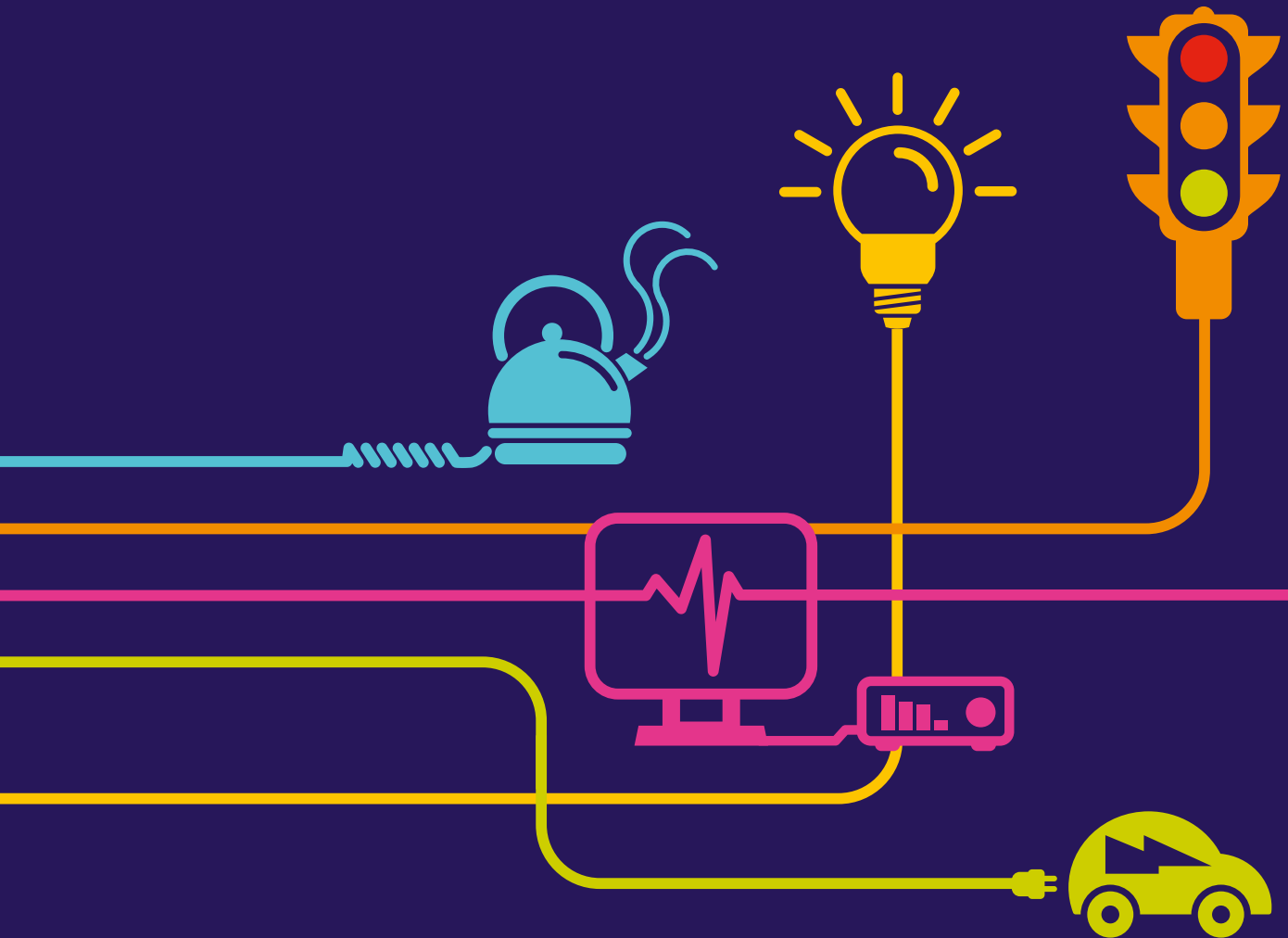


# 3H Public Rights of Way Management Plan

National Grid (Richborough Connection Project) Order  
*Regulation (5)(2)(a) of the  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 and  
TEN-E Regulation EU347/2013*





## Purpose of this further update (August 2016)

- a) This document (Doc. 5.4.3H(A)) is a revision to the Public Rights of Way Management Plan. The first version (Doc. 5.4.3H) was issued to the Examining Authority in January 2016.
- b) This document has been updated to address clarifications sought through the Examining Authority's first written questions.
- c) A schedule of the further amendments made to the Public Rights of Way Management Plan is provided in the table below.

Table A - Amendments to January 2016 Version of Public Rights of Way Management Plan.

Ref.	Description of Amendment	Reason
3.3.5	Additional text inserted relating to appropriate separation between the small number of PRowWs that run alongside the course of a construction access road.	Minor revision arising from response to Written Questions ( <b>Doc 8.2</b> ), Q1.10.27
Table 3H.3.1	Clarification of diversion details for PRow CB80.	Minor revision arising from response to Written Questions ( <b>Doc 8.2</b> ) Q1.10.28
3.10.2	Text added to clarify inspection of PRowWs and notification to KCC	Clarification



# **Richborough Connection Project**

## **Volume 5**

### **5.4 Environmental Statement Appendices**

#### **5.4.3H(A) Public Rights of Way Management Plan**

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

Final

August 2016

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01/08/2016	2	Final	Minor updates to references and additional clarifications. See summary of changes sheet

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## LIST OF ACRONYMS AND ABBREVIATIONS

Bellmouth	An access point from the public highway for construction purposes
DCO	Development Consent Order
DfT	Department for Transport
EIA	Environment Impact Assessment
ES	Environmental Statement
Access Road	A route used by vehicles for access to works sites, that is not a public road
KCC	Kent County Council
kV	Kilo Volts
LRN	Local Road Network
NSIP	Nationally Significant Infrastructure Project
One-way Movement	One vehicle movement, either to or from a work site, so for example a delivery to a site will consist of two one-way movements, one to the site carrying a load and one running empty away from the site
PRoW	Public Right of Way (e.g. footpath or bridleway)
SRN	Strategic Road Network
TA	Transport Assessment
TRO	Traffic Regulation Order
TTM	Temporary Traffic Management

# 1. INTRODUCTION

## 1.1 The Applicant and an Overview of the Richborough Connection Project

1.1.1 One role of National Grid is to connect people to the energy they use, whether to heat and light homes, or to keep factories and offices running. As old power stations close new sources of energy need to be connected to our network, so that electricity continues to be available at the flick of a switch.

1.1.2 One of these new sources of energy is a proposed high-voltage electricity link between Belgium and Richborough near Sandwich in Kent, known as the Nemo Link®. In order to transport the energy from the Nemo Link around the country, National Grid need to connect it to the high-voltage electricity network.

1.1.3 There is no high-voltage electricity network in the Richborough area, so National Grid will need to build a new connection to join the Nemo Link from Richborough to their existing network approximately 20km away, near Canterbury. This new infrastructure project is known as the Richborough Connection project.

1.1.4 The proposed development consists of the following principle activities:

- A new 400,000 volts (400kV) overhead line between Richborough and Canterbury North 400kV Substations (to be known as the PC route). This would be approximately 20km long and would be built using 45 standard lattice pylons and 15 low height lattice pylons (60 pylons in total).
- A permanent diversion of an existing lower voltage (132kV) overhead line, known as the PY route, owned by UK Power Networks.
- Three temporary diversions of another existing lower voltage 132kV overhead line, known as the PX route, owned by UK Power Networks.
- The removal of 20.6km (79 pylons) of the existing lower voltage 132kV PX route overhead line.
- Other works, for example, temporary access roads to reach pylon construction and demolition areas, bridge structures, highway works, construction compounds, protective scaffold structures, pylon work sites and ancillary works.

1.1.5 National Grid has prepared a series of plans and reports to explain our proposals to build a new 400kV overhead line between the existing 400kV substation at Canterbury and the proposed Richborough 400kV Substation. Our application has been submitted under the Planning Act 2008 (known as a Development Consent Order application) and the TEN-E Regulations (European Legislation) which has been submitted to the Planning Inspectorate for their review.

## 1.1 PRowS

1.1.1 For the purpose of this document, a PRow is defined as one of the following<sup>1</sup>:

- A footpath, being a Highway over which the public have a right of way on foot only and which is not a footway<sup>2</sup>;

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<sup>1</sup> Definitions follow those created in Section 329 of the Highways Act 1980 except for a byway open to all traffic

- A bridleway, being a Highway over which the public have a right of way on foot and on horseback or leading a horse (horse is taken to include pony, ass or mule), 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 byway open to all traffic (BOAT), being a way over which the public have the right of way on foot, horseback etc., pedal cycle or motor vehicle but over which the Highway Authority has no obligation to provide a surface suitable for the passage of vehicles<sup>4</sup>; and
- A restricted byway, being a way over which the public have the right of way on foot, horseback etc. and pedal cycle<sup>4</sup>.

1.1.2 In the area covered by the proposed development the majority of PRowS are footpaths, with a small number of restricted byways. The type of PRow is identified in the first column of **Table 3H.3.1** below.

## 1.2 This Document

1.2.1 Specifically in relation to Public Rights of Way (PRowS), the works summarised above require the potential temporary closure of a number of PRowS, to provide access to the works and to safeguard PRow users. It is considered that the majority of PRowS identified will be closed for short durations only or subject to other management measures as set out in this plan to minimise inconvenience to PRow users. This PRow Management Plan has been prepared to support the Development Consent Order (DCO) application by demonstrating a planned approach to the management of PRowS during the construction of the proposed development to ensure public safety while minimising disruption to users.

1.2.2 The DCO (**Volume 2, Document 2.1(A)**) for the proposed development grants all necessary powers to temporarily stop up, alter or divert PRowS affected by the proposed development as specified in Schedule 7 of the DCO (**Volume 2, Document 2.1(A)**). The majority of these will be closed for short durations only.

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

- **Section 2** describes the method of identifying the PRowS and the surveys that were carried out on them; and
- **Section 3** lists the PRowS and describes the management plan for PRowS affected.

1.2.4 To aid geographic understanding, the route is split into four sections listed below and shown indicatively in **Figure 3H.1.1**. In each one the interventions are discussed in west to east order, between Canterbury North and Richborough 400kV substations, first for the proposed new 400kV overhead line and then for the

<sup>2</sup> A footway is a way over which the public have the right of way on foot only alongside a carriageway over which the public have a right of way for the passage of vehicles

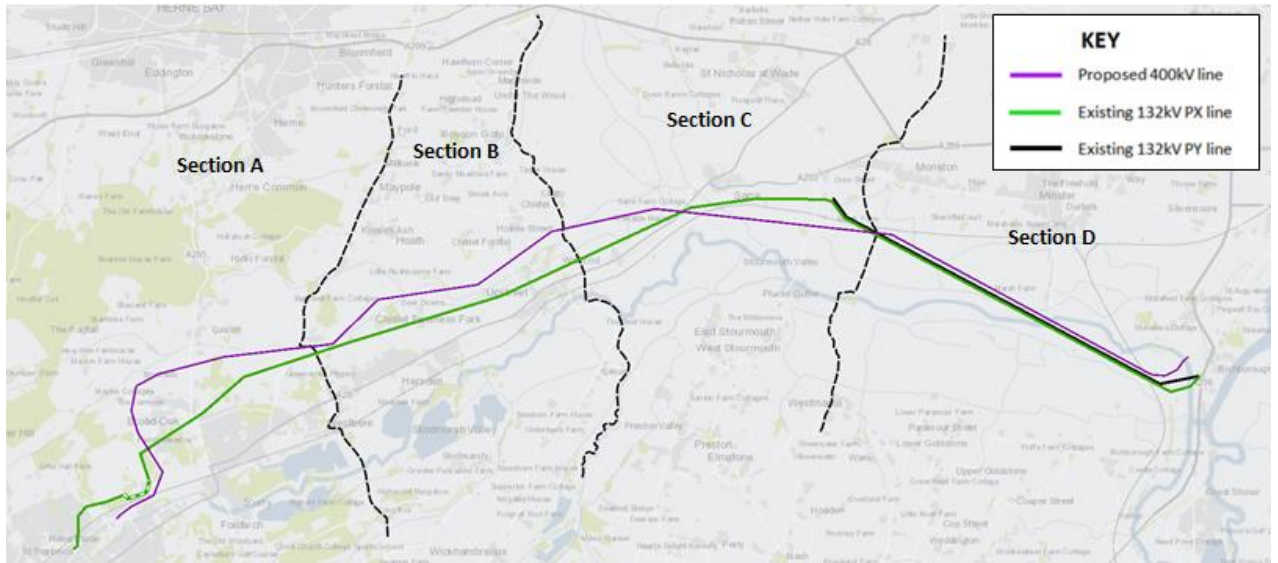
<sup>3</sup> The Countryside Act 1968 permits this but does not impose an obligation for the Highway Authority to facilitate its use by pedal cyclists (for example by providing a suitable surface)

<sup>4</sup> As defined in the Countryside and Rights of Way Act 2000

removal of the overhead line between Canterbury South and Richborough 132kV substations.

- Section A – Stour Valley
- Section B – Sarre Penn Valley
- Section C – Chislet Marshes
- Section D – Ash Level

Figure 3H.1.1: Proposed development alignment



Source: National Grid – Contains Ordnance Survey Data © Crown Copyright AL100001776

1.2.5 In the Figure above the 400kV overhead line is shown in purple, the existing 132kV PX overhead line is shown in green and the existing 132kV PY overhead line in black.

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## **2. METHOD**

### **2.1 Identification of PRowS**

2.1.1 PRow mapping data was provided by Kent County Council (KCC) on 31 July 2014 and has been taken to represent the definitive record of PRowS in this area. PRowS affected by the proposed development were identified through examination of this data in comparison to the mapping of the route of the proposed development (both the 400kV overhead line to be constructed and the 132kV overhead line to be removed).

### **2.2 Surveys**

2.2.1 PRow surveys were undertaken during the first and second weekends of the school holidays, on the Saturdays 26 July and 2 August 2014. These dates were chosen in order to capture the highest level of use. The weather over these weekends was sunny and dry. PRowS which were expected to be crossed or affected by the proposed development were surveyed for a 12 hour period from 07:00 to 19:00.

2.2.2 The surveys generally recorded a relatively low level of use. Full survey details are provided in the Transport Assessment (**Volume 5, Document 5.4, Appendix 10A(A)**) that accompanies the DCO (**Volume 2, Document 2.1(A)**) application.

### **2.3 Locations**

2.3.1 The locations of the PRowS affected by the proposed development are shown in **Annex 2** within **Volume 5, Document 5.4, Appendix 10A(A)**. These figures also indicate the location of the PRow surveys.

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### 3. MANAGEMENT PLAN

#### 3.1 General Provisions

- 3.1.1 The DCO (**Volume 2, Document 2.1(A)**) grants the necessary powers to temporarily stop up PRowS affected by the proposed development and put in place the diversions as listed in **Schedule 7** of the DCO (**Volume 2, Document 2.1(A)**). However the majority of the PRowS will be closed for short durations only or subject to other management measures (as indicated in column 8 of **Table 3H.3.1**) with a description of the management measures below.
- 3.1.2 National Grid is committed to the highest levels of safety for the proposed construction and dismantling works, and also to minimising disruption to the public. Where there is a potential conflict between the two objectives, a pragmatic approach to safety will be based on balancing the risks to the public against the disruption that removing that risk will cause. It is the intention to keep the majority of PRowS effectively open via management and the use of short term temporary closures where necessary.

#### 3.2 Signage and Information

- 3.2.1 All points where PRowS cross the proposed development will have appropriate signage which will advise of dates and hours of working. In discussion with KCC PRow officers, a standard form of signage relating to temporary closures is to be used across the Richborough Connection project. The location of these signs will be discussed with KCC PRow Officers. Where applicable maps showing temporary diversions and alternative rights of way will be provided at sites affected by the works.
- 3.2.2 Information signs detailing works and giving the Richborough Connection Project Community Relations team contact number details will be maintained along the construction site.
- 3.2.3 A high level programme for PRow closures will be produced and the KCC PRow officers will be notified at least seven days in advance of any short term closure and will be notified when the closure has ceased. Advance notice will include dates of closure and the likelihood of the path being reopened the same day.

#### 3.3 Forms of Managed Closure

- 3.3.1 Exact details of the forms of closure will be developed by National Grid and its contractors and will be subject to discussion with local PRow officers from KCC. For each location at which a PRow is affected by construction work, efforts will 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 roads (local management);

- Using contract staff to hold PRow users for short periods (a few minutes) while vehicles pass or while construction activities are undertaken (local management);
- Using scaffold protection over PRow so they can still be used underneath construction works;
- Creating very short diversions, for example around a scaffold tower or other work site; or
- Fully closing the PRow for a temporary period and signing an acceptable longer diversion route.

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

3.3.3 The following paragraphs provide more detailed examples of key forms of intervention that are likely to be implemented by the contractor.

#### **Managed Crossing of Access Road**

3.3.4 Where a PRow crosses an access road, it would be disproportionately disruptive to close the PRow for the duration of the use of that road, particularly when the risk to the public is likely to be lower than crossing a public road due to the relatively low traffic volumes. A system of signs warning PRow users of the danger will be used, together with signs warning drivers of vehicles using the access road of the likely presence of PRow users crossing. This will be comparable to an uncontrolled level crossing of a railway or an uncontrolled crossing of a minor road, with low vehicle speeds giving the option for lorries to slow or stop when they see pedestrians. At particularly busy locations the contractor may provide a member of staff to assist crossing in a manner similar to a school crossing patrol.

#### **Access Road Coincident with PRow**

3.3.5 In some cases construction access routes follow existing PRow, generally running along an existing track which is currently used as a PRow. At these locations, and aside from the duration of any full closures proposed, appropriate vehicle management measures will be put in place. This is likely to consist of signs for both drivers and PRow users, speed limits, control by site staff where necessary, and standard instructions to drivers about protocol. In addition, a small number of PRow run alongside the course of a construction access route. Where this is the case an appropriate separation and demarcation (suitable fencing) will be made between them to ensure the safety of PRow users.

#### **Managed Closure for Scaffolding**

3.3.6 Where scaffolding is to be erected to protect a PRow during the stringing and de-stringing of overhead lines, the scaffolding on either side will be constructed first. The PRow will be closed for a maximum of one day while the scaffolding is placed

over the PRoW, and once again for removal of the scaffolding. Aside from that, the PRoW will remain open. Where possible a short diversion of the PRoW will be created around the scaffolding, so no full temporary closure will be necessary.

### **Managed Closure for Stringing or De-stringing**

- 3.3.7 Where scaffolding is not proposed for the stringing/de-stringing process, the PRoW would need to be closed for part or all of a small number of days, which would be advertised in advance.

## **3.4 Assumptions Made in this Document**

- 3.4.1 **Section 3.3** above describes the efforts that will be made to minimise the impact on PRoW users and the likely form of closures. However at this stage in the design and construction procurement process, and for the purposes of this document, a “worst case” must be assumed, i.e. that a formal diversion will be required in every case. The potential diversion routes are set out in the last column of **Table 3H.3.1** below. These diversions are shown in the Access, Rights Of Way and Public Rights of Navigation Plans (**Volume 4, Document 4.7**) and described in Part One of **Schedule 7** of the DCO (**Volume 2, Document 2.1(A)**). Diversions are listed in Part One of **Schedule 7** of the DCO (**Volume 2, Document 2.1(A)**).

- 3.4.2 Anticipated closure methods and timescales set out in this document relate to the current programme and normal working methods for this type of project. Both elements may be subject to change.

## **3.5 Additional Closures**

- 3.5.1 The table below sets out National Grid’s expectations of the required closures. However, if additional temporary diversions are required of other PRoWs not set out in this plan, these will be agreed with KCC PRoW officers and the landowners involved prior to implementation. Further, in such cases, **Article 13(5)(b)** of the DCO (**Volume 2, Document 2.1(A)**) requires National Grid to obtain the consent of the relevant highway authority which may attach reasonable conditions to such consent. Signage will be used to provide advance notice of the proposed closure including detail of proposed dates and specific hours for the closure.

## **3.6 Permanent Closures**

- 3.6.1 No permanent PRoW closures are required as part of the proposed development and none are sought under the DCO (**Volume 2, Document 2.1(A)**).

## **3.7 Safety Measures**

- 3.7.1 Suitable fencing will be erected where appropriate to form a safe corridor for users of the PRoW. The type and size of fencing will be agreed with the individual landowners and KCC PRoW officers prior to the start of construction. Regular inspections will take place to ensure that all signage and fencing are still in place and that the condition of the PRoW is suitable for use by the public.

- 3.7.2 Where access points and bellmouths cross a PRow, or a footway/cycleway on the highway, appropriate signage and fencing will be installed as necessary to ensure the safety of the public, road users and workforce. Appropriate traffic management measures for all works affecting highways are covered in the Construction Traffic Management Plan (**Volume 5, Document 5.4., Appendix 3G(A)**)

### **3.8 Condition Surveys**

- 3.8.1 Pre-commencement condition surveys of the relevant directly affected PRowS will be undertaken prior to the commencement of construction. These surveys will include photographic records and written descriptions. A copy of the condition survey will be provided to the relevant PRow officer within 28 days of the completion of the survey.

### **3.9 Reinstatement of PRowS**

- 3.9.1 Any affected PRowS will be reinstated, see **Article 29** (Temporary Use of Land by National Grid) and **Schedule 3, Requirement 12** of the DCO (**Volume 2, Document 2.1**), as a minimum to the same condition as was recorded prior to the commencement of construction.

### **3.10 Inspections**

- 3.10.1 Inspections of any installed temporary diversions and any required action relating to non-conformance, will be undertaken at timescales to be determined following discussions with KCC PRow Officers.
- 3.10.2 Regular inspections of such PRow will be undertaken and short term damage repaired where necessary. During construction National Grid will also operate a Community Relations team and contact details will be provided on any signs located along the PRow network (see Section 3.2). Concerns around condition can be flagged through this facility and National Grid will explore any short term reinstatement work where necessary. Any concerns raised will be notified to KCC PRow Officers.

Table 3H.3.1: PRow Closures

PRoW Reference and Type	Location	Reason for closure	Programme Duration (Days)	Duration to be assumed for DCO (weeks)	Start Date	End Date	Proposed Closure Type/period	Pylon reference	Diversion Route
CC16 (footpath)	Between Broad Oak Road and the railway line to the north	Dismantling (assume here no scaffolding)	10	3	2021 Q1	2021 Q1	Short term managed with two day-closures	PX1-2	Broad Oak Rd, St Stephen's Rd, Hales Dr, Bird Cage Wk
CB47A (footpath)	A section approximately 200m long under the existing overhead line near Barton Down	Dismantling (assume here no scaffolding)	10	3	2020 Q3	2020 Q3	Short term managed with two day-closures	PX05A	CC17, Kilndown Gdns, Headcorn Dr, Westerham Cl, CC16, Farleigh Rd, Broad Oak Rd
		Install access	10	3	2020 Q3	2020 Q3	Short term managed with two day-closures		
		Remove Access	11	3	2020 Q4	2020 Q4	Short term closure		
CB64 (footpath)	West of Shalloak Road	Scaffold installation	6	2	2018 Q1	2018 Q1	Short term managed with two day-closures.	PC3-4	CB51, CB48, Shalloak Rd, CB60
		Scaffold removal	6	2	2018 Q2	2018 Q2			

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB48 (footpath)	Between Shalloak Road and Beecham Wood	Road construction	18	4	2017 Q3	2017 Q4	Short term managed crossing with potential for several week-long closures.	PC6-7	CB51, CB64, CB60, Shalloak Rd
		Road removal	22	5	2018 Q3	2018 Q3	Long term managed with potential for several week-long closures.		
		Scaffold installation	15	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		
		Scaffold removal	6	2	2018 Q3	2018 Q3	Short term managed with two day-closures.		
							Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB44/CB46 (footpaths)	Between Shalloak Road and Barton Wood	Road construction	18	5	2017 Q3	2017 Q4	Short term managed with potential for several week-long closures.	PC6-8	Shalloak Rd, Mayton Ln, CB41, CB44
		Road removal	22	5	2018 Q3	2018 Q3	Long term managed with potential for several week-long closures.		
		Scaffold installation	15	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		
		Scaffold removal	6	2	2018 Q3	2018 Q3	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB60 (footpath)	A short section just north of the northeastern corner of Bluebell Woods Park	Scaffold installation	6	2	2020 Q3	2020 Q3	Short term managed with two day-closures.	PX10-11	Shalloak Rd, CB52
		Scaffold removal	6	2	2020 Q4	2020 Q4	Short term managed with two day-closures.		
CB71 (footpath)	Between junctions with CB83 and CB70	Scaffold installation	6	3	2017 Q3	2017 Q3	Short term managed with two day-closures.	PC8-9	CB83, Mayton Ln, CB70
		Scaffold Removal	6	3	2018 Q3	2018 Q3	Short term managed with two day-closures.		
CB73 (footpath)	West of Herne Bay Road	Scaffold installation	6	2	2020 Q3	2020 Q3	Short term managed with two day-closures.	PX12-13	Sweechgate, Herne Bay Rd
		Scaffold removal	6	2	2020 Q4	2020 Q4	Short term managed with two day-closures.		



<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB80 (bridleway)	From Barnet's Lane to Herne Bay Road	Access road, BM21, 14, and 15 construction	26	6	2017 Q3	2017 Q3	Long term complete closure	PC10-11	Diversion for pedestrians only – Barnet's Ln, Sweechgate, Herne Bay Rd. This diversion is not suitable for other bridleway users and so it will be closed to them.
CB58 (footpath)	From the junction with CB56 south for 100m	Scaffolding Installation (PC line)	9	3	2018 Q2	2018 Q2	Short term managed with two day-closures.	PC12-13	CB56, Herne Bay Rd, Popes Lane
		Scaffolding Removal (PC line)	6	2	2018 Q3	2018 Q3	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB58 (footpath)	Between Popes Lane and Kemberland Wood	Scaffold Installation	6	2	2020 Q3	2020 Q3	Short term managed with two day-closures.	PX14-15	CB56, Herne Bay Rd, Popes Lane
		Scaffold Removal	6	2	2020 Q4	2020 Q4	Short term managed with two day-closures.		
		Dismantling	15	4			Short term managed with two day-closures.		
					2020 Q3	2020 Q4	Short term managed with two day-closures.		
CB59 (footpath)	Between Herne Bay Road and Popes Lane	Scaffold Installation	6	2	2020 Q2	2020 Q2	Short term managed with two day-closures.	PX13-14	Herne Bay Rd, Popes Lane
		Scaffold Removal	6	2	2020 Q4	2020 Q4	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB100 (footpath)	Between Chislet Business Park and junction of CB100 and CB100A	Access Road construction	9	5	2017 Q3	2017 Q4	Short term managed with potential for several week-long closures.	PC21-22	CB119, CB101, Marley Ln, Church Rd
		Access road removal	40	10	2018 Q3	2018 Q3	Short term managed with potential for several week-long closures.		
		Scaffold Installation	12	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		
		Scaffold Removal	12	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		
							Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB100 (footpath)	Access Road to Chislet Business Park	Scaffold Installation	9	2	2020 Q1	2020 Q1	Short term managed with two day-closures.	PX27-28	Island Rd, CB117, CB118, CB119
		Scaffold Removal	9	2	2020 Q2	2020 Q2	Short term managed with two day-closures.		
CB117 (footpath)	South of the junction with CB118	Scaffold Installation	9	2	2020 Q1	2020 Q1	Short term managed with two day-closures.	PX31-32	Island Rd, CB118
		Scaffold Removal	9	2	2020 Q1	2020 Q1	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB118 (footpath)	Between junctions with CB117 and CB119	Access Road construction	20	5	2017 Q3	2017 Q3	Short term managed with potential for several week-long closures.	PC24-25	CB119, CB100, Island Rd, CB117
		Access road removal	40	10	2018 Q3	2018 Q3	Long term managed with potential for several week-long closures.		
		Scaffold Installation	12	4	2018 Q1	2018 Q1	Short term managed with two day-closures.		
		Scaffold Removal	12	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB118 (footpath)	South of CB117	Scaffold Installation	9	2	2020 Q1	2020 Q1	Short term managed with two day-closures.	PX32-33	CB117, Island Rd
		Scaffold Removal	9	2	2020 Q1	2020 Q1	Short term managed with two day-closures.		
CB123 (footpath)	West of Nethergong Hill	Scaffold Installation	18	5	2020 Q1	2020 Q1	Short term managed with two day-closures.	PX34-35	Nethergong HI, CB117, CB118, Island Rd
		Scaffold Removal	18	5	2020 Q2	2020 Q2	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
TE24 (footpath)	Approximately 200m south of the railway line	Scaffold Installation (PC line)	12	4	2018 Q1	2018 Q2	Short term managed with two day-closures.	PC40-41	TE25, TE23
		Scaffold Removal (PC line)	12	4	2018 Q4	2018 Q4	Short term managed with two day-closures.		
		Access track installation (Construction)	21	7	2017 Q3	2017 Q3	Short term managed with potential for several week-long closures.		
		Remove access tracks (construction)	32	7	2018 Q4	2018 Q4	Short term managed with potential for several week-long closures.		

PRoW Reference and Type	Location	Reason for closure	Programme Duration (Days)	Duration to be assumed for DCO (weeks)	Start Date	End Date	Proposed Closure Type/period	Pylon reference	Diversion Route
TE24 (footpath)	Approximately 150m north of the railway line	Scaffold Installation (PX line)	18	5	2019 Q4	2019 Q4	Short term managed with two day-closures.	PX55-56	TE25, TE23
		Scaffold Removal (PX line)	18	5	2019 Q4	2019 Q4	Short term managed with two day-closures.		
		Access track installation (Dismantling)	10	3	2019 Q4	2019 Q4	Short term managed with potential for several week-long closures.		
		Remove access tracks (Dismantling)	15	4	2021 Q2	2021 Q2	Short term managed with potential for several week-long closures.		
TE23 (footpath)	South of railway line for approximately 400m	PY destringing (and Construction of temp towers)	40	8	2017 Q3	2018 Q4	Long term managed with two day-closures.	PY22-19	TE24, TE25



<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
TE23 (footpath)	South of railway line for approximately 400m	Stringing PC33-44	15	4	2018 Q3	2018 Q3	Short term managed with two day-closures.	PC43-44	TE24, TE25
TE26 (footpath)	A section approximately 400m long south of Marsh Farm	Bridge construction	30	10	2018 Q2	2018 Q2	Long term complete closure.	PC51-52	TE35, Marsh Farm Rd, Watchester Ln, TE31, TE32
		Scaffold Installation	9	3	2018 Q3	2018 Q3	Short term managed with two day-closures.		
		Scaffold Removal	9	3	2018 Q4	2018 Q4	Short term managed with two day-closures.		
TE26 (footpath)	A section approximately 400m long south of Marsh Farm	Scaffold Installation	12	3	2019 Q4	2019 Q4	Short term managed with two day-closures.	PX68-69	TE35, Marsh Farm Rd, Watchester Ln, TE31, TE32
		Scaffold Removal	12	3	2019 Q4	2019 Q4	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
TE32 (footpath)	A section approximately 300m long north of the River Stour	Access Road Construction	38	10	2017 Q3	2017 Q4	Short term managed with two day-closures.	PC48-49	TE26, TE35, Marsh Farm Rd, Watchester Ln
		Scaffold Installation	9	3	2018 Q2	2018 Q3	Short term managed with two day-closures.		
		Scaffold Removal	9	3	2018 Q3	2018 Q3	Short term managed with two day-closures.		
TE32 (footpath)	A section approximately 300m long north of the River Stour	Scaffold Installation	12	4	2019 Q4	2019 Q4	Short term managed with two day-closures.	PX64-65	TE26, TE35, Marsh Farm Rd, Watchester Ln
		Scaffold Removal	12	4	2019 Q4	2019 Q4	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB51 (footpath)	Close to the northwestern corner of Lynne Wood	Scaffold Installation	6	2	2020 Q2	2020 Q2	Short term managed with two day-closures.	PX7-8	CB48, Shalloak Road, CB60, CB64
		Scaffold Removal	6	2	2020 Q2	2020 Q2	Short term managed with two day-closures.		
CB119 (footpath)	North and east of Chislet Business Park to the junction with CB118	Scaffold Installation	12	4	2018 Q1	2018 Q1	Short term managed with two day-closures.	PC23-24	CB118, CB117, Island Road, CB100
		Scaffold Removal	12	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		
CB100 (footpath)	South of Chislet Business Park	Scaffold Installation	12	4	2018 Q1	2018 Q1	Short term managed with two day-closures.	PC21-22	CB119, CB118, CB117, Island Road
		Scaffold Removal	12	4	2018 Q3	2018 Q3	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB100 (footpath)	South of Chislet Business Park	Scaffold Installation	18	5	2020 Q1	2020 Q1	Short term managed with two day-closures.	PX31-32	CB119, CB118, CB117, Island Road
		Scaffold Removal	18	5	2020 Q2	2020 Q2	Short term managed with two day-closures.		
CB118 (footpath)	Between Island Road and the junction with CB119	Tower Construction	35	10	2017 Q4	2017 Q4	Long term managed with potential for several week-long closures.	PC24-25 PX32-33	CB119, CB100, Island Road
		Scaffold Installation	18	5	2020 Q1	2020 Q1	Short term managed with two day-closures.		
		Scaffold Removal	18	5	2020 Q2	2020 Q2	Short term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB101 (footpath)	To the north of Chislet Business Park	Scaffolding Installation	12	3	2018 Q1	2018 Q1	Short term managed with two day-closures.	PC21-23	CB119, CB100, CB100A, Church Rd, Marley Ln
		Scaffolding Removal	12	3	2018 Q3	2018 Q3	Short term managed with two day-closures.		
CB124 (footpath)	South of the junction with CB128	Scaffold Installation	30	10	2019 Q4	2020 Q1	Short term managed with two day-closures.	PX35-36	CB128, Island Rd
		Scaffold Removal	30	10	2020 Q1	2020 Q1	Short term managed with two day-closures.		
		Access track installation	20	5	2019 Q4	2019 Q4	Short term managed with two day-closures.		
		Access track removal	35	10	2020 Q4	2020 Q4	Long term managed with two day-closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB128 (footpath)	East of the junction with CB124	Scaffold Installation	30	10	2019 Q4	2020 Q1	Short term managed with two day-closures.	PX35-37	CB124, Island Rd
		Scaffold Removal	30	10	2020 Q1	2020 Q1	Short term managed with two day-closures.		
		Access track installation	20	5					
		Access track removal	35	10	2019 Q4	2019 Q4	Short term managed with potential for several week-long closures.		
						2020 Q4	2020 Q4		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB125 (footpath)	A short section approximately 200m north of Island Road	Scaffold Installation	30	10	2019 Q4	2020 Q1	Short term managed with two day-closures.	PX35-38	CB124, CB128, Island Rd
		Scaffold Removal	30	10	2020 Q1	2020 Q1	Short term managed with two day-closures.		
		Access track installation	20	5					
					2019 Q4	2019 Q4	Short term managed with potential for several week-long closures.		
		Access track removal	35	10					
					2020 Q4	2020 Q4	Long term managed with potential for several week-long closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
CB114 (footpath)	Between the junctions with CB124 and CB125	Scaffolding Installation	9	2	2018 Q2	2018 Q2	Short term managed with two day-closures.	PC28-29	No suitable diversion identified
		Scaffolding Removal	9	2	2018 Q2	2018 Q2	Short term managed with two day-closures.		



PRoW Reference and Type	Location	Reason for closure	Programme Duration (Days)	Duration to be assumed for DCO (weeks)	Start Date	End Date	Proposed Closure Type/period	Pylon reference	Diversion Route
EE42 (footpath)	A section approximately 500m long south of Marsh Farm	Scaffolding Installation	9	2	2018 Q3	2018 Q3	Short term managed	PC51-52 PC51-52 PC51-52 PC51-52	EE54, EE55, Lower Goldstone, EE50, Richborough Road, EE48A, EE48B
		Scaffolding Removal	9	2	2018 Q4	2018 Q4	Short term managed		
		Bridge Construction	30	10					
					2018 Q2	2018 Q2	Long term managed with potential for several week-long closures.		
		Access Road Construction	35	10					
		Access Road Removal and bridge	45	12	2018 Q2	2018 Q2	Long term managed with potential for several week-long closures.		
					2020 Q2	2020 Q3	Short term managed with potential for several week-long closures.		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
EE42 (footpath)	A section approximately 500m long south of Marsh Farm	Scaffold Installation	3	1	2019 Q4	2019 Q4	Short term managed with two day-closures.	PX77-78	EE54, EE55, Lower Goldstone, EE50, Richborough Road, EE48A, EE48B
		Scaffold Remove	3	1	2019 Q4	2019 Q4	Short term managed with two day-closures.		
EE42 (footpath)	A section approximately 500m long opposite the two Richborough 400kV and 132kV substations	Scaffold Installation	15	5	2018 Q1	2018 Q2	Short term managed with two day-closures.	PC60 PC60 PC60	EE54, EE55, Lower Goldstone, EE50, Richborough Road, EE48A, EE48B
		Scaffold Removal	15	5	2018 Q2	2018 Q2	Short term managed with two day-closures.		
		Bridge Construction	30	10					
		Access Road Removal	45	12	2017 Q3	2017 Q3	Long term closure		
						2020 Q2	2020 Q3		

<b>PRoW Reference and Type</b>	<b>Location</b>	<b>Reason for closure</b>	<b>Programme Duration (Days)</b>	<b>Duration to be assumed for DCO (weeks)</b>	<b>Start Date</b>	<b>End Date</b>	<b>Proposed Closure Type/period</b>	<b>Pylon reference</b>	<b>Diversion Route</b>
EE42 (footpath)	A short section on the west side of the bridge that crosses the River Stour to the Richborough household waste site	Temporary Bridge Construction	10	2	2017 Q3	2017 Q3	Short term managed with closures only to allow vehicles to pass.	N/A	EE54, EE55, Lower Goldstone, EE50, Richborough Road, EE48A, EE48B
		Temporary Bridge Removal	10	2	2020 Q2	2020 Q2	Short term managed with closures only to allow vehicles to pass		

Source: Mott MacDonald

# 3H Public Rights of Way Management Plan

National Grid (Richborough Connection Project) Order  
*Regulation (5)(2)(a) of the  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 and  
TEN-E Regulation EU347/2013*

