

Viking CCS Pipeline

6.11 Public Rights of Way Management Plan

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a Harbour Energy Company
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1 Introduction

1.1 Overview

- 1.1.1 This Outline Public Right of Way (PRoW) Management Plan accompanies an application for a Development Consent Order (DCO) submitted to the Planning Inspectorate on behalf of Chrysaor Production (U.K) Limited (the 'Applicant'), a Harbour Energy group company, for the proposed Viking CCS Pipeline (hereafter the "Proposed Development").
- 1.1.2 The Viking CCS Pipeline ('the Proposed Development') comprises a new 24" (609 mm) diameter onshore pipeline of approximately 55.5 km in length, which will transport Carbon Dioxide (CO₂) from the Immingham industrial area to the Theddlethorpe area on the Lincolnshire coast, where it will connect into the existing 36" (921 mm) diameter offshore LOGGS pipeline.
- 1.1.3 The Proposed Development is an integral part of the overall Viking CCS Project, which intends to transport compressed and conditioned CO₂ received at a facility at Immingham to store in depleted gas reservoirs under the Southern North Sea. The offshore elements of the Viking CCS Project, including the transport of CO₂ through the LOGGS pipeline to the Viking gas fields under the North Sea, are subject to a separate consenting process.
- 1.1.4 The key components of the Proposed Development comprise:
- Immingham Facility;
 - Approximately 55.5 km 24 inch (") onshore steel pipeline (including cathodic protection);
 - Three Block Valve Stations;
 - Theddlethorpe Facility;
 - Existing LOGGS pipeline and isolation valve to the extent of the Order Limits at Mean Low Water Springs (MLWS);
 - Permanent access to facilities;
 - Mitigation and landscaping works;
 - Temporary construction compounds, laydown, parking and welfare facilities; and
 - Temporary access points during construction.
- 1.1.5 Further details of each element of the Proposed Development are set out in *Environmental Statement (ES) Volume II Chapter 3 Description of the Proposed Development (Application Document 6.2.3)*.
- 1.1.6 To aid geographic understanding, the Proposed Development has been split in to five sections as follows:
- Section 1: Immingham Facility to A180;
 - Section 2: A180 to A46;
 - Section 3: A46 to Pear Tree Lane;
 - Section 4: Pear Tree Lane to Manby Middlegate (B1200); and
 - Section 5: Manby Middlegate (B1200) to Theddlethorpe and down to MLWS.

1.2 Purpose and Scope of this Document

- 1.2.1 This Outline PRow Management Plan has been prepared to support the Applicant's application for a DCO in order to demonstrate a planned approach to the management of PRow during construction. The key aim is to maintain public safety while minimising disruption to users and contains an overview of the proposed management principles for PRow during construction of the Proposed Development and would be updated by the Contractor once appointed.
- 1.2.2 The *Draft DCO (Application Document 2.1)* for the Proposed Development grants all necessary powers to temporarily stop up, alter or divert PRow affected by the Proposed Development. The majority of the PRow would be affected for short durations only.
- 1.2.3 Following this introduction, this document is structured as follows:
- **Section 1: Introduction:** This contains the purpose and scope of this document, and definitions for PRow and the NCN;
 - **Section 2: Methodology:** describes how the PRow that would be affected by the Proposed Development have been identified. This section also explains the PRow designations, which are referred to later in this Management Plan;
 - **Section 3: PRow Network:** This section describes the PRow located within the DCO Site Boundary;
 - **Section 4: Management Plan:** This section sets out the management methods to be applied to the affected PRow during the construction of the Proposed Development; and
 - **Section 5: Conclusion**
- 1.2.4 The principles set out in the following Rights of Way Improvement Plans for the relevant host local authorities have been considered during the preparation of this Management Plan:
- Lincolnshire County Council – Countryside Access and Rights of Way Improvement Plan (2007-2012) (Ref 1);
 - North East Lincolnshire Council - Rights of Way Improvement Plan 2021 – 2031 (Ref 2); and
 - North Lincolnshire Council - Rights of Way Improvement Plan (Ref 3).
- 1.2.5 The Plan describes where PRow would be crossed by the Proposed Development and how PRow 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 (Application Document 4.20)* illustrate the PRow in each section.

1.3 Public Rights of Way











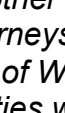






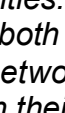
- 1.3.1 It is an offence to obstruct a PRow without prior consent. The Countryside and Rights of Way Act (2000) afforded residents and visitors in England and Wales the right to access some areas of land for walking or certain leisure activities. Users can:
- use PRow, for example, roads, paths or tracks 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.

1.3.2 PRowS are marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. PRowS are presented on all Ordinance 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 and routes that may have occurred recently.

Lincolnshire County

1.3.3 Lincolnshire County Council define PRowS as highways which the public are entitled to use at any time and divide them into four categories as shown in **Figure 1**.

Figure 1: PRow and Who Can Use Them

Path	Used by	Waymark used to indicate route
Public footpath	 Walkers	
Public bridleway	   Walkers, cyclists & horse riders	
Restricted byway* (RB)	    Walkers, cyclists, horse-riders and carriage drivers	
Byway open to all traffic (BOAT)	      Walkers, cyclists, horse-riders, carriage drivers & motorised vehicles	

* "Restricted Byway" is a new category of right of way introduced by the Countryside & Rights of Way Act 2000 and replaces routes formerly recorded as Roads Used as Public Paths.

Source: Lincolnshire County Council Countryside Access and Rights of Way Improvement Plan (2007-2012)

North East Lincolnshire

1.3.4 North East Lincolnshire Council - Rights of Way Improvement Plan 2021 – 2031 describes PRow as “an important asset in the daily enjoyment for people who use them for either exercise on bicycle, on foot, on horseback, to walk the dog, to improve their fitness, or to visit local shops or schools and other facilities. They also provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. Local authorities are the custodians of the Public Right of Way network. They are an integral part of the complex of recreational and transport facilities within their area”.

North Lincolnshire

1.3.5 North Lincolnshire Council - Rights of Way Improvement Plan states there are about 334 miles of PRow across North Lincolnshire of which about 270 miles are footpaths and about 60 miles are bridleways, defining PRowS as:

- **Footpath:** a path for use on foot;
- **Bridleways:** a path which may be used on foot, with a horse or by pedal bicycle;

- **Byways:** open to all traffic; and
- **Restricted Byway:** available to all but mechanically propelled vehicles.

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 *ES Volume IV Appendix 12.4 Transport Assessment (Application Document 6.4.12.4)*.
- 1.4.2 There is one NCN which crosses through Section 3 of the DCO Site Boundary; NCN Route 110. Additional detail on the NCN in relation to the Proposed Development is included within the *ES Volume IV Appendix 12.4 Transport Assessment (Application Document 6.4.12.4)*.
- 1.4.3 NCN Route 110 would be temporarily stopped up and diverted as part of contingency HGV access indicated in the *Outline Construction Traffic Management Plan (ES Volume IV Appendix 12.5 (Application Document 6.4.12.5))*. This would be to safely accommodate the running track along the pipeline route.

2 Methodology

2.1 Introduction

2.1.1 This section of the Outline PRow Management Plan describes how the PRowS that would be affected by the Proposed Development have been identified. This section also explains the PRowS designations, which are discussed in more detail below.

2.2 Study Area

2.2.1 The study area for the assessment of PRowS requiring management includes all PRowS that would be crossed or directly affected by the Proposed Development within the DCO Site Boundary, as shown on the *Access and Rights of Way Plans (Application Document 4.20)*. This is because no construction works are proposed by the Applicant beyond the DCO Site Boundary that would necessitate the management of PRowS.

2.2.2 Other than PRowS routes that are directly crossed by the Preferred pipeline route, PRowS could be affected by other elements, including:

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

2.2.3 PRowS which intersect with identified construction traffic routes are considered within *ES Volume II Chapter 13 Traffic and Transport (Application Document 6.2.13)*.

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.

2.3 Approach to Identifying Public Rights of Way

2.3.1 Desktop research has been undertaken to identify the PRowS that would be crossed by the Proposed Development. Ordnance Survey maps have been referred to and definitive PRowS maps were reviewed online on the local council's websites.

2.3.2 Lincolnshire County Council and North East Lincolnshire Council provided their PRowS network as an ESRI GIS Shapefile. North Lincolnshire Council provide a downloaded link for the ESRI GIS Shapefile online.

2.3.3 Site visits were undertaken to identify current access provision, PRowS signposting and onward connections between PRowS.

2.4 Designations in the PRow Management Plan

2.4.1 The impacted PRowS use two designations of management that are referred to in Table 3 and referenced in the *Access and Rights of Way Plans (Application Document 4.20)*. 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:

- Access to be Temporarily Restricted; and
- Indicative Diversion.

2.4.2 Access to be Temporary Restricted 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 installation of required fencing of the working width, providing PRow access controls where necessary. This designation is expected to utilise a marshal to minimise risk for PRow users.

2.4.3 Indicative Diversion is a temporary diversion which has been applied to a section of PRow for the carrying out of works such pipeline installation activities. All diversions are intended to reduce inconvenience as much as possible with regard to diversion length and comparable surface condition. The duration each diversion is in place would vary, but the key principle of only keeping the diversion in place for as long as necessary to complete the required construction works would be applied at all times.

2.4.4 During the course of the construction of the Proposed Development it is envisaged that there would be a requirement to temporarily restrict access and divert 22 PRowS. 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.

2.4.5 No recreational routes or PRowS will be permanently redirected during the construction or operational phases of the Proposed Development. Any temporary diversions will be reinstated to their original route on completion of the construction works.

3 PRoW Network

3.1 Public Rights of Way

3.1.1 All PRoWs located within the DCO Site Boundary are detailed in and shown on *Access and Rights of Way Plans (Application Document 4.20)*. The PRoW network is well used and a valued amenity in the local area.

3.1.2 **Table 1** details the PRoW within the DCO Site Boundary, including each individual name, the section along the pipeline route it lies, the type (whether footpath or bridleway) and the Local Authority they fall within.

Table 1: PRoWs located within the DCO Site Boundary

Section of the DCO Site Boundary	Public Right of Way Reference Number	Type	Local Authority
Section 1	SKIL91A	Footpath	North Lincolnshire Council
Section 1	SKIL100	Footpath	North Lincolnshire Council
Section 1	11	Footpath	North East Lincolnshire Council
Section 1	13	Footpath	North East Lincolnshire Council
Section 2	130	Bridleway	North East Lincolnshire Council
Section 2	26	Footpath	North East Lincolnshire Council
Section 2	119	Footpath	North East Lincolnshire Council
Section 2	24	Footpath	North East Lincolnshire Council
Section 2	116	Footpath	North East Lincolnshire Council
Section 2	119	Footpath	North East Lincolnshire Council
Section 2	4	Footpath	North East Lincolnshire Council
Section 3	161a	Bridleway	North East Lincolnshire Council
Section 3	87	Bridleway	North East Lincolnshire Council
Section 3	124	Footpath	North East Lincolnshire Council
Section 3	94	Footpath	North East Lincolnshire Council
Section 3	86	Footpath	North East Lincolnshire Council
Section 3	82	Footpath	North East Lincolnshire Council
Section 3	81	Footpath	North East Lincolnshire Council
Section 3	85	Footpath	North East Lincolnshire Council
Section 3	NTho/113/1	Bridleway	Lincolnshire County Council
Section 4	LGri/77/1	Bridleway	Lincolnshire County Council
Section 4	NCoc/67/1	Bridleway	Lincolnshire County Council
Section 4	NCoc/68/1	Footpath	Lincolnshire County Council
Section 4	Utte/78/1	Footpath	Lincolnshire County Council
Section 4	Utte/83/1	Bridleway	Lincolnshire County Council
Section 4	Utte/83/2	Bridleway	Lincolnshire County Council
Section 4	Alvi/343/4	Footpath	Lincolnshire County Council

Section of the DCO Site Boundary	Public Right of Way Reference Number	Type	Local Authority
Section 5	GayM/193/1	Footpath	Lincolnshire County Council
Section 5	ThSH/249/1	Footpath	Lincolnshire County Council
Section 5	ThSH/250/2	Footpath	Lincolnshire County Council
Section 5	ThSH/253/1	Footpath	Lincolnshire County Council

3.2 National Cycle Routes

3.2.1 **Table 2** details the NCRs within the DCO Site Boundary and which section.

Table 2: NCR located within the DCO Site Boundary

Section	NCR
Section 3	NCN Route 110

4 Management Plan

4.1 Introduction

4.1.1 This section sets out the management methods to be applied to the affected PRowS during the construction of the Proposed Development.

4.2 PRow General Management

4.2.1 The *Draft DCO (Application Document 2.1)* 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 with users carefully marshalled where construction activity does not prohibit use of the PRow for safety reasons (as indicated in Table 3).

4.2.2 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 the Applicant.

4.2.3 The locations where PRowS will be temporarily restricted or diverted are identified in **Table 3**. 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.

4.3 Signage and Information

4.3.1 All locations where a PRow would be impacted by the Proposed Development would have appropriate signage, which would advise of dates and hours affected. The Applicant/Contractor 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.

4.3.2 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 Draft Construction Environment Management Plan (CEMP) (*ES Volume IV Appendix 3.1 (Application Document 6.4.3.1)*).

4.3.3 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 PRowS would be provided at the site.

4.3.4 The Applicant recognises that signage well in advance of the areas of construction may be helpful to avoid users having to turn back in certain locations. The Applicant would therefore agree in advance, with the respective local authorities, a schedule of suitable locations for additional signage where this would be best provided outside the DCO Site Boundary to give users advanced information.

4.4 Forms of Managed Crossing and Temporary Closure

4.4.1 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;
- Using contract staff to hold PRow users for short periods (a few minutes) while construction vehicles pass or while construction activities are undertaken; or
- Closing the PRow for a short temporary period and signing an acceptable diversion route, for example around a construction element.

4.4.2 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 the Contractor at the relevant location when works are completed and when it is safe to use the PRow.

4.4.3 The following sections provide more detailed examples of the forms of intervention that are likely to be implemented during the construction of the Proposed Development.

4.5 Managed Crossing of Temporary Access Track

4.5.1 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 *Draft CEMP (ES Volume IV Appendix 3.1 (Application Document 6.4.3.1))*.

4.5.2 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.

4.5.3 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 the Contractor.

4.6 Temporary Access Track Coincident with PRow

4.6.1 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**).

4.7 Temporary PRow Stopping Up and Diversions

4.7.1 Where a PRow has been identified for temporary restrictions or 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 (Application Document 4.20)* illustrate the PRows concerned and directly relates to **Table 3**.

4.7.2 PRow that would be temporarily restricted or diverted could be managed for the entire construction period of the Proposed Development. However, the Construction Contractor 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.

4.8 Additional Closures

- 4.8.1 **Table 3** sets out the Applicant's expectations of the required temporary access restrictions or diversions of the identified PRowS.
- 4.8.2 If it becomes necessary to implement an additional temporary access restriction to a PRow, within the DCO Site Boundary that have not currently been identified in **Table 3**, these would be discussed and agreed with the relevant PRow Officer and the landowners involved prior to implementation.
- 4.8.3 Further, in such cases, the *Draft DCO (Application Document 2.1)* requires the Applicant to obtain the consent of the relevant Highway Authority which may attach reasonable conditions to such consent.
- 4.8.4 Signage would be used to provide advanced notice of the proposed closure including details of proposed dates and specific durations anticipated for the closure.

4.9 Permanent Closures

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

4.10 Safety Measures

- 4.10.1 It is the Applicant's intention to keep all of the identified PRowS open during the construction of the Proposed Development where it is practicable and safe to do so. It is also proposed that all PRow affected remain as they are currently surfaced. Should any PRowS be damaged during construction phase by the construction contractor, the Applicant will be liable to repair the damage and return it to a comparable surface condition.
- 4.10.2 Where it is required, the temporary diversion or closure of PRowS which intersect the pipeline spread would comprise of a fence with gates that can temporarily closed to allow free flow of construction traffic along the running track.
- 4.10.3 When construction is required at an applicable PRow, a diversion will be put in place approximately 20-30m along the pipeline route (in either direction), which may require installation of a walkway across an open trench with suitable fencing to maintain public safety
- 4.10.4 Once installation of the pipeline is complete and it is safe to do so the PRow diversion will be removed to allow the PRow to reopen. This process is likely to be in place for approximately 48 hours.
- 4.10.5 All points where PRowS cross the Proposed Development will be appropriately signed, advising the public of dates and hours of working.
- 4.10.6 Furthermore, drivers of construction vehicles accessing the site will be briefed via daily 'toolbox talks', and advised if there are PRow in the working section and the potential for PRow users to be crossing during construction hours.

4.11 Condition Surveys

- 4.11.1 Where required, the Applicant 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.

4.12 Reinstatement of PRow

4.12.1 The Applicant would reinstate any directly affected PRow to the reasonable satisfaction of the relevant landowner and PRow officer, 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.

4.13 Inspections

4.13.1 Inspections and any action required, relating to non-conformance would be undertaken in accordance with section 1.9 of the *Draft CEMP (ES Volume II Appendix 3.1 (Application Document 6.4.3.1))*.

4.14 Using The Management Plan

4.14.1 The corresponding *Access and Rights of Way Plans (Application Document 4.20)*, which should be reviewed in conjunction with **Table 3**. **Table 3** lists the PRowS that would be crossed by the Proposed Development. This will be completed when this Outline PRow Management Plan is updated to the final version.

4.14.2 **Table 3** details the PRow and NCN Routes impacted by the Proposed Development and includes 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 construction activity associated with 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 (Application Document 4.20);
- the ninth column should be read with column eight to identify the specific stopping up locations in the Access and Rights of Way Plans (Application Document 4.20); 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 (Application Document 4.20).

Table 3: PRoW and NCN Routes crossed by the Proposed Development and Management Method (where applicable)

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 from the Access and Rights of Way Plans (Application Document 4.20)	Access to be Temporarily Restricted with Diverted?
SKIL91A	North Lincolnshire Council						Section 1, Sheet 1	✓
SKIL100	North Lincolnshire Council							Not required
11	North East Lincolnshire Council						Section 1, Sheet 3	✓ (in two areas)
13	North East Lincolnshire Council							Not required
130	North East Lincolnshire Council						Section 2, Sheet 10	✓
26	North East Lincolnshire Council							Not required
119	North East Lincolnshire Council						Section 2, Sheet 11	✓

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 from the Access and Rights of Way Plans (Application Document 4.20)	Access to be Temporarily Restricted with Diverted?
24	North East Lincolnshire Council							Not required
116	North East Lincolnshire Council						Section 2, Sheet 8	✓
119	North East Lincolnshire Council							Not required
4	North East Lincolnshire Council						Section 2, Sheet 6	✓
161a	North East Lincolnshire Council						Section 3, Sheet 11	✓
87	North East Lincolnshire Council						Section 3, Sheet 15	✓
124	North East Lincolnshire Council						Section 3, Sheet 12	✓

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 from the Access and Rights of Way Plans (Application Document 4.20)	Access to be Temporarily Restricted with Diverted?
94	North East Lincolnshire Council						Section 3, Sheet 13	✓
86	North East Lincolnshire Council						Section 3, Sheet 15	✓
82	North East Lincolnshire Council						Section 3, Sheet 15	✓
81	North East Lincolnshire Council						Section 3, Sheet 15	✓
85	North East Lincolnshire Council						Section 3, Sheet 15	✓
NTho/113/1	Lincolnshire County Council						Section 3, Sheet 19	✓
LGri/77/1	Lincolnshire County Council						Section 4, Sheet 24	✓

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 from the Access and Rights of Way Plans (Application Document 4.20)	Access to be Temporarily Restricted with Diverted?
<i>NCoc/67/1</i>	<i>Lincolnshire County Council</i>							<i>Not required</i>
<i>NCoc/68/1</i>	<i>Lincolnshire County Council</i>						<i>Section 4, Sheet 26</i>	<i>✓</i>
<i>Utte/78/1</i>	<i>Lincolnshire County Council</i>						<i>Section 4, Sheet 22</i>	<i>✓</i>
<i>Utte/83/1</i>	<i>Lincolnshire County Council</i>						<i>Section 4, Sheet 22</i>	<i>✓</i>
<i>Utte/83/2</i>	<i>Lincolnshire County Council</i>						<i>Section 4, Sheet 22</i>	<i>✓</i>
<i>Alvi/343/4</i>	<i>Lincolnshire County Council</i>							<i>Not required</i>
<i>GayM/193/1</i>	<i>Lincolnshire County Council</i>						<i>Section 5, Sheet 31</i>	<i>✓</i>

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 from the Access and Rights of Way Plans (Application Document 4.20)	Access to be Temporarily Restricted with Diverted?
<i>ThSH/249/1</i>	<i>Lincolnshire County Council</i>						<i>Section 5, Sheet 34</i>	<i>✓</i>
<i>ThSH/250/2</i>	<i>Lincolnshire County Council</i>						<i>Section 5, Sheet 34</i>	<i>✓</i>
<i>ThSH/253/1</i>	<i>Lincolnshire County Council</i>							<i>Not required</i>

5 Conclusion

- 5.1.1 This Outline PRow Management Plan has been produced in order to mitigate the impacts of the Proposed Development on PRowS and the NCN. It has considered available guidance and information on PRowS.
- 5.1.2 The proposed management measures seek to ensure that PRow would remain effectively open to users with access temporarily restricted and diverted. No PRow or NCN are proposed to be permanently Stopped Up.
- 5.1.3 This Outline PRow Management Plan would be developed further into a finalised document by the appointed Contractor, ahead of the commencement of any construction activities.
- 5.1.4 The Applicant would maintain a regular dialogue with the PRow Officers at the relevant local authorities throughout the construction period of the Proposed Development in order to ensure the objectives of the PRow Management Plan are achieved.

6 References

Ref 1 Lincolnshire County Council (2007) Countryside Access and Rights of Way Improvement Plans. Available at: https://www.e-lindsey.gov.uk/media/5864/CD73-Countryside-Access-and-Rights-of-Way-Improvement-Plan-2007-2012/pdf/CD73_Countryside_Access_and_Rights_of_Way_Improvement_Plan_2007-2012.pdf

Ref 2 North East Lincolnshire Council (2021) Rights of Way Improvement Plan 2021 – 2031. Available at: <https://www.nelincs.gov.uk/assets/uploads/2021/03/Rights-of-Way-Improvement-Plan-March21-A11y.pdf>

Ref 3 North Lincolnshire Council (2018) Rights of Way Improvement Plan. Available at: <https://www.northlincs.gov.uk/wp-content/uploads/2018/08/Right-of-way-improvement-plan-a.pdf>

