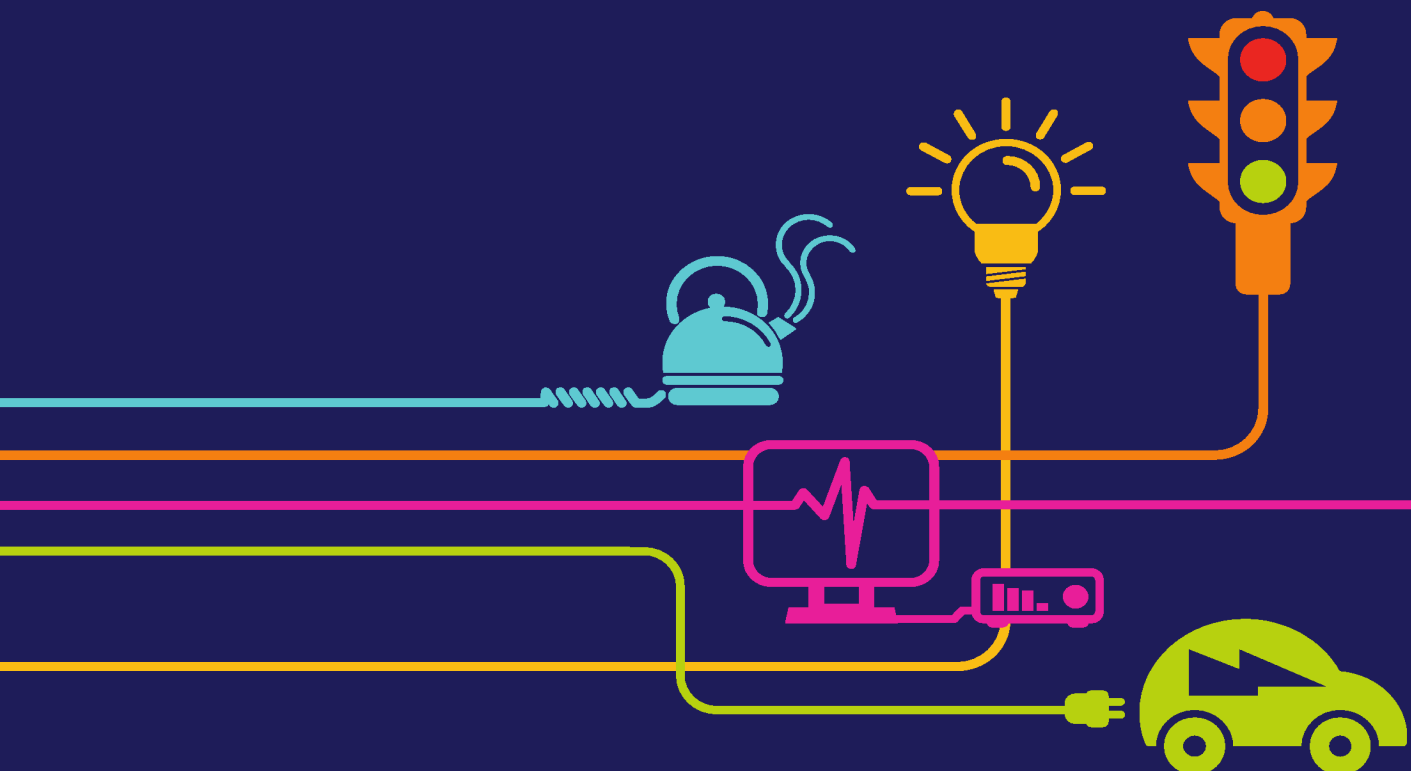


DOCUMENT 7.6

# Public Rights of Way Management Plan

National Grid (North Wales Connection Project)

*Regulation 5(2)(c) of the Infrastructure Planning  
(Applications: Prescribed Forms and Procedure) Regulations 2009*





national**grid**

---

# **North Wales Connection Project**

## **Volume 7.0**

### **Document 7.6 Public Rights of Way Management Plan**

National Grid  
National Grid House  
Warwick Technology Park  
Gallows Hill  
Warwick  
CV34 6DA

Final September 2018

*Page intentionally blank*

<b>Document Control</b>			
<b>Document Properties</b>			
<b>Organisation</b>	AECOM		
<b>Author</b>	Edward Holden		
<b>Approved by</b>	Adam Leary		
<b>Title</b>	Public Rights of Way Management Plan		
<b>Document Reference</b>	Document 7.6		
<b>Version History</b>			
<b>Date</b>	<b>Version</b>	<b>Status</b>	<b>Description/Changes</b>
September 2018	Rev A	Final	Final for submission

*Page intentionally blank*

## Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Introduction	1
1.2	Public Rights of Way	2
1.3	Wales Coast Path	4
1.4	National Cycle Network	4
1.5	Horizon Nuclear Power Proposals	5
1.6	Purpose of This Document	5
<b>2</b>	<b>Methodology</b>	<b>7</b>
2.1	Introduction	7
2.2	Study Area	7
2.3	Approach to Identifying Public Rights of Way	8
2.4	Designations In The PRow Management Plan	9
<b>3</b>	<b>Management Plan</b>	<b>10</b>
3.1	Introduction	10
3.2	ProW General Management	10
3.3	Signage and Information	10
3.4	Forms of Managed Crossing and Temporary Closure	11
3.5	Managed Crossing of Temporary Access Track	11
3.6	Temporary Access Track Coincident With PRow	12
3.7	Managed Closure For Scaffolding	12
3.8	Managed Closure for Stringing or Destraining	12
3.9	Assumptions Made In This Document	12
3.10	Temporary PRow Stopping Up and Diversions	13
3.11	Additional Closures	13
3.12	Permanent Closures	13
3.13	Safety Measures	14
3.14	Condition Surveys	14
3.15	Reinstatement of PRow	14
3.16	Inspections	15
3.17	Using the Management Plan	15
3.18	Conclusion	28
	<b>Annex A: Wales Coast Path</b>	<b>29</b>
	Introduction	29
	Policy And Guidance	30
	Current Path Condition Near Wylfa	31
	Proposed Development Impacts on the WCP at Wylfa	31
	Current Path Condition At Braint	33

Proposed Development impacts on the WCP at Braint	33
Current Path Condition At Tŷ Fodol	36
Maintaining Use of The Wales Coast Path At Wylfa	36
Maintaining Use of The Wales Coast Path At Braint	37
Conclusion	39
<b>Annex B: Horizon Nuclear Power Proposed Diversion of the WCP</b>	<b>41</b>
Collaborative Approach	41
Proposed Horizon Nuclear Power Diversion Route	41
Management of the Horizon Nuclear Power Diversion Route	42
Conclusion	44

<b>FIGURES</b>	<b>TITLE</b>	<b>DOCUMENT NUMBER</b>
DCO_A/WO/PS/01 to DCO_F/WO/PS/05	Works Plans	4.4
DCO_A/AC/PS/01 to DCO_F/AC/PS/05	Access And Rights Of Way Plans	4.5
13.7	Unnamed Roads	5.13.1.7
13.8	Highway Link References	5.13.1.8



# 1 Introduction

## 1.1 INTRODUCTION

1.1.1 This Public Right of Way (PRoW) Management Plan accompanies an application for a Development Consent Order (DCO) by National Grid Electricity Transmission plc (National Grid) for a new 400,000 volt (400kV) connection between the existing substations at Wylfa Nuclear Power Station, which is located on the Isle of Anglesey, and Pentir, which is located in Gwynedd. The Proposed Development is known as the North Wales Connection Project.

1.1.2 The Proposed Development, described in more detail within Chapter 3 of the Environmental Statement (**Document 5.3**) consists of the following components:

- extension to the existing substation at Wylfa;
- Sections of new 400kV overhead line between Wylfa substation and Braint Tunnel Head House (THH) and Cable Sealing End Compound (CSEC) on Anglesey including modifications to parts of the existing 400 kV OHL between Wylfa and Pentir;
- Braint TTH and CSEC on Anglesey;
- Tunnel between Braint and Tŷ Fodol THH;
- Tŷ Fodol THH and CSEC in Gwynedd;
- New section of 400kV overhead line between Tŷ Fodol THH and CSEC and Pentir Substation;
- Extension to existing substation in Pentir; and
- Temporary construction compounds, access tracks, construction working areas, localised widening of the public highway and third party works required to construct the infrastructure listed above.

1.1.3 To aid geographic understanding, the alignment is split into six “Sections” listed below and illustrated on the Access and Rights of Way Plans (**Document 4.5**).

1.1.4 The Proposed Development is split into ‘Sections’ as follows:

- Section A Wylfa to Rhosgoch;
- Section B Rhosgoch to Llandyfrydog;
- Section C Llandyfrydog to B5110 north of Talwrn;
- Section D B5110 north of Talwrn to the Ceint;
- Section E Ceint to the Afon Braint; and
- Section F Afon Braint to Pentir.

1.1.5 This PRow Management Plan describes where PRows would be crossed by the Proposed Development and how PRows would be managed to ensure they remain safe to use, and disruption to the users of the PRow is minimised. Access and Rights of Way Plans (**Document 4.5**) illustrate the PRows in each section.

1.1.6 A PRow Management Plan is required to address the interactions between the PRow and the Proposed Development. Principles set out in the Rights of Way Improvement Plans for the Isle of Anglesey County Council (IACC) and Gwynedd Council (GC) have been considered during the preparation of this Management Plan<sup>1</sup>.

## 1.2 PUBLIC RIGHTS OF WAY

1.2.1 The Countryside and Rights of Way Act (2000) afforded residents and visitors in England and Wales the right to access some areas of land for walking or certain leisure activities. Users can:

- use PRows, for example, roads, paths or tracks that run through towns, the countryside or private property; and
- use a right to roam to access open land including mountains, moors, and common land that is registered.

---

1

<http://www.anglesey.gov.uk/Journals/public/attachments/84/publicrightsofwayplan20082018.pdf> & <https://www.gwynedd.llyw.cymru/en/Council/Documents---Council/Strategies-and-policies/Rights-of-Way-Improvement-Plan.pdf>

1.2.2 For the purpose of this document, a PRoW is defined as one of the following<sup>2</sup>:

- a footpath, being a highway on which the public have the right of way on foot;
- a bridleway, being a highway over which the public have the right on foot and on horseback or leading a horse, and by pedal cycle<sup>3</sup>;
- a cycle track, being a way over which the public has the right of way by pedal cycle, with or without a right of way on foot;
- a Restricted Byway, over which the public have the right of way on foot, horseback and pedal cycle; and
- a Byway Open to All Traffic (BOAT), being a way over which the public have the right of way on foot, horseback, pedal cycle or motor vehicle. The Highway Authority has no obligation to provide a surface suitable for the passage of vehicles.

1.2.3 PRoWs are marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. The Wales Coast Path (WCP) is notable in this respect and is clearly marked at intersections with a bespoke symbol to indicate a continuous route. **Annex A** 'Wales Coast Path' details where the WCP is impacted by the Proposed Development.

1.2.4 PRoWs are presented on all Ordnance Survey mapping. However, this mapping can be outdated due to the network constantly being improved and amended. All local authorities therefore hold a 'definitive map' of PRoWs, which includes historic routes and any changes to PRoW orders

---

<sup>2</sup> The Anglesey Rights of Way Improvement Plan 2008-2018 & Guide to Country Gates and Barriers, Carmarthenshire Disabled Access Group Highways Act 1980 except for a byway open to all traffic.

<sup>3</sup> These definitions generally follow those in Section 329 of the Highways Act 1980 except for a byway open to all traffic.

and routes that may have occurred recently. IACC and GC both present this information online<sup>4</sup>.

1.2.5 It is an offence to obstruct a PRoW without prior consent. During the course of the construction of the Proposed Development it is envisaged that there would be a requirement to temporarily stop up 38 PRoWs, of which 13 are proposed to be temporarily diverted. This document sets out the locations where management would be required and the mitigation measures which would be implemented to overcome any issues created by the Proposed Development.

1.2.6 It is the overall intention to keep the majority of PRoWs effectively open via management and diversions. The importance of PRoWs and safe public access to them is fully appreciated by National Grid.

### 1.3 WALES COAST PATH

1.3.1 The importance of the WCP to users and the local economy is fully appreciated by National Grid. Where directly impacted by the construction, the intention is to keep the WCP effectively open to users with appropriate and safe access mitigation measures. **Annex A** 'Wales Coast Path' details where the WCP is impacted by the Proposed Development and how the effects as detailed in Chapter 13 of the Environmental Statement (**Document 5.13**) would be mitigated to ensure that the route remains effectively open to users as far as is practically possible.

### 1.4 NATIONAL CYCLE NETWORK

1.4.1 The National Cycle Network (NCN) is a series of routes on a combination of traffic-free paths and quiet on-road cycling routes. NCN routes are broadly signposted on the public highway with the relevant NCN route number incorporated into the signage. Additional detail on the NCN in relation to the Proposed Development is included within the Transport Assessment (**Document 5.13.2.1**)

---

4

<http://www.anglesey.gov.uk/Journals/public/attachments/84/publicrightsofwayplan20082018.pdf> & <https://www.gwynedd.llyw.cymru/en/Council/Documents---Council/Strategies-and-policies/Rights-of-Way-Improvement-Plan.pdf>

- 1.4.2 Only one NCN route section could potentially be temporarily stopped up and diverted as part of contingency HGV access indicated in the Outline Construction Traffic Management Plan (**Document 7.5**). This would be to safely accommodate an HGV contingency access route if associated contingency measures take effect concerning HGV access at Ron Pont Ronwy, Link 15 (**Document 5.13.1.8**). This concerns the section of NCN 8 at Link 14 between the A5 and access E7 (**Document 5.13.1.8**), and is outlined further in **Table 3.2** and the Access and Rights of Way Plans (**Document 4.5**).
- 1.4.3 NCN route numbers 566, 5 and 8 are all on-road where crossed by the Proposed Development. Additionally, construction vehicles would route on identified construction routes in the Outline Construction Traffic Management Plan (**Document 7.5**). Some of these routes are also NCN routes. NCN routes would also be crossed by construction traffic using the temporary access track.

## 1.5 HORIZON NUCLEAR POWER PROPOSALS

- 1.5.1 Horizon Nuclear Power (HNP) have comprehensively consulted in the preparation of its draft DCO for the construction of the proposed Wylfa Newydd Nuclear Power Station. Documents made available to the public and the North Wales Connection Project have been referred to in the preparation of this PRoW Management Plan.
- 1.5.2 Notable are PRoW at Wylfa Newydd Power Station within the proposed 'HNP site preparation and clearance application site boundary', which includes a section of the Wales Coast Path. The timing of works is important to when PRoW are impacted and how they are managed using the methodology outlined below, and the respective HNP treatment of PRoWs. **Annex B** 'Horizon Nuclear Power Proposed Diversion of the WCP' (**Document 7.6**) identifies how the proposed diversion of the WCP by HNP has been considered and accommodated within the plans for the Proposed Development.
- 1.5.3 Both the North Wales Connection Project and HNP are clear in their publications that PRoWs will remain usable and open to the public as much as it is reasonable and safe to do so in appreciation of their importance to the public and the local economy.

## 1.6 PURPOSE OF THIS DOCUMENT

- 1.6.1 This PRoW Management Plan has been prepared to support National Grid's application for a DCO in order to demonstrate a planned approach to

the management of PRowS during construction. The key aim is to maintain public safety while minimising disruption to users.

1.6.2 The draft DCO for the Proposed Development grants all necessary powers to temporarily stop up, alter or divert PRowS affected by the Proposed Development. The majority of the PRowS would be affected for short durations only.

1.6.3 Following this introduction, this document is set out as follows:

- Section 2 describes the method of identifying impacts on PRowS; and
- Section 3 identifies the individual PRow and describes the management plan for PRowS that would be directly affected by the construction of the Proposed Development.

## 2 Methodology

### 2.1 INTRODUCTION

2.1.1 This section of the Management Plan describes how the PRowWs that would be affected by the Proposed Development have been identified. This section also explains the PRowW designations, which are referred to later in this Management Plan.

### 2.2 STUDY AREA

2.2.1 The study area for the assessment of PRowWs requiring management includes all PRowWs that would be crossed or directly affected by the Proposed Development within the Order Limits, as shown on the Access and Rights of Way Plans (**Document 4.5**). This is because no construction works are proposed by National Grid beyond the Order Limits that would necessitate the management of PRowWs.

2.2.2 Other than PRowW routes that are directly crossed by the proposed temporary access track and Overhead Line (OHL), PRowWs could be affected by other elements, including:

- existing farm tracks also designated as PRowWs that would see designated traffic increase as part of the Proposed Development;
- PRowWs that route around proposed compounds or pylon working areas;
- construction of temporary access points for construction vehicle access and the routing of PRowWs around or across temporary access points where necessary;
- vegetation management associated with the provision of required 'visibility splays' for safe vehicle access/egress; and
- PRowWs that enter into any other part of the Order Limits.

2.2.3 PRowWs which intersect with identified construction traffic routes are considered within Chapter 13 of the Environmental Statement (**Document 5.13**).

2.2.4 National Cycle Network (NCN) Routes are on-road where highways would be used by construction traffic to access the Proposed Development. NCN

routes are considered within this document consistently with all other forms of PRowS.

- 2.2.5 It is noted that the Wylfa Newydd Power Station proposes to include physical alterations to the A5025. Wylfa Newydd Power Station would include temporary closure of identified PRowS at the A5025 as a consequence. Improvements, “such as the installation of gates, would also be made to several PRowS that meet the road, and short new sections of cycleway would be formed” as part of the works<sup>5</sup>.
- 2.2.6 The Proposed Development does not include alterations to the A5025 or other construction routes beyond the Order Limits that would necessitate the management of PRowS, including NCN routes.

### 2.3 APPROACH TO IDENTIFYING PUBLIC RIGHTS OF WAY

- 2.3.1 This PRow Management Plan has been prepared in discussion with PRow officers from Isle of Anglesey County Council (IACC) and Gwynedd Council (GC) to establish a management method that is practical, safe and considers the community interest.
- 2.3.2 Desktop research has been undertaken to identify the PRowS that would be crossed by the Proposed Development and site visits were undertaken to identify current access provision, PRow signposting and onward connections between PRowS. Ordnance Survey maps have been referred to and definitive PRow maps were reviewed online on the local council’s websites.
- 2.3.3 Initial consultation has been undertaken with PRow officers at IACC and GC to discuss the Proposed Development; its interaction with the PRow network; and proposed management methods identified in **Table 3.2** of the Management Plan.

---

<sup>5</sup> Wylfa Newydd Project, A5025 On-Line Highway Improvements; Design and Access Statement & Wylfa Newydd Project, Site Preparation and Clearance; Code of Construction Practice.



2.3.4 The PRow Management Plan has been issued in draft form to the Public Rights of Way Officers at both Gwynedd Council and Isle of Anglesey County Council during the document's preparation.

## 2.4 DESIGNATIONS IN THE PROW MANAGEMENT PLAN

2.4.1 The impacted PRowS use three designations of management that are referred to in **Table 3.2** and referenced in the Access and Rights of Way Plans (**Document 4.5**). No PRowS are proposed to be permanently diverted or closed, and all impacted PRowS would be affected only for a temporary period. The designations are;

- Temporary Stopping Up (Managed);
- Temporary Stopping Up; and
- Diversion.

2.4.2 'Temporary Stopping Up (Managed)' is associated with short periods of closure. This could be, in practice, for a few hours in a given day. The designation is associated with works such as overhead line stringing and the installation of fencing with PRow access controls where necessary. This designation is expected to utilise a marshal to minimise risk for PRow users.

2.4.3 'Temporary Stopping Up' has been used for circumstances where access along a PRow is restricted for longer temporary periods of weeks at a time and can be associated with a diversion around, for example, pylon working areas and temporary access points onto the temporary access track. Signage along the PRow would indicate how long the stoppage is for and the diversion route in place.

2.4.4 'Diversion', in all cases, is a temporary diversion and is associated with a 'Temporary Stopping Up' designation which has been applied to a section of PRow for the carrying out of works such as at pylon working areas. All diversions are intended to reduce inconvenience as much as possible with regard to diversion length and comparable surface condition.

## 3 Management Plan

### 3.1 INTRODUCTION

- 3.1.1 This section sets out the management methods to be applied to the affected PRowWs during the construction of the Proposed Development.

### 3.2 PROW GENERAL MANAGEMENT

- 3.2.1 The draft DCO for the Proposed Development grants all necessary powers to temporarily stop up, alter or divert PRowWs affected by the Proposed Development. The majority of the PRowWs would be affected for short durations only with users carefully marshalled where construction activity does not prohibit use of the PRow for safety reasons (as indicated in **Table 3.2**).
- 3.2.2 National Grid is committed to ensuring the highest levels of safety for the Proposed Development, whilst also minimising disruption to the public. Where there is a potential conflict between the two, a pragmatic approach to safety would be based on balancing the risks to the public at a given time against the disruption that removing that risk would cause. It is the intention to keep the majority of PRowWs effectively open via management and the use of short term temporary closures where necessary.

### 3.3 SIGNAGE AND INFORMATION

- 3.3.1 All locations where a PRow would be impacted by the Proposed Development would have appropriate signage, which would advise of dates and hours affected. National Grid would develop, in discussion with PRow officers, a standard form of signage relating to temporary PRow closures which would be used across the Proposed Development.
- 3.3.2 Signs would be erected informing PRow users of the presence of construction activities. Information signs detailing the works would be in place and provide contact details for the Proposed Development community relations team, as described in the Construction Environment Management Plan (**Document 7.4**).
- 3.3.3 The location of signs providing information on temporary diversions and closures would be discussed with the relevant local PRow Officer. Where applicable; maps showing temporary diversions and alternative PRowWs would be provided at the site. Signage erected would be bilingual in Welsh and English.

3.3.4 National Grid recognise signage well in advance of the areas of construction may be helpful to avoid users having to turn back in certain locations. National Grid would like to progress to agree, with the respective local authorities, a schedule of suitable locations for additional signage where this would be best provided outside the Order Limits to give users advanced information.

### **3.4 FORMS OF MANAGED CROSSING AND TEMPORARY CLOSURE**

3.4.1 For each location at which a PRoW would be affected by construction work, efforts would be made to minimise the impact on users following a simple decision-making process which sets out a hierarchy of actions, starting with those that create the minimum impact. For example, in order of increasing impact:

- Using signs for both PRoW users and construction vehicles to allow safe crossings of construction tracks for PRoW users (Temporary Stopping Up (Managed));
- Using contract staff to hold PRoW users for short periods (a few minutes) while construction vehicles pass or while construction activities are undertaken (Temporary Stopping Up (Managed));
- Using scaffold protection (for example netting or zip-up scaffold) over PRoWs so they can still be used during stringing works for the overhead line. This would notably be used for the Wales Coast Path Temporary Stopping Up and Diversion route (see **Table 3.2**); or
- Closing the PRoW for a short temporary period and signing an acceptable diversion route, for example around a pylon working area, scaffolding or other construction element (Temporary Stopping Up and Diversion).

3.4.2 All interventions would be developed in liaison with the relevant PRoW officers and would be indicated by the contractor using signs as appropriate and agreed. Users would be advised by National Grid's contractors at the relevant location when works are completed and when it is safe to use the PRoW.

3.4.3 The following paragraphs provide more detailed examples of the forms of intervention that are likely to be implemented by National Grid.

### **3.5 MANAGED CROSSING OF TEMPORARY ACCESS TRACK**

3.5.1 Where a PRoW crosses a temporary access track, it would be disproportionately disruptive to close the PRoW for the duration of the use of the temporary access track, particularly when the risk to the public is likely to

be lower than crossing a public road due to the 10 mph speed limit of construction vehicles, as outlined in the Construction Environment Management Plan (**Document 7.4**).

3.5.2 Instead, a system of signs informing PRow users of the construction activity would be used, together with signs warning drivers of construction vehicles using the temporary access track of the likely presence of PRow users crossing the temporary access track. This could be comparable to an uncontrolled crossing of a road, with low vehicle speeds giving the option for vehicles to slow or stop when they see pedestrians.

3.5.3 At certain locations, the contractor may provide a member of staff to assist crossing in a manner similar to school crossing patrols. In these instances PRow users may have to wait for short periods of time whilst the PRow is in use by the construction team. Users would be advised when it is safe to cross the PRow at the crossing point by National Grid's contractors.

### **3.6 TEMPORARY ACCESS TRACK COINCIDENT WITH PROW**

3.6.1 Where temporary access tracks follow an existing PRow, appropriate traffic management measures to minimise risk to PRow users would be employed. Signage, barrier treatment or segregation of the PRow would be used, and if necessary a minor diversion put in place (see **Table 3.2**).

### **3.7 MANAGED CLOSURE FOR SCAFFOLDING**

3.7.1 Where scaffolding is to be erected for the stringing and de-stringing of overhead lines (OHL), the PRow impacted would be temporarily stopped up whilst the scaffolding is installed, and then again for its removal. Diversions would be created around the scaffold area as identified in **Table 3.2** to ensure continuation of the safe use of the PRow.

### **3.8 MANAGED CLOSURE FOR STRINGING OR DESTRINGING**

3.8.1 During the OHL stringing processes, conductors would cross identified PRow. PRow impacted would need to be closed for part of a day, or all of a small number of days depending on the location (see **Table 3.2**). This would be advertised in advance. Scaffold protection (for example netting or zip-up scaffold) over PRow could also be deployed to enable continued use.

### **3.9 ASSUMPTIONS MADE IN THIS DOCUMENT**

3.9.1 For the purposes of this document, a 'worst case' has been assumed, that intervention in the form of Temporary Stopping Up and Diversion would be required. The efforts that would be made to minimise the impact on PRow users and the likely form of closures (described in sections 3.2 to 3.8 above)

are set out in **Table 3.2**. PRow diversions and PRows identified for Temporary Stopping Up are shown in the Access and Rights of Way Plans (**Document 4.5**)

- 3.9.2 Closure methods set out in this document relate to working activities and their indicative timescales identified in the High Level Construction Programme (**Document 5.4.1 and Document 5.4.2**).

### **3.10 TEMPORARY PROW STOPPING UP AND DIVERSIONS**

- 3.10.1 Where a PRow has been identified for temporary stopping up and diversion for a longer duration (rather than management), the feasibility of temporary stopping up has been and will continue to be discussed with the relevant PRow officers. The Access and Rights of Way Plans (**Document 4.5**) illustrate the PRows concerned and directly relates to **Table 3.2**.

- 3.10.2 PRow that would be Temporarily Stopped Up and Diverted could be managed for the entire construction period of the Proposed Development. However, National Grid would endeavour to ensure durations are minimised as far as practical and PRows would be reopened at the earliest opportunity if no longer affected by the construction activities and safe to do so.

### **3.11 ADDITIONAL CLOSURES**

- 3.11.1 **Table 3.2** sets out National Grid's expectations of the required temporary stopping up (managed), temporary stopping up, and, diversions of the identified PRows.

- 3.11.2 If it becomes necessary to implement an additional Temporary Stopping Up to a PRow, or areas of Temporary Stopping Up (Managed) within the Order Limits that have not been identified in **Table 3.2** below become evident, these would be discussed and agreed with the relevant PRow Officer and the landowners involved prior to implementation. Further, in such cases, the draft DCO (**Document 2.1**) requires National Grid to obtain the consent of the relevant Highway Authority which may attach reasonable conditions to such consent.

- 3.11.3 Signage would be used to provide advanced notice of the proposed closure including details of proposed dates and specific durations anticipated for the closure.

### **3.12 PERMANENT CLOSURES**

- 3.12.1 No permanent closures are proposed to be required as part of the Proposed Development.

### 3.13 SAFETY MEASURES

- 3.13.1 Suitable fencing and signage would be erected, where appropriate, to form a safe corridor for users of the PRow. The type and size of the fencing would be agreed with individual landowners and relevant PRow officer. Regular inspections would take place to ensure that all signage and fencing are still in place and that the condition of the PRow is suitable for use within the working area.
- 3.13.2 Where temporary access tracks cross a PRow or a footway/cycleway on the highway, appropriate signage and fencing would be installed to minimise risk to the public, road users, and workforce. Crossings with fencing would feature suitable features such as kissing gates<sup>6</sup>. Construction traffic management and mitigation measures are discussed further in the Construction Traffic Management Plan (**Volume 7.5**).

### 3.14 CONDITION SURVEYS

- 3.14.1 Where required, National Grid would undertake pre-commencement condition surveys of all directly affected PRows prior to the commencement of construction. A plan showing the survey extent would be circulated to the Local Authorities in advance. A copy of the condition survey, including photographs and recommendations for any additional signage requirements would then be provided to the relevant PRow officer.

### 3.15 REINSTATEMENT OF PROW

- 3.15.1 National Grid would reinstate any directly affected PRow to the reasonable satisfaction of the relevant landowner and PRow officer but generally to the same condition as was recorded prior to the commencement of construction. Where boardwalks have been in place prior to construction and are identified as requiring repositioning or removal, they would be safely repositioned on a diversion route or securely managed in liaison with the relevant PRow officer.

---

<sup>6</sup> The Anglesey Rights of Way Improvement Plan 2008-2018 & Guide to Country Gates and Barriers, Carmarthenshire Disabled Access Group

### 3.16 INSPECTIONS

3.16.1 Inspections and any action required, relating to non-conformance would be undertaken in accordance with section 2.5 of the Construction Environment Management Plan (**Document 7.4**).

### 3.17 USING THE MANAGEMENT PLAN

3.17.1 **Table 3.1** below identifies the corresponding Access and Rights of Way Plans (**Document 4.5**), which should be reviewed in conjunction with **Table 3.2**. **Table 3.2** lists the PRowS that would be crossed by the Proposed Development.

Table 3.1: Access and Rights of Way Plans	
Section of the Proposed Development	Plan Reference Number
A - Wylfa to Rhosgoch	DCO_A/AC/PS/01 to 05
B - Rhosgoch to Llandyfrydog	DCO_B/AC/PS/01 to 04
C - Llandyfrydog to B5110 North of Talwrn (Option A and Option B)	DCO_C/AC/PS/01_A to 07_A DCO_C/AC/PS/01_B to 07_B
D - B5110 north of Talwrn to the Ceint (Option A and Option B)	DCO_D/AC/PS/01_A to 04_A DCO_D/AC/PS/01_B to 04_B
E - Ceint to the Afon Braint	DCO_E/AC/PS/01 to 04
F- Afon Braint to Pentir	DCO_F/AC/PS/01 to 05

3.17.2 **Table 3.2** details the following information:

- the first column of the table details the route reference number, which was obtained from the relevant Local Authorities;
- the second column identifies the Local Authority in which the PRow section is located;

- the third column identifies the component of the Proposed Development which would impact the PRow;
- the fourth column describes the proposed mitigation method using the designation terminology set out in paragraph 2.4;
- the fifth column identifies an indicative period of impact to the route in weeks, over which time the mitigation method would be applied;
- the sixth and seventh columns give an indicative start and end date of the impacts based on the high level construction programme. The exact timings will be subject to the appointed contractor and will be provided to the relevant PRow officer in advance of any works that impact upon the PRow;
- the eighth column refers to the specific section and sheet number of the Access and Rights of Way Plans (**Document 4.5**) identified by **Table 3.1** above;
- the ninth column should be read with column eight to identify the specific stopping up locations in the Access and Rights of Way Plans (**Document 4.5**); and
- the tenth column should be read with column eight to identify the specific diversion routes of the PRow in the Access and Rights of Way Plans (**Document 4.5**).

3.17.3 Pylon locations (subject to the Limits of Deviation) and their reference numbers can be found in the Works Plans (**Document 4.4**).



**Table 3.2: PRoW and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
<b>Wales Coast Path</b> between 20/057/1 and 38/034A/2	IACC	OHL, Pylon Working Area	Temporary Stopping Up and Diversion via Fisherman's Car Park access lane (unnamed road 23)	Approx. 80	Q3 2023	Q1 2025	Section A Sheet 1 (4AP001 - 002) (4ZA004-005)	Between RW1.1 and RW1.2	Between RWD1.1 and RWD1.3 via RWD1.2
20/038/1	IACC	OHL, Pylon Working Area and access track installation/removal.	Temporary Stopping Up and Diversion around Pylon Working Area	Approx. 80	Q3 2023	Q1 2025	Section A Sheet 1 (4ZA004-4ZA005)	Between RW2.1 and RW2.2 and RW2.3 and RW2.4	Between RWD2.1 and RWD2.2
20/029/1	IACC	Temporary access (A3) and access track installation/removal.	Temporary Stopping Up and Diversion around Temporary Access Point	Approx. 30	Q3 2023	Q2 2024	Section A Sheet 1 (4AP004) (4ZA007)	Between RW3.1 and RW3.2	Between RWD3.1 and RWD3.2
20/030/2	IACC	Overhead Line	Temporary Stopping Up	Approx. 5	Q2 2024	Q4 2024	Section A Sheet 1	Between RW4.1	No diversion

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
			(Managed)				(4AP004) (4ZA007)	and RW4.2	
20/032/1	IACC	Overhead Line and Access Track installation/removal.	Temporary Stopping Up (Managed)	Approx. 65	Q4 2023	Q4 2024	Section A Sheet 2 (4AP006 - 007) (4ZA009-010)	Between RW5.1 and RW5.2	No diversion
20/054/1	IACC	Overhead Line and Access Track installation/removal.	Temporary Stopping Up (Managed)	Approx. 60	Q4 2023	Q4 2024	Section A Sheet 2 (4AP007 - 008) (4ZA010 - 012)	Between RW6.1 and RW6.2	No diversion
38/015/2	IACC	Overhead Line, Pylon Working Area and Access Track installation/removal.	Temporary Stopping Up and Diversion around Pylon Working Area	Approx. 60	Q4 2023	Q4 2024	Section A Sheet 2 (4AP009) (4ZA013)	Between RW7.1 and RW7.2, RW7.3 and 7.4, RW7.5 and RW7.6, RW7.7 and	Between RWD7.1 and RWD7.2, and RWD7.3 and RWD7.4

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
								RW7.8, RW7.9 and RW7.10	
38/016/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 60	Q4 2023	Q4 2024	Section A Sheet 2 (4AP009 - 010) (4ZA013 - 014)	Between RW8.1 and RW8.2	No diversion
38/072/1	IACC	Overhead Line and Access Track installation/removal.	Temporary Stopping Up (Managed)	Approx. 45	Q1 2024	Q4 2024	Section A Sheet 4 (4AP015 - 016) (4ZA019 - 020)	Between RW9.1 and RW9.2	No diversion
38/065/4	IACC	Overhead Line and Access Track installation/removal.	Temporary Stopping Up (Managed)	Approx. 40	Q2 2024	Q4 2024	Section A Sheet 4 (4AP017 - 018) (4ZA021 - 022)	Between RW10.1 and RW10.2	No diversion
38/067/2	IACC	Overhead Line and Access Track	Temporary Stopping Up (Managed)	Approx. 40	Q2 2024	Q4 2024	Section A Sheet 4 (4AP018 - 019)	Between RW11.1 and RW11.2	No diversion

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
		installation/removal.					(4ZA022 - 023)		
38/085/1	IACC	Overhead Line and Access Track installation/removal.	Temporary Stopping Up (Managed)	Approx. 40	Q2 2024	Q4 2024	Section A Sheet 5 (4AP019 - 020) (4ZA023 - 024)	Between RW12.1 and RW12.2	No diversion
44/031/1	IACC	Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q2 2022	Q3 2026	Section A Sheet 5 (4AP023) (4ZA027)	Between RW13.1 and RW13.2	No diversion
44/027/1	IACC	Overhead Line, temporary Bridge Working Area, Access Track and scaffolding	Temporary Stopping Up and Diversion around temporary scaffold	Approx. 25	Q3 2024	Q1 2025	Section B Sheet 2 (4AP026 - 028) (4ZA030 - 032)	Between RW14.1 and RW14.2, and RW14.3 and RW14.4	Between RWD14.1 and RWD14.2
44/023/1	IACC	Overhead Line and Access Track installation/	Temporary Stopping Up (Managed)	Approx. 15	Q4 2024	Q1 2025	Section B Sheet 2 (4AP028 - 029) (4ZA032 -	Between RW15.1 and RW15.2	No diversion

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
		removal.					033)		
44/051/1	IACC	Overhead Line and Access Track	Temporary Stopping Up (Managed)	Approx. 5	Q2 2024	Q2 2024	Section B Sheet 3 (4AP033 - 034) (4ZA037 - 038)	Between RW16.1 and RW16.2	No diversion
44/056/2	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q2 2024	Q2 2024	Section C Sheet 1 (4AP038 - 039) (4ZA042 - 043)	Between RW17.1 and RW17.2	No diversion
44/057/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q2 2024	Q1 2025	Section C Sheet 1 (4AP039 - 040) (4ZA043 - 044)	Between RW18.1 and RW18.2	No diversion
44/058/2	IACC	Overhead Line, Pylon Working Area and Access Track installation/	Temporary Stopping Up and Diversion around Pylon Working Area	Approx. 35	Q3 2024	Q2 2025	Section C Sheet 1 (4AP041) (4ZA045)	Between RW19.1 and RW19.2, RW19.3 and RW19.4,	Between RWD19.3 and RWD19.4

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
		removal.						RW19.5 and RW19.6	
23/030/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q3 2025	Q3 2025	Section C Sheet 6 (4AP058) (4ZA060)	Between RW20.1 and RW20.2	No diversion
23/030/2	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q3 2025	Q3 2025	Section C Sheet 6 (4AP058) (4ZA060)	Between RW21.1 and RW21.2	No diversion
23/031/1	IACC	Overhead Line	Temporary Stopping Up (Managed)	Approx. 5	Q3 2025	Q3 2025	Section C Sheet 6 (4AP058) (4ZA060)	Between RW22.1 and RW22.2	No diversion
23/016/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q3 2025	Q3 2025	Section C Sheet 7 (4AP062 - 063) (4ZA064 - 065)	Between RW23.1 and RW23.2	No diversion
23/017/1	IACC	Overhead Line, Pylon Working Area and	Temporary Stopping Up and Diversion	Approx. 35	Q1 2025	Q3 2025	Section D Sheet 1 (4AP063) (4ZA065)	Between RW24.1 and RW24.2,	Between RWD24.3 and RWD24.

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
		Access Track.	around Pylon Working Area					RW24.3 and RW24.4, RW24.5 and RW24.6	4
23/020/2	IACC	Underground Asset	Temporary Stopping Up (Managed)	Approx. 5	Q1 2025	Q3 2025	Section D Sheet 1 (4AP063) (4ZA065)	Between RW24.7 and RW24.8	No diversion
23/019/2 Option A	IACC	Overhead Line, Temporary Scaffolding and Access Track.	Temporary Stopping Up and Diversion	Approx. 25	Q2 2025	Q1 2026	Section D Sheet 1 (4AP064 - 065) (4ZA066 - 067)	Between RW25.1 and RW25.2, RW25.3 and RW25.4, RW25.5 and RW25.6	Between RWD25.3 and RWD25.4
23/019/2 Option B	IACC	Tower Working Area, Overhead Line, Temporary	Temporary Stopping Up and Diversion	Approx. 25	Q2 2025	Q1 2026	Section D Sheet 1 (4AP064 - 065) (4ZA066 - 067)	Between RW25.1 and RW25.2, RW25.3 and	Between RWD25.3 and RWD25.4

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
		Scaffolding and Access Track.						RW25.4, RW25.5 and RW25.6	
23/020/1 Option A	IACC	Overhead Line, Temporary Scaffolding and Access Track.	Temporary Stopping Up and Diversion	Approx. 25	Q2 2025	Q1 2026	Section D Sheet 1 (4AP064 - 065) (4ZA066 - 067)	Between RW26.1 and RW26.2, RW26.3 and RW26.4	Between RWD26.1 and RWD26.2
23/020/1 Option B	IACC	Tower Working Area, Overhead Line, Temporary Scaffolding and Access Track.	Temporary Stopping Up and Diversion	Approx. 25	Q2 2025	Q1 2026	Section D Sheet 1 (4AP064 - 065) (4ZA066 - 067)	Between RW26.1 and RW26.2, RW26.3 and RW26.4	Between RWD26.1 and RWD26.2
33/022/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q4 2025	Q4 2025	Section E Sheet 1 (4AP075 - 076) (4ZA076 - 077)	Between RW27.1 and RW27.2	No diversion



**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
33/020/1	IACC	Overhead Line and Access Track.	Temporary Stopping Up (Managed)	Approx. 5	Q4 2025	Q4 2025	Section E Sheet 2 (4AP076 - 077) (4ZA077 - 078)	Between RW28.1 and RW28.2	No diversion
33/006/2	IACC	Visibility Splay and Temporary Access Point E3	Temporary Stopping Up (Managed)	Approx. 5	Q4 2025	Q4 2025	Section E Sheet 2 (4AP078)	Between RW29.1 and RW29.2	No diversion
21/009/1	IACC	Access Track	Temporary Stopping Up (Managed)	Approx. 5	SPEN works	SPEN works	Section E Sheet 4 (4AP085)	Between RW30.1 and RW30.2	No diversion
21/010/1 <b>(Wales Coast Path)</b>	IACC	Temporary Access Point F2, Visibility Splay and Access Track installation/removal.	Temporary Stopping Up and Diversion approx. 3 metres further in-field to accommodate Visibility Splay	Approx. 310	Q3 2020	Q3 2026	Section F Sheet 2 (Brynciency n Road)	Between RW31.1 and RW31.2	Between RWD31.1 and RWD31.2

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
			specification.						
PRow Pentir Rhif 14 (16678)	GC	Overhead Line, Access Track installation/removal, and Pylon Working Area	Temporary Stopping Up and Diversion around Pylon Working Area	Approx. 50	Q1 2025	Q1 2026	Section F Sheet 4 (4AP089)	Between RW32.1 and RW32.2, RW32.3 and RW32.4, RW32.5 and RW32.6	Between RWD32.3 and RWD32.4
PRow Pentir Rhif 14 (16679)	GC	Overhead Line, Access Track, Existing Underground Asset.	Temporary Stopping Up (Managed)	Approx. 5	Q1 2026	Q1 2026	Section F Sheet 4 (4AP089 to 4AP090)	Between RW33.1 and RW33.2	No diversion
PRow Llanddeiniolen Rhif 111 (14265)	GC	Access Track installation/removal, Existing Underground Asset.	Temporary Stopping Up (Managed)	Approx. 5	Q1 2026	Q1 2026	Section F Sheet 4 (4AP089)	Between RW34.1 and RW34.2	No diversion
PRow	GC	Drainage	Temporary	Approx.	Q3	Q3	Section F	Between	No

**Table 3.2: PRow and NCN Routes Impacted By The Proposed Development And Management Method**

Reference Number	Authority	Proposed Development Activity	Mitigation Method	Duration to be assumed for DCO (weeks)*	Date: Between activity start**	Date: Between activity end**	Section and Sheet Number (Pylon Reference)	Extent of Temporary Stopping-Up	Extent of Diversion Route
Pentir Rhif 17 (16680)		Area	Stopping Up (Managed)	5	2020	2026	Sheet 4 (4AP089)	RW35.1 and RW35.2	diversion
NCN 8	IACC	Potential implementation of a HGV contingency construction route.	Temporary Stopping Up and Diversion	Approx. 310	Q3 2020	Q3 2026	Section E Key Plan With Details	Between NCN 1.1 and NCN1.2	Between NCND 1.1, NCND 1.2, NCND 1.3, NCND 1.4 and NCND 1.5

\* The fifth column identifies an indicative period of impact to the route in weeks, over which time the mitigation method would be applied.

\*\* The sixth and seventh columns give an indicative start and end of the impacts based on the high level construction programme. The exact timings will be subject to the appointed contractor and will be provided to the relevant PRow officer in advance of any works that impact upon the PRow.

### **3.18 CONCLUSION**

- 3.18.1 This Management Plan has been produced in order to mitigate the impacts of the Proposed Development on PRowS and the National Cycle Network (NCN). It has considered available guidance and information on PRowS and has been the product of site visits and liaison with the PRow Officers at the Isle of Anglesey County Council and Gwynedd Council.
- 3.18.2 The proposed management measures seek to ensure that PRow would remain effectively open to users with Temporary Stopping Up and Management, using Diversions in some identified locations and only where necessary in order to ensure continued safe use of the PRow. No PRow or NCN are proposed to be permanently Stopped Up. One NCN route will potentially be Temporarily Stopped Up and Diverted as part of HGV contingency routing, and would concern a section of NCN 8.
- 3.18.3 National Grid would maintain a regular dialogue with the PRow Officers at Isle of Anglesey County Council and Gwynedd Council throughout the construction period of the Proposed Development in order to ensure the objectives of the PRow Management Plan are achieved.

# Annex A: Wales Coast Path

## INTRODUCTION

- A.1.1 The construction of the Proposed Development, enabling works and vehicle access requirements would impact on the Wales Coast Path (WCP), as well as other PRoWs. Although the Proposed Development extends to the Welsh mainland in Gwynedd, the WCP in Gwynedd would not be impacted due to the proposed tunnel underneath the Menai Strait which would accommodate the cable before it connects to overhead lines at Tŷ Fodol Tunnel Head House and Sealing End Compound.
- A.1.2 The WCP provides a clearly signposted, continuous PRoW around Anglesey and complements the WCP on the Welsh mainland. The coastal views and comparative ease of access make the route very popular with dog walkers, tourists and regular hikers. The WCP complements tourism and accommodation amenities on the coast, and is important to the national and local economy.
- A.1.3 The WCP ‘falls within a designated Area of Outstanding Natural Beauty (AONB) and routes via twenty towns and villages on Anglesey’<sup>7</sup>. The Friends of the Anglesey Coastal Path provide users and organisations with an interest in the WCP with a source of information to complement the definitive records held by the local highways authority.
- A.1.4 Section A Sheet 1 of the Access and Rights of Way Plans (**Document 4.5**) and Part One and Two of Schedule 7 of the draft DCO (**Document 2.1**) show and describe where the WCP will be impacted at the existing Wylfa Nuclear Power Station in the north of Anglesey. Section F Sheets 1 and 2 of the Access and Rights of Way Plans (**Document 4.5**) show where the WCP will be impacted near the proposed Braint Tunnel Head House in the south of the island.

---

<sup>7</sup> <http://www.anglesey.gov.uk/transport-and-roads/public-rights-of-way/isle-of-anglesey-coastal-path/>

- A.1.5 It is the intention of National Grid to manage the impacts of the Proposed Development so the WCP remains effectively open to users. Further details regarding proposed impact are outlined below. Furthermore, attention has been paid to the proposed treatment of PRoWs by the proposed Wylfa Newydd Power Station; Site Preparation and Clearance (SPC), notably that 'All PRoWs will remain open during SPC works and marshals will ensure there is no conflict between members of the public using the footpaths and contracting staff'<sup>8</sup>.
- A.1.6 Site visits in May 2017 and November 2017 were used to gauge the current standard and legibility of the WCP in the areas affected by the Proposed Development. **Figures A.1** and **A.2** below use photographs from site visits. Site visits have been used to inform how the safety of users and access to the WCP can be appropriately mitigated.

### **POLICY AND GUIDANCE**

- A.2.1 Mitigation of the WCP and all PRoWs impacted has considered available policy and guidance related to path design standards, impacts and responsibilities relating to construction works, and suitable access arrangements. The publications considered have included;
- The Anglesey Rights of Way Improvement Plan 2008-2018;
  - Gwynedd Rights of Way Improvement Plan 2007;
  - Ramblers Association, Legal Guidance for Path Maintenance<sup>9</sup>;
  - Natural England, 2014 Access and Rights of Way; Local Highway Authority Responsibilities<sup>10</sup>; and
  - Anglesey.gov.uk, 2015, Wales Coastal Path.

---

<sup>8</sup> Wylfa Newydd Project, Site Preparation and Clearance; Code of Construction Practice

<sup>9</sup> Including reference to the; Criminal Justice Act 1988, section 139; Criminal Damage Act 1971, section 1; and Health and Safety at Work Act 1974.

<sup>10</sup> <https://www.gov.uk/guidance/public-rights-of-way-local-authority-responsibilities>

## CURRENT PATH CONDITION NEAR WYLFA







- A.3.1 **Plate A.1** shows images of the permitted route of the WCP in the vicinity of the Proposed Development near Wylfa. The permitted route of the WCP routing past the existing Wylfa Nuclear Power Station will be affected by pylon working areas and 'conductor pulling'. The current marked WCP passes underneath existing pylon 4ZA004. Pylon locations and their reference numbers can be found in the Works Plans (**Document 4.4**).
- A.3.2 The photographs in **Plate A.1** show the current alignment and condition of the WCP as it routes past the power station community facility; routing through woodland adjacent to the power station; and the path signage and condition.
- A.3.3 The six images in **Plate A.1** show the path is indicated by standardised signage, vegetation cutting and permeable surface treatment in places. The proposed diversion of the WCP would use Fisherman's Car Park access road (unnamed road 23) as shown in the Access and Rights of Way Plans (**Document 4.5**). Unnamed roads and their references can be found in Chapter 13 of the Environmental Statement (**Document 5.13.1.7**).

## PROPOSED DEVELOPMENT IMPACTS ON THE WCP AT WYLFA

- A.4.1 **Plate A.1** shows the WCP routes under existing pylon 4ZA004 at Wylfa, which will be impacted by a pylon working area and overhead line works in the vicinity of proposed pylons 4ZA007 and 4ZA005, and existing pylons 4AP004 and 4AP002.
- A.4.2 Proposed temporary access points A1 and A2 on Fisherman's Car Park access road (unnamed road 23) will be located at existing entry points previously used by other contractors. Access to existing pylon 4AP002 and proposed pylon 4ZA005 will be served by the temporary access points, as detailed in the Construction Traffic Management Plan (**Document 7.7**). Temporary Access Principles Note (**Document 5.4.2.2**) also highlights these temporary access locations.
- A.4.3 The programme of overhead line works impacting on the WCP is anticipated to be in the order of four months.



**Plate A.1: Wales Coast Path at Wylfa Nuclear Power Station (May 2017).**

	
<p>WCP approaching the Wylfa Nuclear Power Station access road into the existing power station premises.</p>	<p>Informal crossing location on the road into the Wylfa Nuclear Power Station premises. The WCP crosses between an existing pavement and a pedestrian track.</p>
	
<p>WCP viewed from woodland facing back toward the road into the power station.</p>	<p>The permitted WCP routing past Wylfa Nuclear Power Station and under existing pylon 4ZA004.</p>
	
<p>The signposted continuation of the WCP at the east end of Fisherman's Car Park access road.</p>	<p>Fisherman's Car Park access road Unnamed Road 23 (<b>Document 5.13.1.7</b>) at the east end and viewed westward along the lane.</p>



## CURRENT PATH CONDITION AT BRAINT

- A.5.1 **Plate A.2** shows images of the WCP in the vicinity of the Proposed Development near the proposed Braint Tunnel Head House. **Plate A.2** shows the location of the proposed construction vehicle access track from the A4080 Brynsiencyn Road to proposed temporary access F2.
- A.5.2 The WCP routes parallel to Brynsiencyn Road at the point where temporary access F2 and associated visibility splays will be positioned. Beyond the proposed Order Limits, a farm access track routes the WCP to the west via the Bryn Celli Ddu Burial Chamber site, whilst to the east of the Order Limits the WCP routes past Victoria Cottages on Brynsiencyn Road and to the Menai Strait waterfront.
- A.5.3 **Plate A.2** shows six images of the WCP along Brynsiencyn Road. The images show the WCP is clearly signposted and provided for with a parallel off-road alignment routing across the adjacent field within the extents of the Order Limits.
- A.5.4 Notable is the presence of a board walk at the location where proposed temporary access F2 will be located on Brynsiencyn Road. The construction works would require the partial removal of the board walk at the temporary access position for the duration of the temporary access position. Users will be able to still route along the WCP.







## PROPOSED DEVELOPMENT IMPACTS ON THE WCP AT BRAINT

- A.6.2 Temporary Access Point F2 on Brynsiencyn Road would impact on the current alignment of the WCP and necessitate a minor diversion of the route 3m further away from the road, as shown in Section F Sheet 1 and 2 of the Access and Rights of Way Plans (**Document 4.5**).
- A.6.3 Temporary Access Point F2 will be used for the Abnormal Indivisible Load (AIL) movements transporting the tunnel boring machine amongst other plant/equipment on low loaders, as detailed in the Outline Construction Traffic Management Plan (**Document 7.5**). The movement of AILs number less than other vehicle types and they would be accompanied by escort vehicles and marshals. Temporary Access Point F2 is proposed for AIL entry only.
- A.6.4 Temporary Access Point F2 is also proposed to be used as a contingency route for access to/from the Braint Construction Compound should the primary construction route be unavailable. In the event of the contingency route being required, during peak periods of activity banksmen may be

used at the Temporary Access Point F2 to ensure the safe crossing of PRow users.

- A.6.5 The duration that the WCP would be impacted by Temporary Access Point F2 is six years with a PRow crossing provided. The Temporary Access Point F2 will be installed during the enabling works for the tunnel activity and be in place for the duration of the Proposed Project.

**Plate A.2: Images of Wales Coast Path at Braint (May 2017)**

	
<p>The WCP ‘kissing gate’ and connection onto a segregated PRow section at the junction of Unnamed Road 22 (<b>Document 5.13.1.7</b>) linking the A4080 and the A5.</p>	<p>High standard of board walk where the proposed F2 temporary access will be located. The ground condition shows signs of being boggy in wet conditions.</p>
	
<p>The WCP west of the order limits at the farm track from Brynsiencyn Road to Llwyn-ann Farm.</p>	<p>The WCP east of the order limits. A pavement is provided with a section routing behind hedgerow.</p>
	
<p>Pedestrian crossing of the Brynsiencyn Road east of the order limits.</p>	<p>Visibility at the pedestrian crossing eastbound towards Llanfairpwll.</p>

### CURRENT PATH CONDITION AT Tŷ FODOL

- A.7.1 The Wales Coast Path (WCP) at Tŷ Fodol routes on a shared use cycle and pedestrian route on the B4547. The WCP at this location will not be directly impacted by the Proposed Development.
- A.7.2 The shared-use pavement at this section of the B4547 includes bus stops serving the 5C bus route to Bangor with a range of standards of bus stop infrastructure from a shelter to signage on lamp columns.
- A.7.3 Section F Sheet 3 and 4 of the Access and Rights of Way Plans (**Document 4.5**) shows the relative alignments of the WCP at Tŷ Fodol and the Proposed Development.

### MAINTAINING USE OF THE WALES COAST PATH AT WYLFA

- A.8.1 **Table 3.2** of the Public Rights of Way Management Plan (**Volume 7.6**) show where the pylon construction and overhead line works are expected to impact on the route of the WCP. This impact is anticipated to last for approximately four months.
- A.8.2 The WCP will be mitigated with a sign posted diversion via Fisherman's Car Park access road as shown on? Access and Rights of Way Plans (**Document 4.5**). The diversion would include the presence of site staff at key times to reduce risk to users of the WCP passing through the Proposed Development area. The diversion via Fisherman's Car Park access road would provide users with a continuous route on an existing hard surface.
- A.8.3 It is the intent of National Grid to ensure the WCP remains open to users and clearly signposted, as detailed in the Construction Environment Management Plan (**Document 7.4**).
- A.8.4 The OHL temporary access construction and temporary access points A1/A2 will not impact the WCP on its current permitted route at Wylfa Nuclear Power Station. The existing access road into the Wylfa Nuclear Power Station, Unnamed Road 23 (**Document 5.13.1.7**), will be used by vehicles accessing the proposed pylon 4AP001 and existing pylon 4ZA004 adjacent to the existing power station.
- A.8.5 The existing WCP crossing of the Link 1 (**Document 5.13.1.8**) road into the power station will be enforced with a standard construction vehicle speed limit of 10 mph within the Order Limits, as detailed within the Construction Environment Management Plan (**Document 7.4**). Signage will be installed to clearly identify the pedestrian crossing point for users and drivers.



- A.8.6 The WCP will have signage and information for users on the eastern and western approaches to the Wylfa Nuclear Power Station.

### **MAINTAINING USE OF THE WALES COAST PATH AT BRAINT**

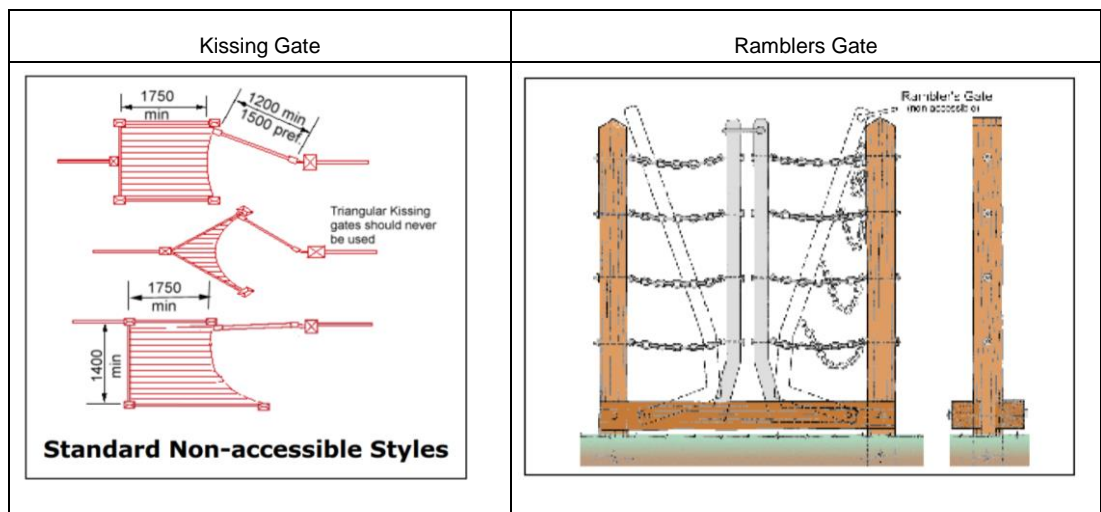
- A.9.1 Section F Sheet 1 and 2 of the Access and Rights of Way Plans (**Document 4.5**) show the proposed tunnel construction temporary access point F2 and Braint Tunnel Head House access track, which will impact on the WCP adjacent to Brynsiencyn Road.
- A.9.2 The programmed tunnel construction activity and mitigation could impact the WCP at Brynsiencyn Road for the full duration of the proposed tunnel construction programme, alongside the associated presence of temporary access point F2 as outlined in the Public Right of Way Management Plan (**Document 7.6**).
- A.9.3 Where the WCP crosses the temporary access point, kissing gates, signage and information will be installed to warn users and provide a suitable barrier treatment. The design standards adopted for the installation of proposed kissing gates have been discussed with the IACC PRow officer.
- A.9.4 The use of temporary access point F2 will predominantly be by Abnormal Indivisible Load (AIL) movements amongst other plant/equipment on low loaders, although it is also proposed to be a contingency route for the Braint Construction Compound to be used only when the primary access to the compound is unavailable, as set out in the Construction Traffic Management Plan (**Volume 7.7**). Banksman and escort vehicles will be used to maintain safe access for pedestrians using the WCP at the temporary access point and along the A4080 when an AIL movement is underway. Banksman will also be used if temporary access point F2 is in use as a contingency route.

**Plate A.3: WCP at the location of the proposed temporary access point F2 onto the Brynsiencyn Road.**



- A.9.5 The visibility splay either side of proposed temporary access point F2 is specified to be approximately 3m depth from the highway, which will impact on the WCP alignment and board walk running parallel to the highway. A proposed diversion to realign the WCP and boardwalk further away from the highway is illustrated in the Access and Rights of Way Plans (**Document 4.5**) for Section F. Signage and information will accompany the diversion as set out in the Construction Environment Management Plan (**Document 7.4**).
- A.9.6 The WCP will cross temporary access point F2. Where the WCP crosses the temporary access point, kissing gates, signage and information will be installed to warn users and provide a suitable barrier treatment. The design standards adopted for the installation of proposed kissing gates have been discussed with the IACC ProW officer.

**Image A.4: Example of a Kissing Gate and Ramblers Gate**



Source: *Guide to Country Gates and Barriers*, Carmarthenshire Disabled Access Group.

## CONCLUSION

- A.10.1 In considering mitigation of the impacts to the WCP at Wylfa and Braint, available guidance and information has been considered, and a site visit and liaison with the IACC PRow officer has been undertaken.
- A.10.2 The management of the impacts will ensure the WCP remains effectively open to users through diversions and the use of suitable access controls at Braint where the WCP crosses a temporary access point.
- A.10.3 National Grid and/or its contractors will maintain a regular dialogue with the IACC PRow Officer throughout the construction period.

*Page intentionally blank*



# Annex B: Horizon Nuclear Power Proposed Diversion of the WCP

## COLLABORATIVE APPROACH

- B.1.1 Horizon Nuclear Power (HNP) has provided National Grid with the proposed diversion route for the WCP at Wylfa for its site preparation and clearance work. (Application Reference Number: 6.4.101). The proposed HNP diversion route has been considered with regard to National Grid's PRoW Management Plan for the Proposed Development and the proposed Overhead Line works in the vicinity.

## PROPOSED HORIZON NUCLEAR POWER DIVERSION ROUTE

- B.2.1 **Image B.1** and **B.2** shows the proposed HNP WCP diversion route during construction of the Wylfa Newydd Power Station (HNP Figure D4-5). **Image B.2** shows the proposed HNP WCP diversion route during operation of the Wylfa Newydd Power Station (HNP D4-6). In both cases the HNP diversion may cross the Proposed Development Draft Order Limits at the junction of the A5025 and the Wylfa Nuclear Power Station access road, referred to as Unnamed Road 23 (**Document 5.13.1.7**). The HNP diversion route for the proposed construction (HNP Figure D4-5) appears to be broadly acceptable, noting the published comments by HNP with regard to site preparation and PRoW:

*"To keep Public Rights of Way (and footpaths including the Wales Coast Path) open across the site. We anticipate that there will be times where temporary marshalling of public footpaths will be needed, to make sure workers and the public are safe. Security fencing previously proposed along public footpaths on our site is no longer needed."* (Horizon Nuclear Power, 2017 Site Preparation And Clearance Fact Sheet)<sup>11</sup>.

---

<sup>11</sup>[https://consultation.horizonnuclearpower.com/uploads/files/documents/tcpa-2017/site-preparation/fact-sheet-site-prep-and-clearance\\_english.pdf](https://consultation.horizonnuclearpower.com/uploads/files/documents/tcpa-2017/site-preparation/fact-sheet-site-prep-and-clearance_english.pdf)

- B.2.2 This statement demonstrates a synergy with the National Grid Proposed Development to keep PRowS open to users as much as is safe and reasonable to do so using the measures outlined in the PRow Management Plan (**Document 7.6**).
- B.2.3 The timing of works proposed by HNP and National Grid is significant to the management of the PRowS identified in the PRow Management Plan (**Document 7.6**) within the HNP site preparation and clearance boundary<sup>12</sup>. The stated aim to keep 'Public Rights of Way open across the site' highlights the shared approach that HNP and National Grid have in regard to the nuances of how and where individual PRowS will be impacted at Wylfa.
- B.2.4 In the event that the Proposed Development should coincide with the HNP WCP diversion identified in both HNP Figures D4-5 and D4-6, there is potential for the HNP WCP diversion route to transit through an area by the Proposed Development overhead line (OHL) works adjacent to the junction of the A5025 and the Wylfa Nuclear Power Station access road, referred to as Unnamed Road 23 (**Document 5.13.1.7**).

### **MANAGEMENT OF THE HORIZON NUCLEAR POWER DIVERSION ROUTE**

- B.3.1 **Image B.1** shows the HNP proposed diversion route during construction would route immediately adjacent to the A5025. **Image B.2** shows the potential for the HNP WCP diversion route to be set back from the A5025. The OHL works may require a minor diversion of the HNP WCP diversion route to avoid intensive activity, such as conductor pulling, though the nuances of this would be subject to programmes of construction works by Horizon and National Grid.
- B.3.2 The presence of PRow users for OHL conductor pulling activity in particular would not be appropriate due to the more intensive nature of the activity and would prompt a minor diversion. The proposed HNP WCP diversion route will also route between pylons undergoing OHL stringing where low slung cables will be present for a short time. The HNP WCP diversion route

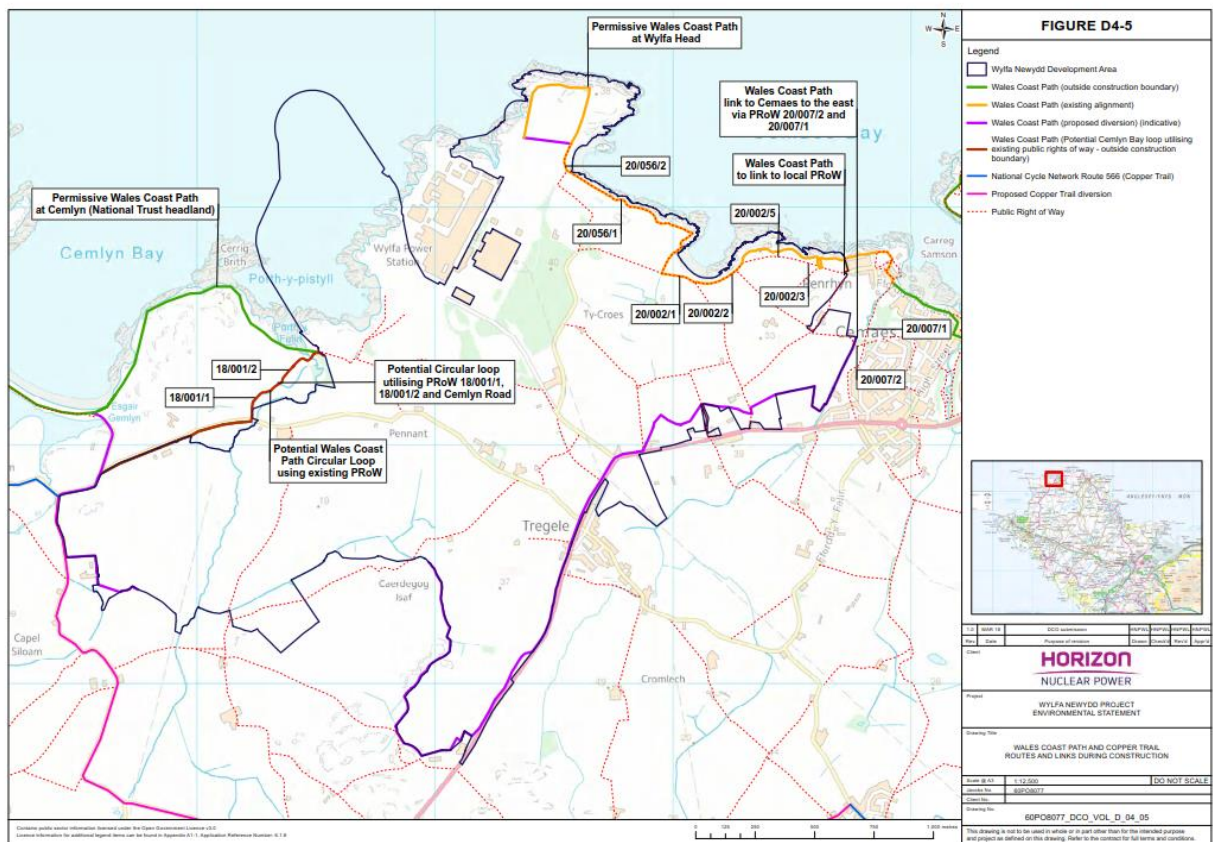
---

<sup>12</sup><https://consultation.horizonnuclearpower.com/uploads/files/documents/tcpa-2017/site-preparation/Application-Plans-and-Drawings.pdf>

can be protected from overhead line stringing with the use of scaffold protection (for example netting or zip-up scaffold), which will enable the route to remain open to users.

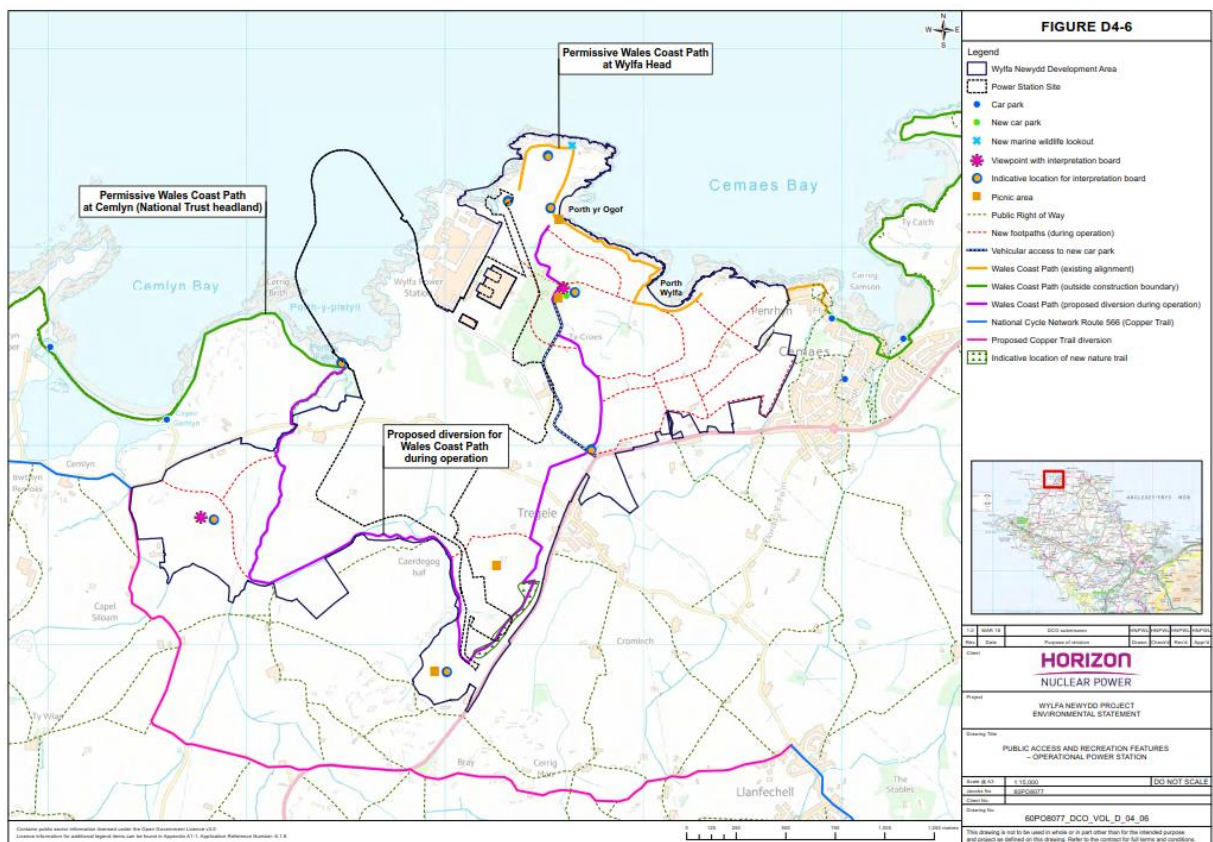
B.3.3 The HNP WCP diversion route will be appropriate and will be subject to the management activity identified in the PRoW Management Plan (**Document 7.6**) during those times, and communication with Public Rights of Way Officers.

**Image B.1 Horizon Nuclear Power Proposed Diversion Route - During Construction**



Source: Horizon Nuclear Power Wylfa Newydd Project Environmental Statement; Figure D4-5.

## Image B.2 Horizon Nuclear Power Proposed Diversion Route - During Operation



Source: *Horizon Nuclear Power Wyllfa Newydd Project Environmental Statement; Figure D4-6.*

### CONCLUSION

- B.4.1 The HNP WCP diversion route has been carefully considered by National Grid and the diversion route is broadly considered appropriate.
- B.4.2 The stated intention by HNP to keep 'Public Rights of Way open across the site' is noted and this has synergies with the approach to the management of PRowWs by National Grid.
- B.4.3 Conductor pulling activity in particular may require a further minor diversion of the HNP WCP diversion to ensure users of the WCP can travel through a conductor pulling area safely.
- B.4.4 The HNP WCP diversion route, aside from the conductor pulling area, can be protected from overhead line stringing between pylons with the use of zip-up scaffold protection for safe continued use.

