

XLINKS' MOROCCO-UK POWER PROJECT

Outline Public Rights of Way Management Plan

Document Number: 7.11

PINS Reference: EN010164/APP/7.11

APFP Regulations: Reg5(2)(q)

November 2024

For Issue



XLINKS' MOROCCO – UK POWER PROJECT

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
For Issue	Application	RPS	Xlinks 1 Ltd	Xlinks 1 Ltd	November 2024

Prepared by:

RPS

Prepared for:

Xlinks 1 Limited

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Glossary

Term	Meaning
Applicant	Xlinks 1 Limited.
Converter Site	The Converter Site is proposed to be located to the immediate west of the existing Alverdiscott Substation Site in north Devon. The Converter Site would contain two converter stations (known as Bipole 1 and Bipole 2) and associated infrastructure, buildings and landscaping.
Converter station	Part of an electrical transmission and distribution system. Converter stations convert electricity from Direct Current to Alternating Current, or vice versa.
Development Consent Order	An order made under the Planning Act 2008, as amended, granting development consent.
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
HVAC Cables	The High Voltage Alternating Current cables which would bring electricity from the converter stations to the new Alverdiscott Substation Connection Development.
HVDC Cables	The High Voltage Direct Current cables which would bring electricity to the UK converter stations from the Moroccan converter stations.
Landfall	The proposed area in which the offshore cables make landfall in the United Kingdom (come on shore) and the transitional area between the offshore cabling and the onshore cabling. This term applies to the entire landfall area at Cornborough Range, Devon, between Mean Low Water Springs and the transition joint bays inclusive of all construction works, including the offshore and onshore cable routes, and landfall compound(s).
Local Authority	A body empowered by law to exercise various statutory functions for a particular area of the United Kingdom. This includes County Councils, District Councils and County Borough Councils. The relevant Local Authorities for the Proposed Development are Devon County Council and Torridge District Council.
Mean High Water Springs	The height of mean high water during spring tides in a year.
Proposed Development	The element of the Xlinks' Morocco-UK Power Project within the UK. The Proposed Development covers all works required to construct and operate the offshore cables (from the UK Exclusive Economic Zone to Landfall), Landfall, onshore Direct Current and Alternating Current cables, converter stations, and highways improvements.
The national grid	The network of power transmission lines which connect substations and power stations across Great Britain to points of demand. The network ensures that electricity can be transmitted across the country to meet power demands.
Xlinks' Morocco UK Power Project	The overall scheme from Morocco to the national grid, including all onshore and offshore elements of the transmission network and the generation site in Morocco (referred to as the 'Project').

Acronyms

Acronym	Meaning
ES	Environmental Statement
HDD	Horizontal Directional Drilling
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
MHWS	Mean High Water Springs
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
NCR	National Cycle Route
PRoW	Public Rights of Way
UK	United Kingdom

Units

Units	Meaning
m	Metre

1 OUTLINE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN

1.1 Introduction

Background

- 1.1.1 This document forms the Outline Public Rights of Way (PRoW) Management Plan, which has been prepared for the United Kingdom (UK) elements of Xlinks' Morocco-UK Power Project (the 'Project'). For ease of reference, the UK elements of the Project are referred to as the 'Proposed Development'.
- 1.1.2 This Outline PRoW Management Plan has been developed for the onshore elements of the Proposed Development, landward of Mean High Water Springs (MHWS). The onshore elements of the Proposed Development are proposed to be located within the Onshore Infrastructure Area, which comprises all permanent and temporary components in the onshore section of the Proposed Development.
- 1.1.3 In summary, the onshore elements of the Proposed Development will comprise the following.
- Converter stations: two independent converter stations, known as Bipole 1 and Bipole 2, to convert electricity from Direct Current (DC) to Alternating Current (AC) before transmission to the national grid.
 - Onshore High Voltage Alternating Current (HVAC) Cables: these cables would connect the proposed converter stations to the national grid.
 - Onshore High Voltage Direct Current (HVDC) Cables: these cables would link the converter stations to the landfall site.
 - Highways improvements: works to the existing road network to facilitate access during construction and operation and maintenance, including road widening, and new or improved junctions.
 - Temporary and permanent utility connections: temporary and permanent utility connections to the construction compounds and the Converter Site.
 - Permanent utility diversions: permanent diversion of existing utility services within and adjacent to the Onshore Infrastructure Area.
 - Landfall: the site at Cornborough Range where the offshore cables are jointed to the onshore cables. This term applies to the entire landfall area between Mean Low Water Springs (MLWS) and the transition joint bays. This includes all construction works, including the offshore and onshore cable routes, and compound(s) at Landfall.
- 1.1.4 In addition to the permanent components outlined above, temporary onshore infrastructure would be required for the construction phase, including construction compounds, welfare and site offices, utility connections, haul roads and construction drainage.
- 1.1.5 The onshore elements of the Proposed Development listed above coincide with the local authority area of Torridge District Council and Devon County Council (at the county level).

Purpose of the Outline PRow Management Plan

- 1.1.6 This Outline PRow Management Plan will form the basis for a final PRow Management Plan(s), which will be prepared by the Principal Contractor(s), at the direction of Xlinks 1 Limited ('the Applicant') and submitted prior to construction for approval by Devon County Council.
- 1.1.7 The Outline PRow Management Plan seeks to manage environmental impacts during construction of the onshore elements of the Proposed Development.
- 1.1.8 The purpose of this Outline PRow Management Plan is to set out the approach to managing impacts on PRow during the construction phase of the Proposed Development to reduce disruption to users (as far as possible).
- 1.1.9 PRow include footpaths, bridleways and other promoted routes, such as National Cycle Routes (NCRs) and National Trails, which have been formally designated by the relevant Local Authorities.
- 1.1.10 This is an outline document based on the design set out in Volume 1, Chapter 3: Project Description of the Environmental Statement (ES) (documents reference 6.1.3) and includes measures that have been identified as part of the EIA process. A full and final PRow Management Plan(s) will be developed in general accordance with this Outline PRow Management Plan and submitted post-consent. The final PRow Management Plan(s) is secured as a requirement of the Development Consent Order.
- 1.1.11 In addition, the following documents provide further information regarding PRow.
- Volume 2, Chapter 8: Land use and recreation of the ES (document reference 6.2.8).

1.2 Scope of the Outline PRow Management Plan

- 1.2.1 The design philosophy of the Proposed Development has been to avoid the need to temporarily close (stop-up) or divert PRow. Most PRow within the Onshore Infrastructure Area are crossed by trenchless techniques. Notwithstanding this, the haul road associated with the Onshore HVDC Cable Corridor will cross several transport routes at surface including PRow. No PRow are permanently affected by the Proposed Development.
- 1.2.2 Therefore, the scope of the Outline PRow Management Plan applies to the preliminary and construction activities associated with the onshore elements of the Proposed Development, landward of MHWS.
- 1.2.3 Onshore preliminary activities will be undertaken prior to the commencement of construction. These works comprise the following:
- pre-construction archaeological investigations;
 - early planting or landscaping works, where appropriate;
 - ecological and archaeological mitigation;
 - environmental surveys and monitoring;
 - site clearance (including vegetation clearance and site levelling);
 - investigations for the purpose of assessing ground conditions such as:
 - pre-entry soil surveys; and

- drainage surveys.
 - erection of fencing and installation of temporary construction drainage;
 - remedial work in respect of any contamination or other adverse ground conditions;
 - the diversion of existing services and the laying of temporary services;
 - the diversion or undergrounding of overhead cabling;
 - site security works;
 - establishing compounds and the erection of temporary hardstanding, buildings (e.g. welfare facilities), structures or enclosures;
 - creation of site accesses;
 - temporary display of site notices and site advertisements; and
 - receipt and erection of construction plant and equipment.
- 1.2.4 The onshore preliminary activities listed in **section 1.2.3** above will be carried out in accordance with the measures set out in this Outline PRow Management Plan. This and other management plans in their outline form will be taken as approved at the grant of Development Consent and valid for the preliminary activities whereas the final PRow Management Plan(s) as approved will apply to the main construction stage.
- 1.2.5 The final PRow Management Plan(s) will be in general accordance with the principles established in this Outline PRow Management Plan and will be agreed with the relevant authority prior to commencing the relevant construction stage of the onshore works (above MHWS) for the Proposed Development (i.e. any updates to the plan during construction would be approved by the relevant authority).
- 1.2.6 Works associated with preliminary and construction activities of the Proposed Development would require the implementation of managed crossings and a temporary diversion of PRow during construction.
- 1.2.7 As stated in Volume 2, Chapter 8: Land use and recreation of the ES (document reference 6.2.8), works associated with operation of the onshore elements of the Proposed Development would not require management of affected PRow located within the Order Limits.

1.3 Roles and Responsibilities

Overview

- 1.3.1 The key roles and responsibilities of the construction team with regard to this Outline PRow Management Plan are set out in the following sections below. However, the specific responsibilities of each role will be refined as part of the final PRow Management Plan(s) post consent.
- 1.3.2 The Construction (Design and Management) Regulations 2015 also identify the legal duties, responsibilities and obligations of all the major roles within the construction team.

Applicants

- 1.3.3 The key responsibilities of the Applicant with respect to the PRow Management Plan(s) are as follows.
- Ensuring the effective implementation of the measures set out in the PRow Management Plan(s).
 - Providing necessary direction to Principal Contractors, including contractual obligations, where required.
 - Reviewing and revising the measures included in the PRow Management Plan(s) (where necessary) in conjunction with the Principal Contractor(s).

Principal Contractor(s)

- 1.3.4 The key responsibilities of the Principal Contractor(s) with respect to the PRow Management Plan(s) are as follows.
- Updating and implementing the measures set out in the PRow Management Plan(s) on behalf of the Application.
 - Ensuring all procedures included in the PRow Management Plan(s) are adhered to during pre-commencement, construction and restoration (or reinstatement) activities.
 - Ensuring all contractors/subcontractors are suitably qualified and experienced in the implementation of measures set out in the PRow Management Plan(s).
 - Confirming all legal and contractual requirements relating to the PRow Management Plan(s) are met by ensuring adequate plans and procedures are in place and these can be achieved.
 - Establish procedures for the regular review and recording of the quality of the works as part of its Quality Management System and maintaining records relevant to the PRow Management Plan(s).
 - Maintain records relevant to this Outline PRow Management Plan.

Contractors and Subcontractor(s)

- 1.3.5 The key responsibility of the contractors and subcontractors with respect to the PRow Management Plan are to ensure they fully understand and are capable of performing duties required under the PRow Management Plan(s).

Training and Competence

- 1.3.6 The Applicant will ensure that all relevant construction staff, including those listed above are made aware of the PRow Management Plan(s) and their responsibilities. Training will be provided to ensure that all relevant members of the onshore construction teams receive focused PRow Management Plan(s) training to ensure their competence in carrying out their duties.
- 1.3.7 Any training related to the PRow Management Plan(s) will be additional to the mandatory training requirements on site Health and Safety.

1.4 Methodology

PRoW and Public Access Rights

- 1.4.1 The PRoW and access routes considered within this Outline PRoW Management Plan are defined as one of the following.
- Footpath: being a highway over which the public have a right of way on foot only and which is not a footway; and
 - Bridleway: being a highway over which the public have a right of way on foot and on horseback or leading a horse and by pedal cycle.
- 1.4.2 In addition to the PRoW network, this Outline PRoW Management Strategy recognises that other routes (e.g. NCRs, National Trails) with public access provide additional recreational routes that may be used by all types of users, including walkers, cyclists and horse-riders.
- 1.4.3 **Figure 1.1** shows the location and geographic extent of the affected PRoW, including managed crossings of this Outline PRoW Management Plan.

Affected PRoW and Other Routes

- 1.4.4 Definitive PRoW mapping data indicates that a total of 11 PRoW and other routes intersect the Onshore Infrastructure Area, including NCR 3 'Tarka Trail' and the National Trail 'South West Coast Path'. All these PRoW and other routes are located within the local authority area of Torridge District Council and Devon County Council.
- 1.4.5 PRoW mapping data within the Onshore Infrastructure Area has been taken from Local Authority websites and is considered as a definitive record of PRoW. Further information regarding the data sources used to inform the baseline assessment are provided in Volume 2, Chapter 8: Land Use and Recreation of the ES (document reference 6.2.8).
- 1.4.6 The location of PRoW and other routes with public access have also been verified through site visits undertaken in 2024.
- 1.4.7 **Table 1.1** below shows that only three PRoWs and one other route with public access are affected by surface works with the remainder being crossed (beneath) by a trenchless technique (i.e. Horizontal Directional Drilling (HDD)).

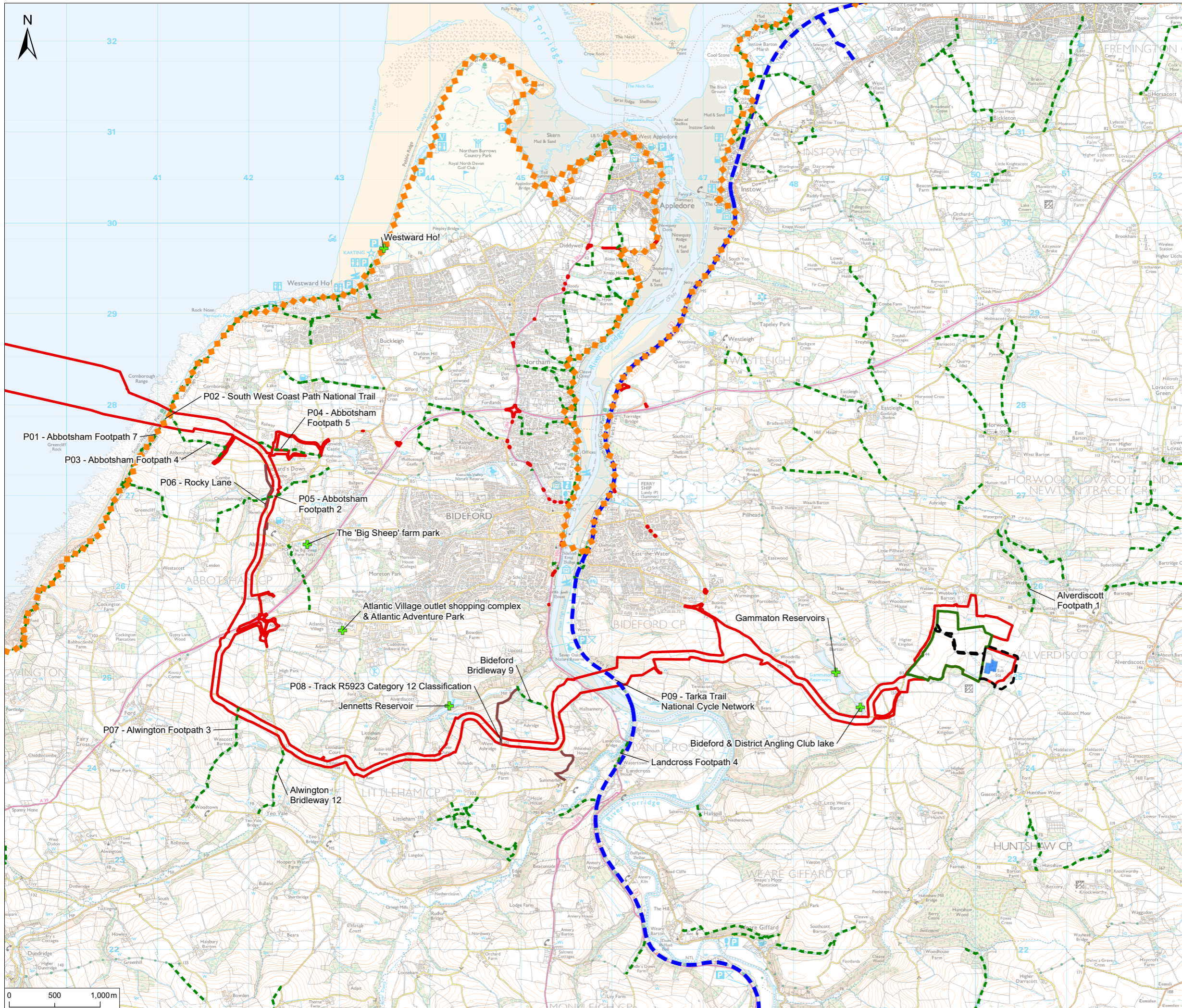
Consultation

- 1.4.8 A draft Onshore Crossing Schedule formed part of Preliminary Environmental Information Report that accompanied Statutory Consultation in spring 2024.
- 1.4.9 Consultation has been undertaken on the management of PRoW (including the acceptability of managed crossings and diversions) with Torridge District Council and Devon County Council, during a meeting on 18 October 2024. This provided an opportunity for PRoW Officers to give feedback and discuss the currently management proposals where PRoW would be impacted.
- 1.4.10 Further consultation will be undertaken following the submission of the Development Consent Order application.

1.5 Location of PRow and other routes used for access.

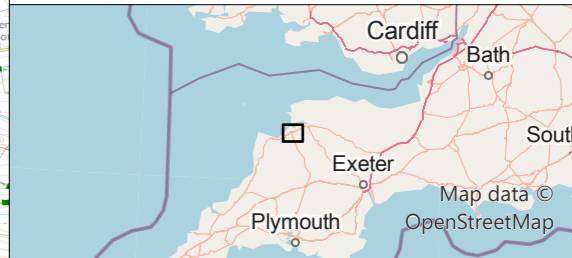
PRow and other routes locations and descriptions

- 1.5.1 The PRows located within the Onshore Infrastructure Area, reference number and type are provided in **Table 1.1** below. The location and geographic extent of PRow within and surrounding the Onshore Infrastructure Area is presented in **Figure 1.1** of Outline PRow Management Plan
- 1.5.2 The crossing IDs in **Table 1.1** are listed from west to east beginning at the Landfall. They are as follows:
- P01 and P02 are coincident being the South West Coast Path route along the cliff.
 - P03 is a connecting route between the South West Coast Path and Abbotsham Court.
 - P04 is a west to east route connecting the unnamed road to Cornborough with the road to Abbotsham passing to the south of the sewage treatment works and East Langdon Farm.
 - P05 runs along the south side of the Kenwith Valley connecting Chaltaborough with Kenwith Castle.
 - P06, Rocky Lane is used for access to connect Rickards Down towards Abbotsham.
 - P07 is a farm track leading to Winscott Barton Farm complex and beyond into the Yeo valley.
 - P08 is a green lane/connecting from equestrian based properties in Bideford towards the Yeo Valley.
 - P09 is the Tarka Trail which is National Cycle Route 3.



Notes
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- Legend**
- Order Limits
 - Converter Site
 - Alverdiscott Substation Connection Development
 - Alverdiscott Substation Site
 - Public Right of Way (footpath/bridleway)
 - South West Coast Path National Trail
 - Tarka Trail National Cycle Network
 - Other Routes with Public Access
 - + Recreational Facilities



Rev	Description	By	CB	Date
P01	FINAL	MP	JT	25.10.24



Client Xlinks 1 Limited
 Project Xlinks' Morocco-UK Power Project
 Title PRoW located within the Onshore Infrastructure Area

Status FINAL Scale @ A3 1:40,000 Date Created Nov 2024
 Figure Number 1.1 Rev P01

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Table 1.1: PRow located within the Onshore Infrastructure Area

Data Source	Type	Class	Name & LPA Ref. No.	Crossed by	Length (m)	Crossing ID
Devon Public Access	PRow	Footpath	Abbotsham Footpath 7	HDD	195.9	P01
Natural England	National Trail	National Trail	South West Coast Path	HDD	198.1	P02
Devon Public Access	PRow	Footpath	Abbotsham Footpath 4	HDD	204.9	P03
Devon Public Access	PRow	Footpath	Abbotsham Footpath 5	Site Access	53.6	P04
Devon Public Access	PRow	Footpath	Abbotsham Footpath 2	HDD / HDD Compound	90.5	P05
OS	Other Route with Public Access	Other Road with Public Access	Rocky Lane	Cable route	39.1	P06
Devon Public Access	PRow	Footpath	Alwington Footpath 3	HDD & Haul Road	83.2	P07
OS	Other Route with Public Access	Other Route with Public Access	R5923 Category 12 Classification	Cable Trenches & Haul Road	71.7	P08
Sustrans	National Cycle Network	National Cycle Network	Tarka Trail	HDD	251.7	P09

1.6 Management Measures

Overarching Management Principles

- 1.6.1 The aim of the Outline PRow Management Plan is to seek to retain access within the existing PRow for the public during construction of the Proposed Development. Where PRow are crossed at surface by construction works for a short period of time whilst safety fencing is erected for the managed crossing. The PRow will be stopped-up without providing a diversion albeit that prior notification of the temporary closure will be given (see below).

Signage and Information During Construction

- 1.6.2 At all points where PRow intersect surface works or site access, appropriate signage would be erected by the contractor(s) on behalf of the Applicant to advise of planned works and dates of any planned PRow temporary closures. Signage would also provide information on any alternative routes. The location and details of these signs would be discussed and agreed with the relevant Local Authorities as part of the final PRow Management Plan(s) (post-consent). A period of at least seven days' notice of any PRow temporary closure would be provided by the contractor(s) to the relevant Local Authorities, and if relevant, land agents and/or persons with interest in land. Similarly a separate notification would be provided when the temporary closure has ended.
- 1.6.3 In addition to the procedures set out above, the following measures would be agreed with the relevant Local Authorities (Torridge District Council and Devon

County Council) as part of the final PRow Management Plan(s): press release in advance of temporary closures; location and timing of site notices; provision of an appropriate map of alternative routes; and the mechanism through which the contractor would confirm the alternative routes are fit for public use.

Safety Fencing

- 1.6.4 Where necessary, suitable fencing would be erected by the contractor(s) to form safe corridors for users of the PRow, especially where it is proposed to retain access in areas through or adjacent to works associated with the Onshore Infrastructure Area. The type and size of fencing would be agreed with individual landowners (where appropriate) and relevant Local Authorities prior to the start of construction. The type and size of fencing would be specified within the final PRow Management Plan(s) (post-consent). The fencing would be inspected regularly to ensure that all fencing and signage along the affected PRow remain in place and that the condition of the PRow is suitable for its intended use.

Implementation of Managed Crossings

- 1.6.5 For PRow that are affected by surface works, it is proposed that these would remain open with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists and horse riders.
- 1.6.6 These managed crossings of PRow would be fenced off with gated crossing points and Heras type fencing to prevent the public from accessing the easement. Where there is a specific requirement to maintain the access, a suitable route will be clearly marked out to aid safe passage. Where such crossings are installed, a gap would be left in the topsoil bunds after the topsoil has been stripped within the Onshore Infrastructure Area.
- 1.6.7 A diagram illustrating how a managed crossing of a PRow would typically be implemented as part of the PRow Management Plan(s) is presented in **Plate 1.1** below.
- 1.6.8 However, specific management for each affected PRow would be developed as part of the final PRow Management Plan(s) and implementation plans.
- 1.6.9 Depending on the nature of works required, managed crossings of PRow may need to be manned by a banksman during construction of the onshore elements of the Proposed Development. However, the requirement for banksman to be present at managed crossings would be determined as part of the final PRow Management Plan(s) and agreed with the relevant Local Authorities.

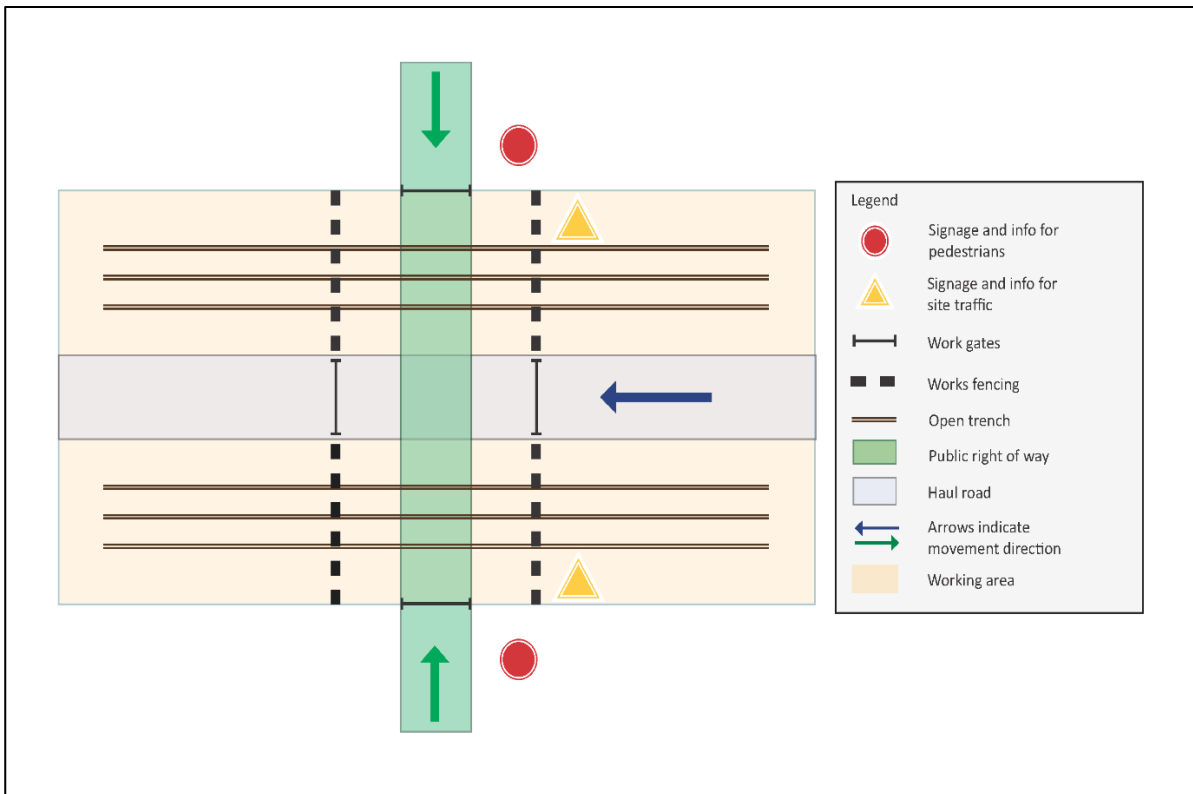


Plate 1.1: Illustrative diagram of a managed crossing of a PRoW

Outline PRoW Management Measures

1.6.10 **Table 1.2** below provides the outline management measures proposed for PRoW affected by surface works.

Table 1.2: Outline PRoW management measures

Crossing ID	Type	Name & LPA Ref. No.	Crossed by	Length (m)	Management Measure
P04	PRoW (Footpath)	Abbotsham Footpath 5	Site Access	53.6	Priority for PRoW across Haul Road
P05	PRoW (Footpath)	Abbotsham Footpath 2	HDD / HDD Compound	75.5	Temporary diversion of route northwards to enable HDD construction works.
P07	PRoW (Footpath)	Alwington Footpath 3	HDD & Haul Road	83.2	Priority for PRoW and farm track across Haul Road
P08	Other Route with Public Access	R5923	Cable Trench & Haul Road	71.7	Priority for PRoW across Cable Route and Haul Road

1.6.11 **Table 1.2** above lists the four PRoWs affected by surface works. The proposed management measures for each are provided below and presented in **Figure 1.2** to **Figure 1.5**.

- Abbotsham Footpath 5 runs west to east connecting the unnamed road to Cornborough with the Abbotsham Road passing to the south of the Cornborough Sewage Treatment Works and East Langdon Farm. Construction traffic accessing the Landfall via the sewage treatment works will

cross the PRow at the edge of a field. The users of the PRow will have priority.

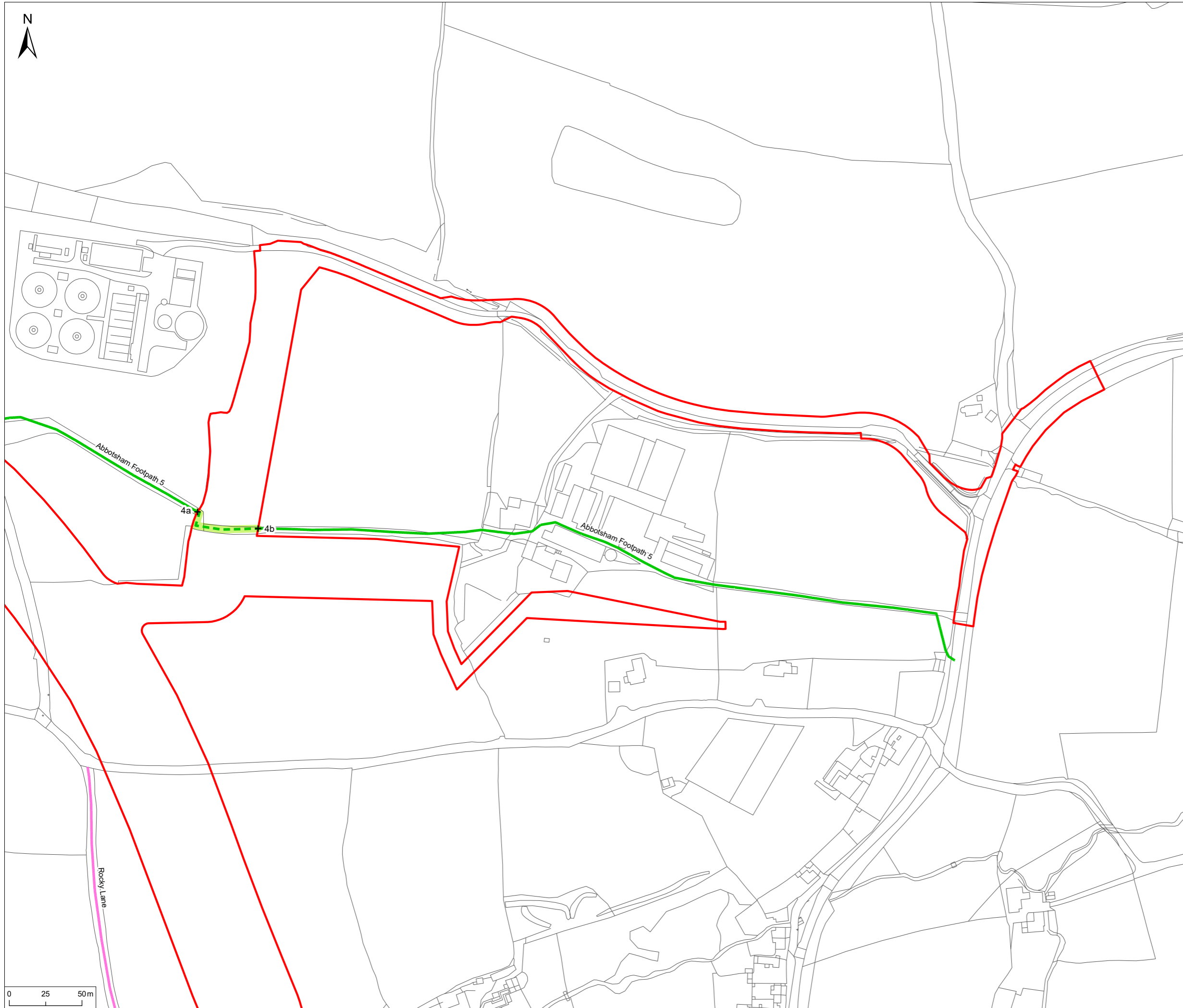
- Abbotsham Footpath 2 runs along the south side of the Kenwith Valley connecting Chaltaborough with Kenwith Castle. The construction of an HDD compound in this field will require a temporary closure and diversion of the footpath a short distance to the north of the existing route as shown on **Figure 1.3** (D1a-1b). The length of the section of Footpath 2 proposed to be temporarily closed will be approximately 75.5 m and the length of the diversion route will be approximately 99.5 m.
- Alwington Footpath 3 is also a farm track leading to Winscott Barton Farm. The onshore HVDC Cables at this point may be in HDD to avoid an archaeological asset but nevertheless, the haul road will continue across the track. Construction traffic using the haul road will be controlled across the PRow and farm track. The users of the PRow will have priority.
- The access route R5923 listed above as crossing ID P08 is used as a green lane/bridleway providing a connection between equestrian properties on Coach Drive, Bideford to the Yeo Valley. The route will be crossed by surface trenching and the haul road. Construction traffic using the haul road will be controlled across the PRow. The users of the PRow will have priority.

Monitoring

- 1.6.12 Inspections of installed managed crossings would be undertaken on a regular basis, with any required remedial measures to be carried out to address issues with fencing, gates, signage, or ground conditions. During construction of the Proposed Development, there would be a nominated contact identified on signs located at points along affected PRow, who can be contacted to report any concerns regarding the condition or function of the PRow network.

Reinstatement

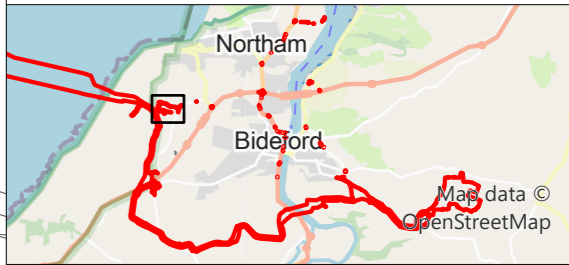
- 1.6.13 Surfaces directly affected during construction of the Proposed Development would be reinstated to a suitable condition post construction in accordance with the final PRow Management Plan(s) (post-consent



Notes
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Legend

- Order Limits
- Public Rights of Way
- Footpath
- Other Route with Public Access
- Public Rights of Way Crossed by the Scheme
- Footpath
- PRoW Crossing Management
- Managed crossing



P01	FINAL	MP	JT	08.11.24
Rev	Description	By	CB	Date

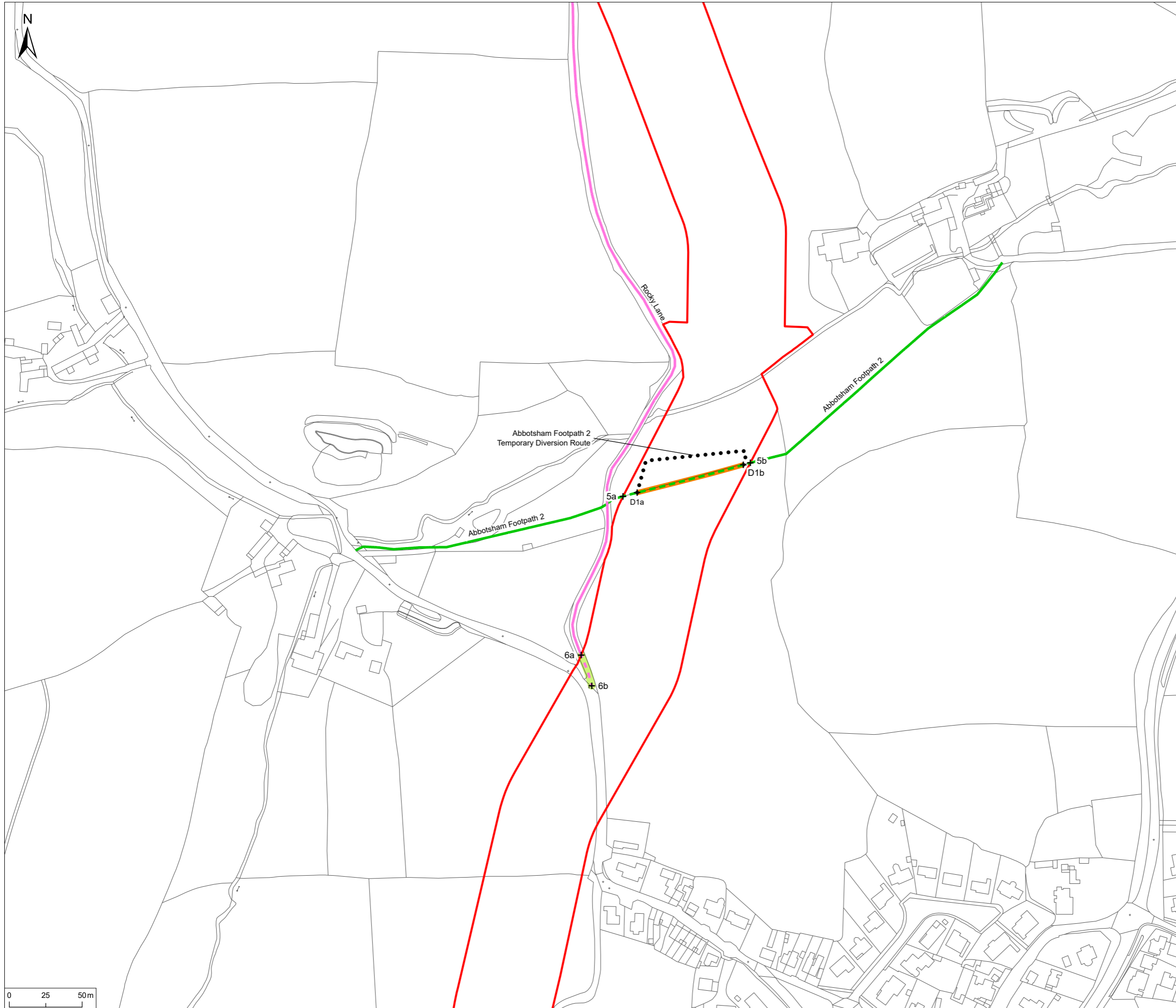


Client Xlinks 1 Limited
 Project Xlinks' Morocco-UK Power Project
 Title PRoW Management - Abbotsham Footpath 5

Status FINAL Scale @ A3 1:2,500 Date Created Nov 2024
 Figure Number 1.2 Rev P01

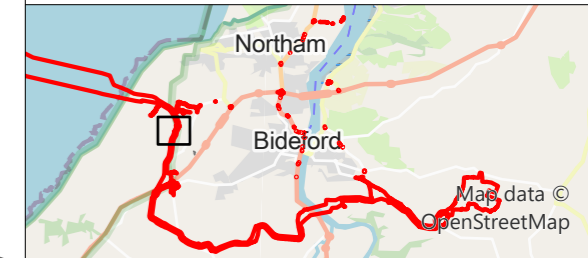
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- Legend**
- Order Limits
 - Public Rights of Way
 - Footpath
 - Other Route with Public Access
 - Public Rights of Way Crossed by the Scheme
 - Footpath
 - Other Route with Public Access
 - PRoW Crossing Management
 - Managed crossing
 - Public Right of Way subject to temporary diversion
 - Indicative proposed temporary diversion



P01	FINAL	MP	JT	08.11.24
Rev	Description	By	CB	Date



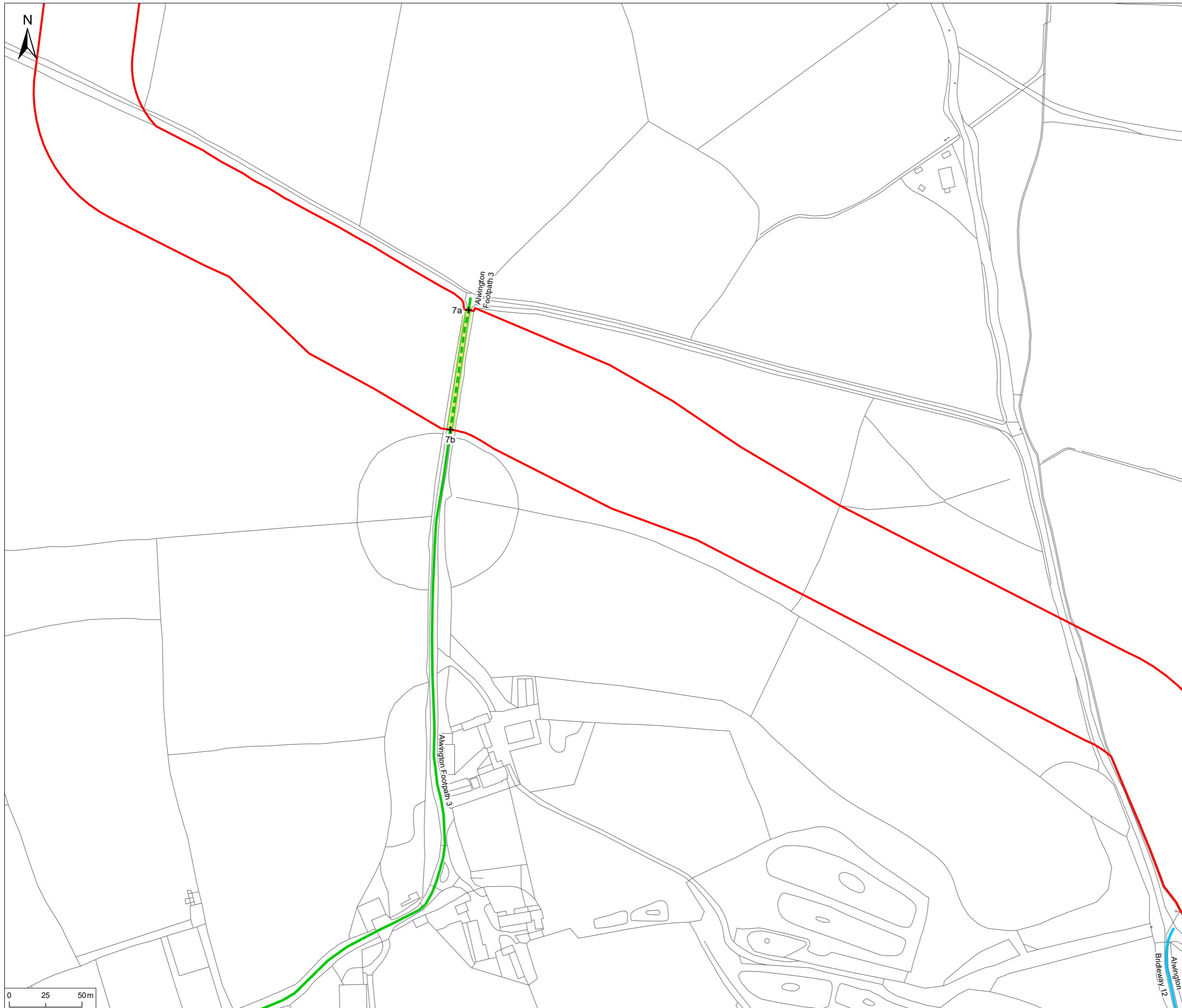
Client Xlinks 1 Limited
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 Title PRoW Management - Abbotsham Footpath 2

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 Figure Number 1.3 Rev P01

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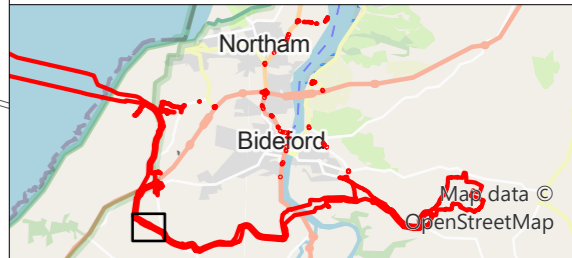
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- Legend**
- Order Limits
 - Public Rights of Way
 - Footpath
 - Bridleway
 - Public Rights of Way Crossed by the Scheme
 - Footpath
 - PRoW Crossing Management
 - Managed crossing



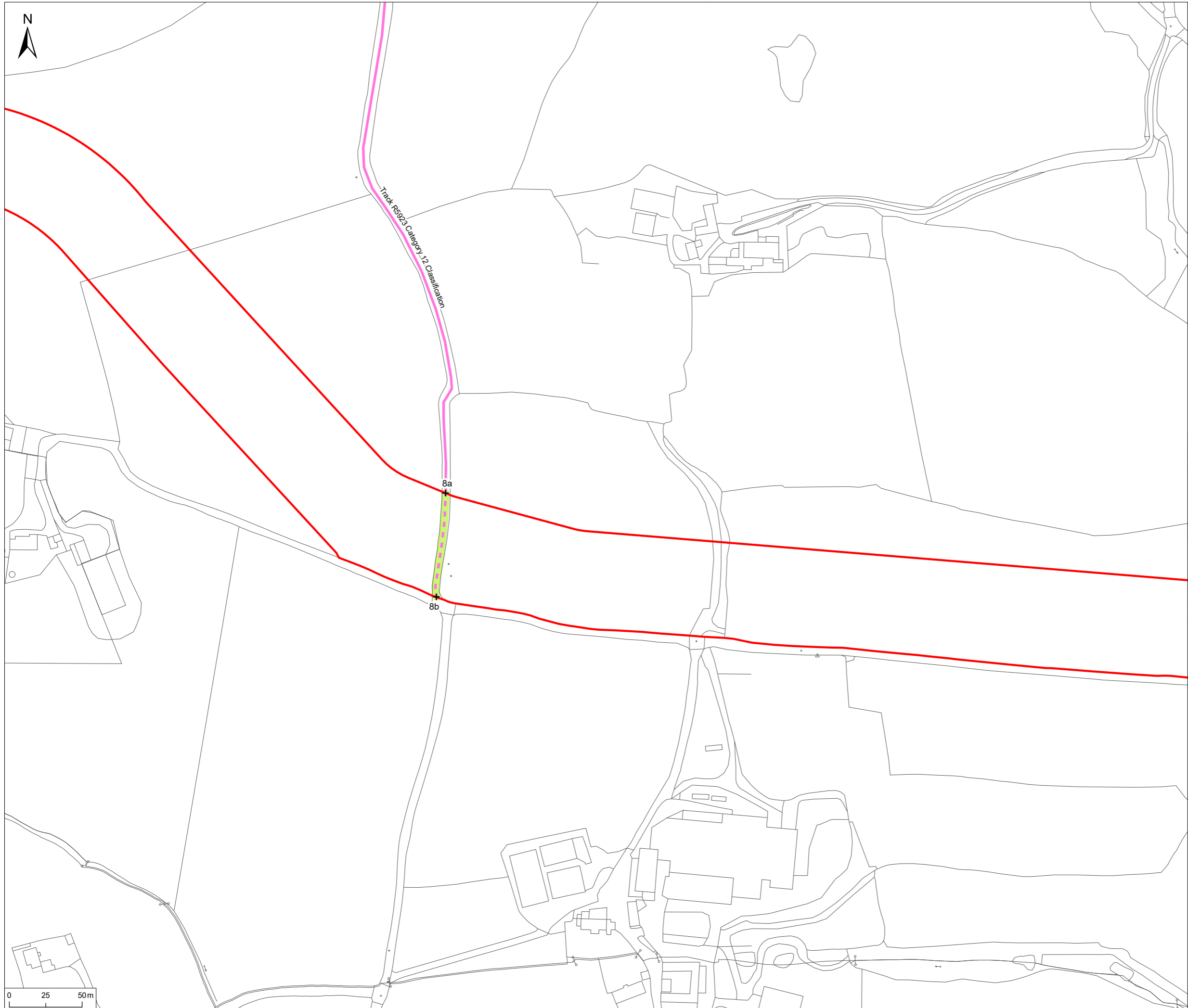
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Rev	Description	By	CB	Date



Client Xlinks 1 Limited
 Project Xlinks' Morocco-UK Power Project
 Title PRoW Management - Alwington Footpath 3

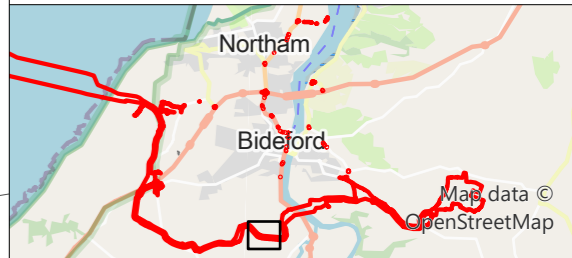
Status FINAL Scale @ A3 1:2,500 Date Created Nov 2024
 Figure Number 1.4 Rev P01

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Notes
 1. This plan is scaled at paper size A3. If received electronically it is the recipients responsibility to print to the correct scale. Only written dimensions should be used.

- Legend**
- Order Limits
 - Public Rights of Way
 - Other Route with Public Access
 - Public Rights of Way Crossed by the Scheme
 - Other Route with Public Access
 - PRoW Crossing Management
 - Managed crossing



P01	FINAL	MP	JT	08.11.24
Rev	Description	By	CB	Date



Client Xlinks 1 Limited
 Project Xlinks' Morocco-UK Power Project
 Title PRow Management -
 Track R5923 Category 12
 Classification

Status FINAL Scale @ A3 1:2,500 Date Created Nov 2024
 Figure Number 1.5 Rev P01

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