NORTH FALLS

Offshore Wind Farm

Outline Public Rights of Way Management Plan

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Glossary of Acronyms

OCoCP	Outline Code of Construction Practice
DCO	Development Consent Order
ES	Environmental Statement
ID	Identification
NCN	National Cycle Network
O&M	Operation and Maintenance
OPRoWMP	Outline Public Rights of Way Management Plan
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way
TCC	Temporary Construction Compound

Glossary of Terminology

Cable circuit (onshore)	The onshore export cables are comprised of cable 'circuits'. Each cable circuit is typically comprised of three power cables, as well as fibre cables and earth cables. It is expected that each circuit would compromise up to seven cables in total.
Cable ducts	Housing for the onshore export cables, typically comprising plastic high-density polyethylene (HDPE) pipes buried underground. Each cable circuit will potentially comprise up to seven individual ducts (i.e. one per cable).
Haul Road	The track along the onshore cable route used by construction traffic to access different sections of the onshore cable route.
Jointing bay	Underground structures, constructed at regular intervals along the onshore cable route to connect the sections of cable together so that each cable is a continuous length, as well as facilitating the installation of the cables into the buried cable ducts.
Landfall	The location where the offshore export cables come ashore at Kirby Brook.
Link boxes	Underground chambers or above ground cabinets next to the onshore export cables housing low voltage electrical earthing links.
National Grid substation connections works	Infrastructure required to connect the Project to the National Grid connection point.
Offshore export cables	The cables which bring electricity from the offshore substation platform(s) to the landfall, as well as auxiliary cables.
Onshore cable route	Onshore route within which the onshore export cables and associated infrastructure would be located.
Onshore export cables	The cables which take the electricity from landfall to the onshore substation. These comprise High Voltage Alternative Current (HVAC) cables, buried underground.
Onshore project area	The boundary within which all onshore infrastructure required for the Project will be located (i.e. landfall; onshore cable route, accesses, construction compounds; onshore substation and cables to the National Grid substation).
Onshore substation	A compound containing electrical equipment required to transform and stabilise electricity generated by the Project so that it can be connected to the National Grid.
Onshore substation works area	Area within which all temporary and permanent works associated within the onshore substation are located, including onshore substation, construction compound, access, landscaping, drainage and earthworks.
Temporary construction compound	Area set aside to facilitate construction of the onshore cable route. Will be located adjacent to the onshore cable route, with access to the highway where required.
The Applicant	North Falls Offshore Wind Farm Limited (NFOW).
The Project Or 'North Falls'	North Falls Offshore Wind Farm, including all onshore and offshore infrastructure.
Trenchless crossing	Use of a technique to install limited lengths of cable below ground without the need to excavate a trench from the surface, used in sensitive areas of the onshore cable route to prevent surface disturbance. Includes techniques such as HDD.
Trenchless crossing compound	Areas within the onshore cable route which will house trenchless crossing (e.g. HDD) entry or exit points.

1 Introduction

1.1 Background

1. This Outline Public Rights of Way Management Plan (OPRoWMP) describes the outline public rights of way (PRoW) strategy (herein 'the outline strategy') to be employed by North Falls Offshore Wind Farm Limited (hereafter, 'the Applicant') and its contractors during the construction and operational phases of the onshore infrastructure for the North Falls Offshore Wind Farm (herein 'North Falls' or 'the Project').
2. This OPRoWMP provides outline details of the mitigation measures proposed to manage impacts upon PRoW within the Project's onshore Development Consent Order (DCO) limits (herein the 'onshore project area'), during the Project's construction and operation. This OPRoWMP should be read alongside the Public Rights of Way Plan (Document Reference: 5.11).

2 Scope of the strategy

3. This outline strategy covers the temporary impacts on the PRoW and National Cycle Network (NCN) routes that intersect with the onshore project area and those which are located within 500m of it, during the Project's construction and operation. For these PRoW, potential mitigation measures are proposed where required, including temporary diversions and other mitigation techniques. The need for permanent mitigation has not been identified.
4. This outline strategy will be used to inform a detailed PRoW Management Plan (PRoWMP), secured via DCO Requirement, which will be developed post-consent following the Project's detailed design.
5. The final PRoWMP be employed by the Applicant in reference to the construction at the Project's onshore works (i.e. landfall, onshore cable route, onshore substation, National Grid substation connection works). The works will include the installation of underground cable ducts, via both open cut trenching and trenchless techniques, installation of associated jointing bays and link boxes, cable pulling, the construction of the onshore substation and associated infrastructure, and the temporary works associated with this construction. The final PRoWMP will also be employed during the Project's operational phase.
6. This OPROWMP is structured as follows:
   - Details of the baseline PRoW and NCN routes and how these are potentially impacted by the Project (Section 3); and
   - Details of the outline mitigation measures proposed for each PRoW and NCN route (Section 4).

3 Public Rights of Way

7. There is a total of 29 PRoW and one NCN route which directly intersect with the onshore project area. A further 49 PRoW are located outside of the onshore project area, but within 500m of it.

8. The Tendring Hundred Hinterland route also covers a large proportion of the onshore project area, overlapping with six PRoW, including:

- Thorpe Le Soken Footpath 4;
- Tendring Footpath 1;
- Tendring Footpath 3;
- Tendring Footpath 8;
- Wix Footpath 14; and
- Little Bromley Footpath 16.

9. Table 3.1 below identifies all PRoWs which either directly intersect with the onshore project area or are located within 500m of it. It also describes the impact anticipated upon each PRoW, and the type of mitigation measures which will be required. Further details on these mitigation measures are then provided in Section 4 below. Table 3.1 should be read alongside the Public Rights of Way Plan (Document Reference: 5.11).

Table 3.1 PRoWs and NCN routes affected by the development of North Falls

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
PRoW and NCN routes intersecting with the onshore project area (ordered by landfall to onshore substation)				
Great Clacton FP29	Great Clacton	Footpath	Crosses onshore cable route at landfall	PRoW crossed using trenchless techniques – impacts upon this PRoW are not anticipated. No additional mitigation proposed.
Frinton and Walton BR2	Frinton and Walton	Bridleway	Crosses onshore cable route at landfall and operation and maintenance (O&M) access	<u>Intersection 1:</u> PRoW crossed using trenchless techniques – impacts upon this PRoW are not anticipated. No additional mitigation proposed. <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Frinton and Walton FP3	Frinton and Walton	Footpath	Crosses onshore cable route at landfall and O&M access	<u>Intersection 1:</u> PRoW crossed using trenchless techniques – impacts upon this PRoW are not anticipated. No additional mitigation proposed. <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
				anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Frinton and Walton FP41	Frinton and Walton	Footpath	Crosses onshore cable route at landfall	PRoW crossed using trenchless techniques – impacts upon this PRoW are not anticipated. No additional mitigation proposed.
NCN 150	Frinton and Walton	National Cycling Network route	Crosses onshore cable route at landfall	NCN route crossed using trenchless techniques – impacts upon this NCN route are not anticipated. No additional mitigation proposed.
Frinton and Walton FP6	Frinton and Walton	Footpath	Intersects with an onshore cable route construction access	Temporary impacts due to PRoW crossing onshore cable route construction access. Mitigation measures includes access crossing managed with banksman (see Section 4.1.1).
Frinton and Walton FP11	Frinton and Walton	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Frinton and Walton BR38	Frinton and Walton	Footpath	Intersects with the onshore cable route and O&M access	<u>Intersection 1:</u> Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1). <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Thorpe Le Soken FP13	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Thorpe Le Soken FP7	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1).
Thorpe Le Soken FP4	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1).
Thorpe Le Soken FP3	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	<u>Intersection 1:</u> PRoW crossed using trenchless techniques – impacts upon this PRoW are unlikely to occur. No additional mitigation proposed. <u>Intersection 1:</u> Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1).
Thorpe Le Soken FP1	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Thorpe Le Soken FP18	Thorpe Le Soken	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Beaumont Cum Moze FP18	Beaumont Cum Moze	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Tendring FP22	Tendring	Footpath	Intersects with the onshore cable route and O&M access	<u>Intersection 1:</u> PRoW crossed using trenchless techniques – impacts upon this PRoW are not anticipated. No additional mitigation proposed. <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Tendring FP8	Tendring	Footpath	Intersects with the onshore cable route and O&M access	<u>Intersection 1:</u> Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2). <u>Intersection 2:</u> Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1). <u>Intersection 3:</u> The PRoW is also located within a section of O&M access route.

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
				The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Tendring FP3	Tendring	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Tendring FP1	Tendring	Footpath	Intersects with the onshore cable route and O&M access	<u>Intersection 1:</u> Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2). <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Wix FP31	Wix	Footpath	Intersects with the onshore cable route and O&M access	<u>Intersection 1:</u> Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2). <u>Intersection 2:</u> The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
				anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Wix FP32	Wix	Footpath	Intersects with the onshore cable route and O&M access	Intersection 1: Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2). Intersection 2: The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Wix FP37	Wix	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (temporary construction compound (TCC)). Mitigation measures includes temporary diversion (see Section 4.1.2).
Wix FP15	Wix	Footpath	Intersects with onshore cable route	Temporary impacts due to haul road crossing. Mitigation measure includes haul road crossing managed with banksman (see Section 4.1.1).
Little Bromley FP17	Little Bromley	Footpath	Intersects with the onshore cable route	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
Little Bromley FP16	Little Bromley	Footpath	Intersects with the onshore cable route and O&M access	Temporary impacts due to above ground works (cable trenching) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Little Bromley FP15	Little Bromley	Footpath	Intersects with the onshore substation drainage works	Temporary impacts due to above ground works (drainage) and haul road crossing. Mitigation measures includes temporary diversion (see Section 4.1.2).
PRoW and NCN routes intersecting with the onshore project area – O&M accesses only (ordered by landfall to onshore substation)				
Frinton and Walton FP1	Frinton and Walton	Footpath	Intersects with O&M access route but does not intersect with the onshore cable route	The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Frinton and Walton FP5	Frinton and Walton	Footpath	Intersects with O&M access route but does not intersect with the onshore cable route	The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Frinton and Walton FP10	Frinton and Walton	Footpath	Intersects with O&M access route but does not intersect with the onshore cable route	The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.
Wix FP14	Wix	Footpath	Intersects with O&M access route but does not intersect with the onshore cable route	The PRoW is also located within a section of O&M access route. The PRoW will only be impacted should the O&M access be required along the PRoW during operation. This will include a small number of light vehicles only, and no diversion or closure are anticipated. Further details of O&M activities and associated mitigation are described in Section 4.3.

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
PRoW and NCN routes located within 500m of the onshore project area, but not intersecting the onshore project area				
Frinton and Walton FP4	Frinton and Walton	Footpath	Is located within 500m, but does not intersect with, the onshore project area	No direct interaction with the onshore project area, so no diversion / access management measures required. Indirect effects on users of the PRoW will be managed through good industry practice construction measures to minimise dust, light and noise emissions, as set out in the Outline Code of Construction Practice (OCoCP) (Document Reference: 7.13).
Frinton and Walton FP7	Frinton and Walton	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Frinton and Walton FP8	Frinton and Walton	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Frinton and Walton FP12	Frinton and Walton	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Frinton and Walton FP16	Frinton and Walton	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Thorpe Le Soken FP2	Thorpe Le Soken	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Thorpe Le Soken BR5	Thorpe Le Soken	Bridleway	Is located within 500m, but does not intersect with, the onshore project area	
Thorpe Le Soken FP8	Thorpe Le Soken	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Thorpe Le Soken FP21	Thorpe Le Soken	Footpath	Is located within 500m, but does not intersect with, the onshore project area	

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Thorpe Le Soken FP14	Thorpe Le Soken	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Thorpe Le Soken FP17	Thorpe Le Soken	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP7	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP12	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP13	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP14	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP15	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP17	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP16	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Beaumont Cum Moze FP22	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Beaumont Cum Moze FP29	Beaumont Cum Moze	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Tendring FP2	Tendring	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Tendring FP17	Tendring	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Tendring FP18	Tendring	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Tendring FP20	Tendring	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Tendring FP23	Tendring	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Wix FP13	Wix	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Wix FP16	Wix	Footpath	Is located within 500m, but does not intersect with, the onshore project area	

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Wix BR38	Wix	Bridleway	Is located within 500m, but does not intersect with, the onshore project area	
Bradfield FP6	Bradfield	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Mistley FP12	Mistley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Mistley FP14	Mistley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bentley FP1	Little Bentley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP5	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP7	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP11	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP13	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Little Bromley FP14	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP20	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP21	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Great Bromley FP4	Great Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Great Bromley FP5	Great Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley BY22	Little Bromley	Byway	Is located within 500m, but does not intersect with, the onshore project area	
Little Bromley FP12	Little Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Great Bromley FP3	Great Bromley	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Lawford BY57	Lawford	Byway	Is located within 500m, but does not intersect with, the onshore project area	

Route name or ID	Location	Classification	Interaction with the Project	Impact and mitigation proposed
Lawford FP23	Lawford	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Lawford FP25	Lawford	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Ardleigh FP28	Ardleigh	Footpath	Is located within 500m, but does not intersect with, the onshore project area	
Ardleigh FP26	Ardleigh	Footpath	Is located within 500m, but does not intersect with, the onshore project area	

10. In summary, the PRoWs and NCN routes are anticipated to be impacted temporarily during the construction and operation of the Project in the following ways (note that some PRoWs and NCN routes will be impacted in more than one of these ways):

- Four PRoWs and one NCN route are proposed to be crossed using trenchless techniques and landfall, which would result in no direct impacts to these routes;
- Fourteen PRoWs cross areas subject to temporary works (e.g. trenching works or TCCs) during construction, and are likely to require temporary closure and diversion (see Section 4.1.2);
- Seven PRoWs will be crossed by the cable route construction haul road during construction, and while these will not require diversion they will require safe access management (e.g. through a banksman) (see Section 4.1.1);
- Twelve PRoWs are located along O&M access routes and will only be impacted should the O&M access be required down the PRoW during operation. This will include a small number of light vehicles only (see Section 4.3);
- Forty-nine PRoWs are located within a 500m buffer of the onshore project area and will be potential subject to indirect effects during construction, including from noise, light, and air pollution (see Section 4.1.4);
- No PRoW will require permanent closure following design refinements to the location of the onshore substation since Preliminary Environmental Information Report (PEIR).

4 Mitigation measures

4.1 During construction

11. Prior to the start of the Project's construction phase, all affected PRoW will be subject to an advance inspection survey. At the end of the construction phase, all affected PRoW will be inspected, and their condition will be returned to the original condition as observed during the advance inspection survey (see Section 4.1.3 for more details of PRoW inspections).

12. Disruption to the above PRoWs will be managed by the Principal Contractor to ensure continued safe access along the PRoW for members of the public, and all efforts will be made to minimise the duration of PRoW temporary closures or diversions. The exact management method will be agreed in advance with the relevant local authority and detailed within the final PRoWMP, secured through DCO Requirement. Methods available include:

- Where practicable and safe PRoWs shall remain open, with managed crossings of the onshore project area using banksmen;
- Temporary closures with diversions in place.

13. Further details of these two approaches are provided below.

4.1.1 Managed crossings

14. Where haul roads (and in some locations construction accesses) intersect PRoWs, access shall be maintained safely through use of banksman and gates where necessary, ensuring there is minimal impact to the PRoW or NCN route. In these instances, safety measures will be deployed. Typical measures will include the following:

- 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;
- Information for PRoW users on project details (including contact details), the nature of works at each location, construction programme, and details of the crossing procedure at entry points to the onshore project area;
- Commitment to having a banksman in place during working hours, or a locked gate to prevent unsafe access. 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. Such gates would be aimed to be left open to maintain access outside of working hours, where safe to do so;
- A regular review of the PRoW condition within the extent controlled by banksman, to ensure the surface is safe for walkers and other users, whilst the PRoW remains open; and
- A short section of boundary fencing may be provided on each PRoW as it approaches the onshore project area to ensure a clear point of entering/ exiting the onshore project area is established.

4.1.2 Temporary diversions

15. In locations where the PRoW will need to be temporarily closed to facilitate construction (e.g. where open cut trenching is proposed), then a temporary diversion will be used. The following mitigation measures will be used at these locations:

- The exact routing of the PRoW diversion will be set out in the final PRoWMP, secured by DCO Requirement. The location of the diversion route will be identified in discussion with Essex County Council and local landowners.
- The diversion will be laid out in advance of PRoW temporary closure, signage detailing the diversion route put in place at the start and end points, and way markers along the length of the diversion route indicating the route's location.
- Fencing will be erected along parts of the diversion route if required, for navigation or health and safety purposes.
- The route will be subject to 'maintenance' measures for the duration of the diversion, as set out below.
- Construction works which necessitate PRoW temporary closure and diversion trenches will be reinstated once complete to allow PRoW to be repaired and reopened as soon as practicable.

4.1.3 Maintenance and monitoring

16. All mitigation measures described above shall be maintained throughout the construction of the Project. Maintenance shall include:

- Repairing damage caused throughout construction;
- Repairing/ resurfacing PRoW when needed;
- Inspection and maintenance of new signage installed for guidance;
- Inspection and maintenance of drains along these diverted routes; and
- Clearance of litter along PRoWs associated with the temporary construction works.

17. A contractor will undertake an inspection survey of the affected PRoWs at the following times to ensure a record of condition is kept:

- Prior to the commencement of the construction phase;
- At least once during the construction phase; and
- Following the completion of the construction phase.

18. Regular spot checks will also be made during construction, to assess the need for maintenance during the construction phase.

4.1.4 Indirect effects

19. For those PRoW located within 500m of the onshore project area which are potentially subject to indirect effects during construction, indirect effects on users of the PRoW will be managed through good industry practice construction measures to minimise dust, light and noise emissions, as set out in the OCoCP (Document Reference: 7.13).

4.2 Post-construction

20. Following the conclusion of construction, relevant temporary mitigation measures established for the affected PRoWs will be removed where no longer necessary. Temporary closures will be re-opened following each stage of work where practical. The final reinstatement of the PRoWs within the working area will be to a standard equal to that prior to the construction works.

4.3 Operation and maintenance

21. During the operational lifetime of the Project, there is an occasional need to access the link boxes located along the onshore cable route for cable maintenance purposes. These activities are expected to involve small number of light vehicles only. The list of PRoW this applies to is described in Table 3.1.

22. During use of any PRoW for operational and maintenance access to the link boxes, light vehicles crossing or using the PRoW will be required to travel at walking pace whilst doing so. Vehicles will display identification (ID) at all times. No parking / blocking of the PRoW will take place.

23. Given the small number of vehicles, impacts to the PRoW themselves are not anticipated and no PRoW inspections / remediation is expected to be required.

5 Conclusion

24. This OPRoWMP has been prepared to accompany Environmental Statement (ES) Chapter 32 Tourism and Recreation (Document Reference: 3.1.34) and shall be submitted alongside the DCO application.

25. This OPRoWMP has set out each PRoW that is anticipated to be impacted by the Project's onshore construction and operation. This document includes details of affected PRoWs, identifies the level of impact on each and outlines mitigation strategies for each PRoW. Mitigation strategies proposed include temporary diversions, management of crossing points using banksmen, and commitments to maintain and monitor PRoW, and minimise indirect effects on PRoW users.

26. Mitigation strategies provided in this document are outline only, as the Project's onshore design is expected to be refined post-consent and therefore the strategies presented here may be subject to change. Following detailed design, a PRoWMP, based on this OPRoWMP and secured via DCO Requirement, will be submitted prior to commencement of the works. The final PRoWMP will include detailed mitigation measures for each PRoW, including plans for any temporary diversions proposed.

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