way

1.2.3 An additional consideration is the proposed England Coast Path (ECP). The publication ‘*Coastal Access, Natural England’s Approved Scheme*’ (2013) outlines the methodology for implementation of the ECP, driven by Part 9 of the Marine and Coastal Access Act 2009 (2009 Act). The 2009 Act aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for open-air recreation on foot. The Natural England publication states¹:

‘Section 296 of the of the 2009 Act places a duty on Natural England and the Secretary of State to use their powers to secure twin objectives:

- The first objective is to secure a route around the whole of the English coast, which the 2009 Act refers to as “the English coastal route”. This route is an approved mapped line, rather than a physical path.

¹ Coastal Access Natural England’s Approved Scheme 2013, page 7, para 1.2.2

- The second objective is to secure an associated “margin” of land for the public to enjoy, either in conjunction with their access along the route line, or otherwise. This legal duty on Natural England and the Secretary of State is known in the 2009 Act as “the Coastal Access Duty”.

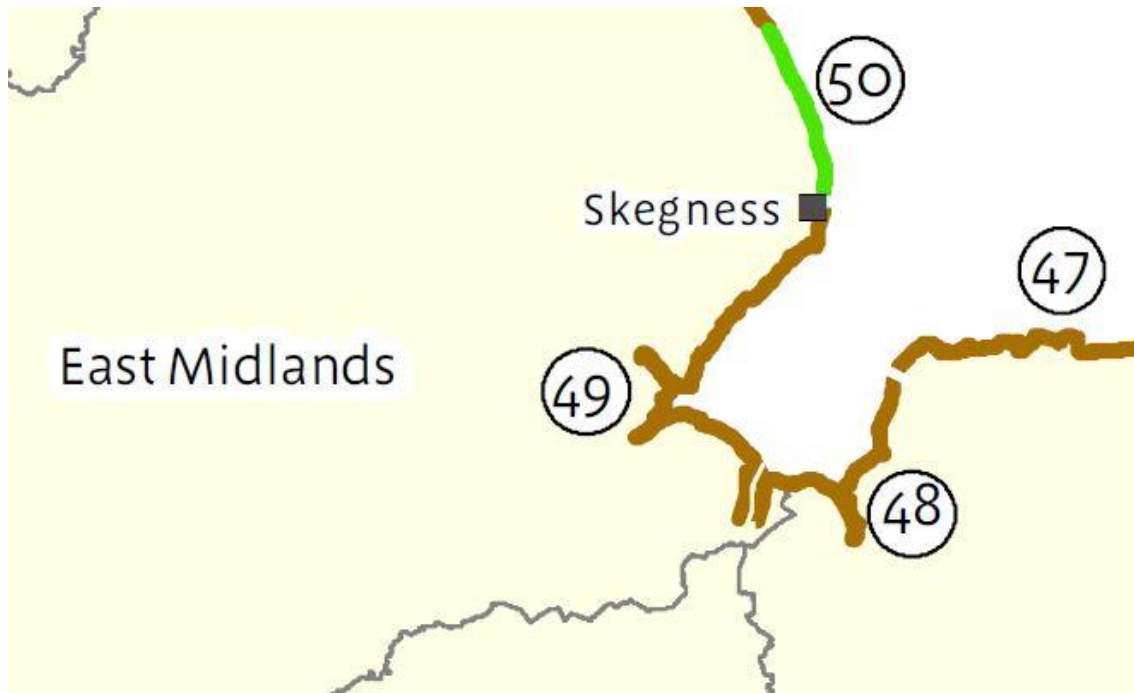


Figure 1-2 England Coast Path – Stretch Progress, 11th November 2021

(Section 49; Sutton Bridge to Skegness, status: Proposals published but not yet determined)

1.2.4 Natural England’s current published proposal², (**Figure 1-2**) shows the ECP following the Macmillan Way where it passes through the Principal Application site. The implementation programme for the Sutton Bridge to Skegness ECP stretch is that the alignment is agreed with the Secretary of State in 2022 with the path opening in 2023.

1.3 Proposed DCO Application Changes to Public Rights of Way

1.3.1 The Access and Rights of Way Plan (document reference 4.5, APP-015) and Environmental Statement **Figure 5.3** (document reference 6.3.23, APP-068) submitted in support of the DCO application illustrate the proposed stopping up of footpaths. During construction and operational stages, footpaths Bost/14/4, Bost/14/10 and Bost/14/5 would be permanently closed (illustrated in **Figure 1-1** as dashed red lines), which equates to approximately 1.1km of footpath. Appendix

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1032572/coastal-access-england-map.pdf

A provides information on outline measures relating to the permanent and temporary stopping up of PRow.

- 1.3.2 The proposed stopping up of Bost/14/4 and Bost/14/5 directly affects the Macmillan Way and the proposed future alignment of the ECP. The proposed diversion for route closures (including Macmillan Way) is along existing footpaths Bost/14/9 and Bost/14/11 which follow the route of the Roman Bank (Sea Bank), as identified on **Figure 1-3**. A fenced public footbridge will be provided across an existing gap in the Roman Bank.
- 1.3.3 Should the DCO application be granted in advance of the decision to approve the Sutton Bridge to Skegness ECP stretch, it would be the responsibility of Natural England to publish a Variation Report to show the ECP alignment following the proposed diversion along footpaths Bost/14/9 and Bost/14/11. The variation would be subject to Secretary of State approval.

1.4 Condition of existing footpaths to be used as the diversion route

- 1.4.1 A site walkover and assessment (including a photographic record) of the sections of footpath for proposed use as permanent diversions was made in September 2021. The findings of that assessment are summarised below.



Figure 1-3 Proposed footpath diversion (yellow dot) along existing footpaths that follow the Roman Bank (Sea Bank)

- 1.4.2 The 'Roman Bank' earthwork is recorded as a non-designated heritage asset of local historical and archaeological interest. Also known as 'Sea Bank', the bank is associated with a known bank that has been traced extending into Norfolk, forming an early sea wall. Documentary research suggests it could be of Anglo-Saxon origin, although no archaeological evidence has been found for this within the local area (paragraph 8.6.4, document reference 6.2.8, APP-046).
- 1.4.3 The Cultural Heritage Desk Based Assessment (ES Appendix 8.1, document reference 6.4.3, APP-096) identifies that the earthwork is currently poorly dated and understood. The settings assessment undertaken as part of the Cultural Heritage Desk Based Assessment concludes that the current setting of the asset does not add to, and is in fact detrimental to, the significance of the asset. Currently, the section of the bank within the Application Site is poorly visible and has no linked views to other heritage assets (paragraph A8.11.25, document reference 6.4.3, APP-096).
- 1.4.4 The relatively constant level of the Roman Bank provides a comfortable walking

route, without pronounced changes in gradient. The bank comprises of relatively steep sided slopes and a narrow top section of slightly varying width, averaging approximately 1.2m. The height of the bank also varies between approximately 2m and 3m in relation to adjoining ground levels.

1.4.5 The walkover of footpaths Bost/14/9 and Bost/14/11 revealed the following points to note:

- Existing paths are relatively 'clear' to traverse, most likely due to recent clearance undertaken to accommodate the current path diversions arising from The Haven Banks Improvement Scheme and the closure of The Haven riverside paths (part of the Environment Agency's Boston Combined Strategy).



Figure 1-4 Current (September 2021) temporary footpath closures

- Existing surfaces (trodden ground) appear well drained, consolidated and firm underfoot. There are occasional rabbit burrows, steep footpath cambers and rutted sections.
- Paths do not appear well used and the grass surfaces are not worn. Site observation supports the apparent limited use of the path network to the west of The Haven. This contrasts with path usage to the east of The Haven where walkers, joggers and other users can frequently be observed. (Please note pedestrian usage is based upon casual site observation, not technical survey).

- Permanent 2m high security fencing prevents access onto footpath Bost/14/10 from the Roman Bank path Bost/14/9. Footpath Bost/14/12 (north of the Principal Application site) does not appear to exist on the ground. Lack of access to both footpaths demonstrates further support that there is a limited desire generally for footpath usage west of The Haven.



Figure 1-5 Footpath Bost/14/12 does not appear to exist on the ground (view looking west from the northern end of footpath BOST/14/11)

- Sections of footpath BOST/14/11 are often hemmed in both sides by 2m high palisade security fencing. The 'gap' between fences often forms a very narrow corridor that is oppressive in character, evoking a strong sense of being 'trapped'. Existing security fencing in close proximity to the existing path (either one or both sides) is a significant source of visual intrusion and blights the pedestrian experience.

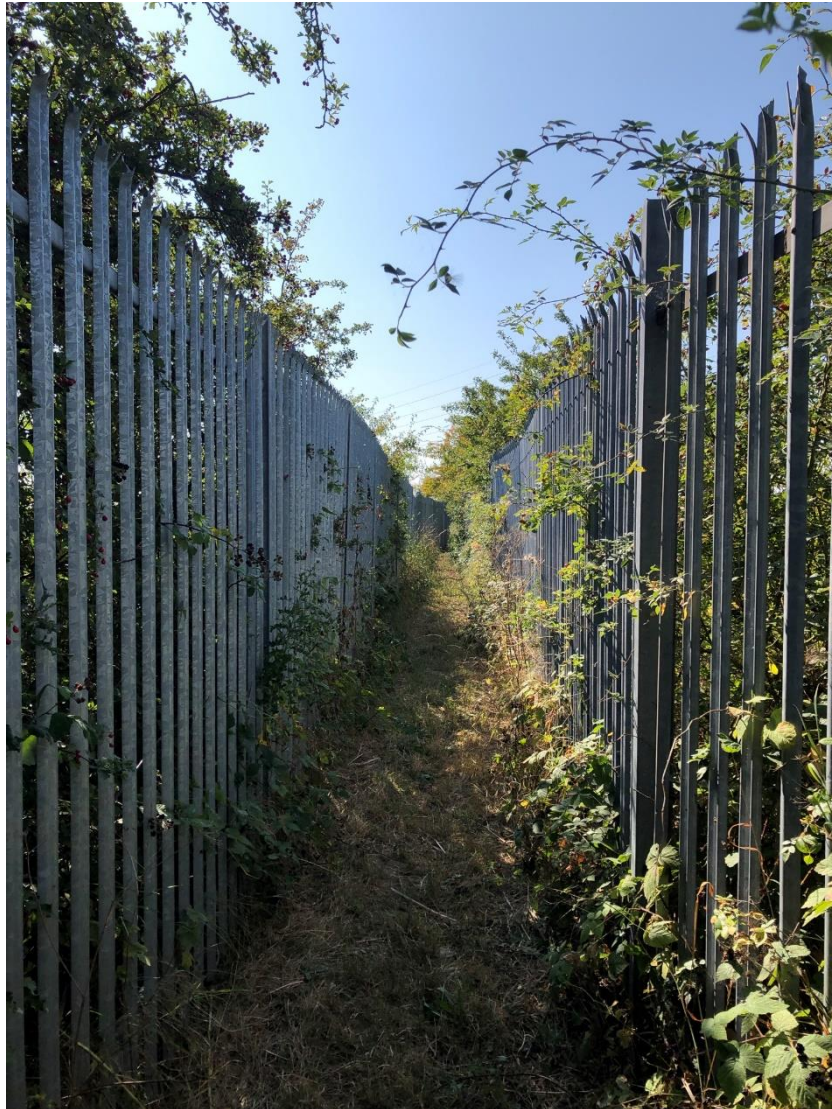


Figure 1-6 Tall security fencing either side of existing the footpath BOST/14/11 creates narrow, oppressive spaces



Figure 1-7 Broken sections of fencing and general sense of neglect along the path.

- Views into neighbouring service yards and industrial facilities are often poor quality, with noise and activity affecting perceptual character.
- Vegetation overhangs and encroaches in certain areas. Basal stems to woody species are often located directly on the edge of the path. Recent clearance appears to have made some improvement, but limited footpath usage has allowed nettles, tall ruderals and brambles to quickly encroach upon the path.



Figure 1-8 Overhanging branches and vegetation encroachment on footpath BOST/14/11

- Existing vegetation is generally appropriate to the area, comprising of native species with some habitat value and visual diversity.
- The meandering alignment of the existing footpaths (BOST14/11 and BOST/14/9), encroaching vegetation and fence lines, often creates ‘blind’ corners with limited forward visibility.

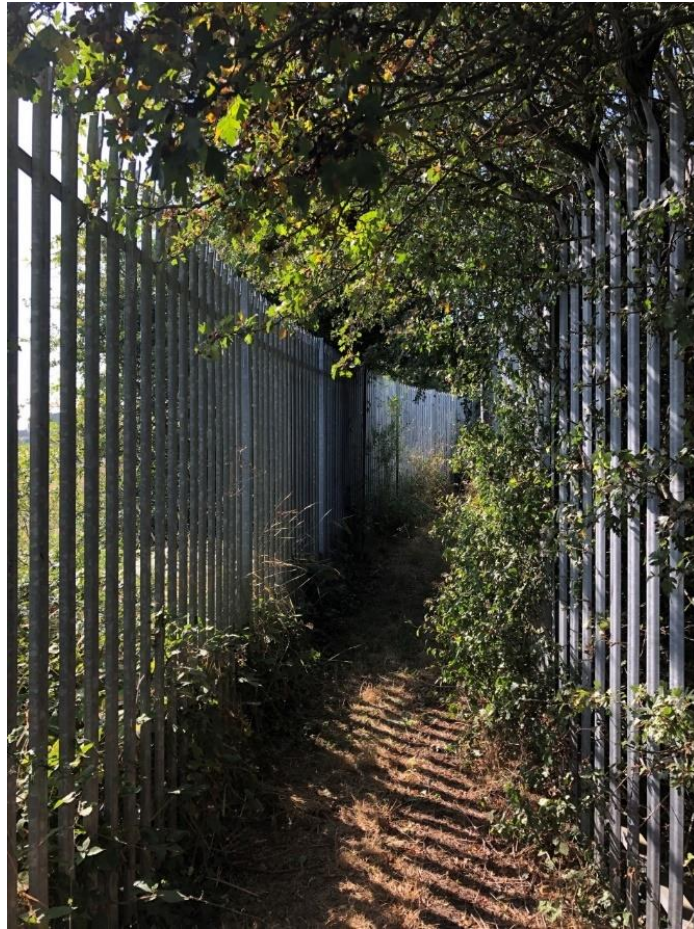


Figure 1-9 Limited forward visibility on footpath BOST14/11

- Fly tipping where footpath BOST/14/11 adjoins the unnamed road off Nursery Road lends a sense of neglect.



Figure 1-10 Fly tipping on footpath Bost/14/11 alongside the unnamed road off Nursery Road

- There is no waymarking signage or demarcation. Informal approaches from the adjacent industrial park and other locations are almost entirely anonymous with no visual reference.



Figure 1-11 Approaches onto footpath Bost/14/11 off Lealand Way

Informal access points to the footpath are untidy and anonymous.





Figure 1-12 Access onto footpath Bost/14/11 from the lane off Nursey Road

- Sections of path that are unfenced and enclosed by mixed species of trees and shrubs are pleasant to negotiate and screen or filter views to neighbouring development.



Figure 1-13 Unfenced sections of footpath BOST/14/9 and framed views out.

1.5 Consultation

- 1.5.1 Two virtual meetings were held with officers of Boston Borough Council, Lincolnshire County Council and Natural England, on 31st August and 27th September 2021. The meetings were specifically to address concerns raised by these stakeholders in relation to the proposed DCO application works to stop up footpaths Bost 14/4, Bost 14/5 and Bost 14/10 and the future development of the footpath diversion.
- 1.5.2 The proposed future strategy for the footpath diversion, as outlined in this report, has been informed by consultation with the various stakeholders, both in writing and in these meetings.

2 Proposed Enhancement of the Diversion Footpath

2.1 Overview

- 2.1.1 The proposed permanent stopping up of existing footpaths along the west bank of The Haven lends significant importance to the provision of a suitable north-south alternative footpath, that is both attractive and safe to use.
- 2.1.2 Cultural and heritage assets are important factors. The Haven is a gateway to Port of Boston and town, providing an essential historical trading route that remains to this day. The Haven was the scene of the first attempt of the Scrooby Pilgrims to leave England in 1607; an event commemorated downstream at the Pilgrims Father Memorial. The proposed footpath diversion along the Roman Bank adds depth to cultural and heritage links. Recreational use of the river is a more recent aspect, but further adds to the vitality and diversity of The Haven corridor.
- 2.1.3 Proposals outlined below form additional mitigation (to the predicted effects of the Facility) to those identified in the Environmental Statement's Landscape and Visual Impact Assessment (document reference 6.2.9, APP-047).

2.2 Aims and Objectives

- 2.2.1 The Applicant proposes a package of remedial and enhancement measures to the existing footpaths Bost 14/9 and Bost 14/11 (illustrated in **Figure 1-3** with a yellow dashed line), which will form the permanent diversion route. These will aim to:
- Provide an attractive, safe and accessible footpath corridor that forms a southern gateway to Boston; and

- Enhance and add value to the experience of using these footpaths by increasing awareness of the historic and natural environment and connection between the Principal Application site, the river and the town.

2.2.2 The aims will be met through the funding and / or direct implementation of the enhancements (see Section 2.3 below) outlined in the following sections. The package of remedial and enhancement measures will be secured through the section 106 agreement under negotiation between the Applicant, Lincolnshire County Council and Boston Borough Council, in consultation with Natural England.

Accessibility

2.2.3 The relatively constant level of the Roman Bank provides a comfortable walking route, without pronounced changes in gradient. Proposed footpath enhancement will have particular regard in further improving accessibility to persons with mobility impairment. Proposed measures will avoid use of gates, stiles, barriers and steps. Where practicable and / or necessary, inclines will be graded to avoid slopes exceeding 1 in 20 steepness.

2.2.4 This objective will strive to most fully conform with the Equality Act 2010 and Countryside and Rights of Way Act 2000, the latter places a legal duty on highway authorities to consider people with mobility problems and visual impairment when authorising structures on public footpaths and bridleways.

Boundary treatments

2.2.5 Existing tall palisade security fencing alongside footpaths within the Principle Application site, will either be removed in its entirety or relocated by the Applicant. The objective will be to both physically and visually, 'open up' the footpath corridor, making as discreet as possible any subsequent views to relocated security fencing. The Applicant will also make best endeavours to negotiate the re-positioning of security fencing alongside sections of footpath (BOST/14/11) that lie outside of the Principle Application site and are not, therefore within the Applicants control.

2.2.6 At certain locations alongside footpaths, timber post and rail fencing may be required to make safe potential fall hazards; for example, where the path abuts steep downward slopes or crosses culverts and other vertical sided features. Use of such fencing will be kept to a minimum.

2.2.7 Careful consideration of potential effects to existing vegetation, ecology and the Roman Bank will be required, and a working methodology developed for any on-site works.

Proposed surface finishes

- 2.2.8 Proposed enhancement measures will be restricted to remediation of the existing trodden surface. Works will include minor regrading of the existing surface by loosening and reconsolidating substrates to create an even running profile, remove hollows and pronounced changes in level and to provide a slight camber to aid surface drainage.
- 2.2.9 The finished surface will be grass seeded and allowed to be worn and trodden. This approach will align with the specification set by the Environment Agency for ongoing works to footpaths along The Haven (in relation to The Haven Banks Improvement Scheme).
- 2.2.10 Given that the footpath traverses the top of the Roman Bank, the aim will be to maximise the usable width of a reinstated footpath but avoid excavation / regrading or other works that may unnecessarily affect the heritage asset. The aim will be to create a usable footpath surface of average 1.2m width but this may be wider or slightly narrower subject to conditions.

Proposed management of existing vegetation and proposed planting

- 2.2.11 Management of existing vegetation alongside the Roman Bank and within the Principal Application site, is described in the Outline Landscape and Ecological Mitigation Strategy (paragraphs 4.1.4 and 10.7.1, document reference 7.4, APP-123). In essence, management works will include the cutting back of overhanging and obstructive vegetation and the introduction of new native species that will enhance both biodiversity value and screening of views to existing and proposed industrial features, as appropriate.
- 2.2.12 Proposed measures will be based upon detailed site work and include removal of woody species that physically encroach upon the desired path surface, management of vegetation to both improve forward visibility and provide a sense of 'openness' along the path. The required subtlety of works will achieve screening of certain views, whilst creating outward, framed views.
- 2.2.13 The proposal assumes that management objectives and prescriptions described within the Principal Application Site will be rolled out and implemented along the full extent of the footpath diversion.

Signage

- 2.2.14 Local highway authorities are responsible for erecting and maintaining way marks, fingerposts and other signs along footpaths and rights of way. This statutory signage provision, to be made by Lincolnshire County Council (as the highways

authority), will aid navigation and the use of the paths and as part of any legal mechanism to secure the required improvements (e.g. section 106 agreement) appropriate funding will be included for the provision of signage. Measures to further enhance the user experience are outlined below.

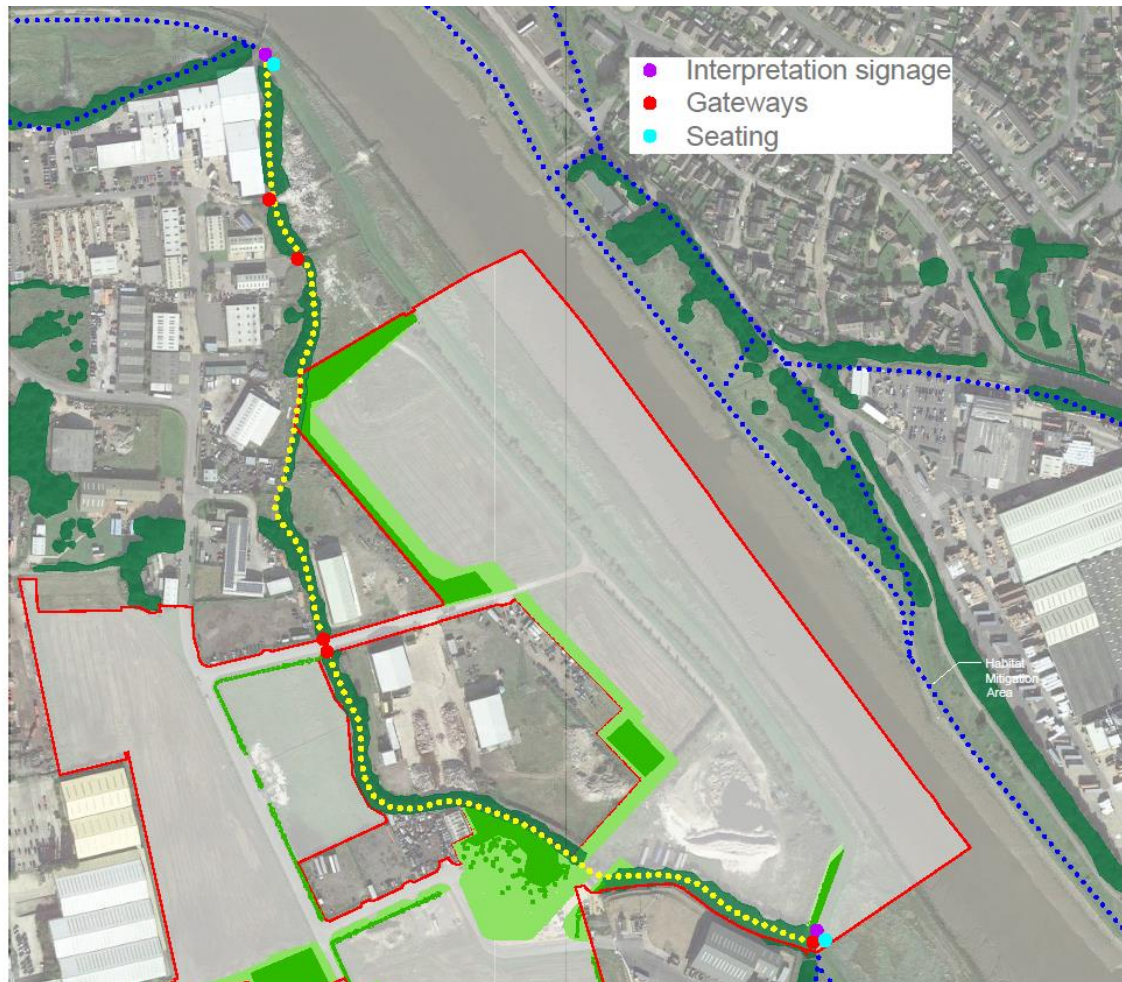


Figure 2-1 Signage, gateways and seating

Interpretation signage

2.2.15 Interpretation signage will be introduced at key locations, as indicated on **Figure 2-1**. Interpretation features will highlight:

- the historical context of the setting, The Haven and heritage assets, in particular the Roman Bank;
- any archaeological findings and artifacts revealed during development of the Facility and footpath diversion;
- the future contribution of the Facility to energy production and to Boston town; and

- the ecology and ornithology of The Haven.

2.2.16 The Applicant will engage with Boston educational establishments in the design and presentation of interpretation material.

Gateways

2.2.17 Key access points onto the proposed footpath diversion will be highlighted by the use of distinct ‘gateway’ features, the proposed location of these is indicated on **Figure 2-1**. These will take the form distinct visual artworks, suited to the robust industrial character of the area and with reference to historical or maritime themes.

Seating

2.2.18 Seating will be provided at either end of the enhanced footpath diversion. The design and location of seating will be subject to agreement.



Figure 2-2 Examples of robust interpretation signage, gateways and seating

2.3 Implementation

- 2.3.1 Works within the Principal Application site will be undertaken by the Applicant. Works outside the Principal Application site will either be undertaken by the Applicant (subject to agreement) or the Applicant will commute funds as part of a section 106 agreement for the necessary works.

2.4 Summary

- 2.4.1 This report has identified issues relating to the existing footpath network that will form the permanent diversion following the proposed stopping up of footpaths Bost 14/4, Bost 14/5 and Bost 14/10.
- 2.4.2 Proposed remedial and enhancement measures will transform the existing footpaths and provide an attractive, safe and accessible footpath corridor that forms a vital southern gateway to Boston from the west side of The Haven. Proposed 'gateways', artwork and interpretation signage will bring distinct identity to the route.
- 2.4.3 Enhancements will improve accessibility to, and experience of, the Roman Bank, and will have a beneficial effect upon the setting of the bank. This will be further enhanced through proposed heritage interpretation for public information, including public outreach and the provision of interpretation signage. The Outline Written Scheme of Investigation (document reference 7.3, APP-122) includes provision for archaeological monitoring of the 'Roman Bank' during construction works (paragraphs 1.1.16 and 1.5.20-25, document reference 7.3, APP-122). Any excavation of the bank, under archaeological conditions, could allow for significant data to be gathered about the asset and hopefully elucidate its origin.
- 2.4.4 Proposed measures will complement existing landscape and ecological mitigation identified in the Environmental Statement but will also introduce wider, additional benefits for recreational opportunity and the interpretation and understanding of the historic importance of the area, The Haven river and future development.



Appendix

Appendix A: Outline Stopping up of Public Rights of Way Plan

A1.1 Introduction

A1.1.1 This appendix sets out the proposed principles, approaches and mitigation relating to the managing of the stopping up of PRow. Details of the PRow that require stopping up are set out in ES Chapter 19 Traffic and Transport (document reference 6.2.19, APP-057) and are summarised below. **Figure A1** identifies the PRow closures proposed.

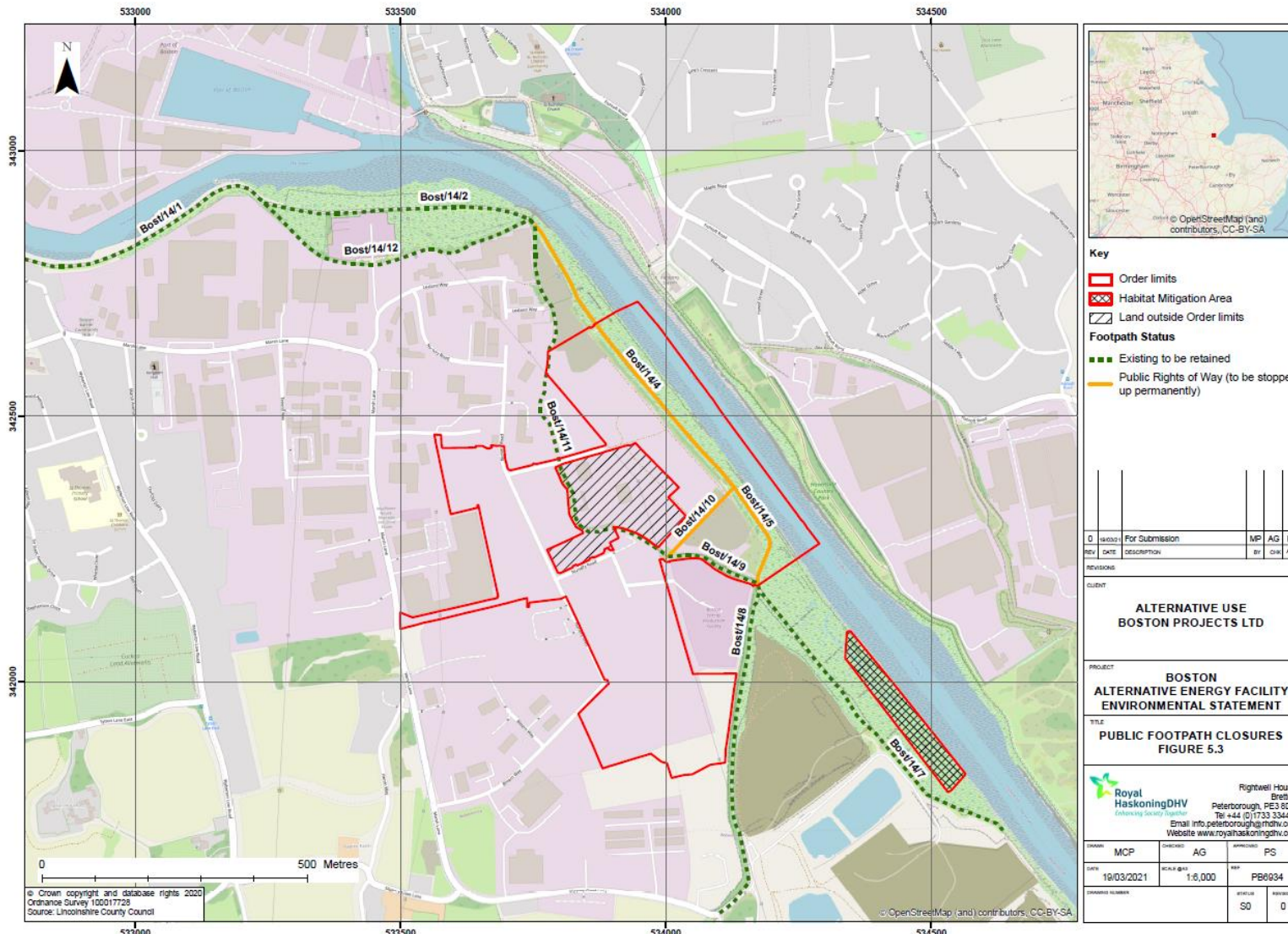


Figure A-1 Public Footpath Closures

A1.2 Purpose of this Outline Stopping Up Plan

A1.2.1 This outline PRoW Stopping Up Plan will inform the development of a final PRoW Stopping Up Plan to be agreed with Lincolnshire County Council (LCC) (as the Highways Authority responsible for PRoW) and Boston Borough Council (BBC) and Natural England (NE) prior to the construction of the Facility. The final plan will be secured through the section 106 agreement under negotiation between the Applicant, LCC and BBC. The final plan will include details on the measures set out in this document that require detailed planning or confirmation in relation to ensuring impacts are no greater than set out in the Environmental Statement and in-line with requirements from LCC, BBC and NE.

A1.3 Responsibility for implementation

A1.3.1 The responsibility for ensuring that measures set out in the detailed PRoW Stopping Up Plan are delivered rests with the Principal Contractor appointed to carry out the works; with LCC as the body responsible for enforcement.

A1.4 Details of PRoW Stopping Up

A1.4.1 During construction, the following footpath sections would be stopped up: BOST/14/4, BOST/14/10 and BOST/14/5. The stopping up would also affect the proposed ECP route which follows these footpaths, as does the Macmillan Way. The diversion for these route closures would follow BOST/14/11 and BOST/14/9 along the Roman Bank. Additionally, temporary stopping up of BOST/14/11 and BOST/14/9 will be required in order to construct a public footbridge over a gap in the Roman Bank and to implement other enhancement measures (see Section A1.6 – Temporary and Permanent Stopping Up).

A1.4.2 The diversion would affect pedestrians at two specific points. Firstly, the route of footpath section BOST/14/11 crosses over the unnamed spur road which served the former Mick George site, and which is within the Facility's Order limit. To mitigate and to allow pedestrians to safely cross over the unnamed spur road and continue their journey along BOST/14/11 traffic lights, barrier gates or banksmen will be provided at the spur road crossing-point to ensure safety of pedestrians crossing this road is maintained during construction.

A1.4.3 Secondly, pedestrians will be further affected because the route of footpath section Bost/14/11 at the intersection with Bost/14/9 is within the construction boundary of the Facility at an existing gap in the Roman Bank. Therefore, pedestrians would be routed to cross the site road within close proximity of construction traffic vehicles, thus decreasing the relative pleasantness of the

journey. Embedded mitigation is provided via a public footbridge which will be constructed early in the construction programme to provide access across the existing gap in the Roman Bank allowing for increased pedestrian safety when negotiating access over the construction site.

A1.5 Stopping Up of PROW 14 During Operation

A1.5.1 BOST/14/4, BOST/14/10 and Bost/14/5 will all be permanently stopped up. The diversion for these route closures would follow the Roman Bank along footpath sections BOST/14/11 and BOST/14/9.

A1.5.2 The diversion would affect pedestrian amenity because the route of footpath section BOST/14/11 at the intersection with BOST/14/9 is within the operational boundary of the Facility. Therefore, pedestrians would be routed close to the site roads within close proximity of operational site traffic vehicles, thus decreasing the relative pleasantness of the journey. Embedded mitigation is provided via a fenced public footbridge which will be constructed during construction and will provide access across the existing gap in the Roman Bank which will allow for increased pedestrian safety when negotiating access over the conveyor system.

A1.5.3 For outline details of improvements to BOST/14/11 and BOST/14/9 please see the main body of this report.

A1.6 Temporary and Permanent Stopping Up

A1.6.1 In order to maintain a north-south PRoW connection at all times during construction and operation. The stopping up will be implemented as per Table A 1.

Table A 1 Proposed Stopping Up

Temporary Stopping Up	<p>Temporary stopping up of BOST/14/11 and BOST/14/09 for construction of the public footbridge across a gap in the Roman Bank and for the provision of the final improvement works (as set out in outline in the main body of this report) will be required. To maintain the north-south PRoW access a temporary diversion will be created using BOST/14/4 and BOST/14/5 alongside The Haven.</p> <p>Detailed timings of such temporary stopping up will be provided in the final Stopping Up Plan but any individual (temporary) period of stopping up will not last for more than three months at one any one time, or six months in total over the whole construction period.</p>
Permanent Stopping Up	<p>Once the works to BOST/14/11 and BOST/14/09 set out above have been completed the permanent stopping up of BOST/14/4, BOST/14/10 and Bost/14/5 will take place and a permanent diversion along the Roman Bank will be implemented.</p>

A1.7 Management Measures

A1.7.1 A number of management measures will be enacted as part of the stopping up works as set out in **Table A 2**. The management measures will be secured via an appropriate legal mechanism (e.g. section 106 agreement).

Table A 2 Management Measures

Measure	Rationale
Provision of short-term diversion for temporary stopping up.	To ensure continued north-south continuity of the PRoW network (as per Section A1.4)
Temporary stopping up will not take place for any longer than three months at any one time, or for six months in total over the whole construction period. Where closures are required for longer periods due to unforeseen circumstances LCC and BBC will be informed in writing.	To ensure temporary closure and diversions are minimised
Provision of traffic lights, barrier gates or banksmen will be provided to monitor the crossing of BOST/14/11 by potential construction traffic using the unnamed spur road during the construction period.	To improve safety of PRoW users
Embedded mitigation is provided via a public footbridge which will be constructed early in the construction programme to provide access across the existing gap in the Roman Bank allowing for increased pedestrian safety when negotiating access over the construction site.	To ensure continuity of the north-south PRoW network and to provide a permanent route for the ECP and Macmillan Way.
Prior to any stopping up the Principal Contractor will undertake works in accordance with the measures established within the detailed PRoW Stopping Up Plan.	To manage the works in accordance with agreed and detailed plans.
A communication plan will be developed to ensure LCC, BCC and NE are kept informed of when and where works will be taking place.	To ensure key stakeholders and the general public are aware of the works and programme.
Appropriate media (signage/leaflets/notices) will be used to inform local residents, Parish Councils and user groups of temporary changes to the PRoW network arising from construction. Warning notices will be erected at key points where PRoW would be affected by the construction activities to make users aware of the construction working area. Signage will also show the closures and diversions in accordance with all legal requirements and advice from LCC. Appropriate local media, as agreed with LCC and BBC (such as a local newspaper), would also carry such information.	
A notice describing the temporary stoppage would be advertised two weeks in advance of the stoppage.	
LCC, BBC and relevant Parish Councils would be notified in advance (4 – 6 weeks) of any stopping-up of PRoW. The Principal Contractor will notify LCC, BBC and NE four weeks (minimum) of the intention to stop up any PRoW and advertise all alternative routes	



Measure	Rationale
<p>following any advice on such form of advertising from LCC. This will include:</p> <ul style="list-style-type: none">• Provision of a map showing the extent of the temporary stoppage and the alternative route; and• Confirmation that the alternative route across land in the developer's control is safe and fit for public use.	