

# Appendix 11C

## Draft Outline Public Rights of Way Management Plan

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# 1. Introduction

## 1.1 Overview

- 1.1.1 This Draft Outline Public Rights of Way Management Plan (PRoWMP) has been appended to **Chapter 11: Traffic and Transport** of the Draft Environmental Statement for the HyNet North West Hydrogen Pipeline Project (the Project). The PRoWMP should be read in conjunction with the Project description provided in **Chapter 2: The Project**.
- 1.1.2 This Draft Outline PRoWMP is a live document and will be updated as the elements of the Project are finalised and following feedback from Stage Three Statutory Consultation. The Outline PRoWMP will be submitted as part of the Development Consent Order application
- 1.1.3 Further consultation will be undertaken with Cheshire West and Chester Council (CWACC), Cheshire East Council (CEC), Trafford Metropolitan Borough Council (TMBC), Halton Borough Council (HBC), Warrington Borough Council (WBC) and St Helens Borough Council (SHBC). Post consent, this will result in the development of agreed management and mitigation measures for construction traffic and PRoWs affected by the Project, where it has been agreed with the relevant planning authorities that these are necessary. This will be provided within the final detailed PRoWMP which will be implemented via the relevant DCO requirement.
- 1.1.4 This report details the environmental measures which would be implemented in relation to Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA) and Open Access Land (OAL) which are affected by the construction phase of the Project.
- 1.1.5 Whilst it is an offence to obstruct a highway (including a PRoW), it is intended that the DCO will provide powers to temporarily stop up or divert PRoWs for the purpose of the construction of the Project and is also able to provide for permanent diversion (although this is not required). This Draft Outline PRoWMP sets out the locations of all PRoW that could be affected by the Project and details the type of environmental measures that could be proposed to overcome any issues arising during the construction and operational phase.
- 1.1.6 This Draft Outline PRoWMP will form the basis of a final, detailed PRoWMP which will be prepared and submitted to the relevant local planning authorities prior to the commencement of the relevant work order or stage. As noted above, it will be the subject of a DCO requirement.

## 1.2 Overview of the Project

- 1.2.1 The UK Government has set legally binding net-zero carbon dioxide (CO<sub>2</sub>) emissions targets in response to the global climate emergency. This means that by 2050, any CO<sub>2</sub> emissions to the atmosphere must be offset by equivalent emissions removal.
- 1.2.2 The Draft Environmental Statement states that this PRowMP is prepared to support is for the HyNet North West Hydrogen Pipeline Project ('the Project'). This Project is an integral part of the wider HyNet North West programme scheme and the associated removal of emissions described in ES **Chapter 1: Introduction, Section 1.2**.
- 1.2.3 The Project includes the construction, and operation and eventual decommissioning of approximately 100km of new pipeline to distribute hydrogen to industry in the North West. A number of Hydrogen Above Ground Installations (HAGIs), including Block Valve Installations (BVIs) are required to control the flow and pressure of hydrogen at key points along the proposed pipeline.
- 1.2.4 The Project connects the Hydrogen Production Plant (HPP) at the Stanlow site, as the source of hydrogen, for onward distribution to the network. The pipeline transports hydrogen to the Central Hub at the centre of the network, which then serves as the connection and onward distribution point to the North, East and South corridors, which would extend to St. Helens, Partington and Northwich respectively. Branching off from each main corridor would be pipeline spurs connecting hydrogen customers to the main pipeline. Infrastructure has also been included which supports the potential blending of hydrogen with methane in the existing gas network. The Project would also link to underground hydrogen storage facilities in Cheshire used to balance supply and demand through the network.

## 1.3 Public Rights of Way

- 1.3.1 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. Users can:
- use PRow, for example, roads (restricted byways), paths or tracks that run through towns, the countryside or private property; and
  - use right to roam to access OAL including mountains, moors and common land that is registered.
- 1.3.2 There are four distinct types of PRow:
- footpaths – for walking or running;
  - bridleways – for walking, running, cycling and horse riding;
  - restricted byways – for any transport that does not have a motor; and
  - byways open to all traffic – for any kind of transport, including cars (but these are mainly used by walkers, runners, cyclists and horse riders).

- 1.3.3 In the countryside, PRowS are usually marked with signs or coloured arrows, for example, yellow for footpaths and blue for bridleways. Strategic National Trails are usually marked with route specific signage.
- 1.3.4 PRowS are recorded on the Definitive Map and Statement, which are collated by the local Council as surveying authority. Definitive maps and statements are documentary records of public rights of way depending on the category of PRow. They indicate where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981 makes it explicit that the definitive map and statement, taken together, are legally conclusive evidence of the existence of the highways of the description shown and of the rights and limitations existing over those highways at the relevant date, unless there is a subsequently confirmed legal order amending those rights.
- 1.3.5 All surveying authorities must maintain a Definitive Map and Statement of PRow within their administrative boundaries, which includes historic routes and any changes to PRow orders and routes that may have occurred since 1981. Many local authorities also present this information online, but this does not always reflect recent changes.
- 1.3.6 PRow are also detailed on Ordnance Survey (OS) mapping, however this mapping may not correspond to information contained within the Definitive Map and Statement. Hence, this should always be referred to confirm whether a PRow exists and its classification.
- 1.3.7 At this stage, a large number of PRowS have been identified as being affected by the Project.

## 1.4 Permissive Paths

- 1.4.1 A permissive path, permitted path, or concessionary path is not a PRow but a path (which could be for walkers, riders, cyclists, or any combination) whose use is allowed by the landowner, but over which there is no legal right of access.
- 1.4.2 If any permissive paths that may interact with the Project are identified through consultation, agreement will be sought with the respective landowners on their management so to accommodate Project activities.
- 1.4.3 No permissive paths have been identified as being affected by the Project. The Stage Three Statutory Consultation provides the opportunity for consultees to identify any routes that should be considered in the DCO submission.

## 1.5 Other Routes with Public Access Routes (ORPA)

- 1.5.1 These are other routes with public access, which are included on OS maps. These routes are roads/tracks that carry public rights of some sort, but which are not recorded either as PRow, nor coloured as most public roads are, in red, brown, orange or yellow on OS mapping. It is not possible to tell if these have rights other than a PRow on foot.
- 1.5.2 A review of the local area has indicated there are several ORPAs within the Draft Order Limits.

## 1.6 Open Access Land (OAL)

- 1.6.1 The Countryside and Rights of Way Act 2000 (CROW Act)<sup>1</sup> normally gives a public right of access to land mapped as ‘open country’ (mountain, moor, heath and down) or registered common land. These areas are known as ‘open access land’ (OAL).
- 1.6.2 OAL may be publicly or privately owned. A review of the Draft Order Limits indicates that there are two areas of OAL that are affected by the Project.

## 1.7 Structure of the PRow Management Plan

- 1.7.1 The remainder of this Draft Outline PRowMPP is set out as follows:
- **Section 2: Potential effects of the Project** – identifies all PRowS and open access land that are affected by the Project and sets out the nature of the interaction;
  - **Section 3: Environmental measures** – details the overarching environmental measures and initial proposals for affected PRowS and OAL; and
  - **Section 4: Summary and conclusions** – summarises the environmental measures and provides a narrative of the next steps following a second round of Section 42 statutory consultation up to submission of the DCO application.

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<sup>1</sup> UK Government (2000). The Countryside and Rights of Way Act 2000. (online) Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents> (Accessed August 2022)

## 2. Potential Effects of the Project

2.1.1 In order to ascertain the extent of the potential effects of the Project on the PRow network, OAL and ORPA, several key sources of data have been used to inform the Draft ES:

- GIS version of the Definitive Map provided by CWACC<sup>2</sup>, CEC<sup>3</sup>, WBC<sup>4</sup> and SHBC<sup>5</sup> ;
- PDF of PRowS in the HBC area hosted on the HBC website<sup>6</sup>;
- A KLM dataset for the TC Area<sup>7</sup>; and
- Ordnance Survey 1:25,000 online mapping at Microsoft Bing.com setting out areas of OAL, permissive paths and ORPAs.<sup>8</sup>

2.1.2 In terms of potential effects, this Draft Outline PRowMP presents all effects anticipated as a result of the Project, be that during the construction or operational phase including PRowS, permissive paths, ORPAs and OAL which are:

- Crossed by the proposed underground pipeline routes;
- affected by the construction of any permanent elements of the Project;
- affected by the siting of temporary material storage areas and construction compounds;
- affected by the routing of temporary construction access haul roads and access tracks;
- affected by the provision of temporary construction accesses and related visibility splays; and
- overlapped by any other elements of the Draft Order Limits of the Project.

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<sup>2</sup> Cheshire West and Chester Council (2022). Public Map Viewer (online). Available at: <https://maps.cheshirewestandchester.gov.uk/cwac/webmapping> (Accessed July 2024).

<sup>3</sup> Cheshire East Council (2022). Public Map Viewer (online). Available at: <https://maps.cheshireeast.gov.uk/ce/webmapping> (Accessed July 2024).

<sup>4</sup> Warrington Council (2022). Online mapping (online) Available at: [https://mapping.warrington.gov.uk/wml/Map.aspx?MapName=Planning\\_and\\_LLC\\_External](https://mapping.warrington.gov.uk/wml/Map.aspx?MapName=Planning_and_LLC_External) (Accessed July 2024).

<sup>5</sup> St Helens Borough Council (2022). My Council (online) Available at: <https://maps.sthelens.gov.uk/mycouncil.aspx> (Accessed July 2024).

<sup>6</sup> Halton Borough Council (2022). Public Rights of Way (online) Available at: <https://www3.halton.gov.uk/Pages/traffic/PublicRightsofWay.aspx> (Accessed July 2024).

<sup>7</sup> Cornelius, B (2022). Dataset containing the public rights of way of Trafford (online). Available at: <https://www.rowmaps.com/datasets/TR/> (Accessed August 2022).

<sup>8</sup> Microsoft (2022). Bing Maps. (online) Available at: <https://www.bing.com/maps/> (Accessed July 2024).

## 2.2 The Project

- 2.2.1 **Figure 2.1** provides an overview of the Project, including the Draft Order Limits.
- 2.2.2 The Project includes the construction and operation of approximately 100km of new pipeline to distribute hydrogen to industry in the North West. A number of Hydrogen Above Ground Installations (HAGIs), including Block Valve Installations (BVIs) are required to control the flow and pressure of hydrogen at key points along the proposed pipeline.
- 2.2.3 The Project connects the Hydrogen Production Plant at the Essar Stanlow site, as the source of hydrogen, for onward distribution to the Network. The pipeline transports hydrogen to the Central Hub at the centre of the Network, which then serves as the connection and onward distribution point to the North, East and South corridors, which would extend to St. Helens, Partington and Northwich respectively. Branching off from each main corridor would be pipeline spurs connecting hydrogen customers to the main pipeline. Infrastructure has also been included which supports the potential blending of hydrogen with methane in the existing gas network, should government support this activity.
- 2.2.4 Further details regarding the Project description can be found within **ES Chapter 2: the Project**.
- 2.2.5 During the construction phase, the Project would be supported with temporary construction compounds, accesses and on-site haul roads. The Project would have a direct effect on local roads through crossings of the highway network and the conveyance of construction traffic on the highway network, resulting in the need for a Construction Traffic Management Plan (CTMP). A Draft Outline CTMP is provided as **Appendix 11B** of the Draft ES. The Project would have an impact on Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA) and Open Access Land (OAL) resulting in the need for this Public Rights of Way Management Plan.

## 2.3 Additional Construction Phase Details

- 2.3.1 To provide the detail for estimating and modelling construction traffic, a proposed programme over an approximately three-year period is assumed as outlined in **Chapter 11: Traffic and Transport**. There would be phasing of different elements of construction within the programme and effects on specific PRoWs and ORPA would only occur in some phases rather than the duration of the programme.
- 2.3.2 Standard construction working hours would be ten hours per day (08:00 to 18:00) from Monday to Saturday, with no works on Sundays or Bank Holidays. There may be the need for some extended working hours for certain activities but this would be subject to agreement with the relevant local planning authority.
- 2.3.3 There would be the need for continuous (24-hour) working for some activities including the following:
- Tunnelling and Horizontal Directional Drilling.
  - Pipe pulling at trenchless crossings.
  - Pipeline testing.



- 2.3.4 A number of works would be expected to occur in parallel, however, the exact phasing of the works has yet to be determined. Further details of the likely construction programme and phasing will be developed in advance of the DCO submission for assessment in the Environmental Statement (ES).
- 2.3.5 Twenty-four hour working would be implemented at times during the construction works for some highways works to allow temporary closures to minimise daytime closures of PRoW, permissive paths and ORPAs.
- 2.3.6 Construction is expected to commence in early 2027 with commissioning in early 2030. The Project would be operational by Q2 2030
- 2.3.7 Pipelines are constructed within the pipeline “spread” or temporary working width which is a corridor of land extending along the route. Pipe laying can be likened to a production line with successive activities moving along the spread. Activities include site preparation, pipeline stringing, welding, inspection, laying and testing. Once complete, reinstatement would be undertaken across the temporary working width.
- 2.3.8 During the construction phase, there would be several phases of works and some of these would have effects on differing elements of the PRoW Network at differing times. It is estimated that the peak of construction works would occur in 2027/2028 as set out in **Chapter 11: Traffic and Transport**.

## 2.4 Operational and Maintenance Phase

- 2.4.1 Following completion of the construction phase, none of the above ground elements (HAGIs) would result in further permanent effects on PRoWs and ORPA.

## 2.5 Decommissioning Phase

- 2.5.1 The design life of the pipeline and HAGIs is assumed to be approximately 40 years but it is anticipated that the actual life of the pipeline could extend well over 40 years depending on its condition, as over time parts are likely to be refurbished or replaced through maintenance activities. A Decommissioning Plan would be developed prior to construction and updated during operation of the Project to account for any changes to decommissioning best-practice and developments in technology.

## 2.6 Study Area

- 2.6.1 The Study Area includes all PRoW, Permissive Paths, ORPAs and OAL that are within Draft Order Limits (see **Figure 2.1**). Other than those that are directly crossed by the pipeline and spurs, PRoW, permissive paths, ORPAs and OAL could be affected by other elements as follows:
- Temporary construction access haul roads from the local road network (LRN);
  - temporary construction access haul roads along the underground pipeline corridor;



- existing farm/private tracks also designated as PRow, which would be used for temporary construction access (shared routes);
- material storage areas;
- construction compounds;
- trenchless technology working areas; and
- HAGI locations.

## 2.7 Public Rights of Way affected by the Project

2.7.1 The Draft Order Limits (see **Figure 2.1**) have been reviewed and compared to the online Definitive Maps and where appropriate Bing Maps Ordinance Survey 1:25,000 map layer with. The following information has been obtained for each PRow falling within the Draft Order Limits (see **Table 11C 2.1**):

- HyNet Project ID Number;
- PRow identification number from the online Definitive PRow Maps;
- Local Authority Area;
- type of PRow;
- the type of impact on the PRow from the Project;
- the nature of the PRow at the location of effect; and
- the duration of impact (temporary or permanent) on the PRow.

2.7.2 A review of the PRow impacted by the Project has been undertaken for the four Corridors in the following order;

- West (**Table 11C 2.1**);
- North (**Table 11C 2.2**);
- East (**Table 11C 2.3**); and
- South (**Table 11C 2.4**).

2.7.3 The tables include all PRow within the Draft Order Limits affected by the Project and the options currently under consideration.

2.7.4 Some of the PRow affected by the Project are regional walking trails. The trails affected are below and these are included in the following tables:

- The North Cheshire Way;
- Delamere Way;
- Cheshire Ring Canal Walk;
- Mersey Valley Trail; and
- Trans Pennine Trail.

- 2.7.5 The review of the West Corridor identified that there are 41 PRowS located within the Draft Order Limits set out in **Figure 2.2**, comprising 17 footpaths, four bridleways and 20 Restricted Byways.

Table 11C 2.1 PRow affected by the Project – West Corridor

| ID        | PRoW No    | Local Authority Area | Type of PRow     | PRoW interaction with Project                                 | Nature of PRow at Location (Layout/Surface) | Duration of Effect (Temporary/ Permanent) |
|-----------|------------|----------------------|------------------|---------------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| <b>W1</b> | Elton FP5  | CWACC                | Footpath         | Crossed by pipeline.                                          | Footpath through fields.                    | Temporary                                 |
| <b>W2</b> | Elton FP3  | CWACC                | Footpath         | Crossed by pipeline.                                          | Footpath through fields.                    | Temporary                                 |
| <b>W3</b> | 334/RB40/1 | CWACC                | Restricted Byway | Crossed and follows access route to pipeline.                 | Existing track.                             | Temporary                                 |
| <b>W4</b> | Helsby FP8 | CWACC                | Footpath         | Crossed by pipeline (twice).                                  | Footpath along existing farm track.         | Temporary                                 |
| <b>W5</b> | Helsby FP9 | CWACC                | Footpath         | Short section of PRow in Draft Order Limits.                  | Footpath through fields.                    | Temporary                                 |
| <b>W6</b> | 152/RB23/1 | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                             | Temporary                                 |
| <b>W7</b> | 152/RB23/3 | CWACC                | Restricted Byway | Runs along edge of Draft Order Limits.                        | Existing track.                             | Temporary                                 |
| <b>W8</b> | 152/RB23/2 | CWACC                | Restricted Byway | Runs along edge of Draft Order Limits.                        | Existing track.                             | Temporary                                 |
| <b>W9</b> | 152/RB5/1  | CWACC                | Restricted Byway | Crossed by pipeline.<br><br>Follows access track to pipeline. | Existing track.                             | Temporary                                 |

| ID  | PRoW No       | Local Authority Area | Type of PRoW     | PRoW interaction with Project                                 | Nature of PRoW at Location (Layout/Surface)      | Duration of Effect (Temporary/ Permanent) |
|-----|---------------|----------------------|------------------|---------------------------------------------------------------|--------------------------------------------------|-------------------------------------------|
| W10 | 127/RB107/1   | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                                  | Temporary                                 |
| W11 | 127/RB106/2   | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                                  | Temporary                                 |
| W12 | 127/RB106/1   | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                                  | Temporary                                 |
| W13 | 127/RB87/4    | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                                  | Temporary                                 |
| W14 | Helsby FP3    | CWACC                | Footpath         | Crossed by pipeline.<br><br>Follows access track to pipeline. | Footpath through fields and on the side of road. | Temporary                                 |
| W15 | Helsby FP4    | CWACC                | Footpath         | Crossed by pipeline.                                          | Footpath through fields.                         | Temporary                                 |
| W16 | Frodsham FP52 | CWACC                | Footpath         | Crossed by pipeline.                                          | Footpath through fields.                         | Temporary                                 |
| W17 | 127/RB97/3    | CWACC                | Restricted Byway | Follows access track to pipeline.                             | Existing track.                                  | Temporary                                 |
| W18 | 127/RB100/1   | CWACC                | Restricted Byway | Crossed by pipeline.                                          | Existing track.                                  | Temporary                                 |

| ID  | PRoW No       | Local Authority Area | Type of PRoW     | PRoW interaction with Project                             | Nature of PRoW at Location (Layout/Surface) | Duration of Effect (Temporary/ Permanent) |
|-----|---------------|----------------------|------------------|-----------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| W19 | 127/RB100/3   | CWACC                | Restricted Byway | Crossed by pipeline.<br>Follows access track to pipeline. | Existing track.                             | Temporary                                 |
| W20 | 127/RB100/2   | CWACC                | Restricted Byway | Follows access track to pipeline.                         | Existing track.                             | Temporary                                 |
| W21 | 127/RB97/7    | CWACC                | Restricted Byway | Crossed by pipeline.                                      | Existing track.                             | Temporary                                 |
| W22 | Frodsham FP55 | CWACC                | Footpath         | Crossed by pipeline.                                      | Footpath through fields.                    | Temporary                                 |
| W23 | 127/RB1010/1  | CWACC                | Restricted Byway | Follows access track to pipeline.                         | Existing track.                             | Temporary                                 |
| W24 | 127/RB98/1    | CWACC                | Restricted Byway | Follows access track to pipeline.                         | Existing track.                             | Temporary                                 |
| W25 | 127/RB98/3    | CWACC                | Restricted Byway | Crossed by pipeline.<br>Follows access track to pipeline. | Existing track.                             | Temporary                                 |
| W26 | 127/RB99/1    | CWACC                | Restricted Byway | Crossed by pipeline.<br>Follows access track to pipeline. | Existing track.                             | Temporary                                 |

| ID  | PRoW No       | Local Authority Area | Type of PRoW     | PRoW interaction with Project                                                                      | Nature of PRoW at Location (Layout/Surface)      | Duration of Effect (Temporary/ Permanent) |
|-----|---------------|----------------------|------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------------------------------------|
| W27 | 127/RB98/2    | CWACC                | Restricted Byway | Follows access track to pipeline.                                                                  | Existing track.                                  | Temporary                                 |
| W28 | Frodsham FP81 | CWACC                | Footpath         | Crossed by pipeline.<br>Follows access track to pipeline.                                          | Existing track and footpath through fields.      | Temporary                                 |
| W29 | 127/RB84/4    | CWACC                | Restricted Byway | Follows access track to pipeline.                                                                  | Existing track.                                  | Temporary                                 |
| W30 | Frodsham FP93 | CWACC                | Footpath         | Crossed by pipeline.<br>Follows access track to pipeline.                                          | Footpath through fields.                         | Temporary                                 |
| W31 | Sutton FP9    | CWACC                | Footpath         | Crossed by pipeline.<br>Follows access track to pipeline.<br>Through trenchless crossing compound. | Footpath through fields.                         | Temporary                                 |
| W32 | Sutton FP13   | CWACC                | Footpath         | Follows access track to pipeline.<br>Through trenchless crossing compound.                         | Footpath running along the edge of River Weaver. | Temporary                                 |

| ID  | PRoW No     | Local Authority Area | Type of PRoW | PRoW interaction with Project                                        | Nature of PRoW at Location (Layout/Surface)      | Duration of Effect (Temporary/ Permanent) |
|-----|-------------|----------------------|--------------|----------------------------------------------------------------------|--------------------------------------------------|-------------------------------------------|
| W33 | Aston FP1   | CWACC                | Footpath     | Crossed by pipeline.                                                 | Footpath through fields.                         | Temporary                                 |
| W34 | Aston FP2   | CWACC                | Footpath     | Crossed by pipeline.                                                 | Footpath through fields.                         | Temporary                                 |
| W35 | Aston FP3   | CWACC                | Footpath     | Crossed by pipeline.                                                 | Footpath through fields.                         | Temporary                                 |
| W36 | Aston BR6   | CWACC                | Bridleway    | Crossed by pipeline.                                                 | Bridleway through fields.                        | Temporary                                 |
| W37 | Dutton BR22 | CWACC                | Bridleway    | Crossed by pipeline.                                                 | Bridleway through fields.                        | Temporary                                 |
| W38 | Dutton BR11 | CWACC                | Bridleway    | Crossed by pipeline.<br><br>Runs through a trenchless crossing area. | Bridleway through fields.                        | Temporary                                 |
| W39 | Dutton BR15 | CWACC                | Bridleway    | Follows access track to pipeline.                                    | Bridleway through fields.                        | Temporary                                 |
| W40 | S/9         | HBC                  | Footpath     | Crossed by pipeline.                                                 | Footpath running along the edge of River Weaver. | Temporary                                 |
| W41 | S/10        | HBC                  | Footpath     | Crossed by pipeline.<br><br>Follows access track to pipeline.        | Existing track.                                  | Temporary                                 |

- 2.7.6 It is important to note that some individual footpaths and/or bridleways combine to create a local recreational route, for example the Aston Ring.<sup>9</sup>
- 2.7.7 The review of the North Corridor identified 20 PRowWs within the Draft Order Limits set out in **Figure 2.2**, comprising 19 footpaths and one bridleway.

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<sup>9</sup> British Horse Society Website. Printway points: The Aston Ring.  
<https://www.bhsaccess.org.uk/ridemaps/northwest/Printwaypoints.php?file=Public/Aston%20Ring&id=>. Accessed July 2024.



**Table 11C 2.2 PRow affected by the Project – North Corridor**

| ID | PRoW No    | Local Authority Area | Type of PRow | PRoW interaction with Project                                                                                  | Nature of PRow at Location (Layout/Surface) | Duration of Effect (Temporary/ Permanent) |
|----|------------|----------------------|--------------|----------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| N1 | Dutton FP9 | CWA CC               | Footpath     | Crossed by pipeline.                                                                                           | PRoW running across field.                  | Temporary                                 |
| N2 | Dutton FP8 | CWACC                | Footpath     | Runs just inside the Project corridor.                                                                         | PRoW running across fields.                 | Temporary                                 |
| N3 | Dutton FP6 | CWACC                | Footpath     | Small section of PRow enters Draft Order Limits as it meets junction with Higher Lane.                         | Existing track.                             | Temporary                                 |
| N4 | Dutton FP5 | CWACC                | Footpath     | Small section of PRow enters Draft Order Limits as it meets junction with Higher Lane.                         | PRoW running across fields.                 | Temporary                                 |
| N5 | D/14       | HBC                  | Footpath     | Crossed by pipeline.                                                                                           | PRoW running across fields.                 | Temporary                                 |
| N6 | PB/6       | HBC                  | Footpath     | Runs inside the pipeline corridor. Runs through a material storage (temporary construction compound) location. | PRoW running across fields.                 | Temporary                                 |

| ID  | PRoW No         | Local Authority Area | Type of PRoW | PRoW interaction with Project                                         | Nature of PRoW at Location (Layout/Surface)            | Duration of Effect (Temporary/ Permanent) |
|-----|-----------------|----------------------|--------------|-----------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|
| N11 | 00150/<br>2 FP  | WBC                  | Footpath     | Runs inside the pipeline corridor.                                    | PRoW running across fields.                            | Temporary                                 |
| N12 | 00150/<br>1 FP  | WBC                  | Footpath     | Small section within Draft Order Limits.                              | PRoW running across fields.                            | Temporary                                 |
| N14 | 00304/<br>4     | WBC                  | Footpath     | Crossed by pipeline but at trenchless crossing so no surface impacts. | PRoW along the Bridgewater Canal.                      | None                                      |
| N16 | 00237/<br>3b    | WBC                  | Footpath     | Crossed by pipeline.                                                  | Existing track.                                        | Temporary                                 |
| N18 | 00237/<br>26    | WBC                  | Footpath     | Crossed by pipeline.                                                  | Existing track.                                        | Temporary                                 |
| N19 | 00361/<br>34 FP | WBC                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across field adjacent to a railway track. | Temporary                                 |
| N21 | WH14            | HBC                  | Footpath     | Crossed by access track to pipeline.                                  | PRoW running across fields.                            | Temporary                                 |
| N22 | FP209           | SHB                  | Footpath     | Crossed by access track to pipeline.                                  | Existing track.                                        | Temporary                                 |
| N23 | FP101           | SHB                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                            | Temporary                                 |
| N24 | FP301           | SHB                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                            | Temporary                                 |
| N25 | FP306           | SHB                  | Footpath     | Crossed by pipeline.                                                  | Existing track.                                        | Temporary                                 |

| ID  | PRoW No | Local Authority Area | Type of PRoW | PRoW interaction with Project                                          | Nature of PRoW at Location (Layout/Surface)                | Duration of Effect (Temporary/ Permanent) |
|-----|---------|----------------------|--------------|------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------|
| N26 | FP205   | SHB                  | Footpath     | Crossed by pipeline.<br><br>Routes through a trenchless crossing area. | PRoW running across fields adjacent to railway track.      | Temporary                                 |
| N27 | BR222   | SHB                  | Bridleway    | Crossed by pipeline.                                                   | PRoW running along the edge of a field in a built up area. | Temporary                                 |
| N28 | 00150/6 | WBC                  | Footpath     | Routes into a trenchless crossing area.                                | PRoW along and existing track.                             | Temporary                                 |

2.7.8 The review of the East Corridor identified 19 PRoWs that are located within the Draft Order Limits set out in **Figure 2.2**, comprising 17 footpaths and two bridleways.

**Table 11C 2.3** PRowS affected by the Project – East Corridor

| ID  | PRow No                | Local Authority Area | Type of PRow | PRow interaction with Project                                | Nature of PRow at Location (Layout/Surface) | Duration of Effect (Temporary/ Permanent) |
|-----|------------------------|----------------------|--------------|--------------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| E1  | Whitley FP9            | CWACC                | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |
| E2  | Whitley FP8            | CWACC                | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |
| E3  | Whitley FP7            | CWACC                | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |
| E4  | Whitley BR6            | CWACC                | Bridleway    | Crossed by pipeline.                                         | Existing Track.                             | Temporary                                 |
| E5  | Antrobus BR17          | CWACC                | Bridleway    | Crossed by pipeline.                                         | Existing Track.                             | Temporary                                 |
| E6  | Antrobus FP14          | CWACC                | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |
| E7  | Antrobus FP11          | CWACC                | Footpath     | PRow runs along the edge just inside the Draft Order Limits. | PRow running across fields.                 | Temporary                                 |
| E8  | Antrobus FP12          | CWACC                | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |
| E9  | Aston By Budworth FP40 | CEC                  | Footpath     | Crossed by pipeline.                                         | Existing track.                             | Temporary                                 |
| E10 | High Legh FP7          | CEC                  | Footpath     | Crossed by pipeline.                                         | PRow running across fields.                 | Temporary                                 |

| ID  | PRoW No        | Local Authority Area | Type of PRoW | PRoW interaction with Project                                         | Nature of PRoW at Location (Layout/Surface) | Duration of Effect (Temporary/ Permanent) |
|-----|----------------|----------------------|--------------|-----------------------------------------------------------------------|---------------------------------------------|-------------------------------------------|
| E12 | High Legh FP10 | CEC                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E13 | Agden FP3      | CEC                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E14 | Agden FP1      | CEC                  | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E15 | Agden FP9      | CEC                  | Footpath     | Crossed by pipeline.<br><br>Route through a trenchless crossing area. | PRoW at the edge of Bridgewater Canal.      | Temporary                                 |
| E16 | Agden FP6      | CEC                  | Footpath     | Crossed by pipeline.                                                  | Existing track.                             | Temporary                                 |
| E17 | Dunham:8       | TC                   | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E18 | Warburton:5    | TC                   | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E19 | Dunham:14      | TC                   | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |
| E20 | Dunham:15      | TC                   | Footpath     | Crossed by pipeline.                                                  | PRoW running across fields.                 | Temporary                                 |

2.7.9 The review of the South Corridor 19 PRoWs within the Draft Order Limits set out in **Figure 2.2**, comprising 12 footpaths, three bridleways and four Restricted Byways.

Table 11C 2.4 PRow affected by the Project – South Corridor

| ID  | PRoW No           | Local Authority Area | Type of PRow | PRoW interaction with Project                                            | Nature of PRow at Location (Layout/Surface)       | Duration of Effect (Temporary/Permanent) |
|-----|-------------------|----------------------|--------------|--------------------------------------------------------------------------|---------------------------------------------------|------------------------------------------|
| S1  | Dutton BR11       | CWACC                | Bridleway    | Crossed by pipeline.                                                     | PRoW running across field.                        | Temporary                                |
| S2  | Dutton BR13       | CWACC                | Bridleway    | Crossed by pipeline.                                                     | PRoW along the edge of the River Weaver.          | Temporary                                |
| S3  | Little Leigh BR15 | CWACC                | Bridleway    | Crossed by pipeline.                                                     | Existing track.                                   | Temporary                                |
| S4  | Acton Bridge FP19 | CWACC                | Footpath     | Crossed by pipeline.                                                     | PRoW running across fields.                       | Temporary                                |
| S5  | Acton Bridge FP20 | CWACC                | Footpath     | Crossed by pipeline.                                                     | PRoW running across fields.                       | Temporary                                |
| S6  | Acton Bridge FP1  | CWACC                | Footpath     | Small section within the Draft Order Limits at the rail bridge crossing. | PRoW leads onto a PRow bridge over railway track. | Temporary                                |
| S7  | Acton Bridge FP2  | CWACC                | Footpath     | Crossed by pipeline.                                                     | PRoW running across fields.                       | Temporary                                |
| S8  | Weaverham FP20    | CWACC                | Footpath     | Crossed by pipeline.                                                     | PRoW running across fields.                       | Temporary                                |
| S9  | Weaverham FP19    | CWACC                | Footpath     | Crossed by pipeline.                                                     | PRoW running across fields.                       | Temporary                                |
| S10 | Weaverham FP29    | CWACC                | Footpath     | Follows access track to pipeline.                                        | Existing track.                                   | Temporary                                |

| ID  | PRoW No           | Local Authority Area | Type of PRoW     | PRoW interaction with Project                                 | Nature of PRoW at Location (Layout/Surface)      | Duration of Effect (Temporary/Permanent) |
|-----|-------------------|----------------------|------------------|---------------------------------------------------------------|--------------------------------------------------|------------------------------------------|
| S11 | 101/RB3/1         | CWACC                | Restricted Byway | Crossed by pipeline.                                          | PRoW running across fields.                      | Temporary                                |
| S12 | Acton Bridge FP24 | CWACC                | Footpath         | Crossed by pipeline.                                          | PRoW running across fields.                      | Temporary                                |
| S16 | Hartford FP2      | CWACC                | Footpath         | Crossed by pipeline.<br><br>Follows access track to pipeline. | PRoW running across fields.                      | Temporary                                |
| S17 | Daverham FP1      | CWACC                | Footpath         | Crossed by pipeline.                                          | PRoW running along the edge of the River Weaver. | Temporary                                |
| S20 | 106/RB4/1         | CWACC                | Restricted Byway | Follows access track to pipeline<br>Crossed by pipeline.      | Existing track.                                  | Temporary                                |
| S21 | 218/RB9/(1/2/3)   | CWACC                | Restricted Byway | Crossed by pipeline.                                          | Existing track.                                  | Temporary                                |
| S23 | 218/RB10/1        | CWACC                | Restricted Byway | Small section within Draft Order Limits.                      | Existing track.                                  | Temporary                                |
| S24 | Bostock FP3       | CWACC                | Footpath         | Crossed by pipeline.                                          | PRoW running across fields.                      | Temporary                                |
| S25 | Daverham FP6      | CWACC                | Footpath         | Crossed by pipeline.                                          | PRoW running across fields.                      | Temporary                                |

2.7.10 The effects of the Project on the identified PRowWs will be reviewed following Stage Three Statutory Consultation and considered in the DCO submission documents.

2.7.11 At this point in time, there are no identified permanent effects on any PRowW.

## 2.8 Other Routes with Public Access Affected by the Project

2.8.1 Each ORPA, as noted on OS mapping, that intersects or is within the Draft Order Limits has been identified and is presented in **Figure 2.3**. For each identified ORPA, the following information is provided and set out in **Table 11C 2.5**.

- Identification (ID) number – Sequential from south to north along the Project corridor;
- the Corridor that effects the ORPA;
- the local authority area;
- the type of impact on the ORPA from the Project;
- the nature of the ORPA at the location of effect; and
- the duration of impact (temporary or permanent) on the ORPA.

2.8.2 The review identified that there are five ORPA of relevance (see **Figure 2.3** and **Table 11C 2.5**).

**Table 11C 2.5 ORPA affected by the Project**

| ID           | Corridor | Local Authority Area | ORPA interaction with Project | Nature of ORPA at Location (Layout/Surface)            | Duration of Effect (Temporary/Permanent) |
|--------------|----------|----------------------|-------------------------------|--------------------------------------------------------|------------------------------------------|
| <b>ORPA1</b> | East     | TC                   | Crossed by pipeline.          | Trans Pennine Trail – surfaced cycle path.             | Temporary                                |
| <b>ORPA2</b> | East     | CEC                  | Crossed by pipeline.          | Froghall Lane – surfaced road.                         | Temporary                                |
| <b>ORPA3</b> | East     | CEC                  | Crossed by pipeline.          | Beach Tree Farm.                                       | Temporary                                |
| <b>ORPA4</b> | North    | WBC                  | Crossed by pipeline.          | Lapwing Lane/Moore Lane.                               | Temporary                                |
| <b>ORPA5</b> | North    | SHBC                 | Crossed by pipeline.          | Farnworth Sutton Greenway – shared used surfaced path. | Temporary                                |



2.8.3 At this point in time, there are no identified permanent effects on any ORPA.

## 2.9 Open Access Land Affected by the Project

2.9.1 The Draft Order Limits set out in **Figure 2.1** have been reviewed and compared to the locations of OAL taken from latest Ordnance Survey mapping<sup>8</sup> For each OAL **Table 11C 2.6** sets out the following:

- ID number;
- location of the OAL;
- the potential impact on the OAL
- nature of the OAL that may be affected.

2.9.2 The review identified two areas of OAL that would be affected by Draft Order Limits of the Project. **Figure 2.4** shows the identified OAL that are proposed to be affected. It should be noted that all impacts on OAL are temporary in nature.

**Table 11C 2.6** OAL affected by Draft Order Limits of the Project

| ID No. | Location of OAL | Impact on OAL                                                                                                                                       | Nature of OAL that is affected  |
|--------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| 1      | Moss Side.      | Moss Side is a large area of OAL west of Warrington and north of the Manchester Ship Canal. a small area of the land inside the Draft Order Limits. | Riverside fields and moss land. |
| 2      | Morley Common.  | Morley Common is a small area of OAL in west Warrington. An area of the land is inside the Draft Order Limits.                                      | Recreation ground.              |

## 3. Environmental Measures

### 3.1 Introduction

- 3.1.1 Having identified the PRowS, OAL and ORPA that may be affected by the Project (see **Table 11C 2.1** to **Table 11C 2.6**), it is necessary to consider how those impacts can be managed and mitigated, where possible and appropriate.
- 3.1.2 Based on the information presented **Table 11C 2.1** to **Table 11C 2.6**, management and mitigation measures would be required for the following during construction:
- PRowS/ORPA crossed by the proposed pipeline;
  - PRowS/ORPA that follow temporary construction access tracks (shared routes);
  - PRow that intersect the Draft Order Limits for a short distance;
  - PRowS crossing temporary construction access tracks; and
  - PRow/ORPA that route through material storage area / construction compound areas.
- 3.1.3 The following section sets out those management and mitigation measures.

### 3.2 PRow Temporary Effects Environmental Measures Proposals

#### Introduction

- 3.2.1 As set out in **Table 11C 2.1**, some of the PRowS simply cross into the Draft Order Limits for a short distance, while others route along tracks and access roads that are anticipated to be used by construction vehicles. The types of mitigation therefore required would be different depending on the nature of the location of the PRow and how the Project affects it.
- 3.2.2 There are several management solutions that would be considered:
- Advanced warning of proposed works via social media and/or through contact with local walking/riding groups;
  - temporary re-routeing of PRow during construction of the Project;
  - provision of signage and other information alerting the public to construction works;
  - Active Management Plan for crossing points for PRow; and
  - Active Management Plan for shared use access routes over the length of interaction with the PRow.

- 3.2.3 The Project does not require any permanent PRow closures or diversions. All mitigation required as part of the PRow management plan would therefore be temporary in nature and would be in place only during the construction phase or in some cases a very short period during construction as the works to install the pipeline are undertaken. Therefore, the quality, width, walking time and gradient of the proposed diversion that may be required have not been assessed.

### Overarching mitigation

- 3.2.4 In addition to specific mitigation measures applied at each affected PRow, the Applicant would inspect affected PRow routes at the following times:
- prior to construction;
  - during the construction phase; and
  - following completion of the construction phase.
- 3.2.5 A detailed on-site audit (including photographs/video) would be undertaken to record the situation at each affected point on the PRow. This would provide a baseline record to be shared with the relevant highway authority and used for reinstatement works, if necessary, once the construction period has ceased.

## 3.3 Proposed Management Measures

### PRows crossed by the pipeline corridor

- 3.3.1 The PRows crossed by open cut method as part of the construction of the pipeline may require a temporary closure and diversion during the construction phase. In reality, and subject to discussion with the appointed contractor, it is anticipated that excavation of the pipeline trench itself would take a number of weeks with several periods of work although it is unlikely that any single area would be subject to work continuously during this operation. The construction process would be confirmed through consultation with the local PRow officers at the six local highways authorities.
- 3.3.2 Management of PRow crossings of the working area in the pipeline corridor can be managed in two ways:
- PRow closures and diversions; and
  - site-specific managed crossings requiring small scale PRow closures and diversions.
- 3.3.3 The Applicant would endeavour to minimise PRow closure durations and proposes that short term temporary closures are implemented for crossings. In the first instance, an alternative route to another nearby PRow would be agreed where reasonably available and advanced warning notices would be provided to users identifying diversion routes.

- 3.3.4 Where it is not possible to provide a reasonable alternative using any nearby PRow, a permissive diversion within the working area (Order Limits) would be created. This would facilitate the sequencing of works whilst minimising disruption to the users of the PRow, which would be closed temporarily and re-opened after each stage of the construction operation where practical. Final reinstatement of the PRow within the working area would be to a standard equal or better than prior to the construction works. This sequencing avoids the need for a long-term temporary closure and to disrupt PRow users any more than is necessary to safely carry out the pipeline crossing. For example, the phasing of the works could consist of the following:
- Erection of fencing and safety signs and topsoil stripping which would be carried out first and may result in a closure of approximately one day after which the PRow would be re-opened;
  - haul road establishment, which may not happen immediately after, but may lead to another one to two day closure after which the PRow would again be reopened;
  - when the construction crew are ready to excavate the trenches then another one to two day closure may be required to allow trenching, installation and backfilling operations to be completed.;
  - reinstatement and re-opening of the PRow and erection of fencing and gates into the working area to prevent unauthorised access to the construction site. The fencing and gates would be kept in place for the duration of construction to allow vehicles to move along the haul road, but the PRow would largely be kept open; and
  - removal of fencing would only result in a minor disruption to the PRow and any closure that may be required would be less than 1 day.
- 3.3.5 The site-specific managed crossings can be provided to allow for the realignment of a PRow to cross the pipeline working area at a right angle so that interactions between the construction works and PRow users can be managed more efficiently. This would require small offline diversions of a PRow and closures of the existing section across the pipeline construction working area. Where these new right-angle crossings are proposed, there would be a series of gates and stiles with appropriate signage to inform users of the risks that can be expected as they travel through the pipeline corridor construction working area. On temporary construction haul roads, there would be signage to inform staff vehicles of a PRow crossing. Where temporary crossings are proposed they would be surfaced in a manner suitable to the type of bridleway affected. For example, the small offline diversion of a bridleway would employ a grass, earth or compacted stone surface. In the unlikely event that a crossing was placed over a trench the material used would be suitable for horses. Advice on appropriate materials and management techniques is available from the British Horse Society<sup>10</sup>. The contractor will also review the British Horse Society's Dead Slow<sup>11</sup> website which record incidents

<sup>10</sup> British Horse Society. Website: <https://www.bhs.org.uk/go-riding/access-and-bridleways-advice/> (Accessed July 2024).

<sup>11</sup> British Horse Society. Website: <https://www.bhs.org.uk/support-us/our-campaigns/dead-slow/> (Accessed July 2024).

involving horse and vehicles in order to identify any areas with a history of accidents.

- 3.3.6 It should be noted that the type and nature of the diversion for the regional public rights of way routes that are crossed, would need careful consideration so that any potential diversion is provided as close to possible to the existing alignment of the PRow and would not require long diversions. It is the intention to avoid any long-lasting effects on the regional routes.

### **PRoWs following temporary construction access tracks (shared routes)**

- 3.3.7 At the points where PRowS currently route along proposed construction accesses these are known as 'shared routes'. Along shared routes, appropriate signage will be erected to alert drivers of construction vehicles of the shared route and potential interface between construction traffic and PRowS. Speed limit signage will be provided along the shared route to make sure that all construction vehicles travel under manageable speed (nominally 5mph) to avoid conflict with PRow users at speed.
- 3.3.8 During certain periods of the construction phase, it may be necessary to adopt active management measures with construction workers patrolling the shared route. The need for active management on certain routes will be identified within the construction phase, which will take into account delivery timescales and movements of plant and machinery. The need for active management will be subject to specific risk assessments prepared by the Principal Contractor when analysing effects of any construction activities, which may bring PRow users into proximity with construction traffic.
- 3.3.9 PRow users may have to wait for a short period of time whilst the shared route is in use by the construction traffic (for example for the conveyance of a difficult load such as a fabricated pipes or a small crane). Users will be advised when works are completed and it is safe to use the shared route by construction workers. If the length of shared route is significant in length, then a safe standing area may be provided off the track. It may also be prudent, depending on the circumstances, to provide a safe crossing point of any shared route depending on construction traffic flows, however, this is currently considered unlikely.

### **PRoW crossing temporary construction access tracks**

- 3.3.10 All points where PRowS cross the temporary construction access tracks will have appropriate warning signage, which will advise of dates and hours of working. Along temporary construction access tracks, appropriate signage will be erected to alert drivers of upcoming locations, where there is an interface between construction traffic and PRow.
- 3.3.11 However, during certain periods during the construction phase, it may be necessary to adopt active management measures with dedicated construction staff patrolling key crossing points during periods of high construction activity or during the stringing of the cables. The need for active management on certain PRowS will be identified within the construction phase, which will take into account delivery timescales and movements of plant and machinery. The need for active management will be subject to specific risk assessments prepared by the Principal

Contractor, when analysing the effects of any construction activities which may bring pedestrians into proximity with construction traffic.

- 3.3.12 PRow users may have to wait for a short period of time whilst the footpath is in use by the construction workers. Users will be advised when works are complete and it is safe to cross the footpath with construction staff at the crossing point.

### Small section of PRow within the Draft Order Limits

- 3.3.13 A small number of PRowS run into the Draft Order Limits of the Project for just a short distance. These will be managed but it is likely that these routes will not be diverted.
- 3.3.14 A range of measures will be implemented to ensure PRow user are informed of the works before they reach the relevant areas of the Draft Order Limits of the Project. Signage will also emphasise that the right to wander from any PRow within the construction areas is not permitted.
- 3.3.15 At any point where a PRow is blocked off temporarily for any reason there will be clear 'no-entry' signs. Any PRow which passes into the Draft Order Limits will be clearly marked.

### PRow routed through trenchless crossing areas or materials storage areas.

- 3.3.16 Where a PRow enters areas that are proposed to be used as trenchless crossing areas or a material storage areas, a temporary PRow closure and diversion would be required during the construction phase. These PRow diversions may be needed for an extended time, during the works for the trenchless crossings or the operation of the materials storage areas.
- 3.3.17 The proposed diversions would be routed around the working areas, linking the PRow back to a consistent route, which is the shortest route possible (provided this is safe). The new route would be developed to the same standard as the route that is being diverted.

## 3.4 ORPA Temporary Effects Environmental Measures Proposals

- 3.4.1 As set out in **Table 11C 2.5**, there are five ORPA that are identified as being affected by the Project. These ORPA would be mitigated in the same way as PRowS asset out above, depending on the effect of the Project.



## 3.5 Overarching Environmental Measures Proposals

### Inspection and Maintenance

- 3.5.1 In addition to the individual detailed environmental measures that will be required for an affected PRoW and ORPA, regular inspection of the physical infrastructure will be vital if paths and other infrastructure are to be maintained in a safe and usable condition. Failure to deal with problems quickly can also result in more widespread problems and require more costly repairs.
- 3.5.2 An Inspection and Maintenance Plan for all areas which fall within the scope of the PRoWMP will be defined. Maintenance will only be focused on damage to existing PRoWs and ORPA, caused by the ongoing works associated with the construction phase of the Project. Maintenance operations will include:
- inspection, repair/re-surfacing of PRoW/ORPA;
  - inspection and repair of drains associated with temporary construction access routes;
  - maintenance of temporary construction access infrastructure including signage, waymarkers, interpretation boards and bridges; and
  - clearance of any litter associated with temporary construction works that may blight PRoW/ORPA.
- 3.5.3 The Principal Contractor will inspect the affected PRoW/ORPA routes at the following times:
- prior to commencement of the construction phase;
  - once during the construction phase; and
  - following completion of the construction phase.
- 3.5.4 The Advance Inspection Survey carried out prior to commencement of the construction phase will also include written descriptions and location maps noting where any existing issues with PRoWs/ORPA are noted. Where appropriate, the advance inspection survey will be utilised to note opportunities for enhancement of PRoWs/ORPA, following the completion of the construction phase. For example, there may be improvements that are required to some access tracks as part of the temporary construction access works, to get vehicles to construction areas associated with the Project. Discussions with landowners will be undertaken regarding the retention of any enhancement works.
- 3.5.5 It is acknowledged however, that the Principal Contractor remit is only to return PRoWs back to the original standard they were in before commencement of the construction phase.

- 3.5.6 The pre-commencement Condition Survey (undertaken in the week before works commence that will affect any specific PRow/ORPA) will enable a baseline of the condition of the PRow/ORPA to be made, to ensure that, during the construction phase, no obstructions or impediments to using PRow/ORPA are created and to enable the reinstatement of PRow/ORPA to their previous condition, once the construction phase has been completed. The Survey will be provided to the Public Rights of Way officer at each relevant local planning authority as a record of conditions prior to commencement of work in the area in question, (the pre-commencement may be phased in line with the order of construction).

### Signage management

- 3.5.7 Appropriate signage will be required for all of the PRow/ORPA environmental measures proposals outlined in **Section 3**.
- 3.5.8 The Applicant is committed to enabling access to the PRow, ORPA and OAL during the construction phase, where this does not compromise the safety of the general public and construction staff. Where temporary restrictions to widen access rights are required, the Applicant will provide accurate and up-to-date information relating to the construction phase activity being carried out and identifying PRow routes which remain open or those which are currently diverted or scheduled for future diversion.
- 3.5.9 Local organisations representing active users of the PRow network will be contacted in advance of works commencing in their area. For example, organisations such as the Mid Cheshire Bridleway Association and British Horse Society have active social media accounts through which advanced notice can be provided.
- 3.5.10 Suitable location(s) at towns/settlements can be provided with information boards, which will include information about the Project and the construction phase processes. This will include timings and maps detailing temporary construction activities affecting relevant PRow/ORPA.
- 3.5.11 The nearest access points of any affected PRow/ORPA will also have signs in order to keep people informed. These will be prominently displayed and clearly indicate the relevant information in a smaller form than the notice boards.
- 3.5.12 The Applicant will implement a range of measures to ensure tourists and visitors are informed of the construction phase works before they reach the relevant areas of the Project. The signage described above will be provided and diversion routes waymarked in advance of construction. Signage will also emphasise that the right to wander from any PRow within the construction area is not permitted. At any point where a PRow is blocked off temporarily for the excavation of the pipeline or other works for the duration of construction, there will be clear 'No Entry' signs. It is anticipated that the following wording (or similar) will be adopted for both the advance warning and No Entry signage. The text below is an example and would be agreed with the relevant local authority for PRow as appropriate:



*'Please be aware that from (start date) until (end date) Cadent and their Principal Contractor (insert name when appointed) will be constructing the HyNet North West Hydrogen Pipeline. During this period, the areas shown on the map hatched in blue will have restricted public access.*

*Please Obey all signage.*

*All Public Rights of Way, shown in green will remain open. There may be a requirement to temporarily control access, however you will be able to pass on the understanding that your use is restricted to the Public Right of Way only, please do not stray into the wider work/construction area, whilst using these routes.*

*Thank you for your cooperation during this period.*

*For further information please visit – [www.](http://www.) or contact (website and telephone number to be confirmed).'*

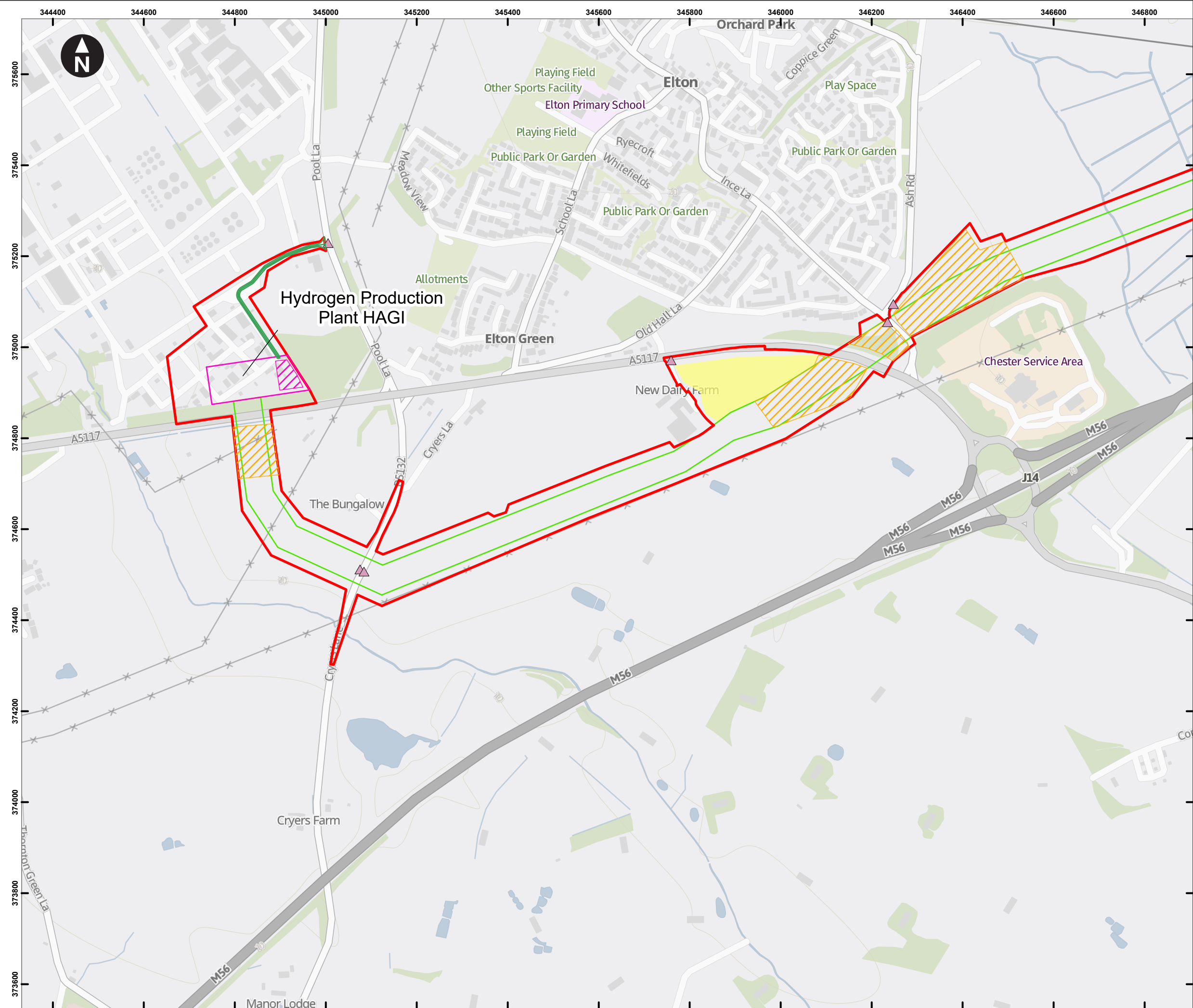
- 3.5.13 Signage will be designed to be accessible to all potential users including those on horseback.
- 3.5.14 In addition to the signage, waymarks for any diversion route will be implemented prior to commencement of relevant construction works. Signs will be regularly inspected to ensure that they remain in place, are readable and have not been tampered with or altered.
- 3.5.15 All signage will contain contact details for the Applicant and the Principal Contractor. Contact numbers will be provided to enable visitors to report any problems encountered when accessing the site, particularly with regard to the condition of PROWs.
- 3.5.16 All signage will be removed once construction is complete and all PROWs with temporary effects returned to their former use where agreed.

### 3.6 Areas of OAL Environmental Measures

- 3.6.1 As outlined in **Section 2**, there are two areas of OAL that are affected by Draft Order Limits of the Project.
- 3.6.2 OAL 1 is an area of OAL called Moss Side, which bounds the River Mersey to the west, the Manchester Ship Canal and the disused Runcorn and Latchford Canal. OAL 1 is crossed by the North Corridor and haul road.
- 3.6.3 OAL 2 is an area of OAL called Morley Common in west Warrington, near Eastford Road.
- 3.6.4 The temporary construction works which are proposed to be undertaken within the OAL during the construction phase will require banksmen to be on site to assist users of the OAL to move around the temporary construction areas. At OAL 1 the proposed haul will not be fenced off and the right to roam will be retained but on entrances to the land appropriate signage will be installed. Where open pipeline trenches are required across OAL these will be fenced off and diversions for users proposed.

## 4. Summary and Conclusions

- 4.1.1 This PRoWMP has been prepared to support the assessment of transport effects provided in **Chapter 11: Traffic and Transport**.
- 4.1.2 The PRoWMP has set out in detail each PRoW, ORPA and area of OAL that is currently anticipated to be impacted by the Draft Order Limits of the Project. This includes details on the PRoW, ORPA and OAL, number, type of effect and whether an effect will be temporary or permanent.
- 4.1.3 It is proposed to manage and provide environmental measures for each PRoW, ORPA and area of OAL that is affected by the Project and a series of environmental measures have been set out which can be applied to different types of PRoWs, ORPA and areas of OAL affected.
- 4.1.4 The site-specific managed crossings can be provided to allow for the realignment of a PRoW/ORPA to cross the pipeline corridor working area at a right angle so that interactions between the construction works and PRoW/ORPA users can be managed more efficiently. This will require small offline diversions of a PRoW/ORPA and closures of the existing section across pipeline corridor construction working area. Where these new right-angle crossings are proposed, there will be a series of gates and stiles with appropriate signage to inform users of the risks that can be expected as they travel through the pipeline construction working area. On temporary construction haul roads, there will be signage to inform staff vehicles of a PRoW crossing.
- 4.1.5 The proposed signage strategies will inform the public of the construction schedule and the implications for each affected PRoW/ORPA. The active management of crossing points and shared temporary construction accesses will be temporary in nature and will require site specific signage to inform the public and construction vehicle drivers.
- 4.1.6 Prior to the start of the construction phase, all affected PRoWs/ORPA will be subject to an Advance Inspection Survey. These PRoWs/ORPA will also be monitored throughout the construction phase of the Project. At the end of the construction phase, all affected PRoWs/ORPA will be inspected and their condition will be returned to the original condition as observed during the Advance Inspection Survey.
- 4.1.7 This Draft Outline PRoWMP will be updated as the design is further defined following feedback from Stage Three Statutory Consultation. The final, Outline PRoWMP will be submitted with the DCO application.
- 4.1.8 Post consent, further consultation will be undertaken with various local authorities for which PRoW/ORPA run through to develop an agreeable management and environmental measures strategy for all PRoWs/ORPA and OAL affected by the Project. The final, detailed PRoWMP will include a list and plans of the environmental measures proposed for each of the affected PRoWs/ORPA where it has been agreed with the relevant planning authorities that these are necessary. The final, detailed PRoWMP will be secured and implemented via a DCO requirement.



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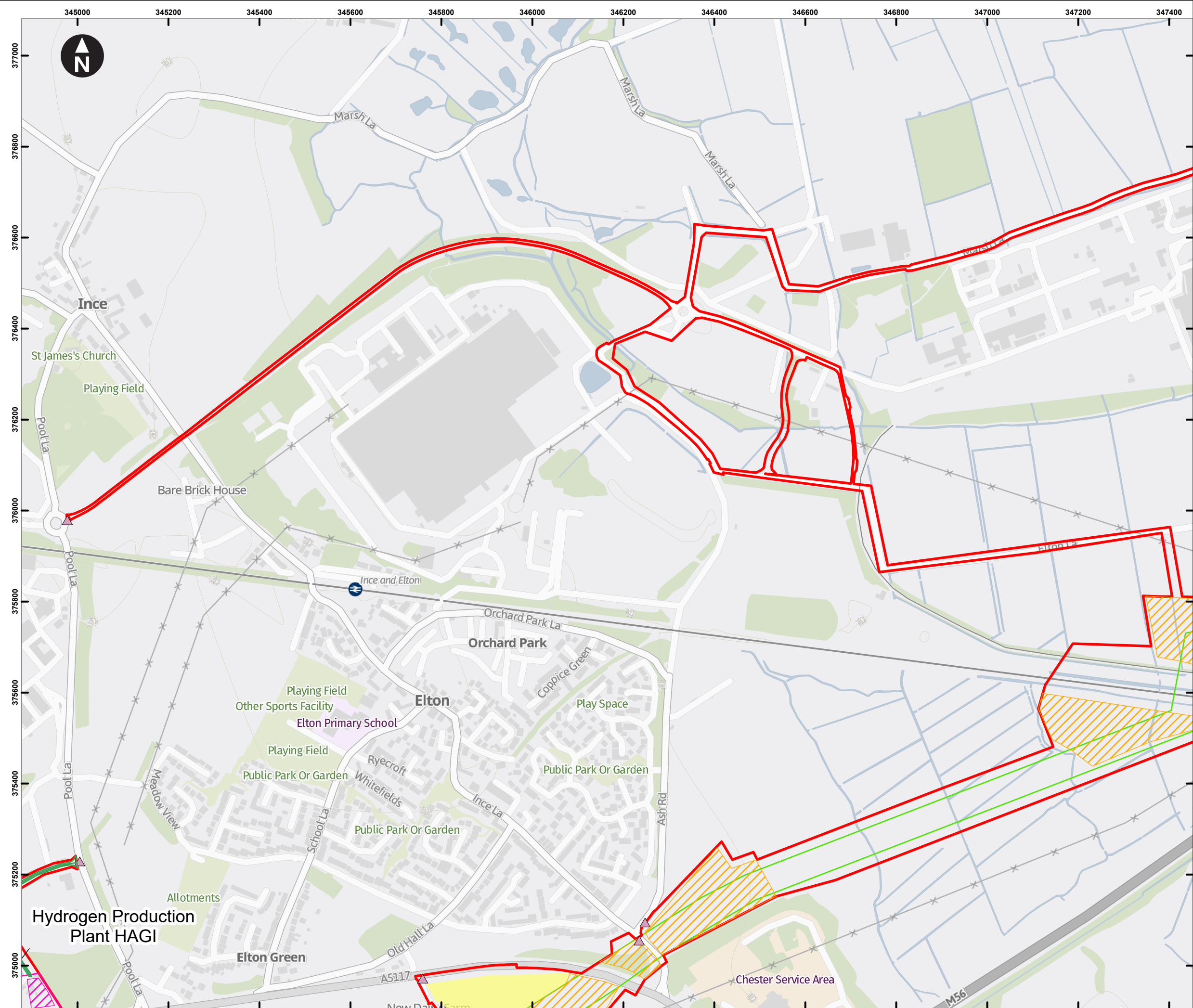
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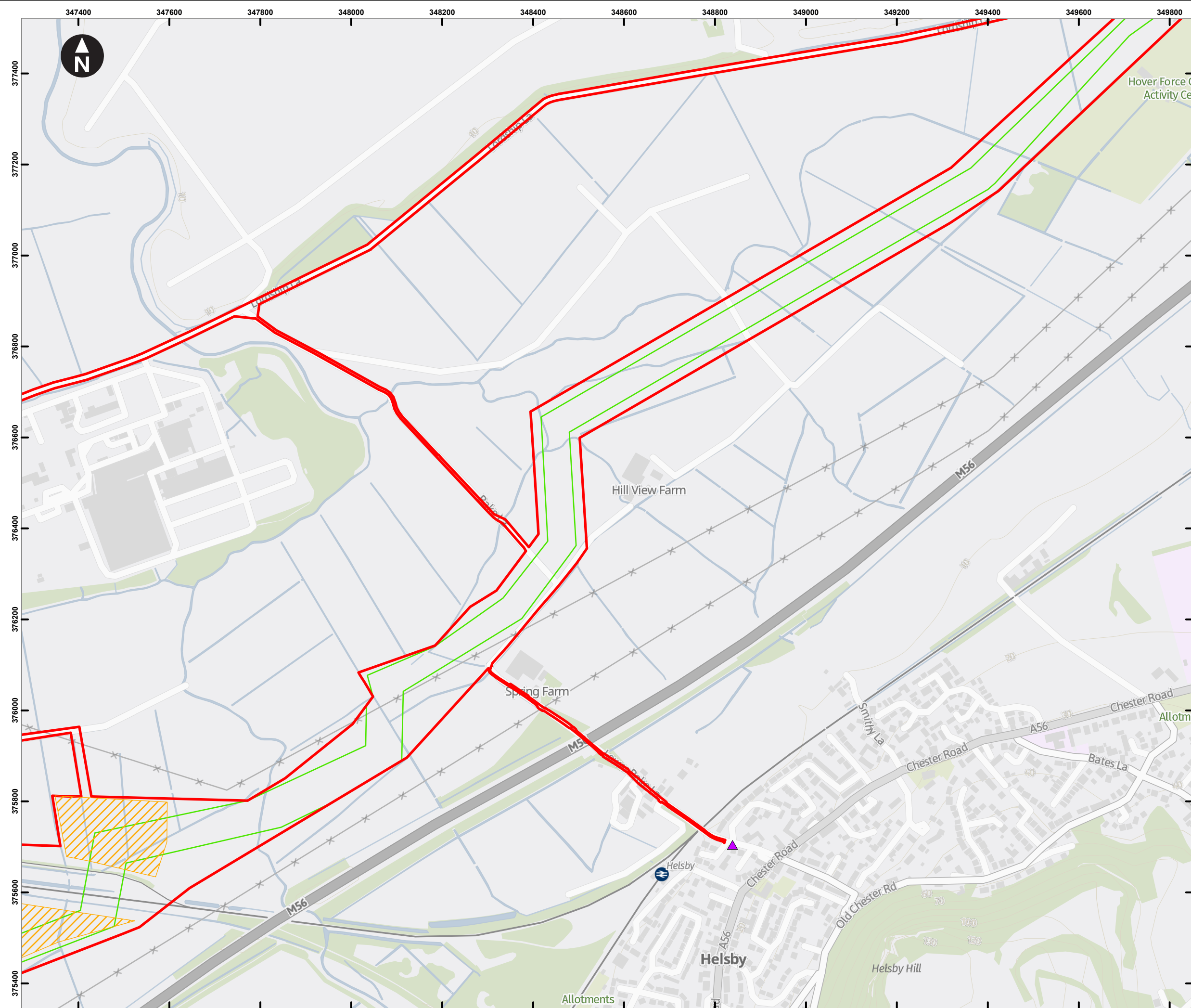
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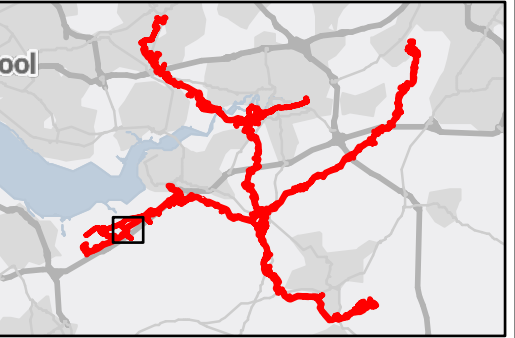
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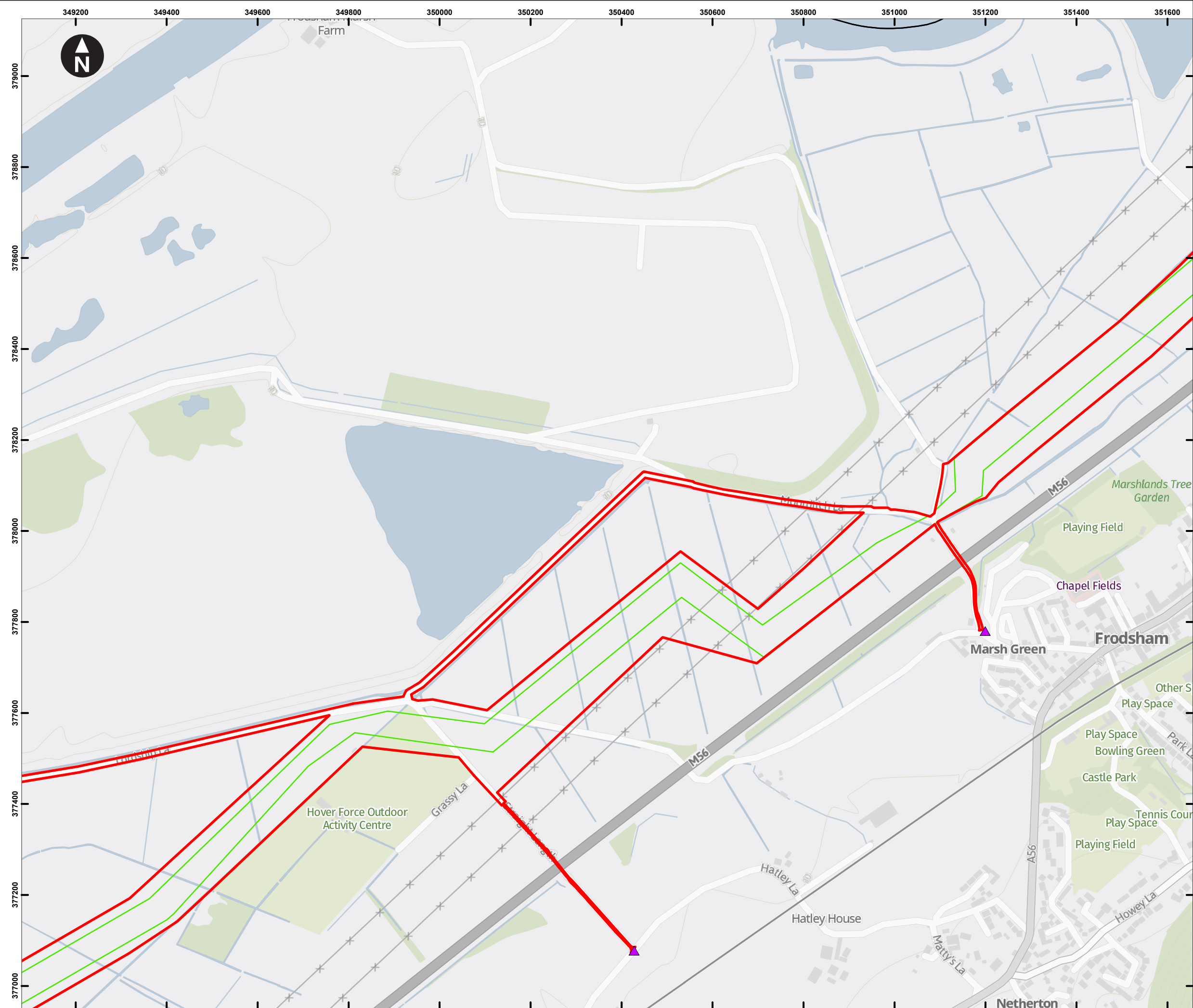
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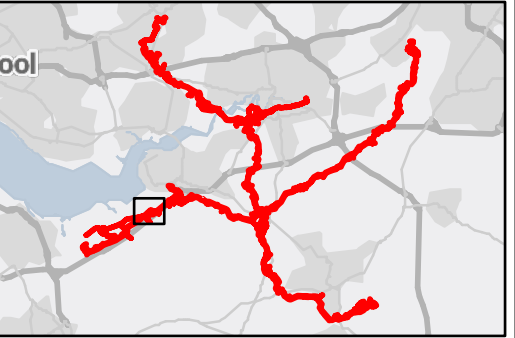
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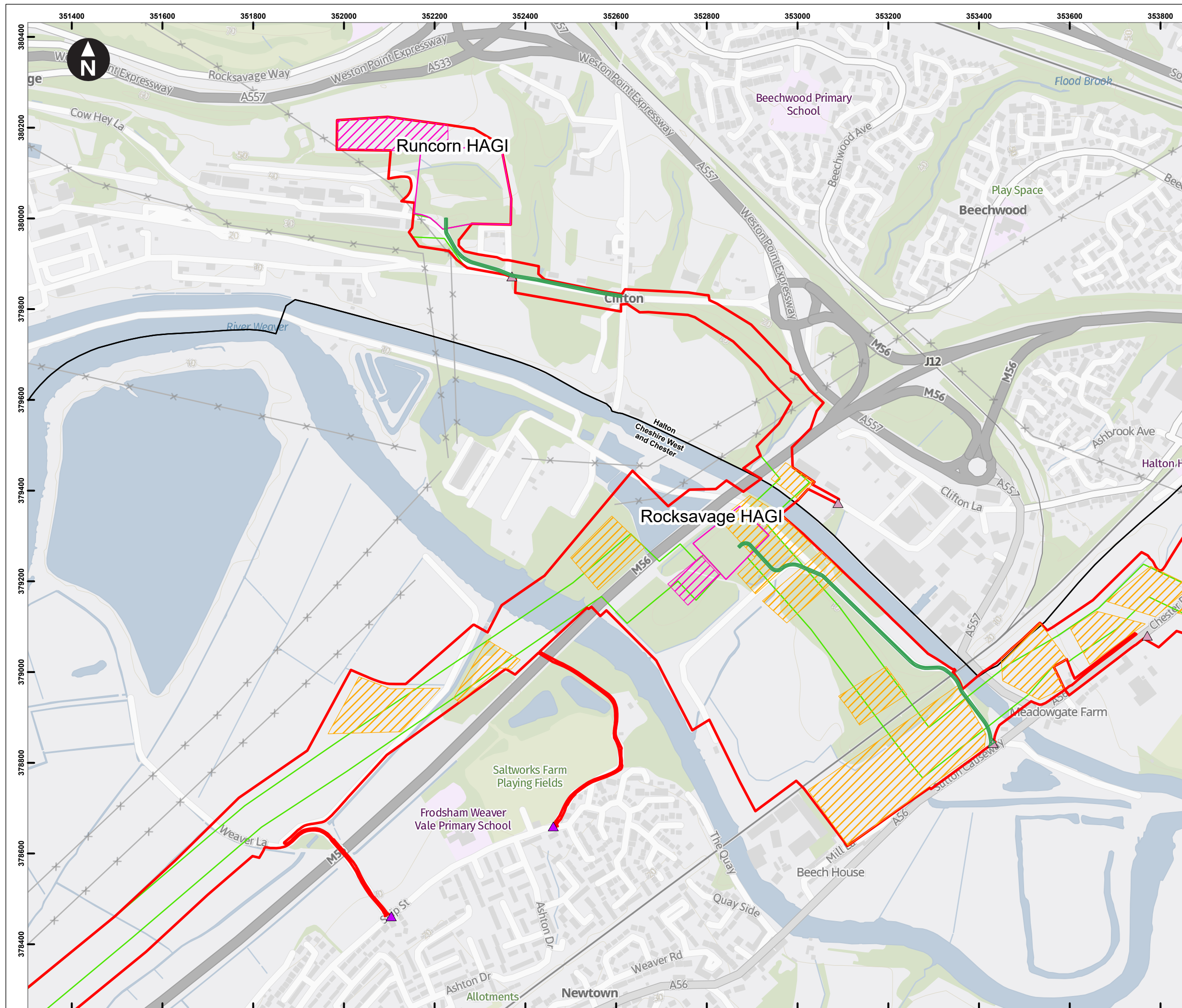
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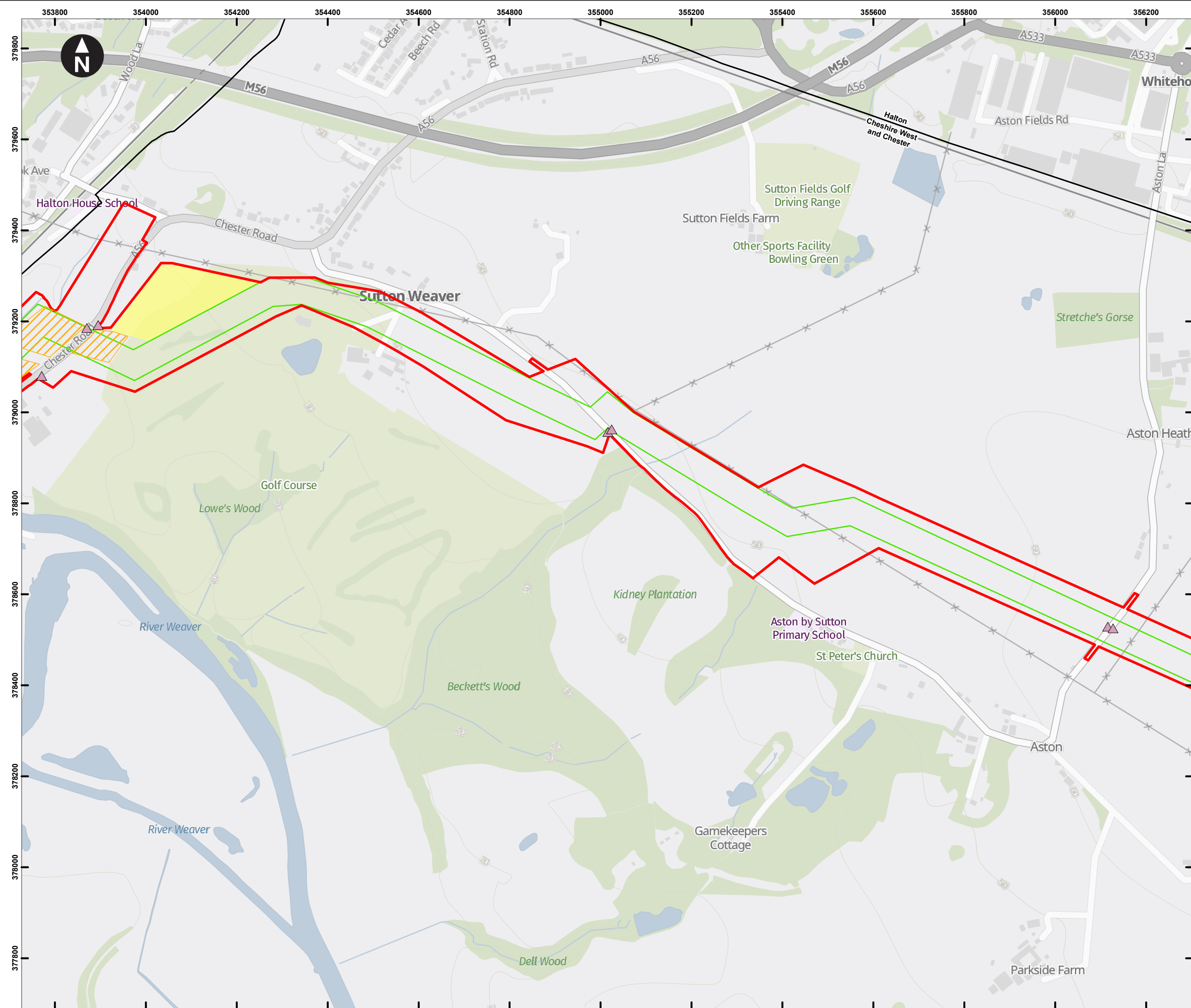
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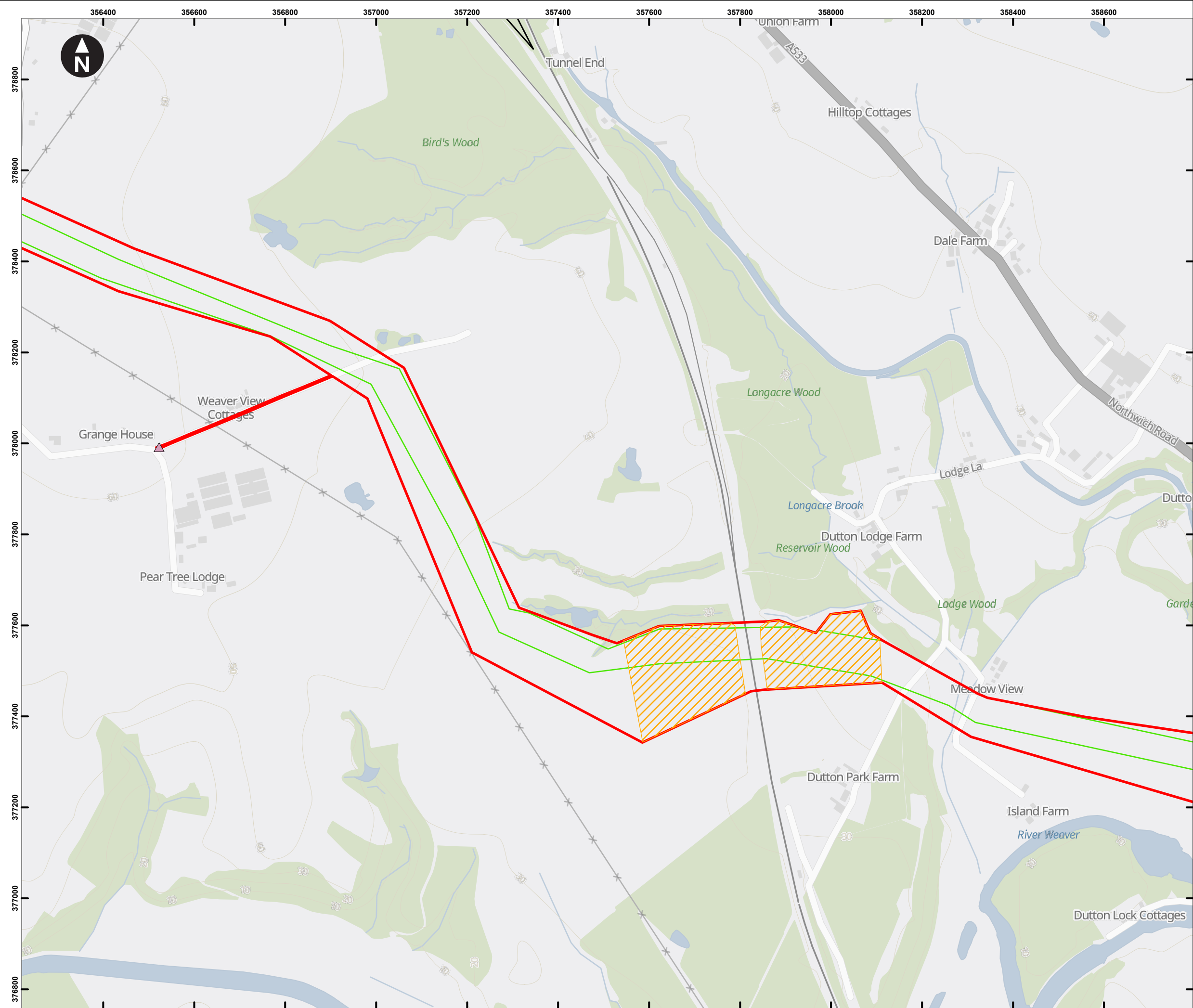
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**Figure 2.1**  
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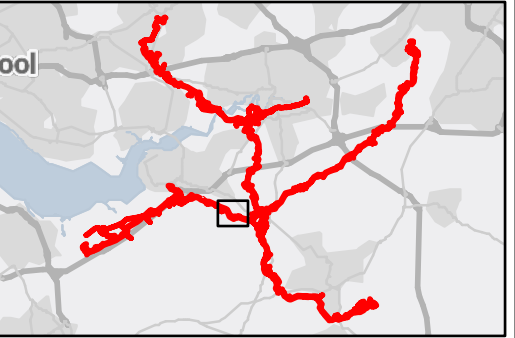
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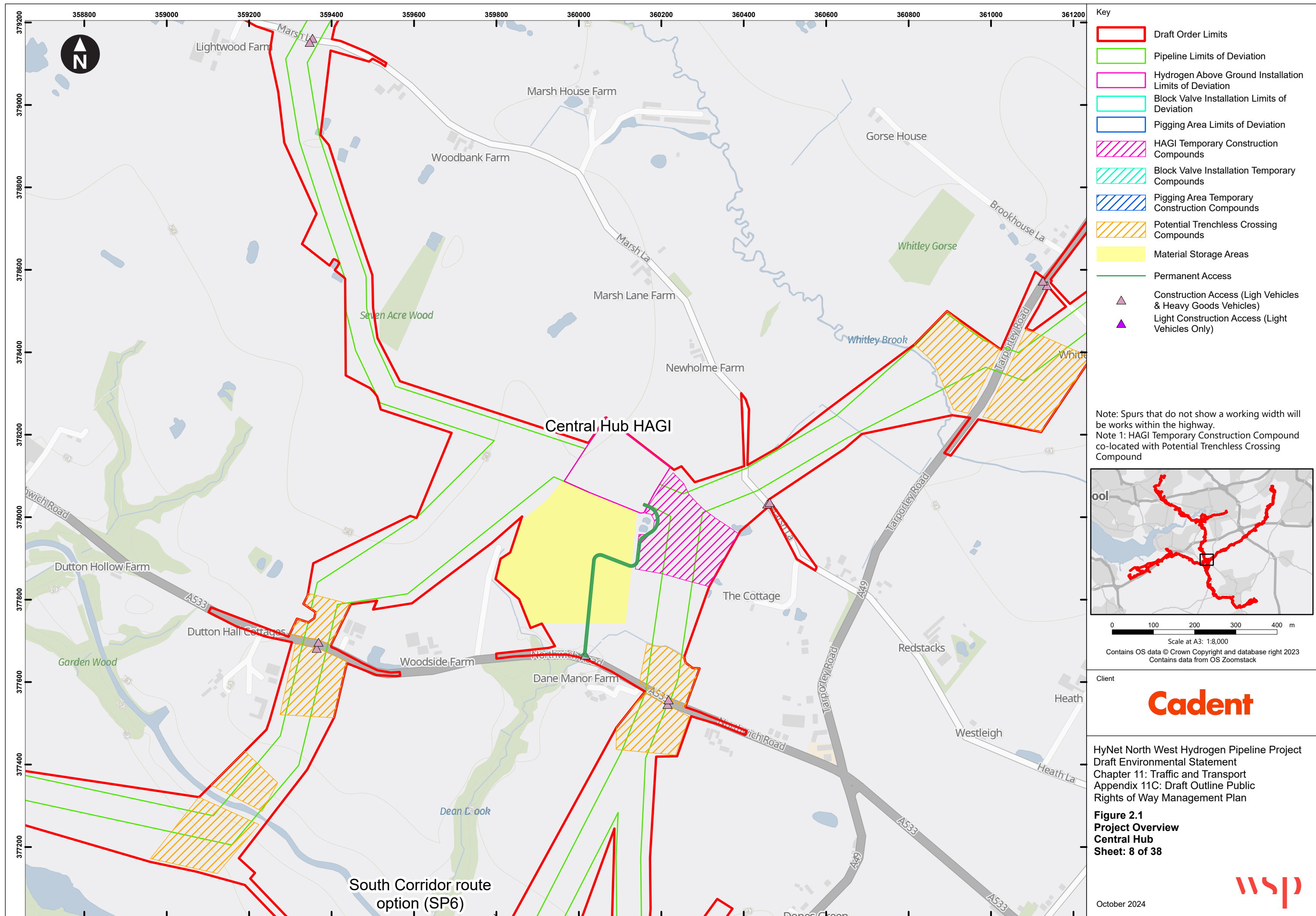
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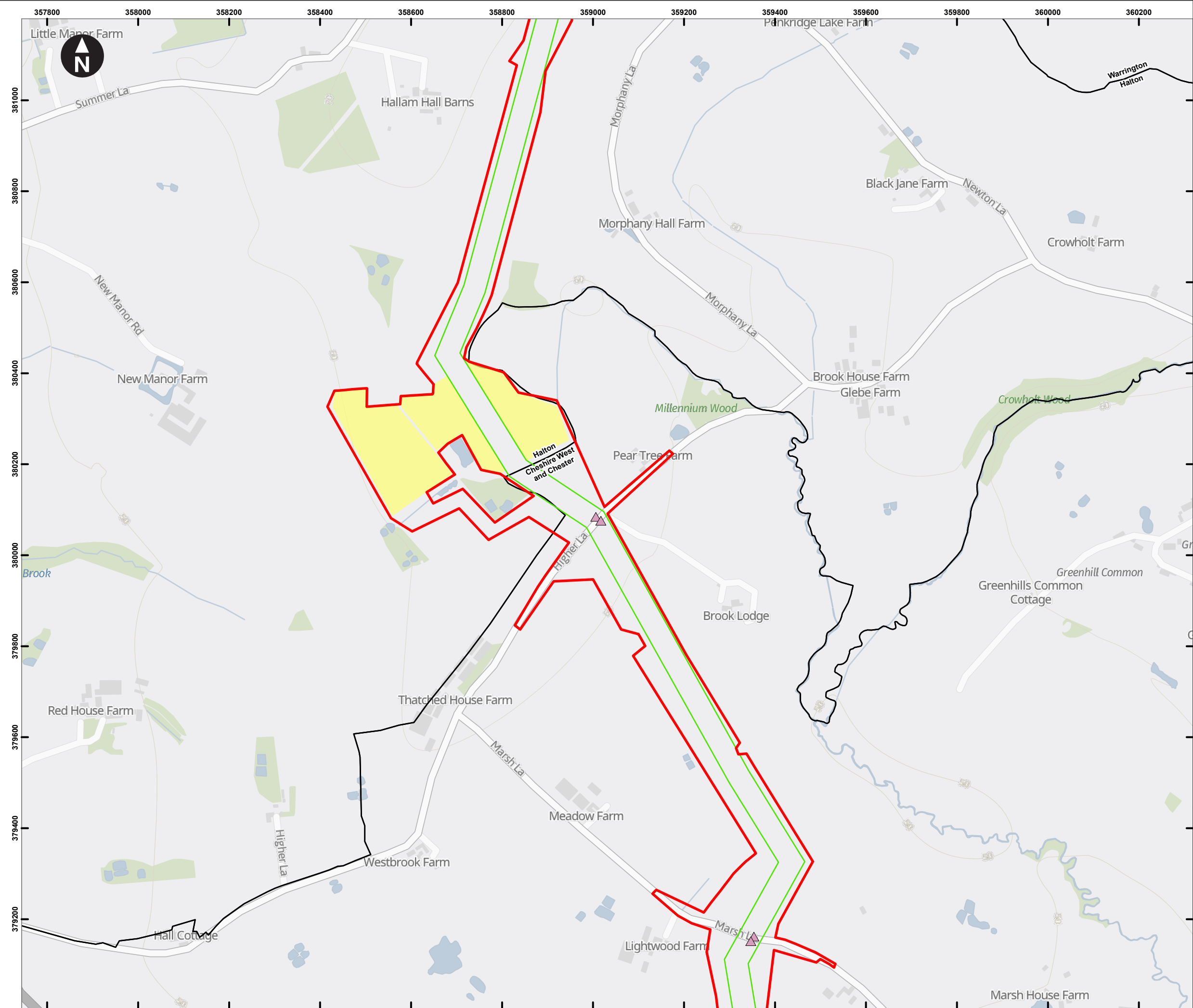
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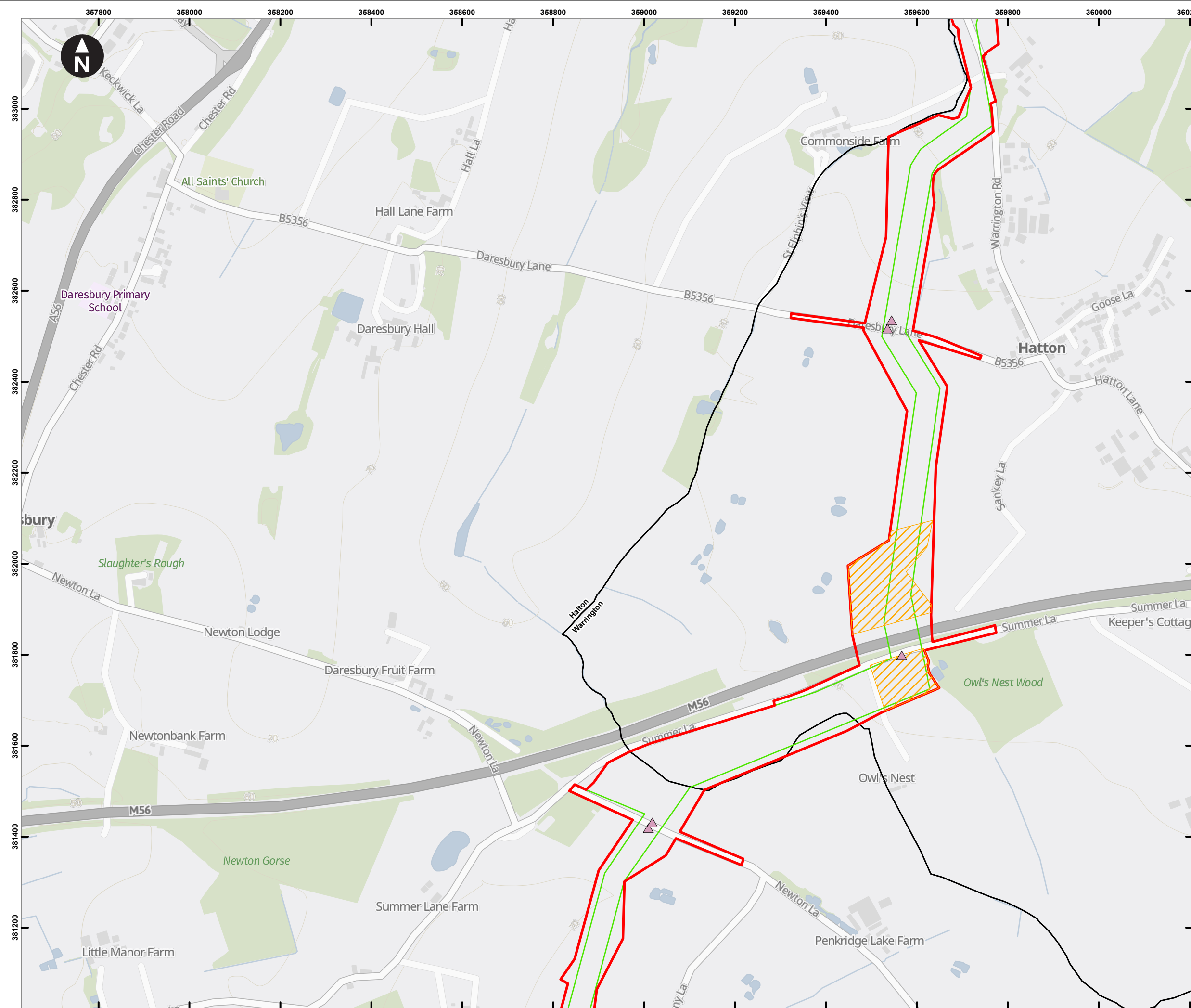
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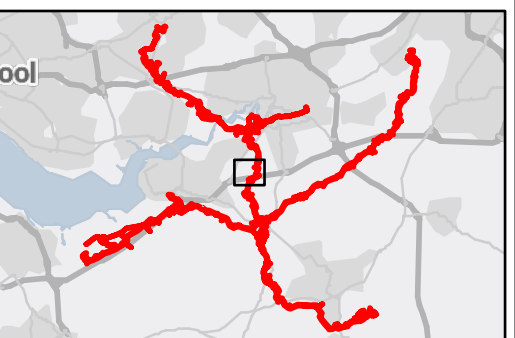
**Figure 2.1**  
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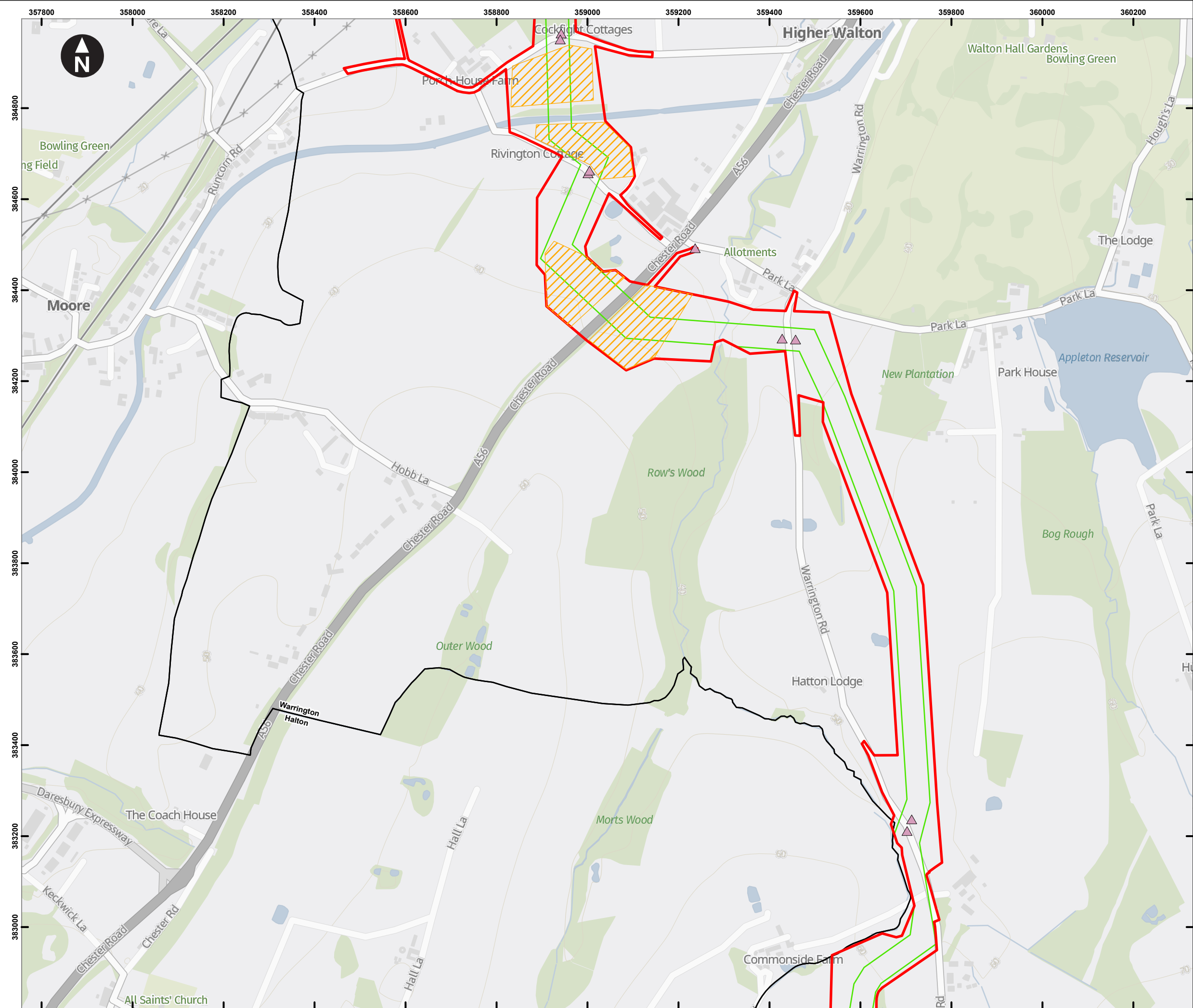
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**Figure 2.1**  
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Key

Draft Order Limits

Pipeline Limits of Deviation

Hydrogen Above Ground Installation Limits of Deviation

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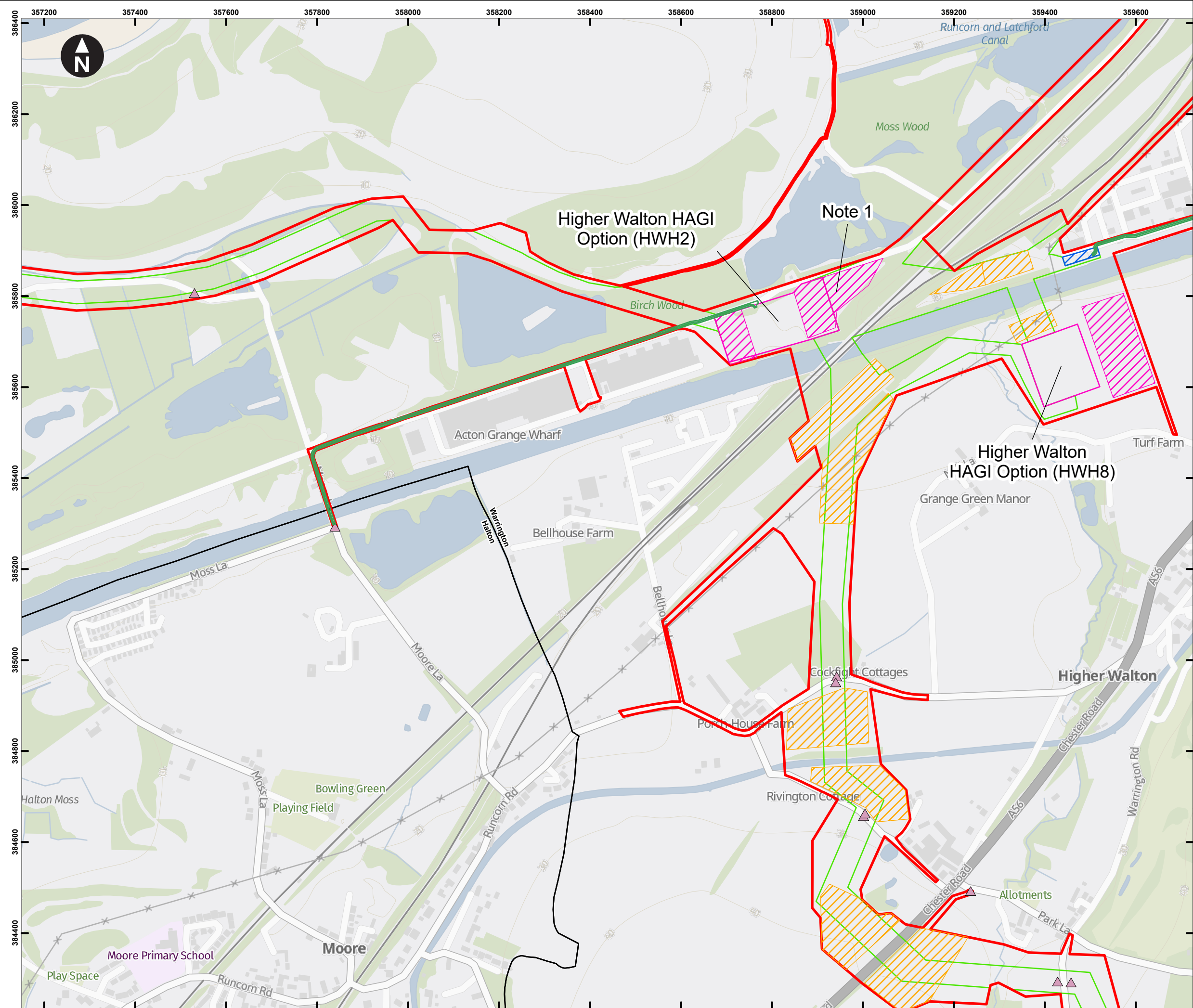
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**Figure 2.1**  
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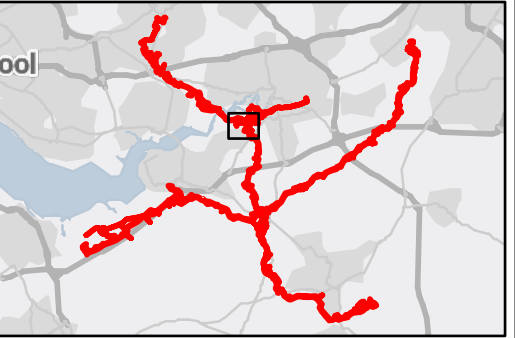
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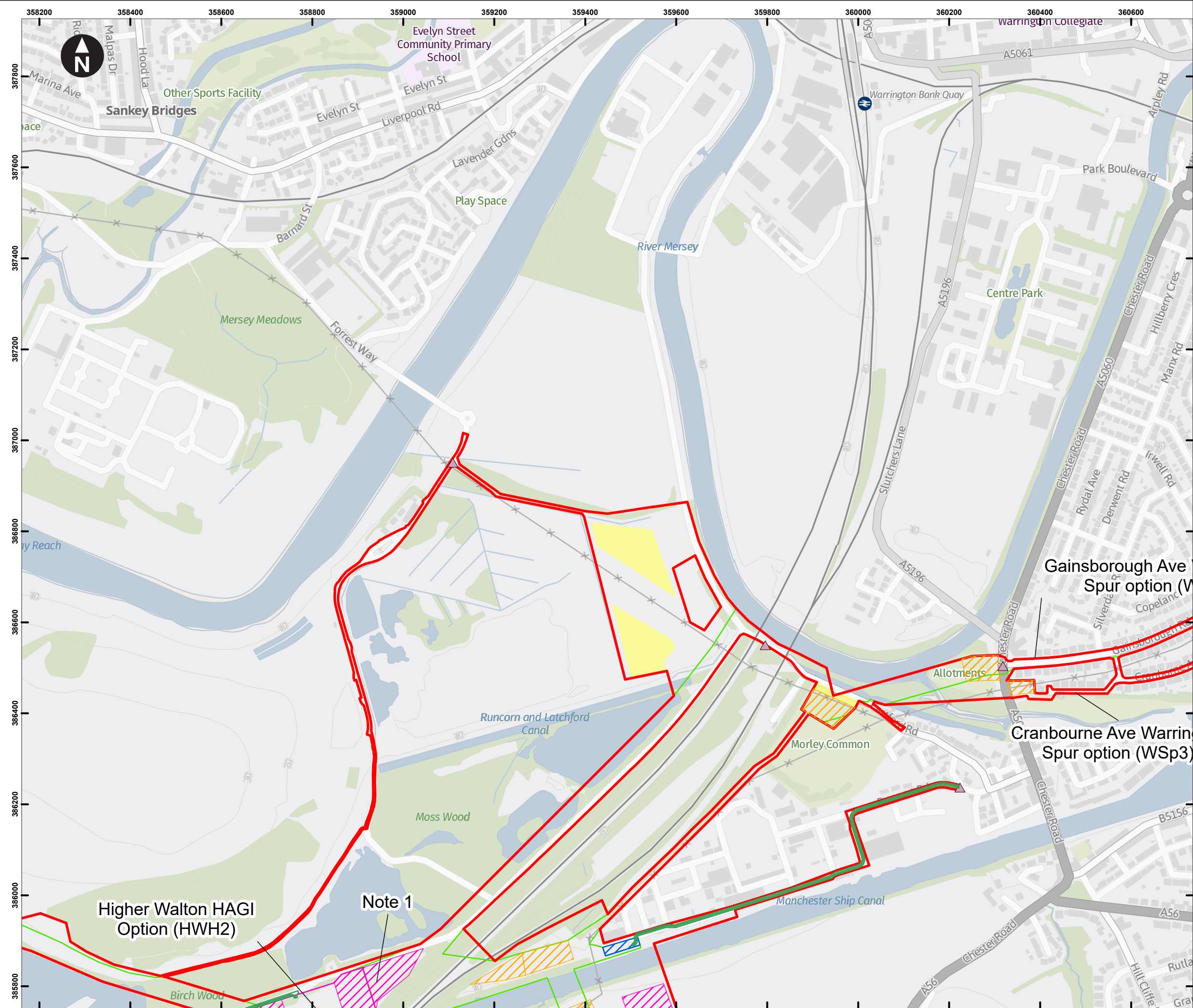
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**Figure 2.1**  
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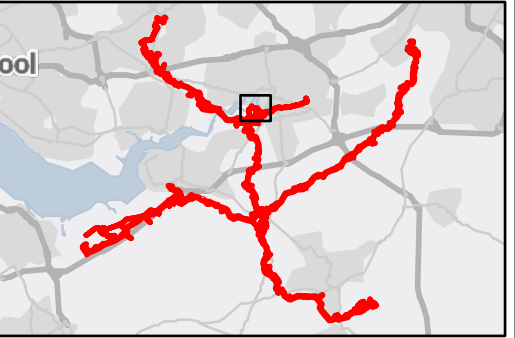
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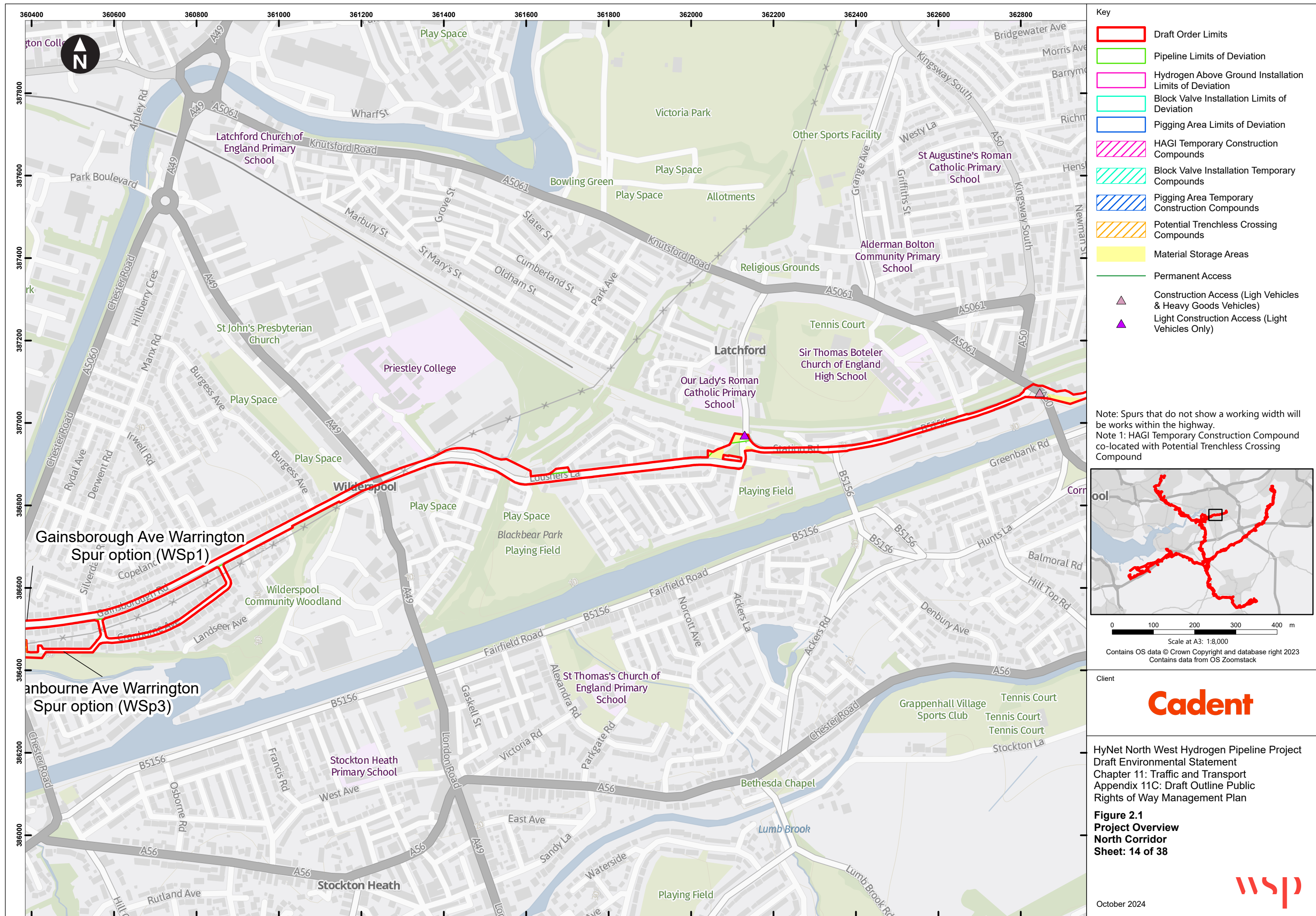
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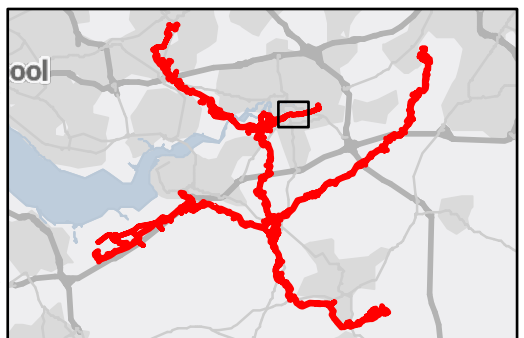
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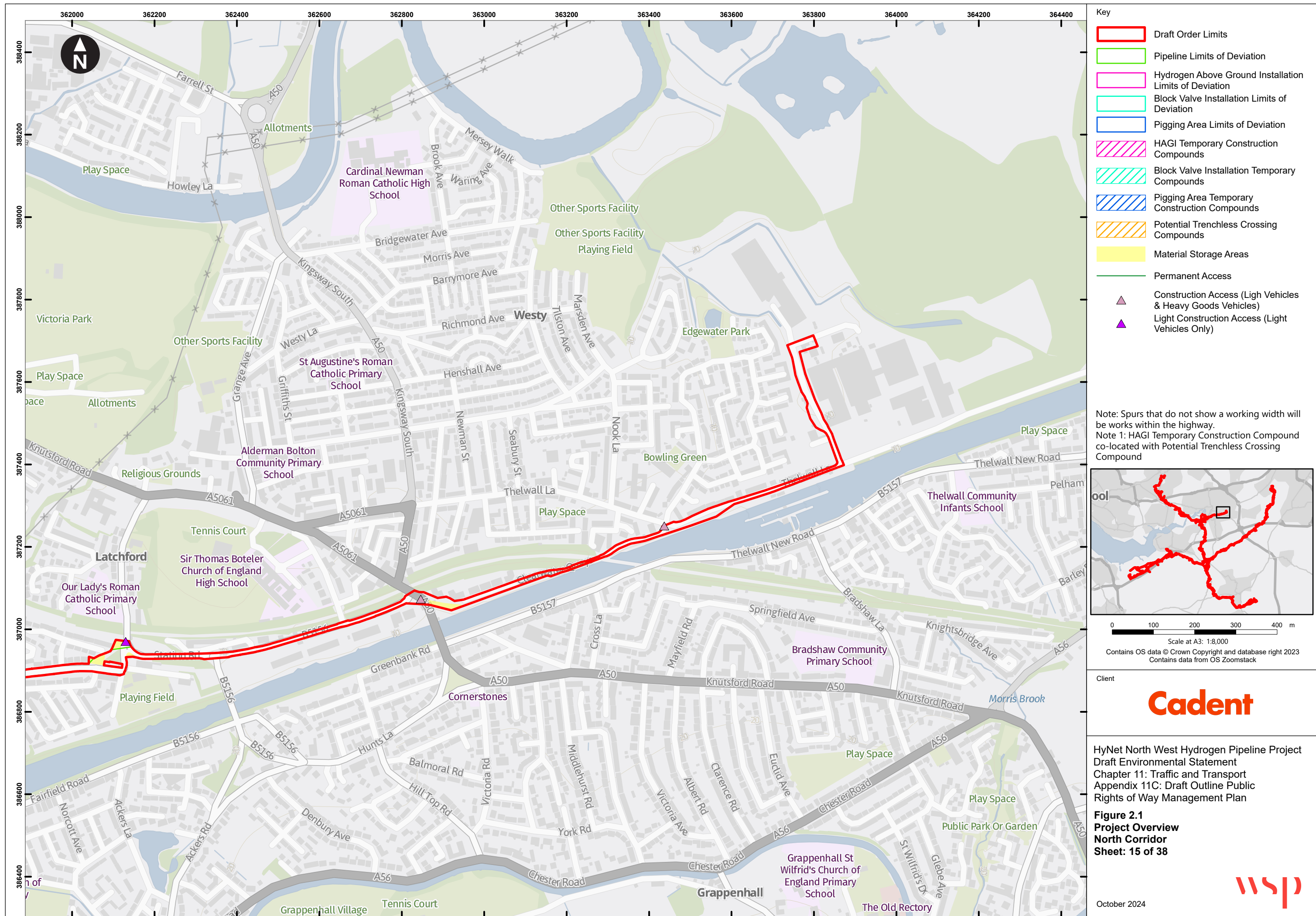
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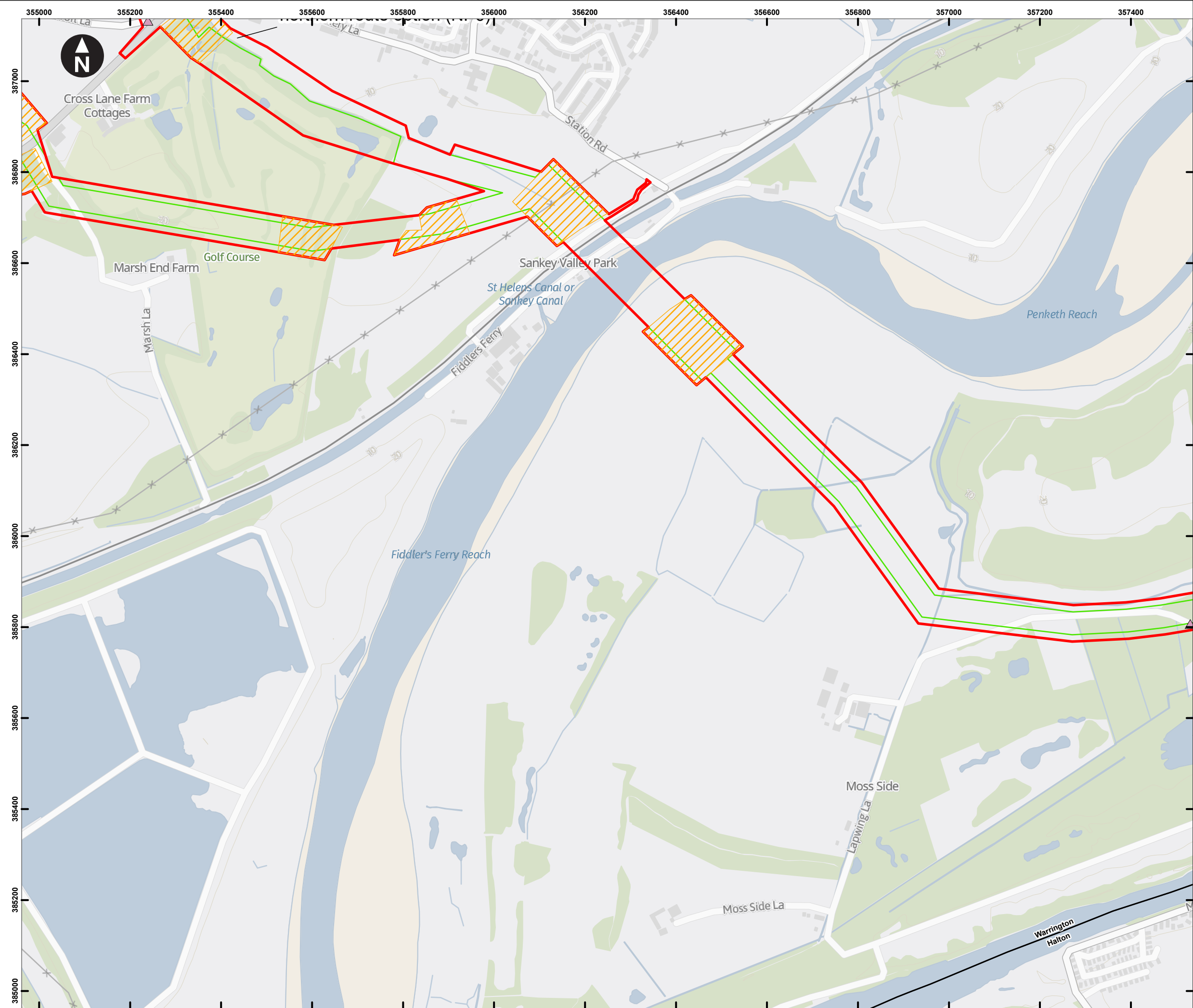
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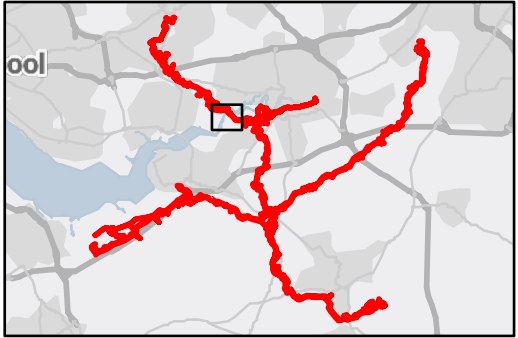




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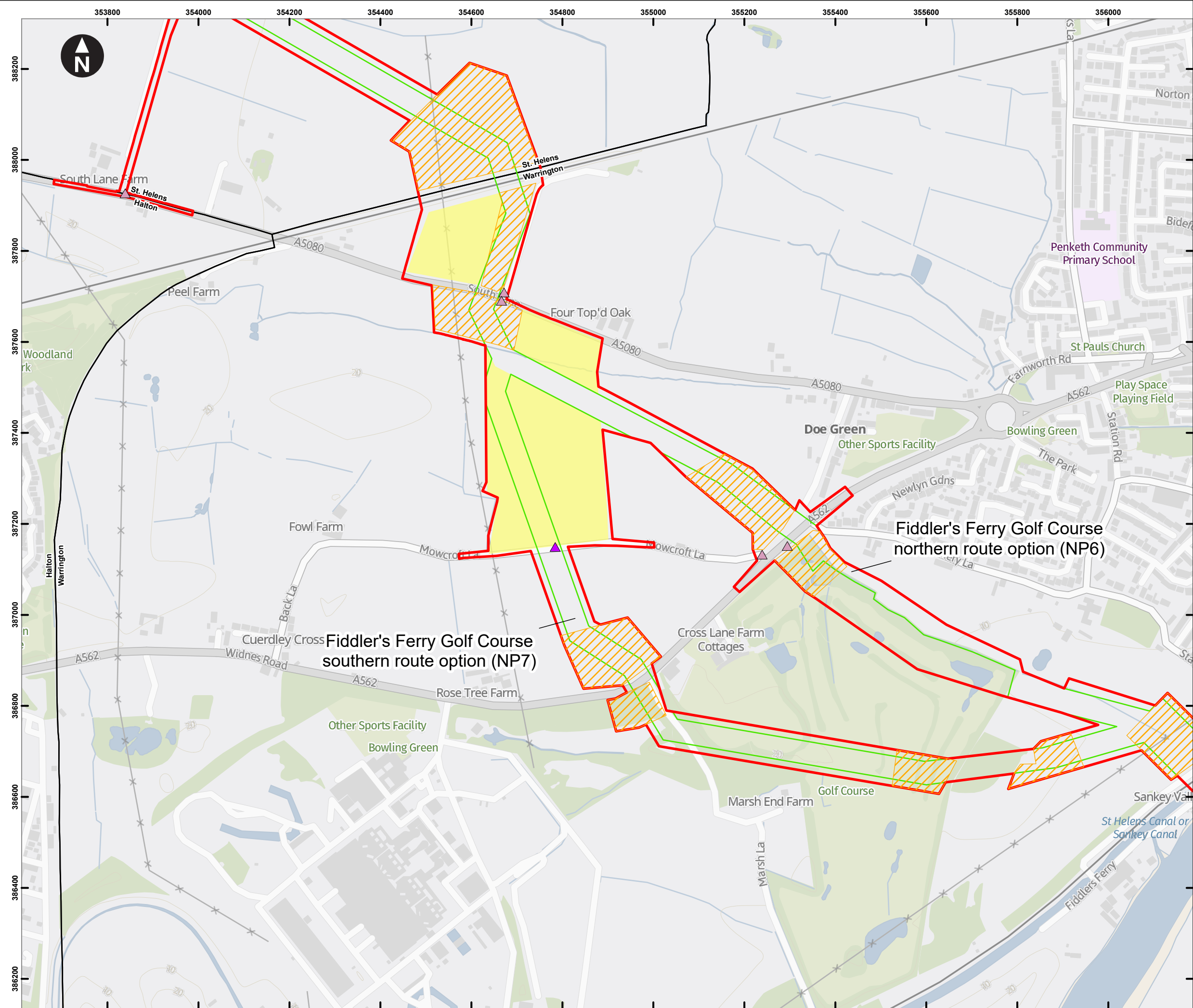
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Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public  
Rights of Way Management Plan

**Figure 2.1**  
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- Key
- Draft Order Limits
  - Pipeline Limits of Deviation
  - Hydrogen Above Ground Installation Limits of Deviation
  - Block Valve Installation Limits of Deviation
  - Pigging Area Limits of Deviation
  - HAGI Temporary Construction Compounds
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Note 1: HAGI Temporary Construction Compound co-located with Potential Trenchless Crossing Compound



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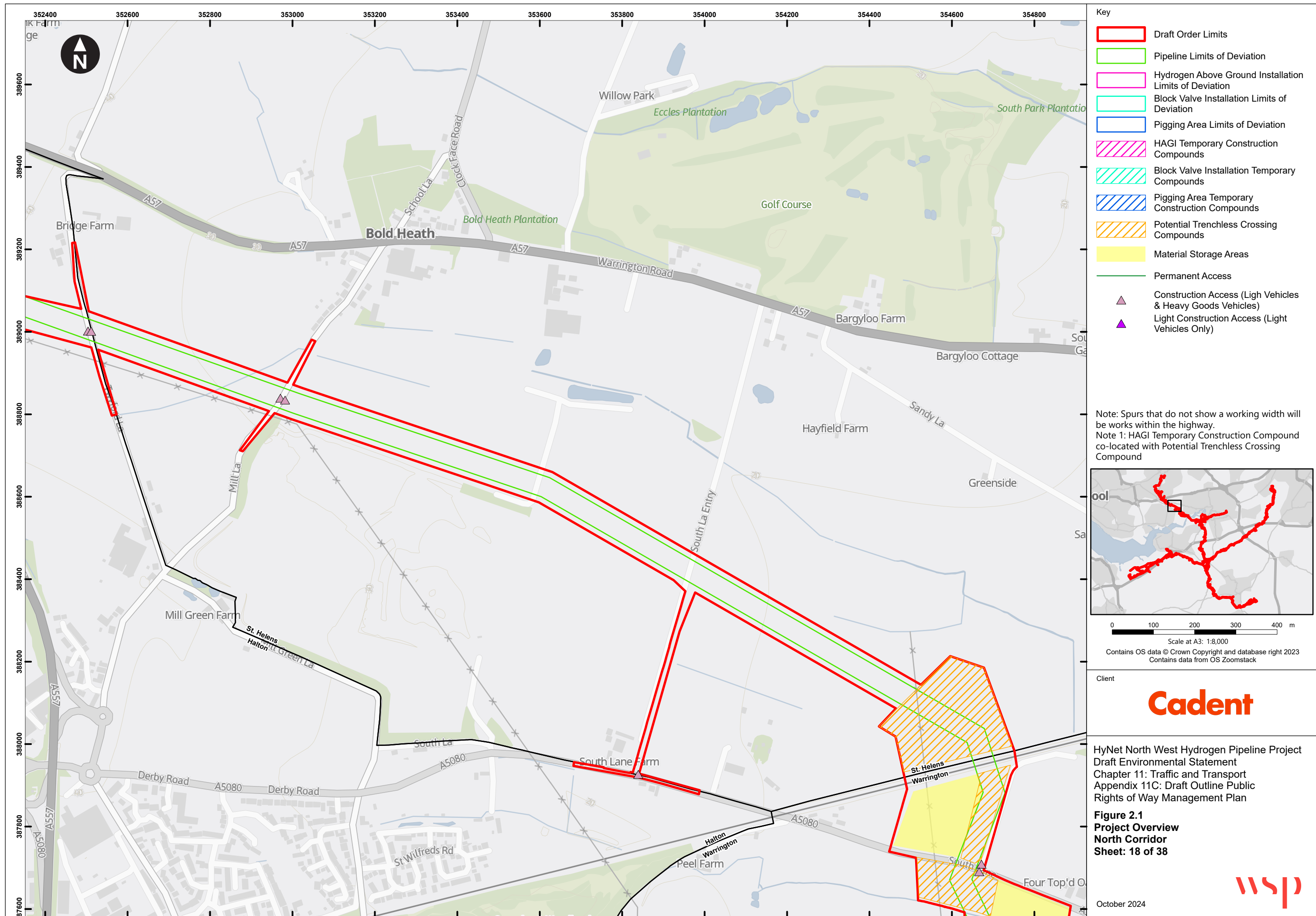
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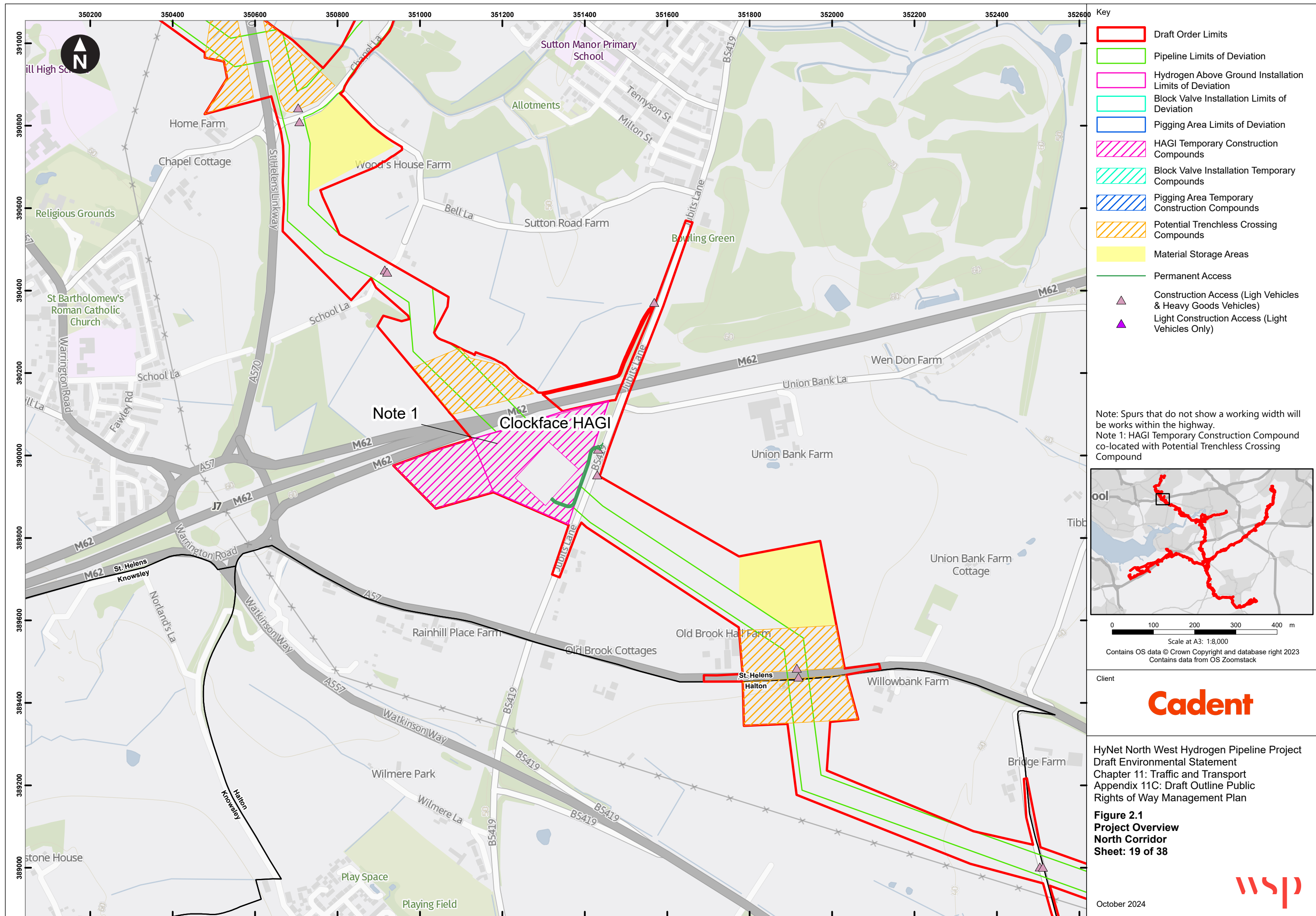
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HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public Rights of Way Management Plan

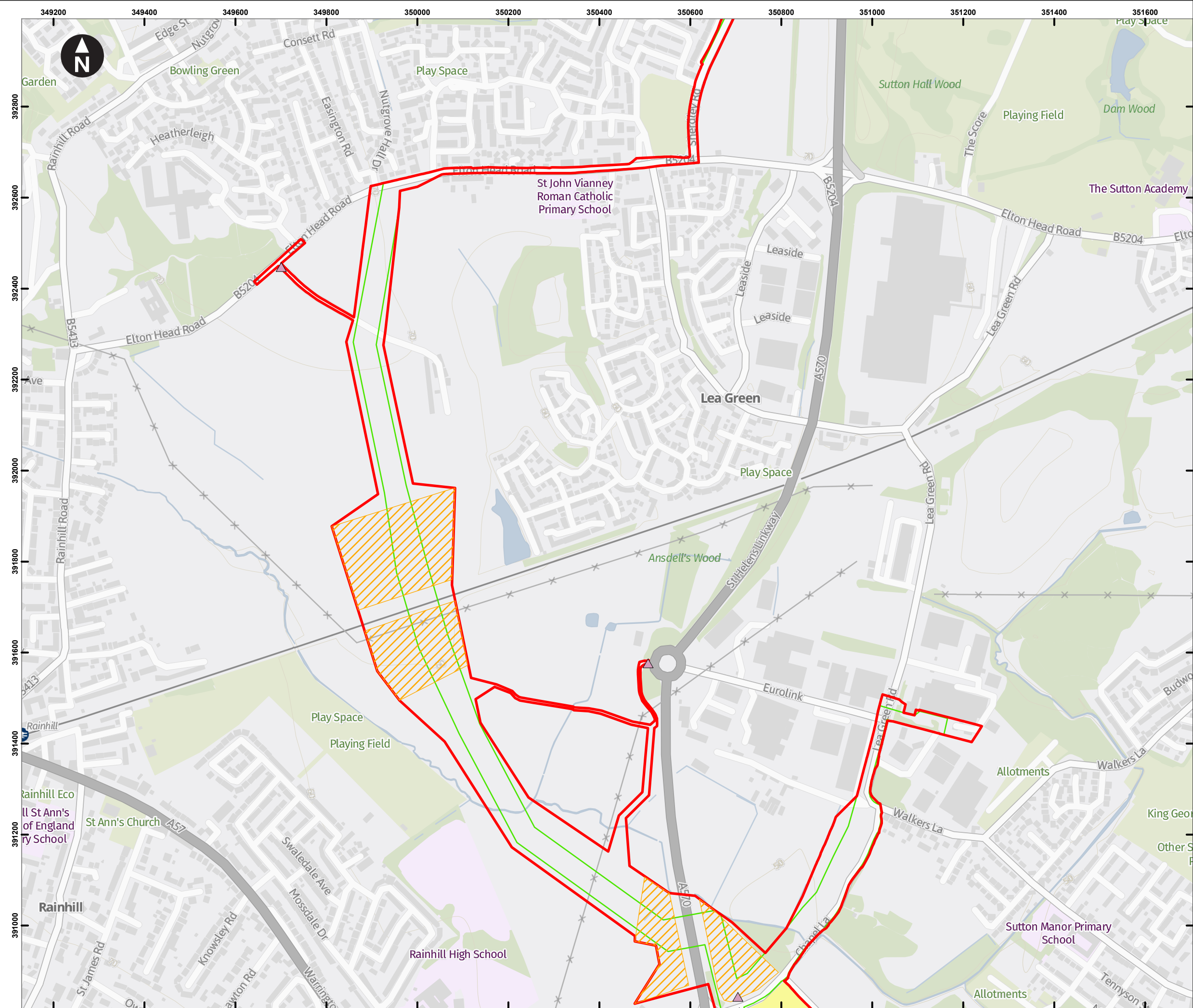
**Figure 2.1**  
**Project Overview**  
**North Corridor**  
**Sheet: 17 of 38**







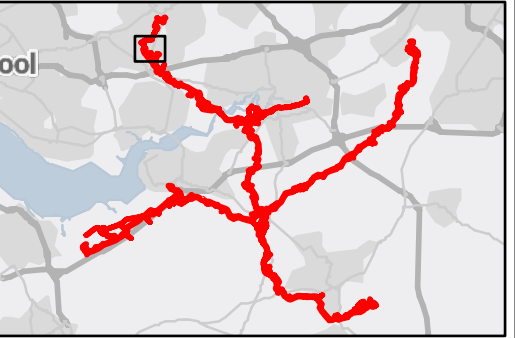




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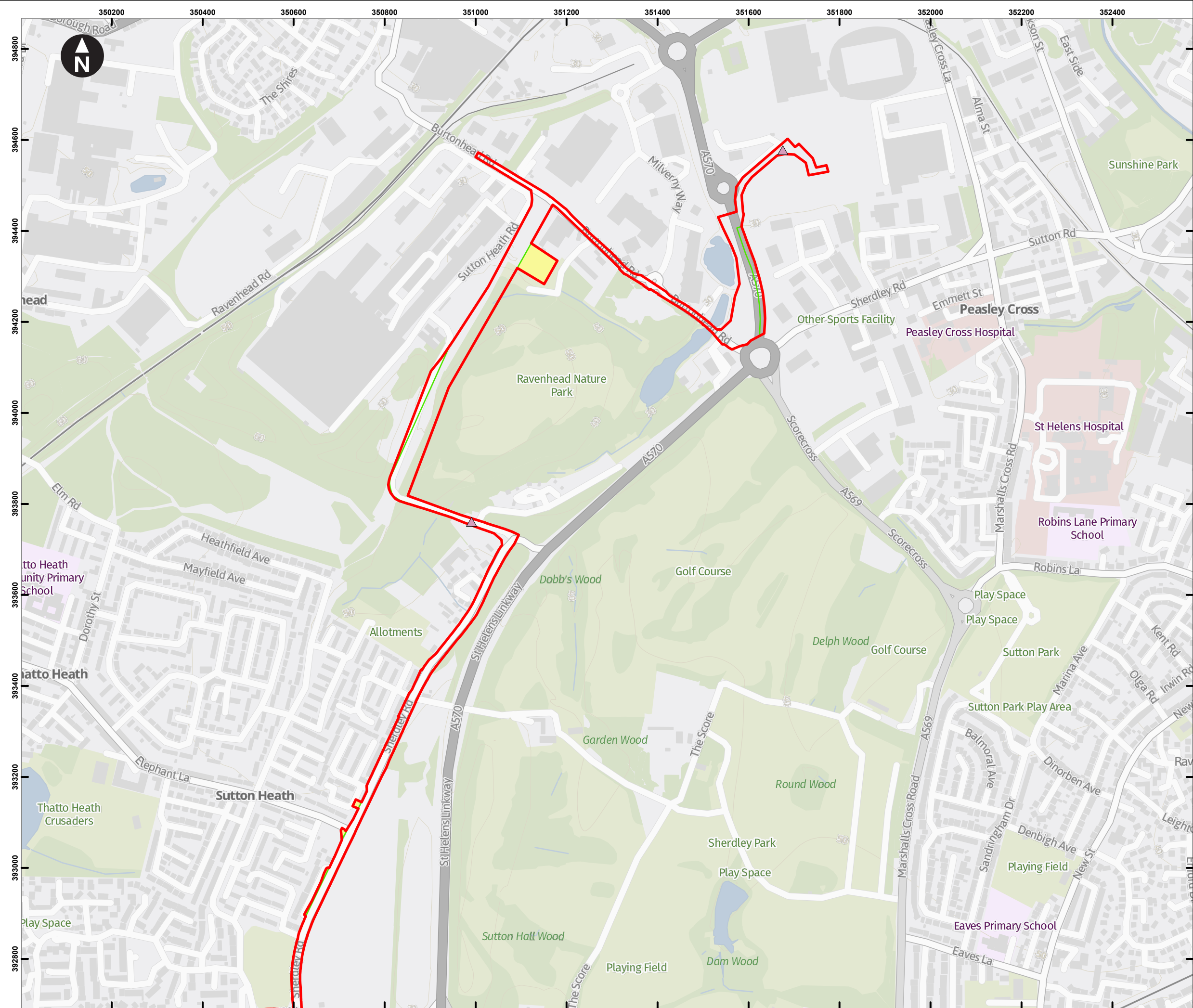
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HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public Rights of Way Management Plan

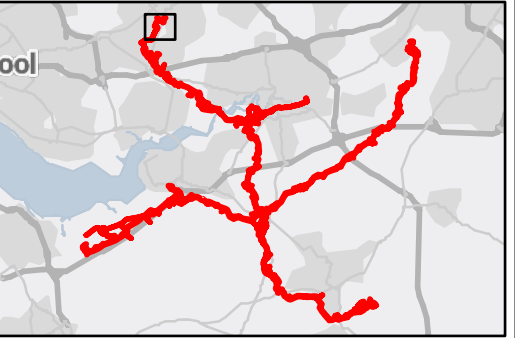
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**Project Overview**  
**North Corridor**  
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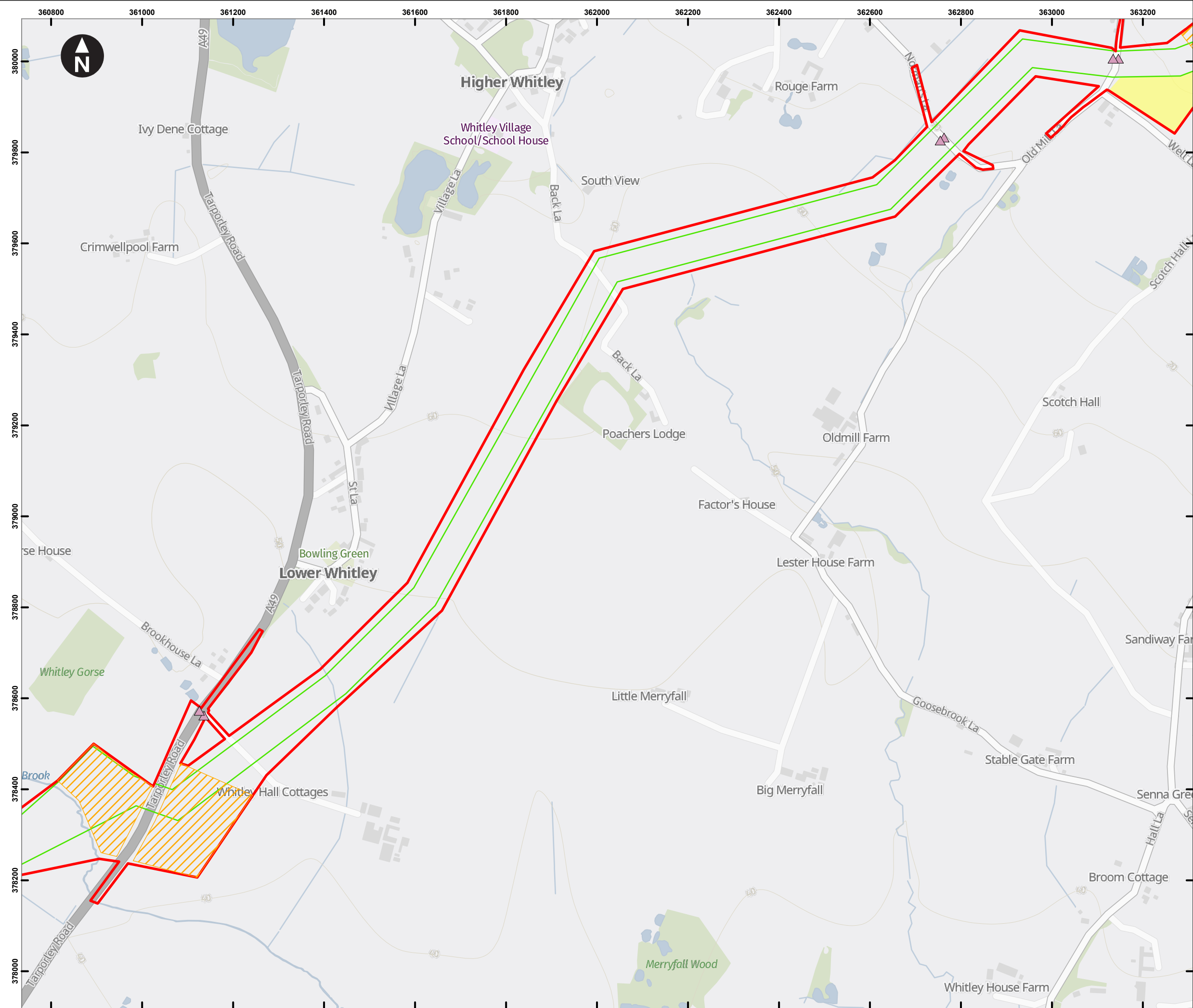
HyNet North West Hydrogen Pipeline Project  
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**Figure 2.1**  
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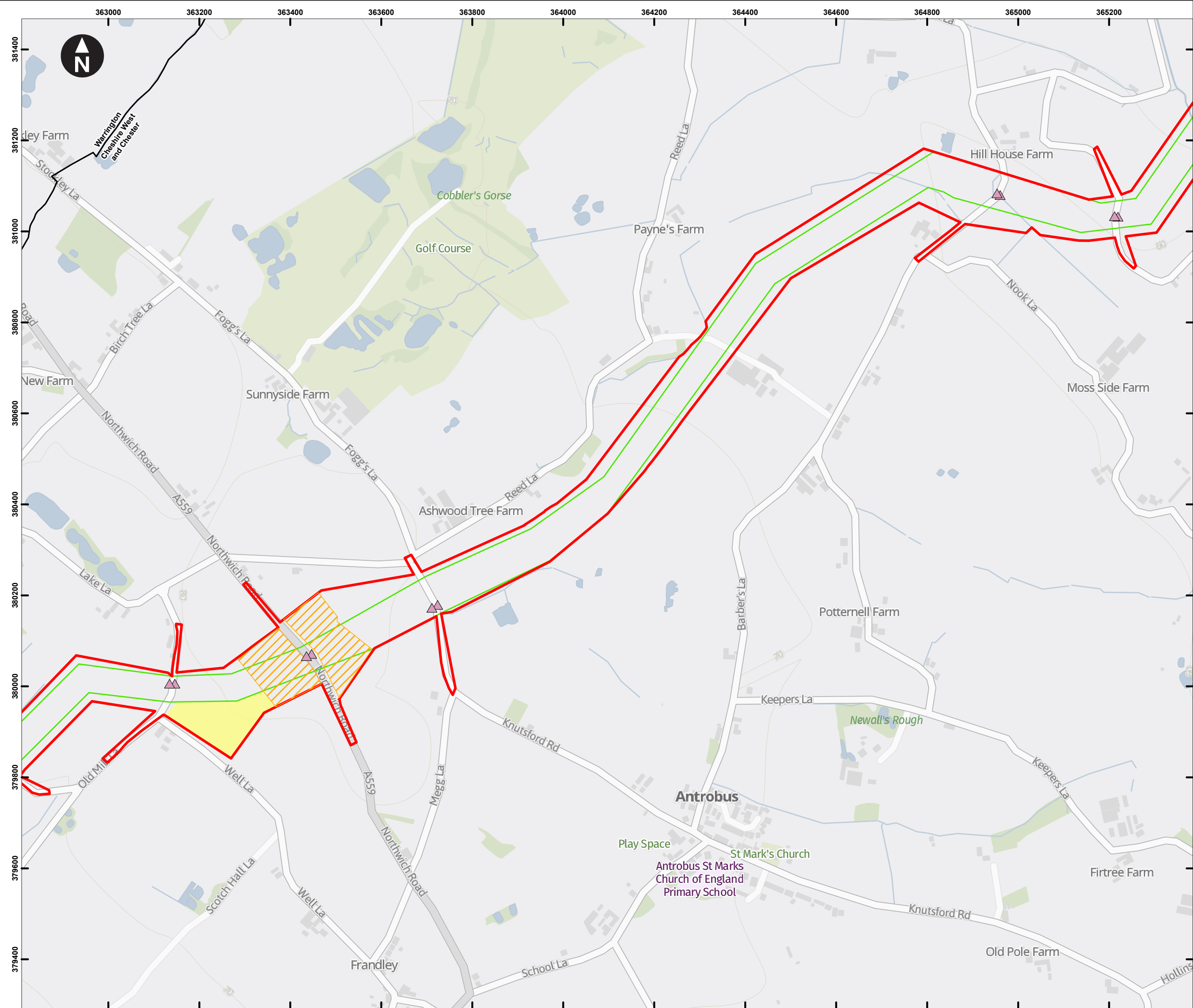
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**Figure 2.1**  
**Project Overview**  
**East Corridor**  
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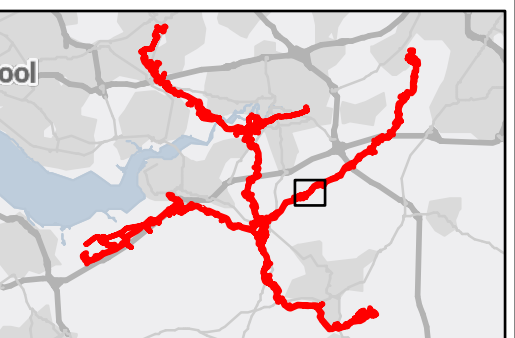
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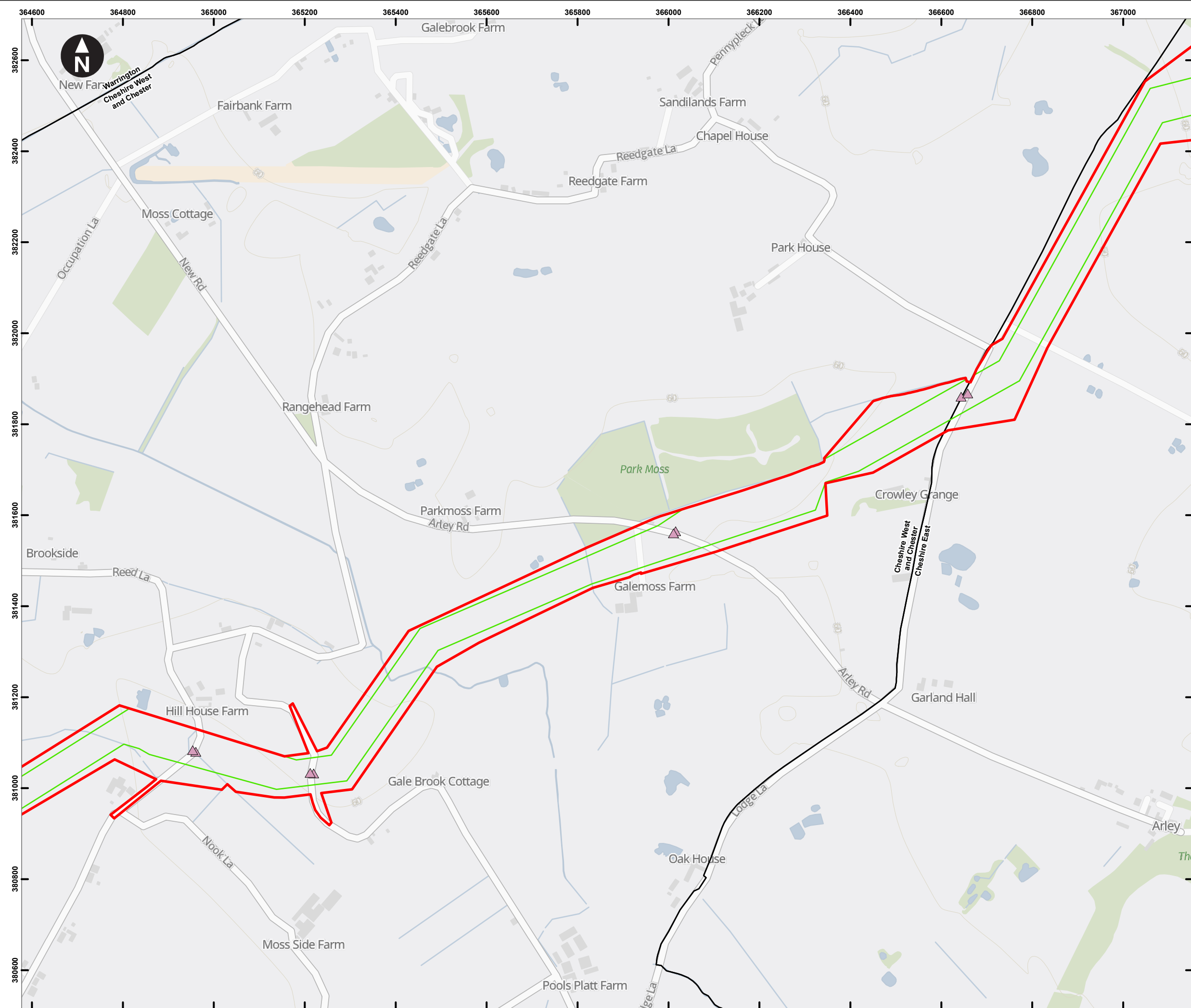
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**Figure 2.1**  
**Project Overview**  
**East Corridor**  
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October 2024

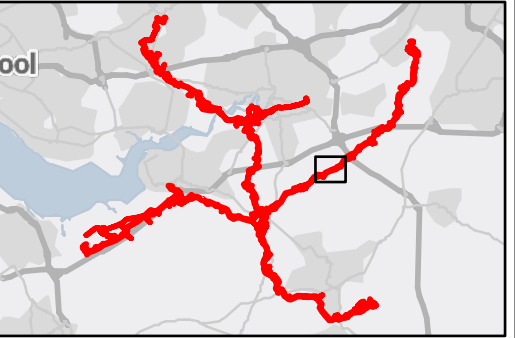
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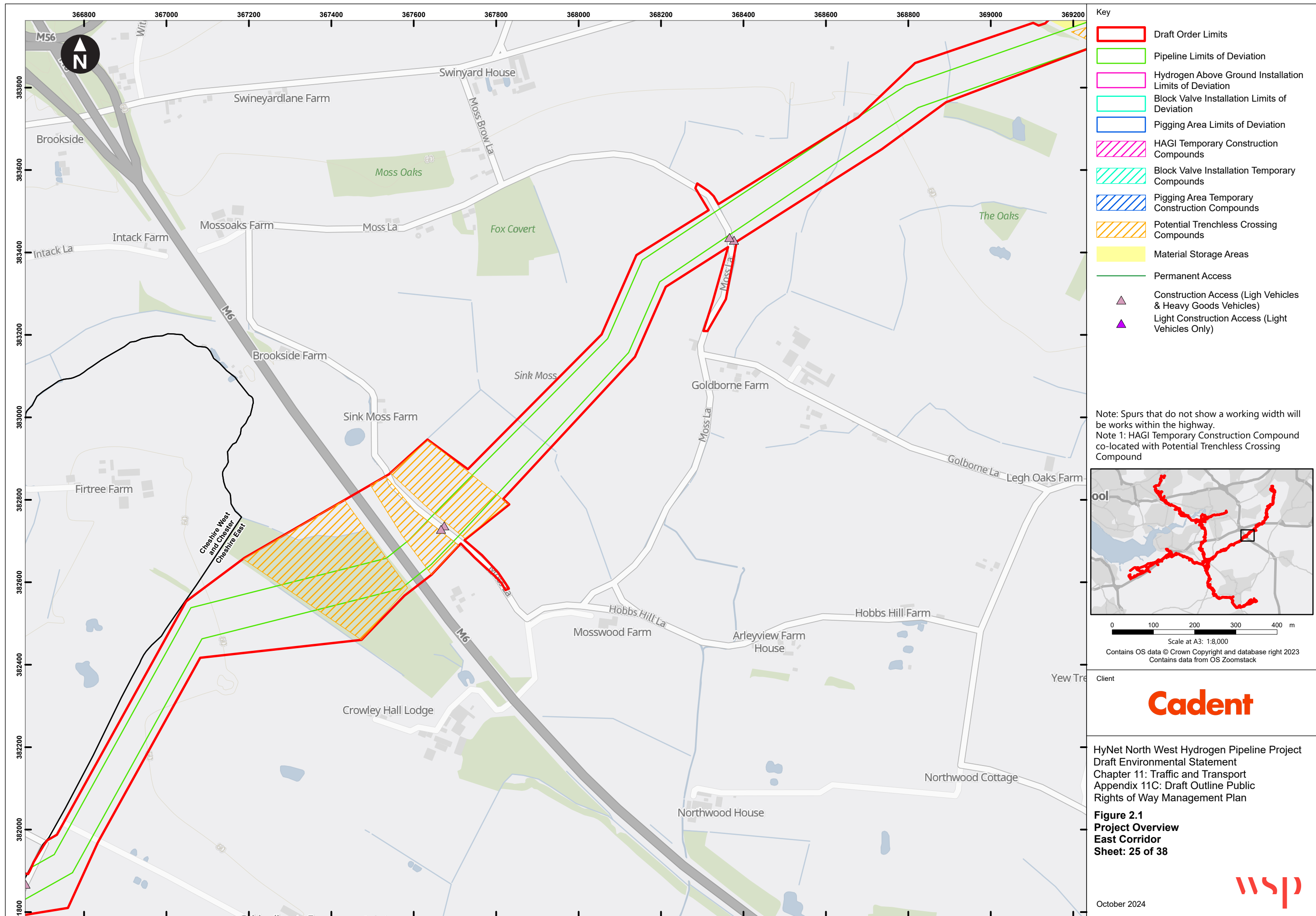
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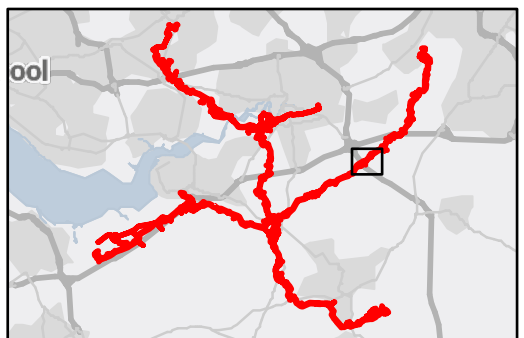
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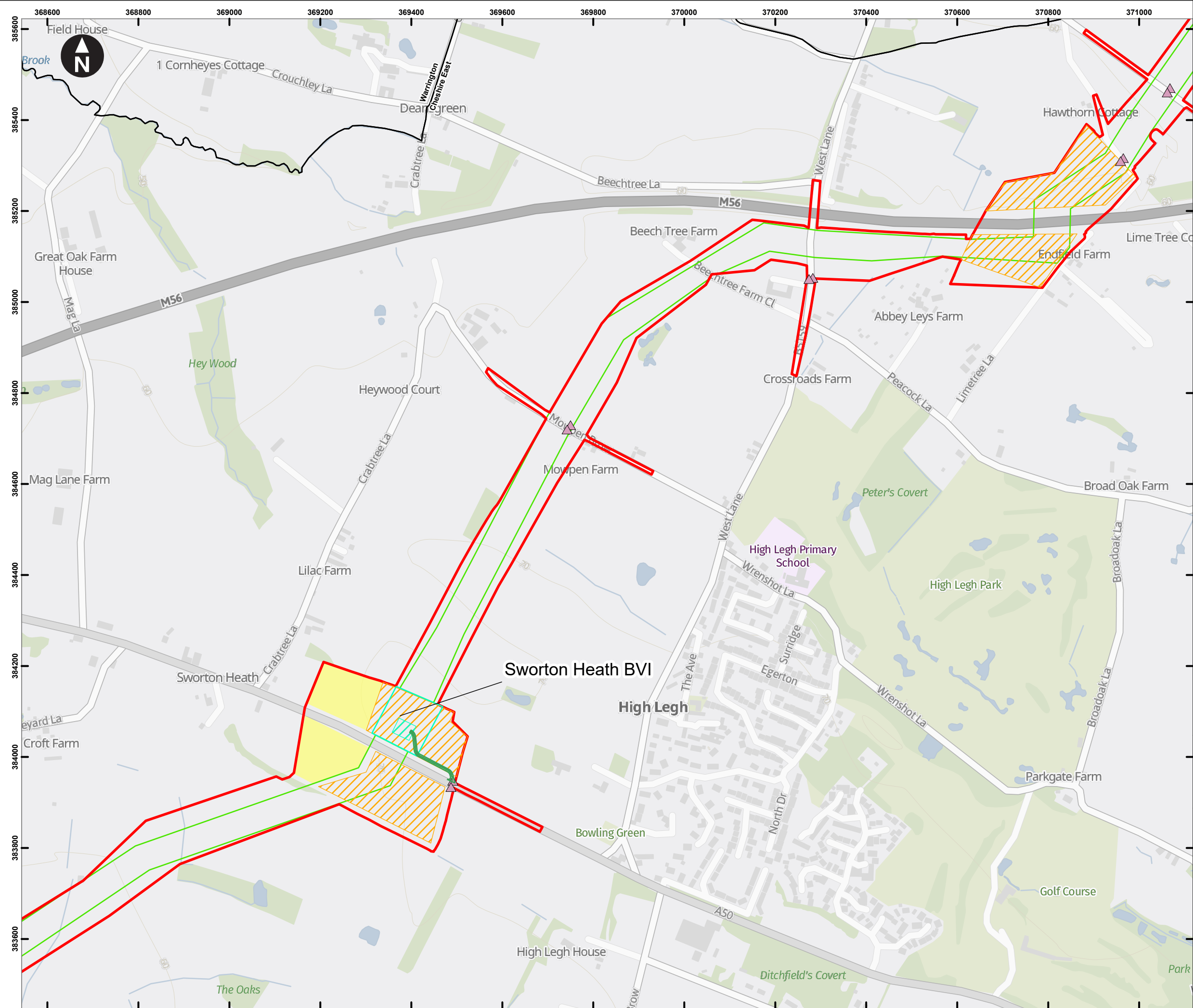
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**Figure 2.1**  
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**East Corridor**  
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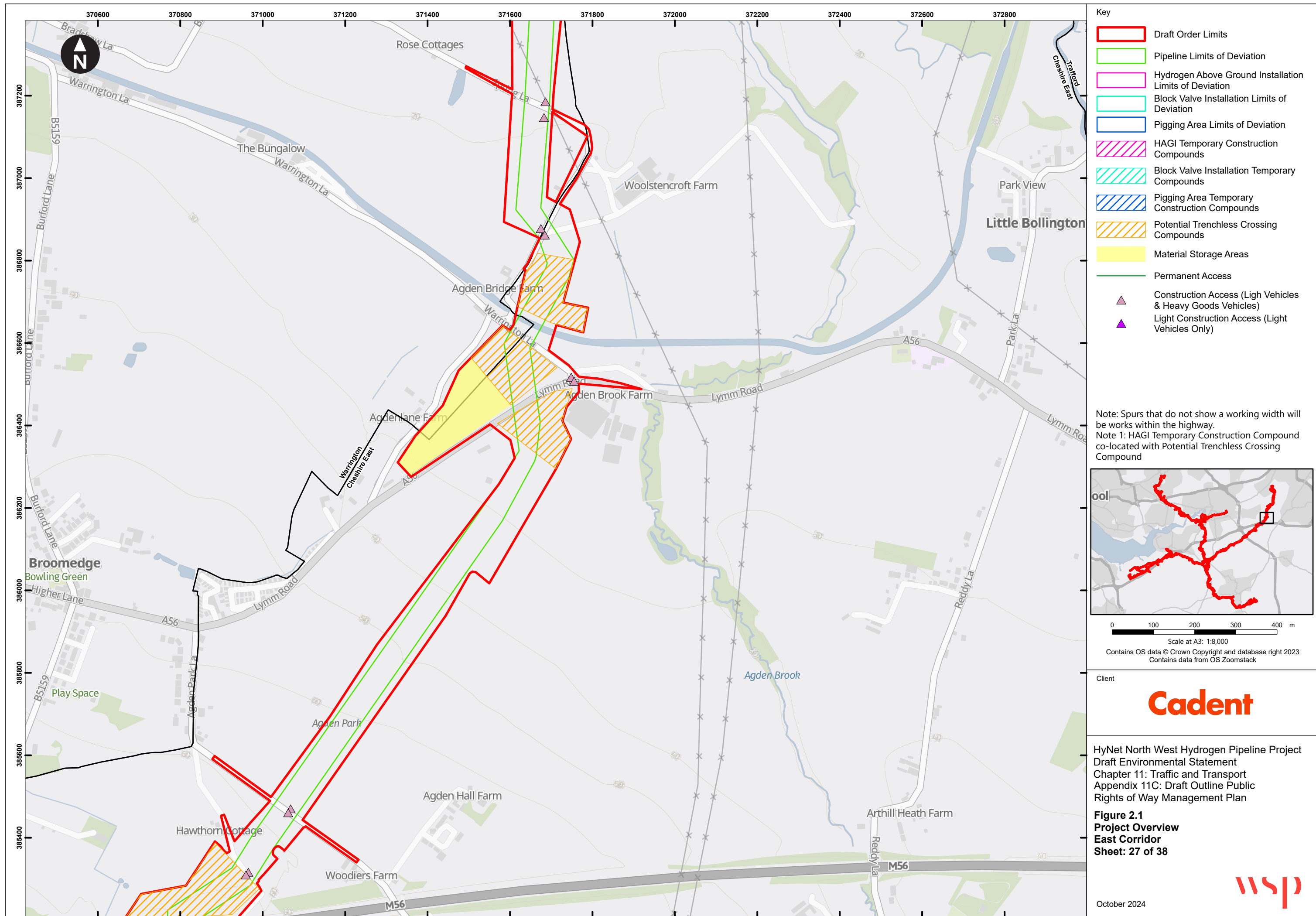
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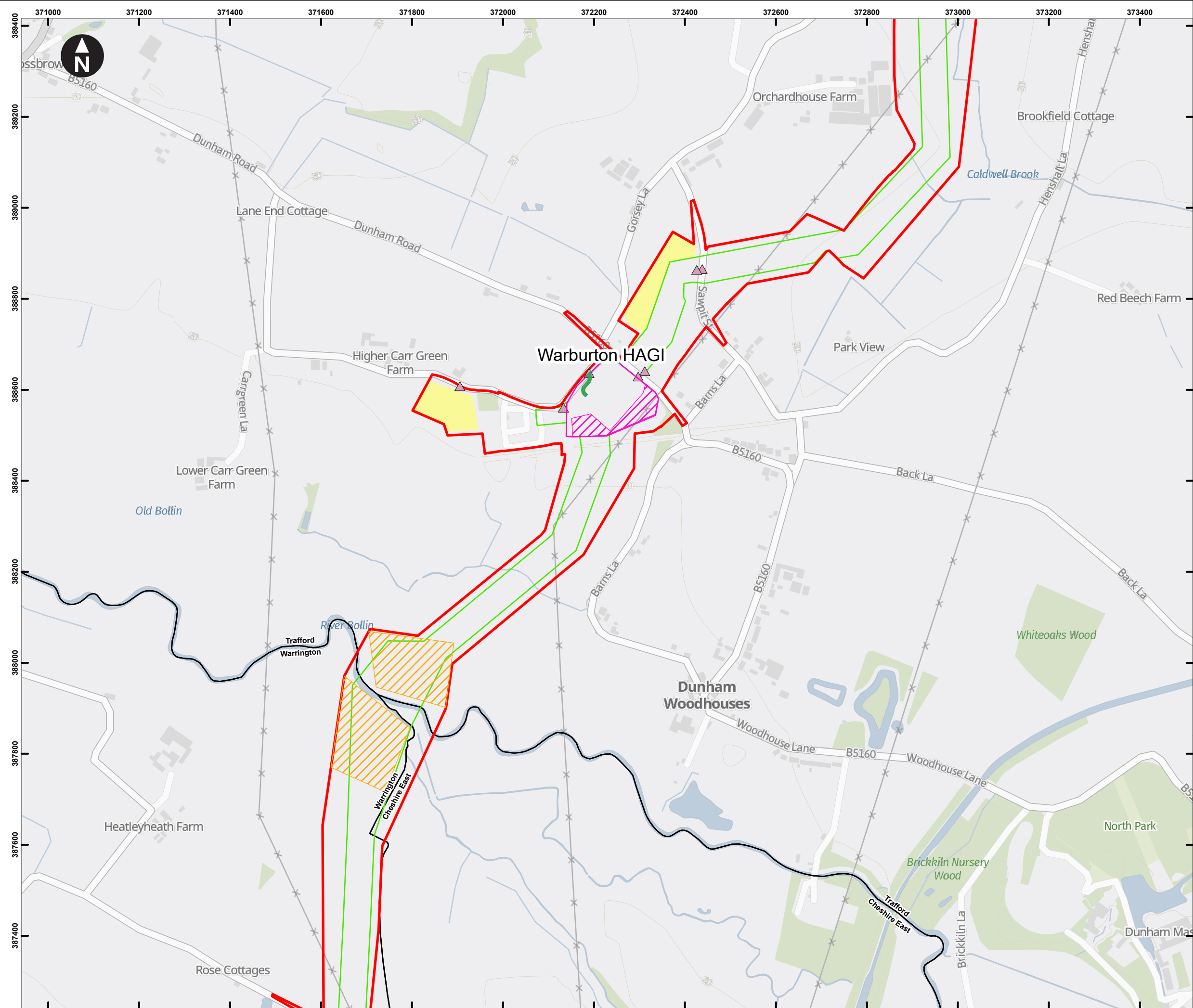
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**Project Overview**  
**East Corridor**  
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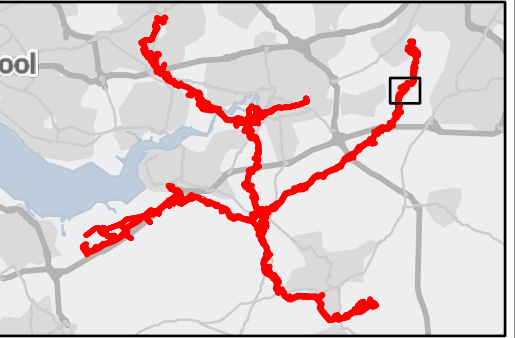






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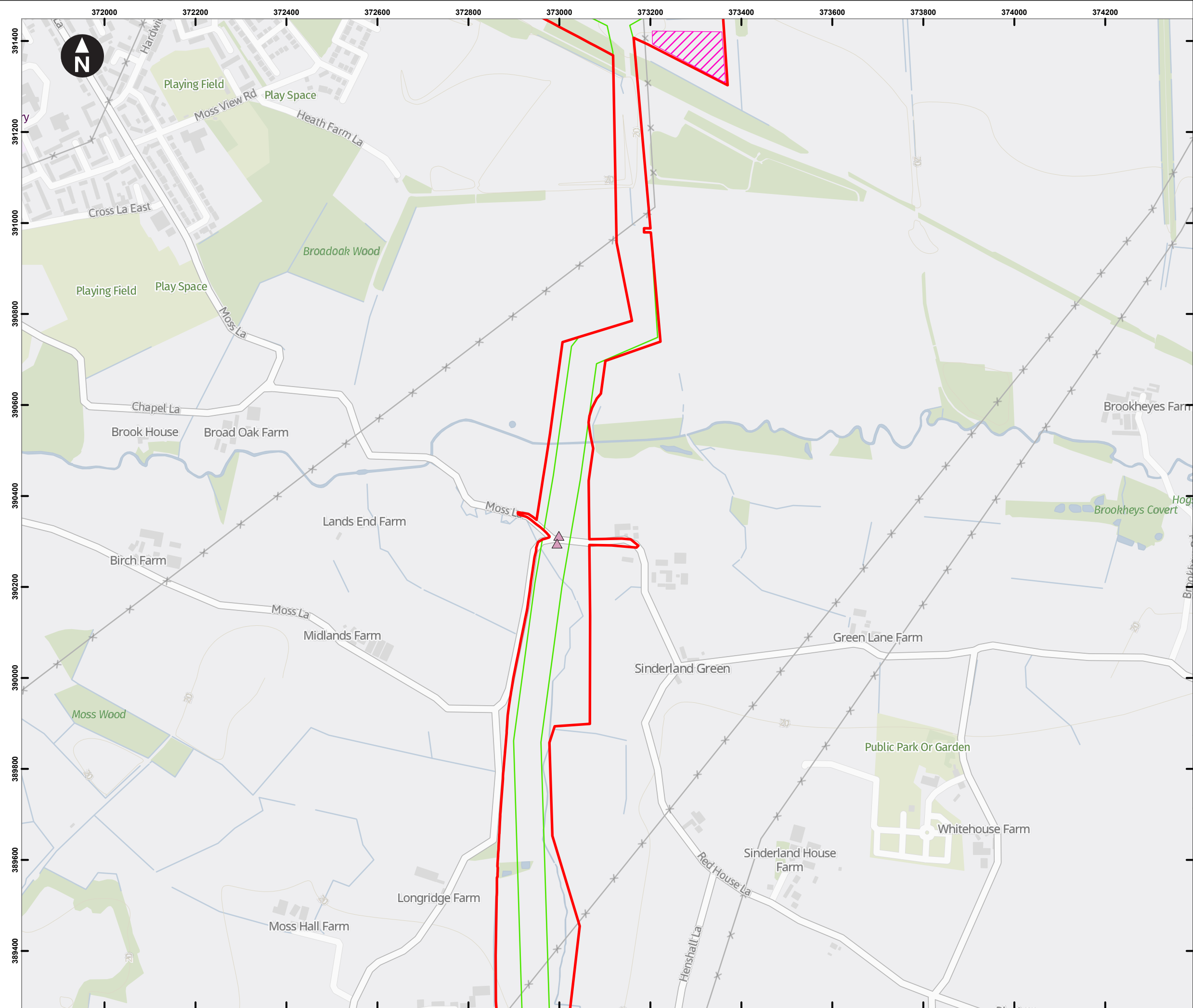
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**Figure 2.1**  
**Project Overview**  
**East Corridor**  
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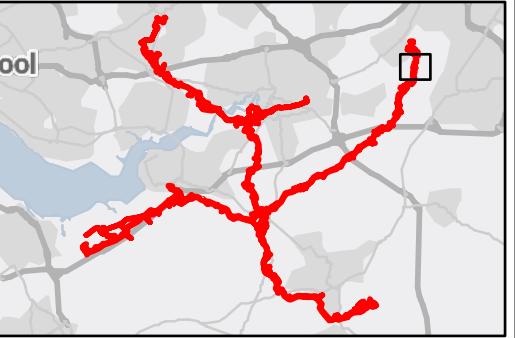
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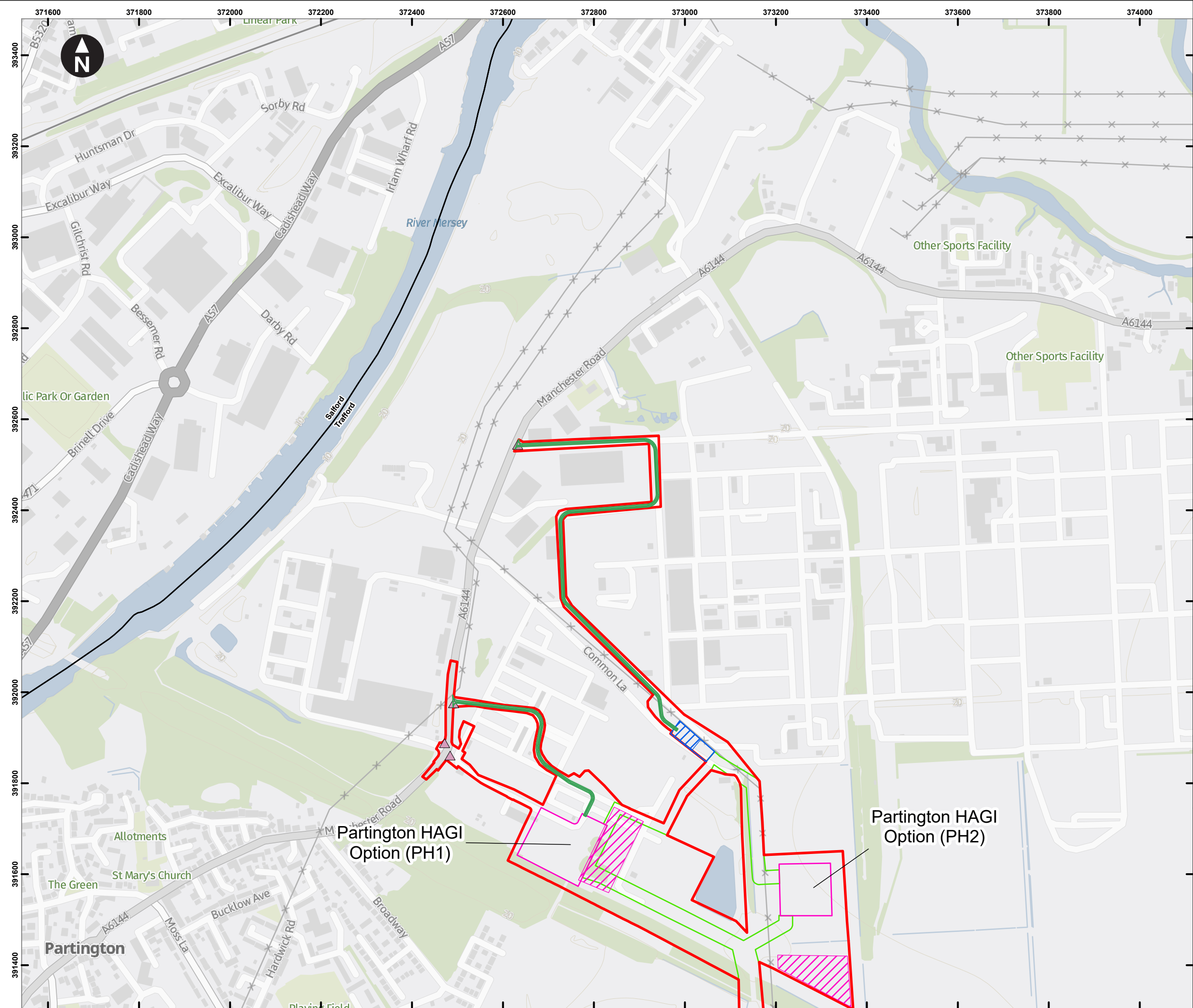
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HyNet North West Hydrogen Pipeline Project  
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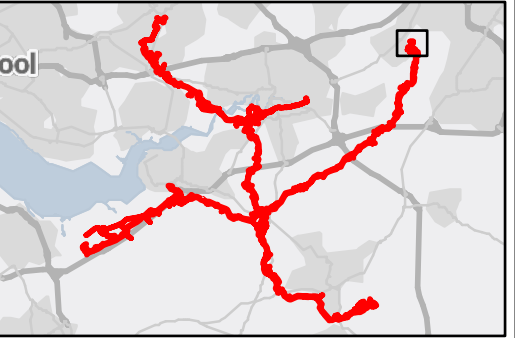
**Figure 2.1**  
**Project Overview**  
**East Corridor**  
**Sheet: 29 of 38**





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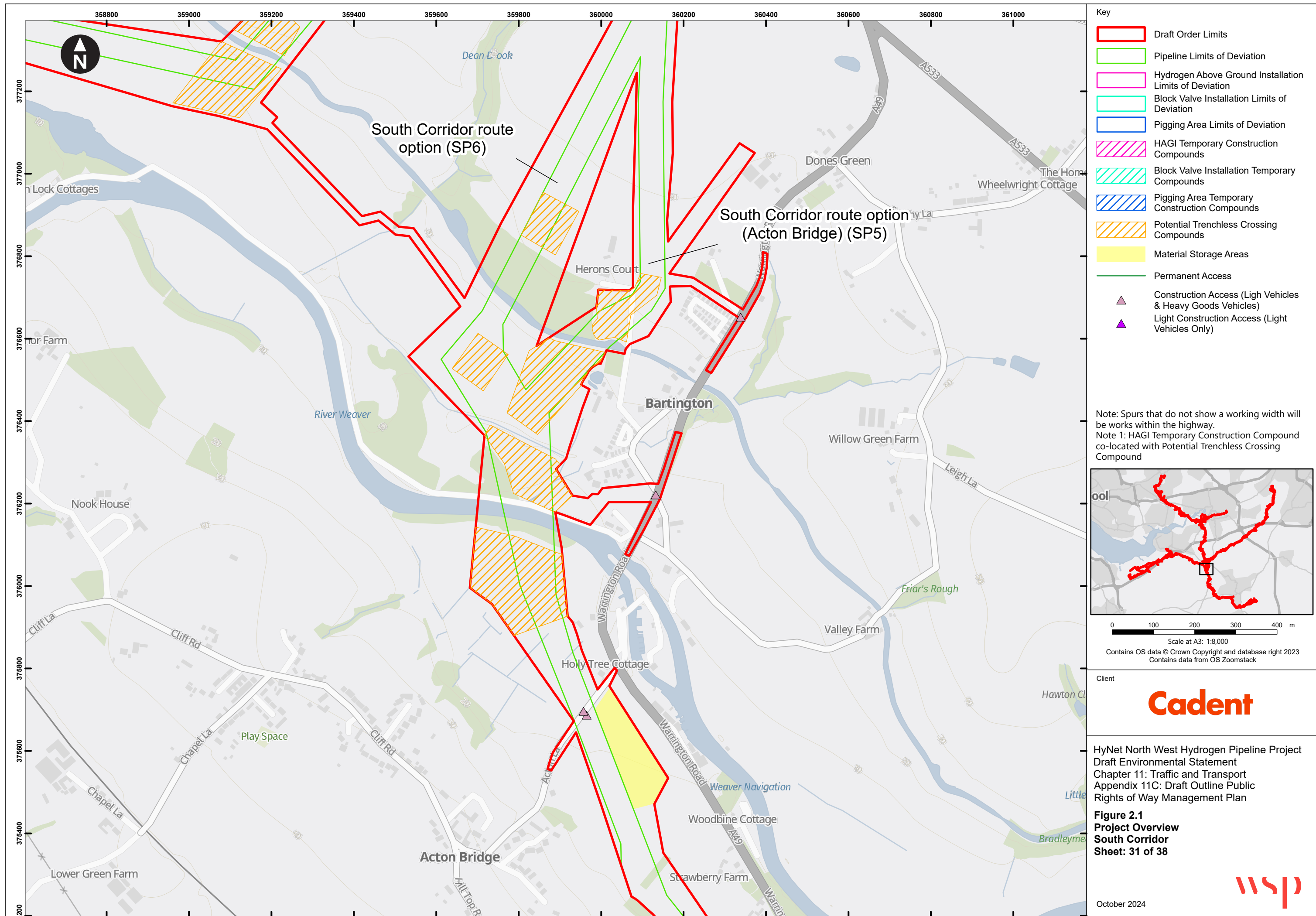


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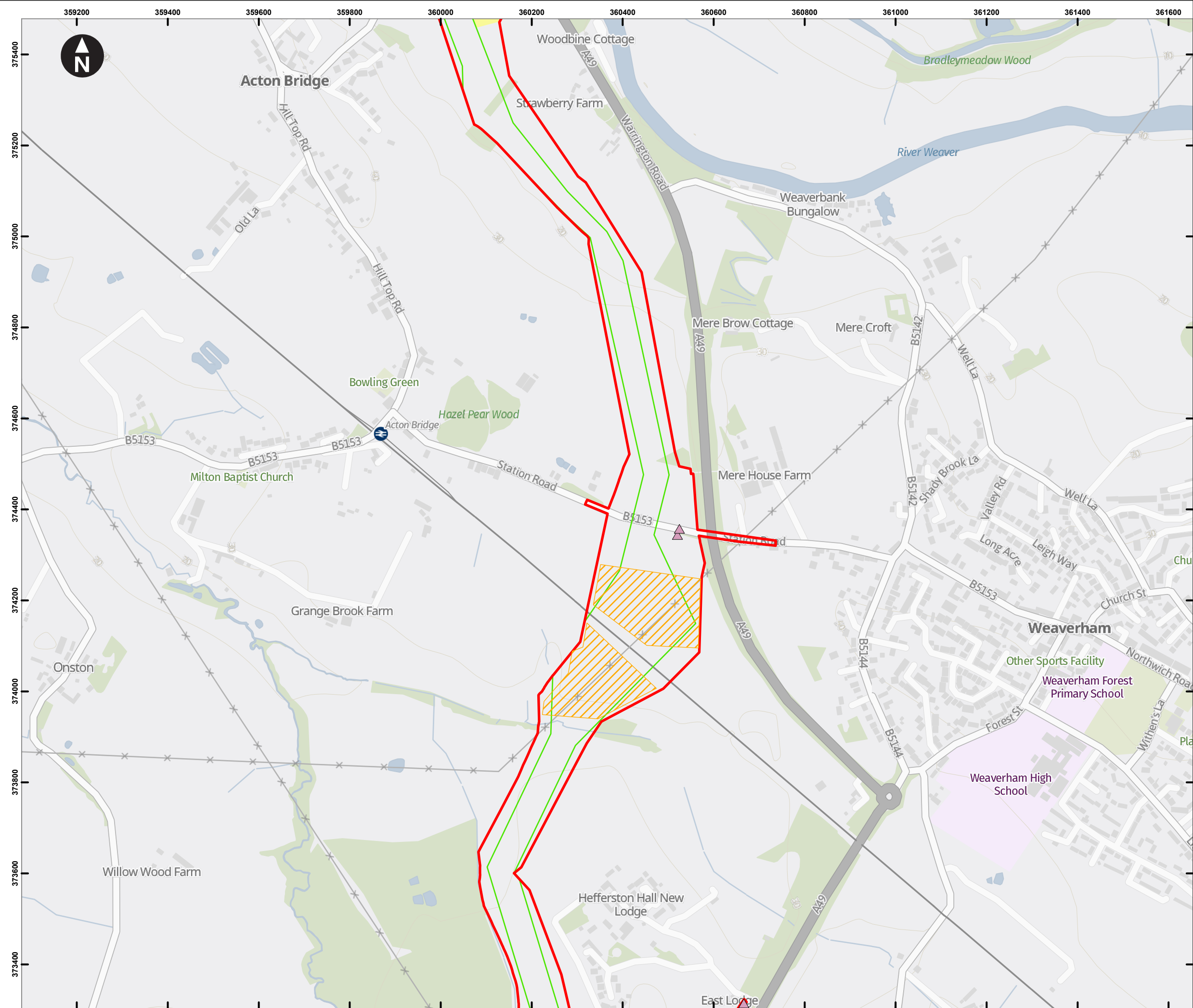
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**Figure 2.1**  
**Project Overview**  
**East Corridor**  
**Sheet: 30 of 38**

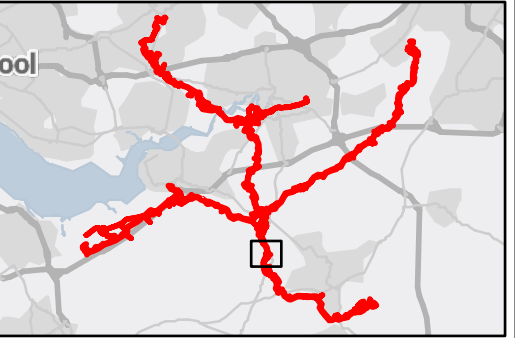






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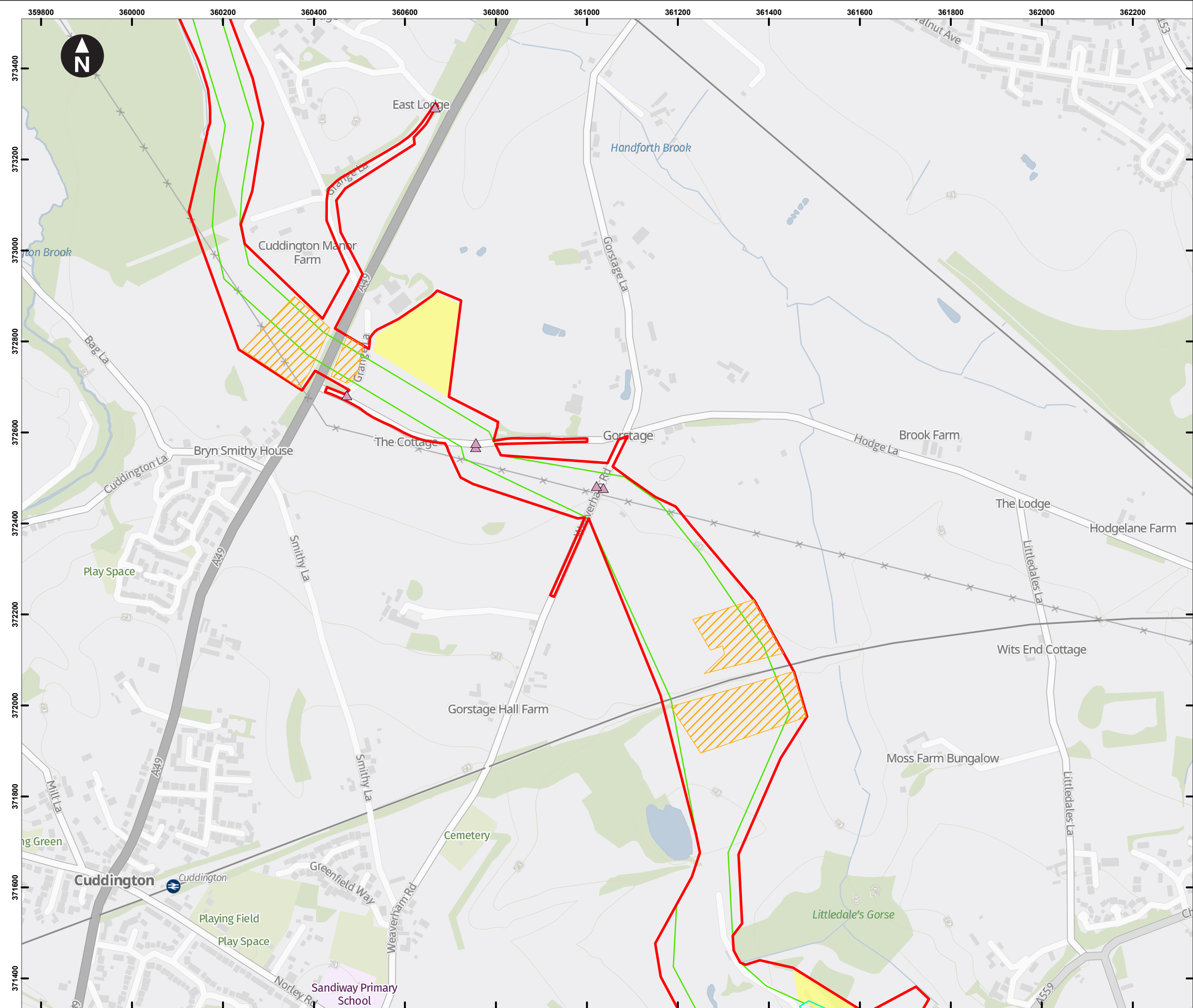
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**Figure 2.1**  
**Project Overview**  
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**Sheet: 32 of 38**

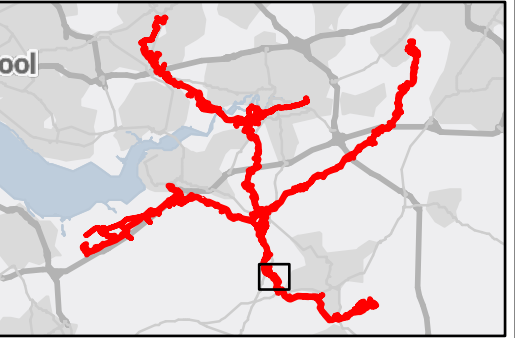
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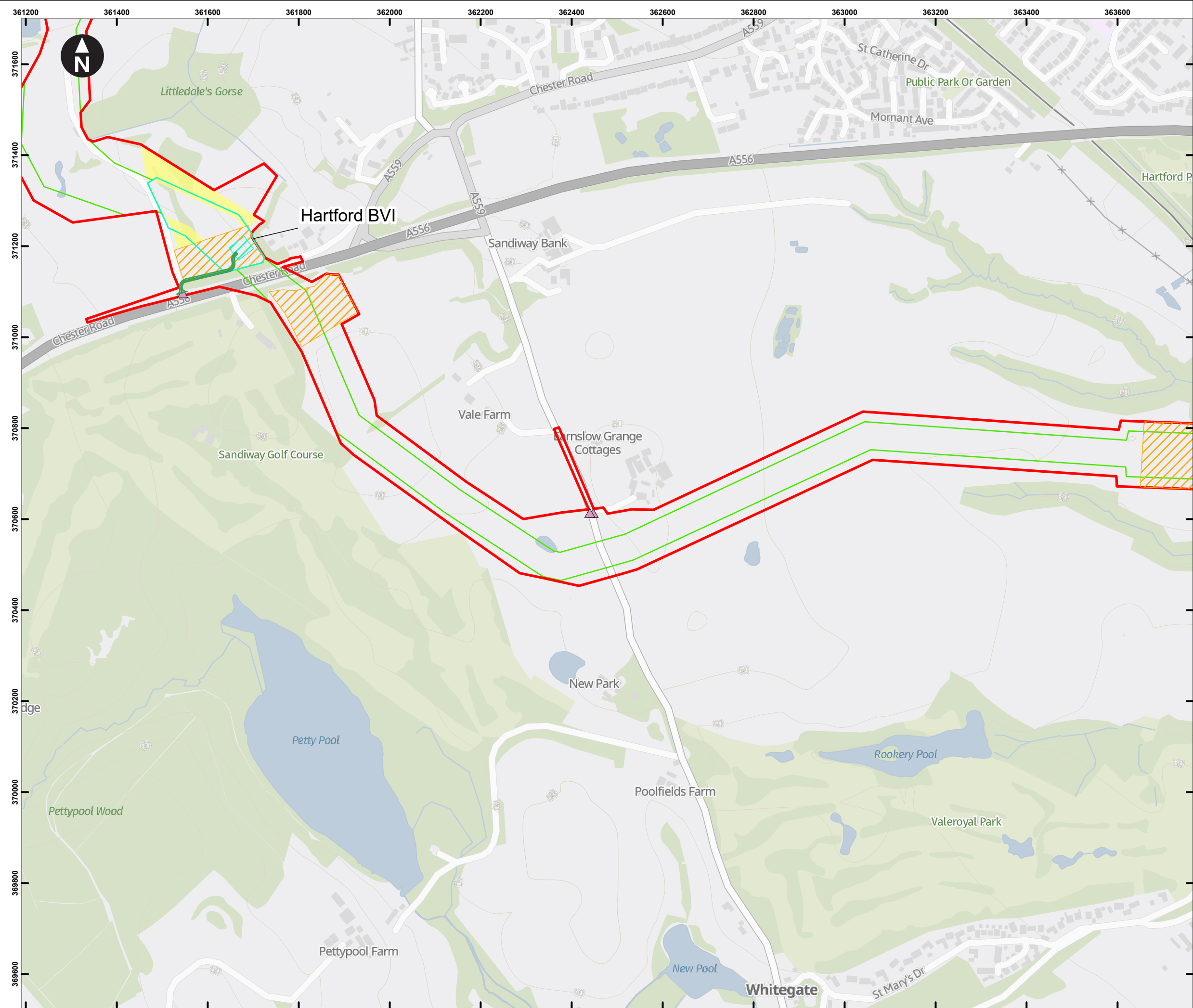
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**Figure 2.1**  
**Project Overview**  
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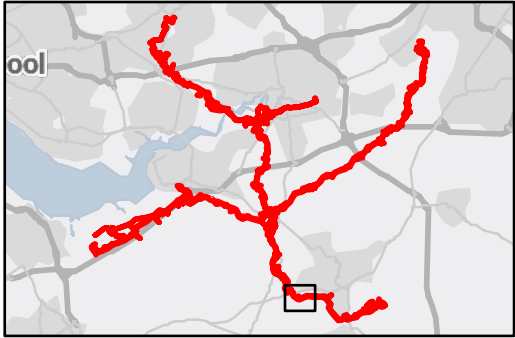
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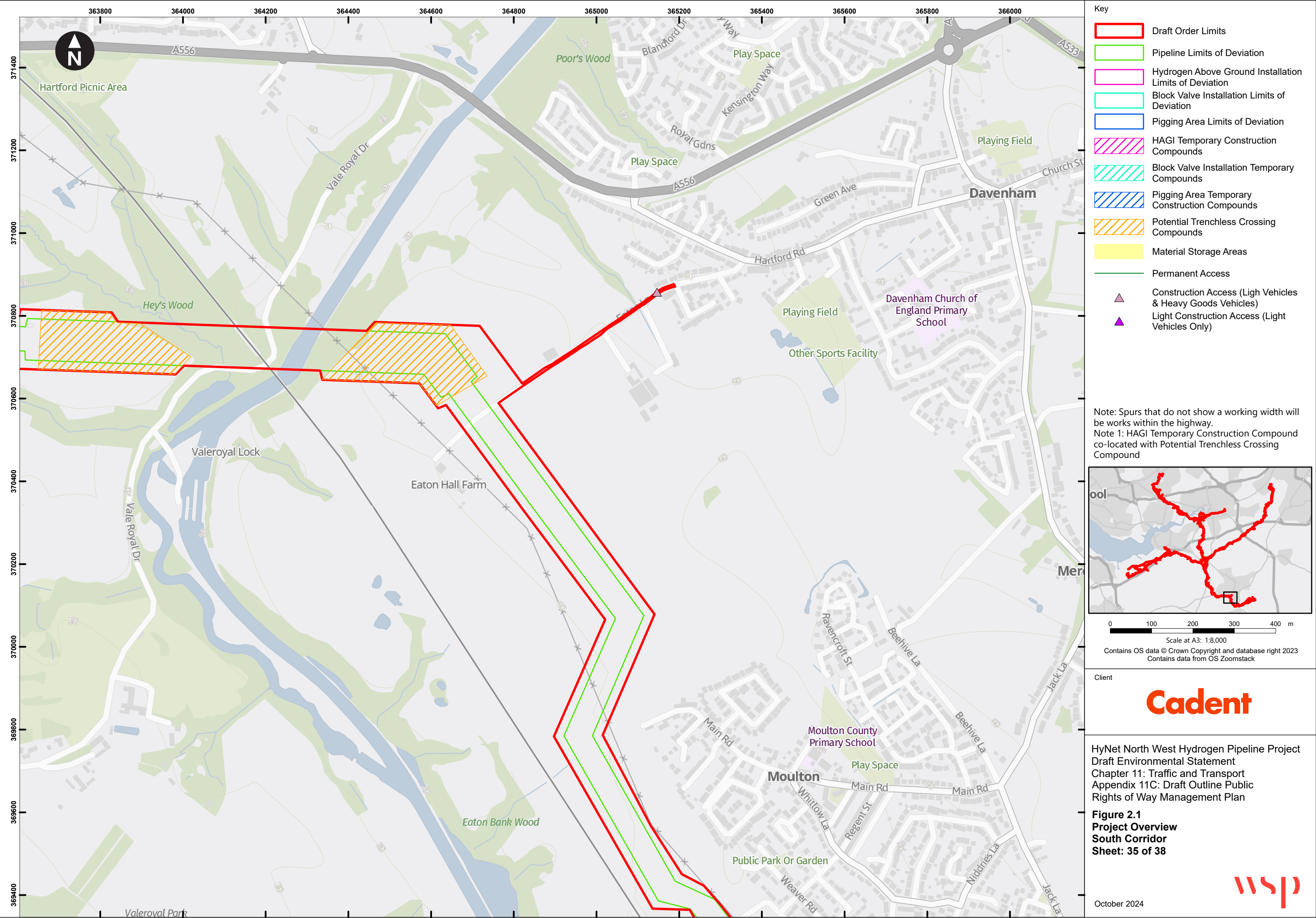
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**Figure 2.1**  
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**Sheet: 34 of 38**

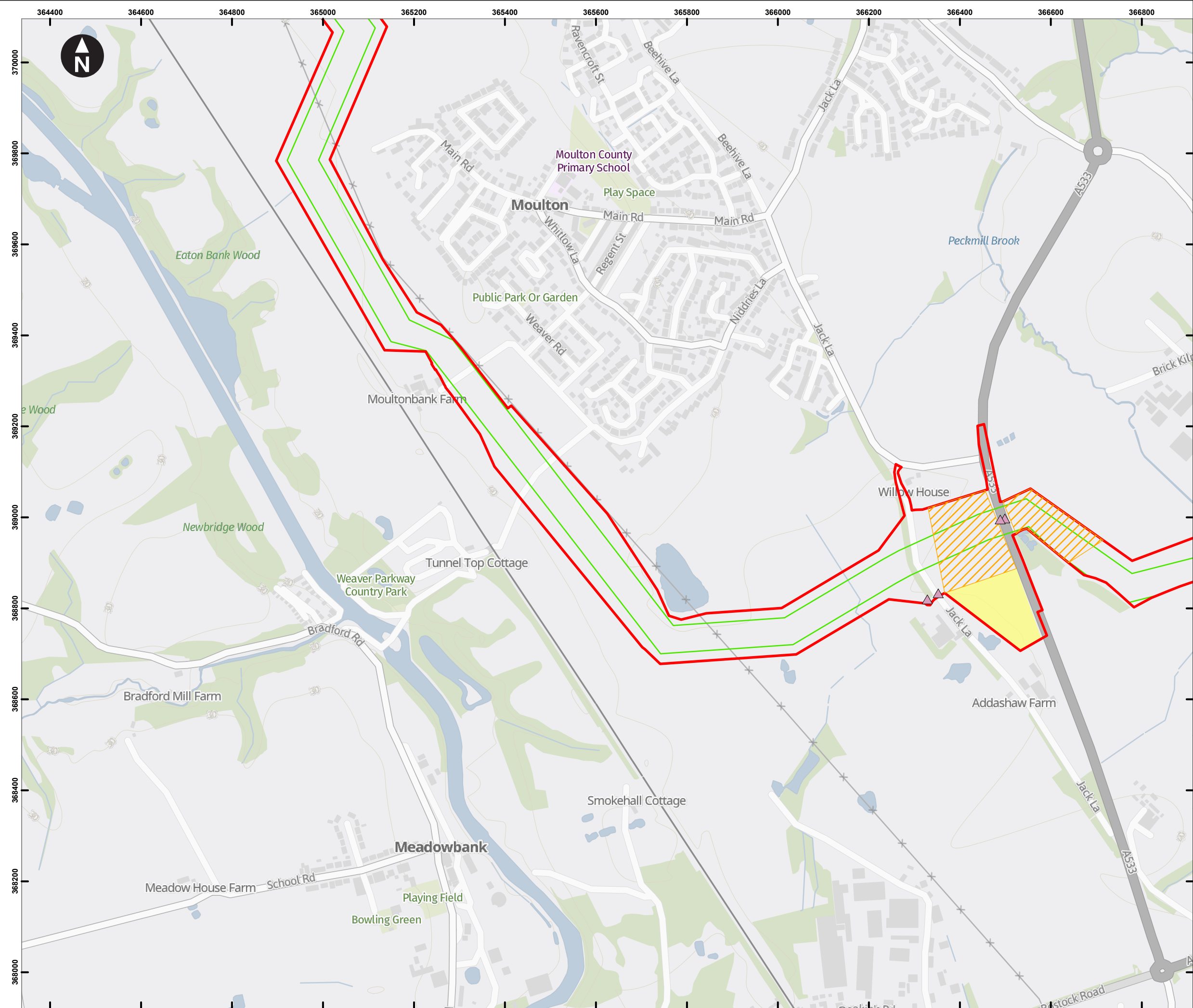
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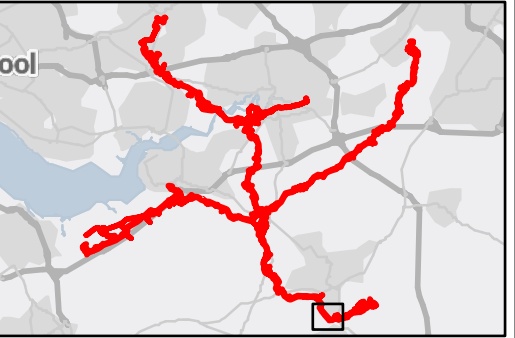






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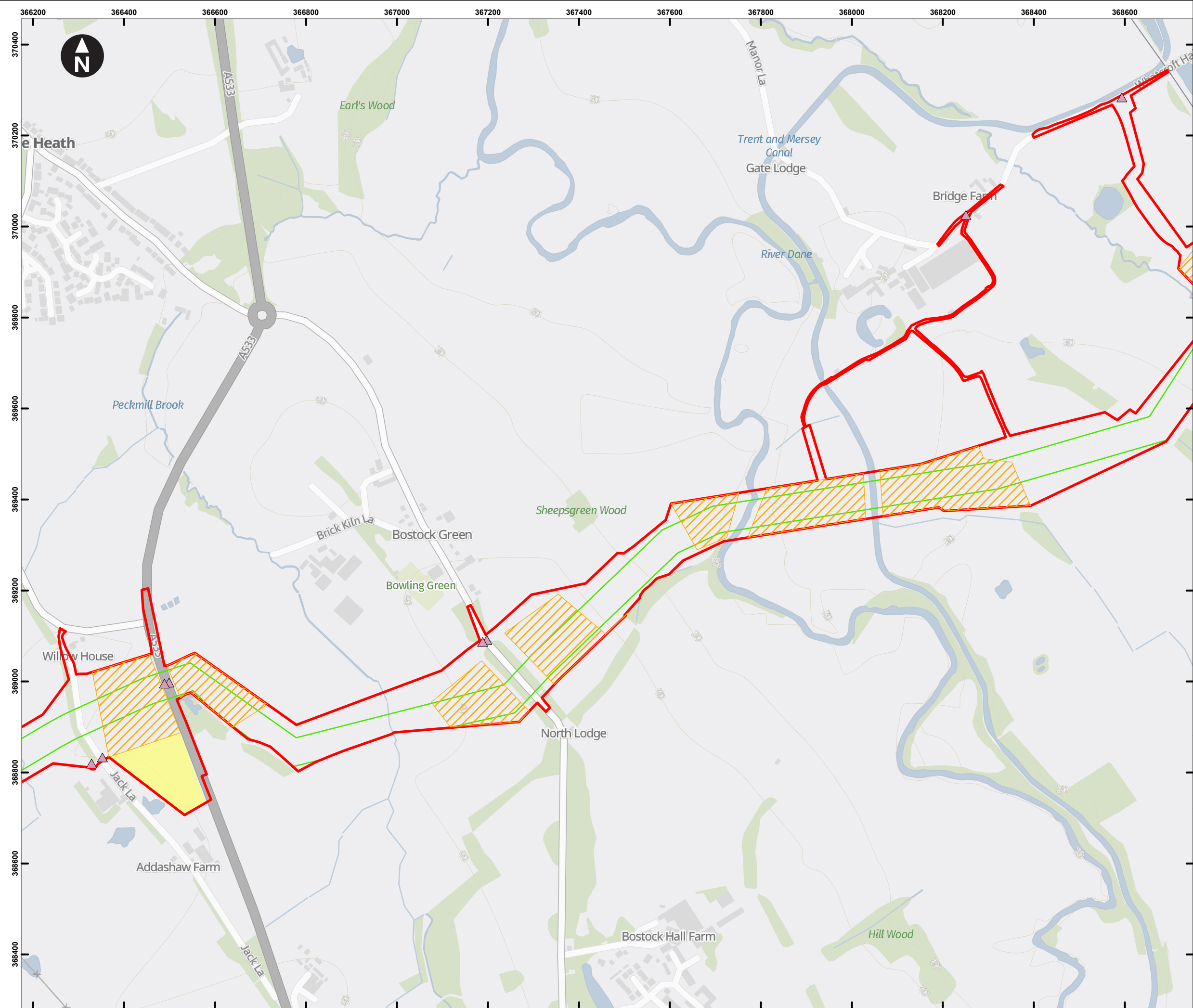
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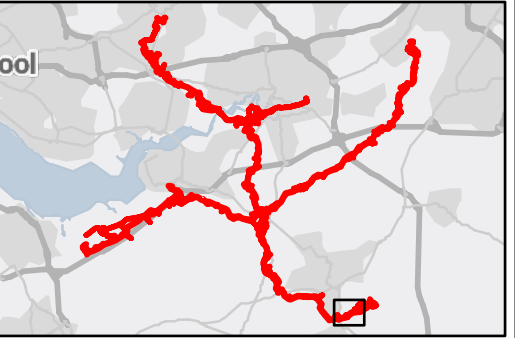
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**Figure 2.1**  
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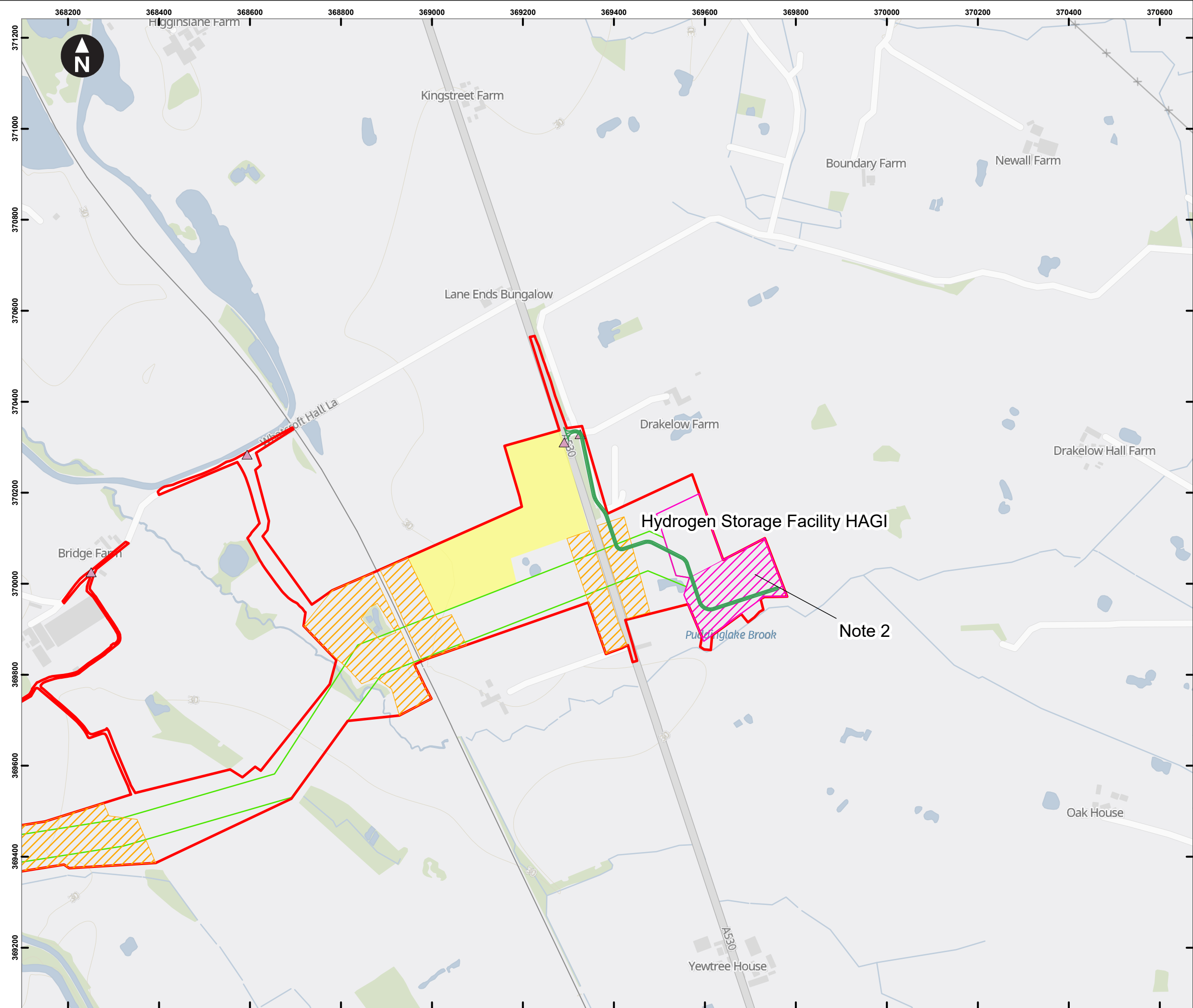
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**Figure 2.1**  
**Project Overview**  
**South Corridor**  
**Sheet: 37 of 38**

October 2024

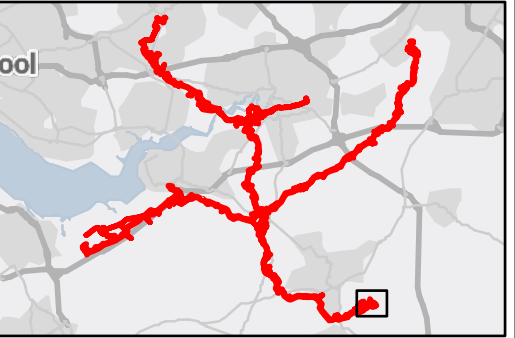
**wsp**





- Key
- Draft Order Limits
  - Pipeline Limits of Deviation
  - Hydrogen Above Ground Installation Limits of Deviation
  - Block Valve Installation Limits of Deviation
  - Pigging Area Limits of Deviation
  - HAGI Temporary Construction Compounds
  - Block Valve Installation Temporary Compounds
  - Pigging Area Temporary Construction Compounds
  - Potential Trenchless Crossing Compounds
  - Material Storage Areas
  - Permanent Access
  - Construction Access (Light Vehicles & Heavy Goods Vehicles)
  - Light Construction Access (Light Vehicles Only)

Note: Spurs that do not show a working width will be works within the highway.  
Note 1: HAGI Temporary Construction Compound co-located with Potential Trenchless Crossing Compound



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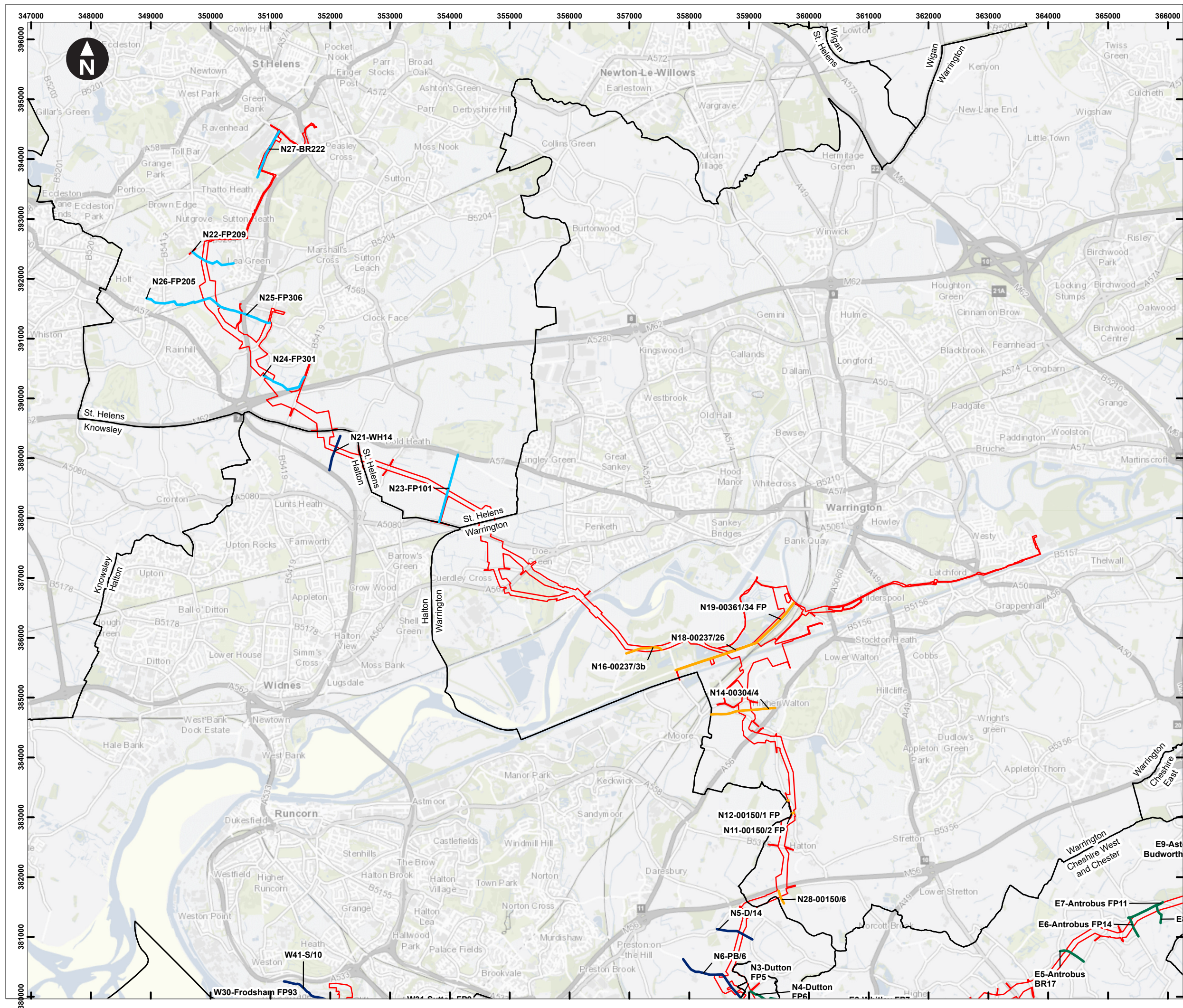
HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public Rights of Way Management Plan

**Figure 2.1**  
**Project Overview**  
**South Corridor**  
**Sheet: 38 of 38**

October 2024

**wsp**





Key

Draft order limits

Public Rights of Way

- Halton
- East Cheshire
- Warrington
- Trafford
- West Cheshire
- St Helens



0 1 2 3 Km

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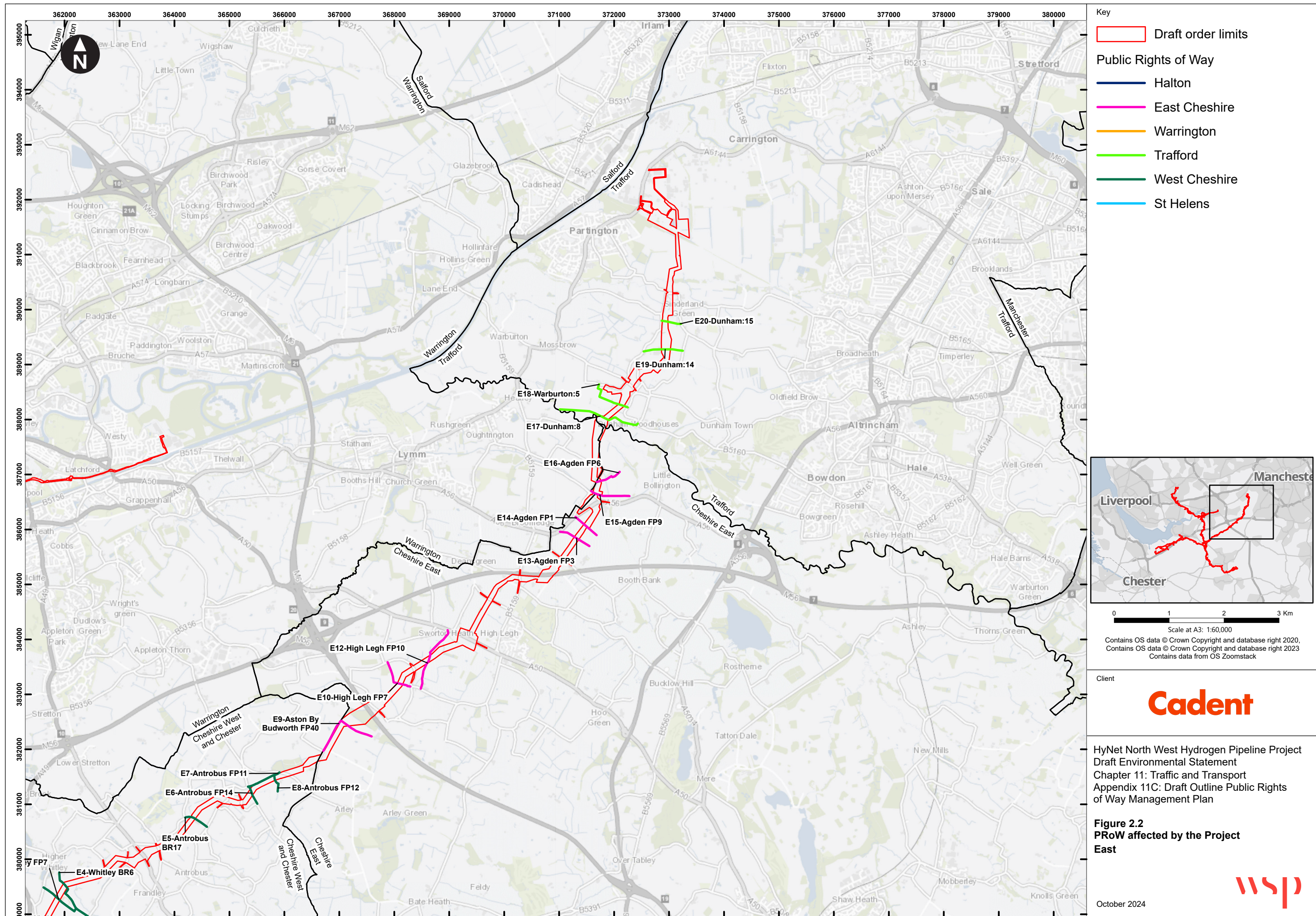
HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public Rights  
of Way Management Plan

**Figure 2.2**  
PRoW affected by the Project  
North

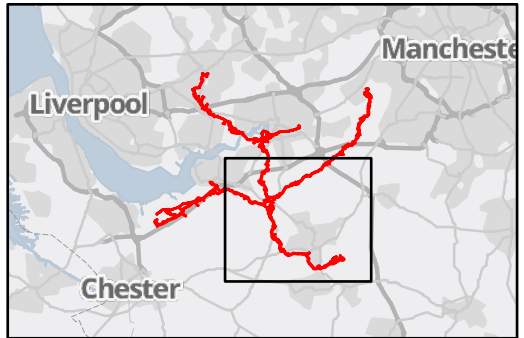
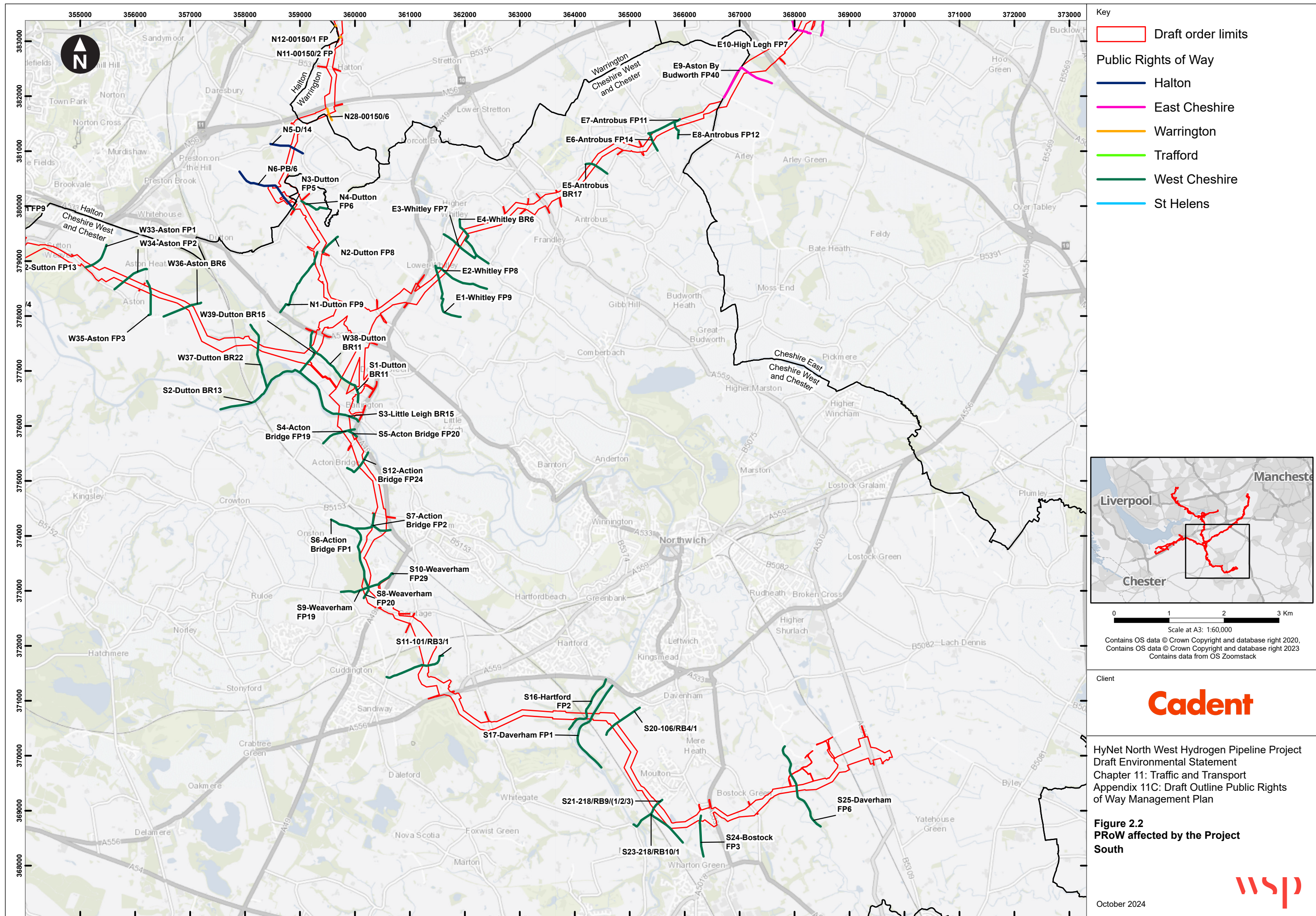
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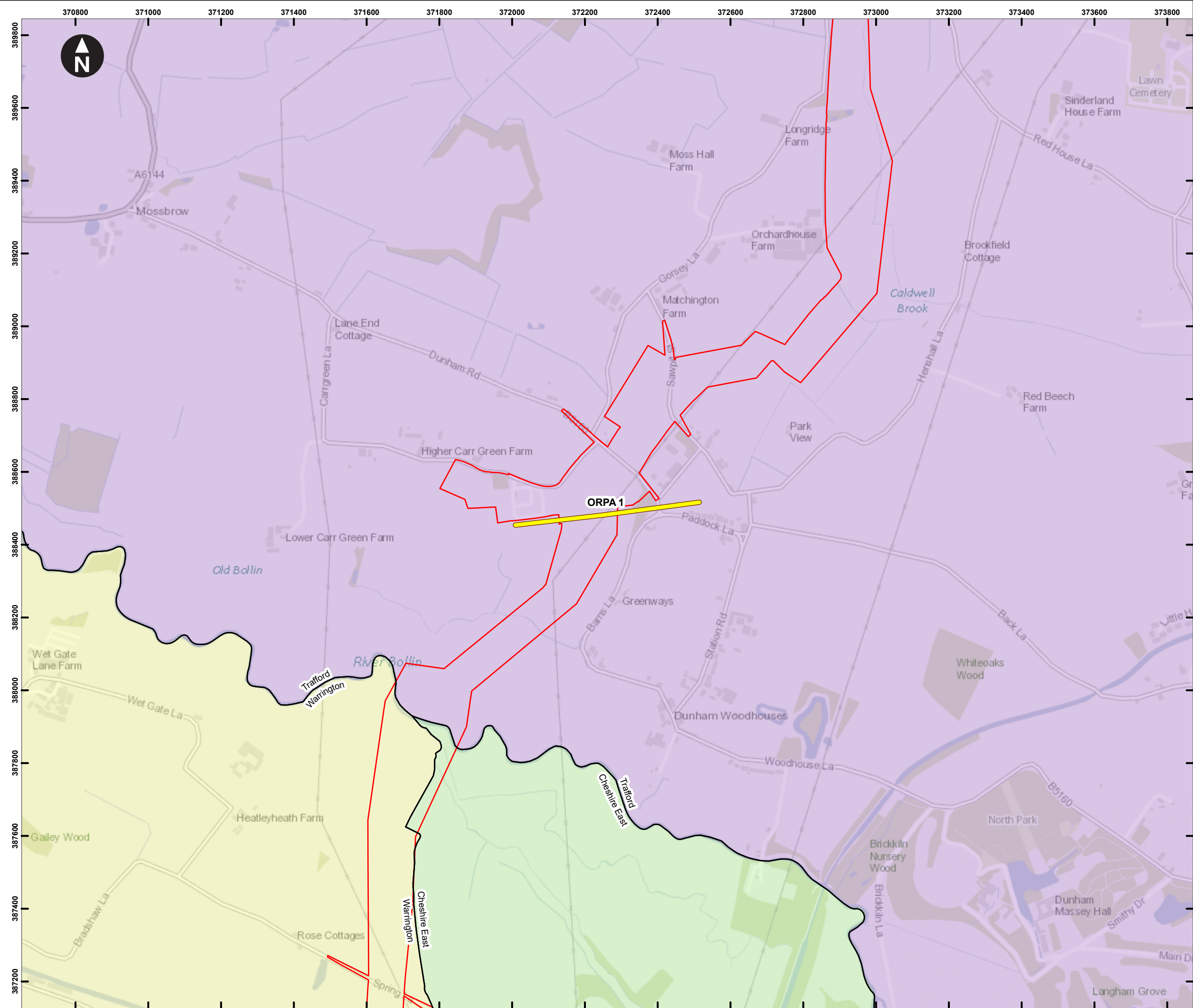
HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public Rights  
of Way Management Plan











- Key
- Draft order limits
  - Other Route with Public Access (ORPA)
  - Local Authority Boundaries
    - Cheshire East Council (CEC)
    - Trafford Council (TC)
    - Warrington Borough Council (WBC)



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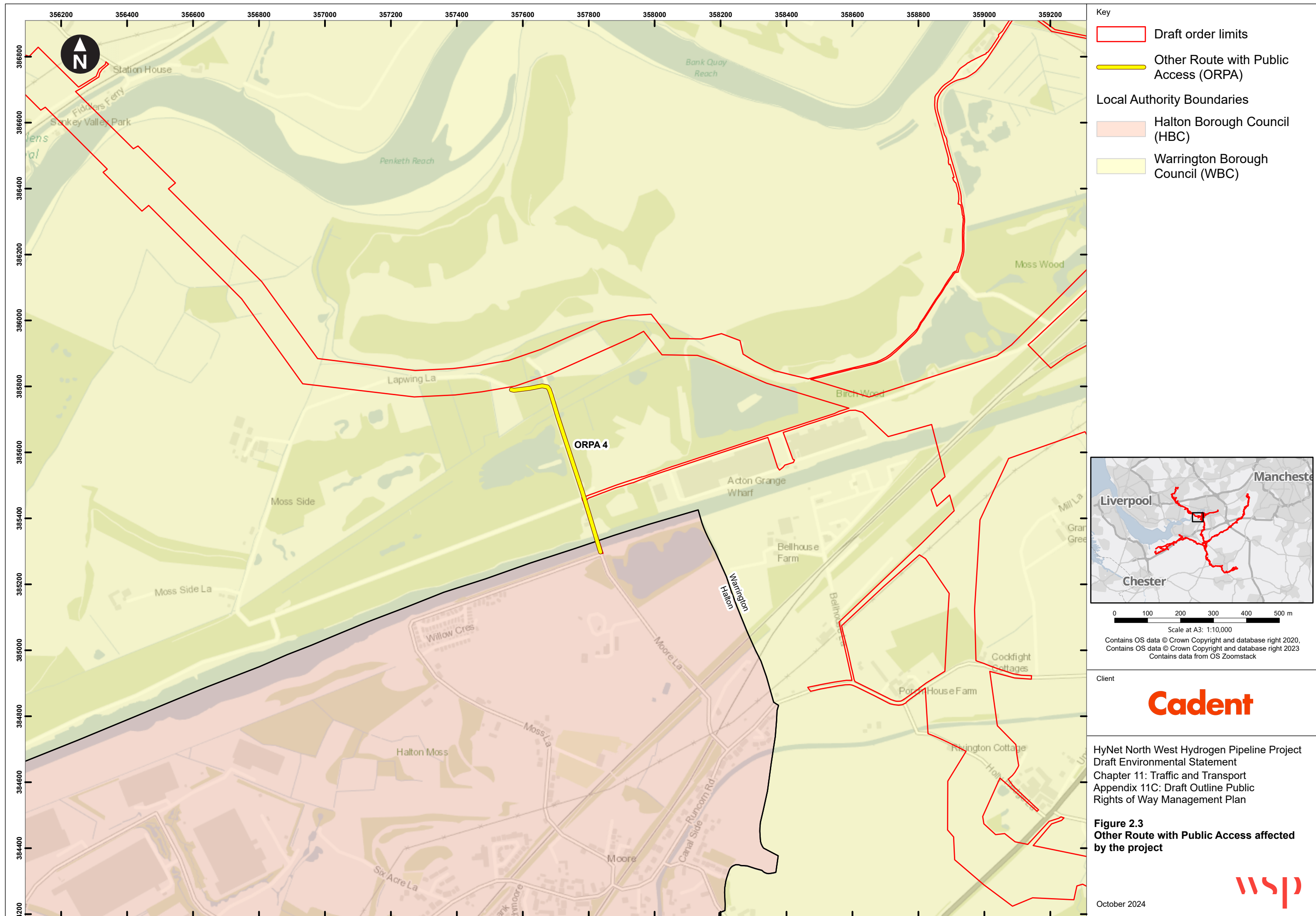
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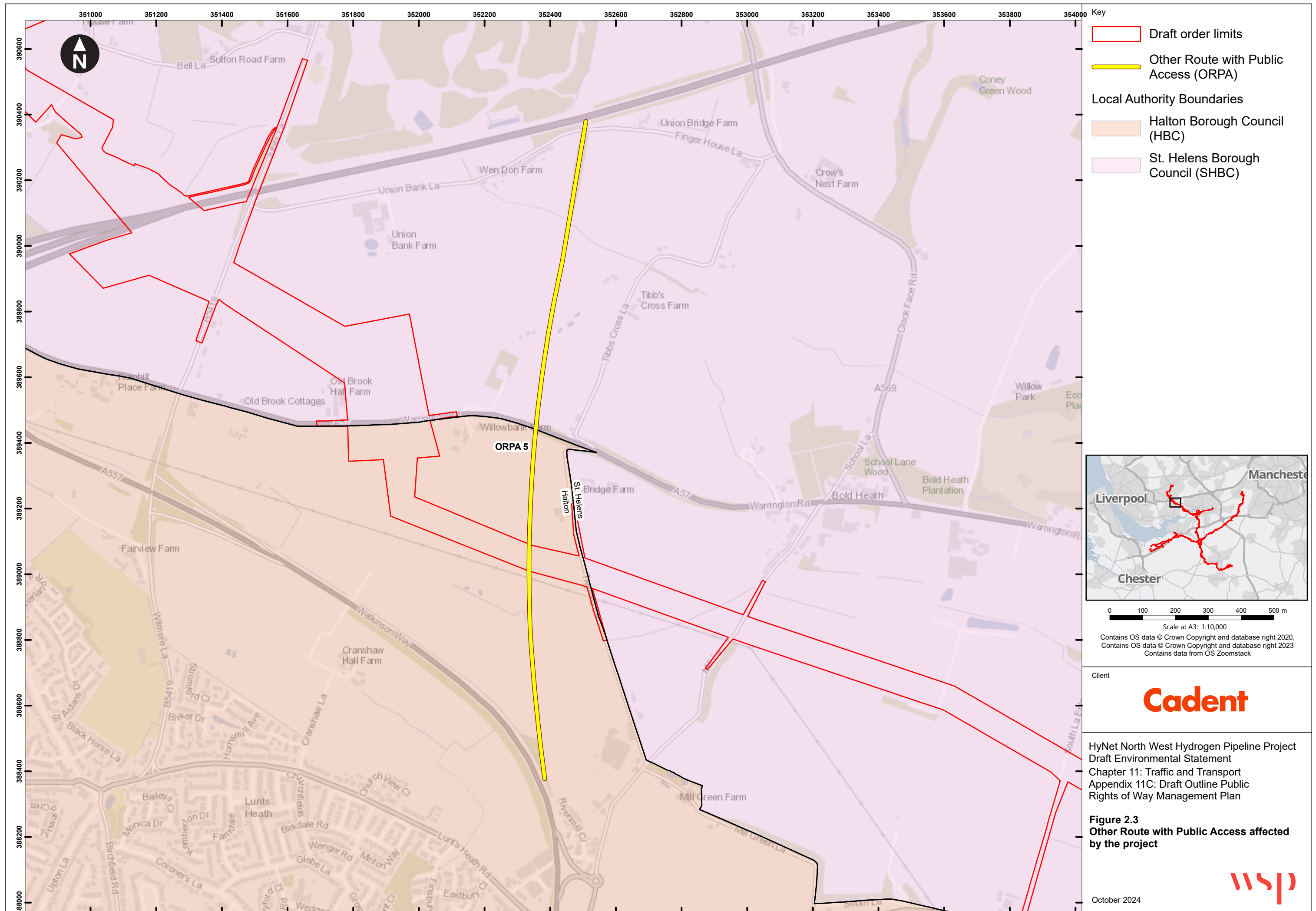
HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public  
Rights of Way Management Plan

**Figure 2.3**  
**Other Route with Public Access affected**  
**by the project**

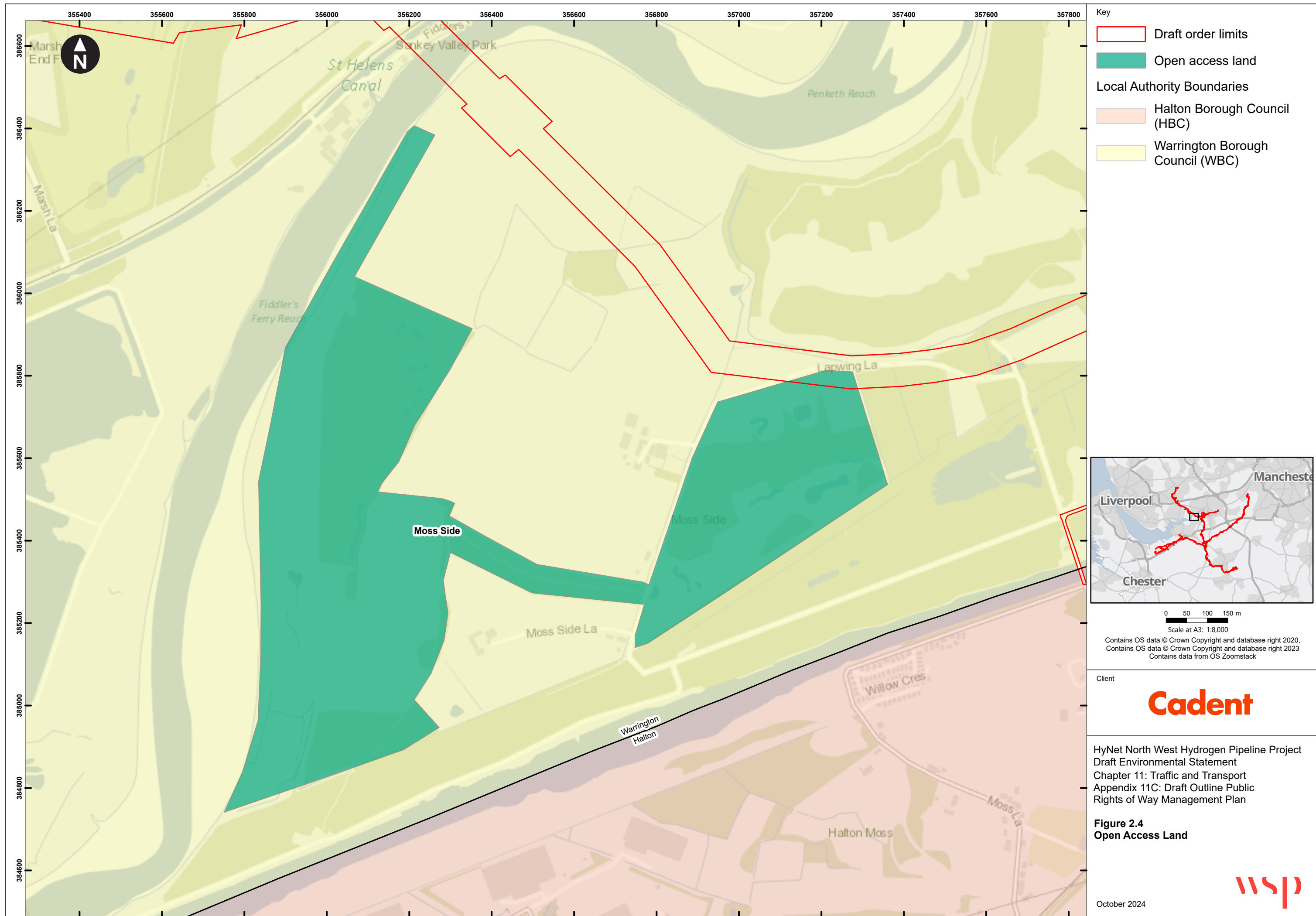












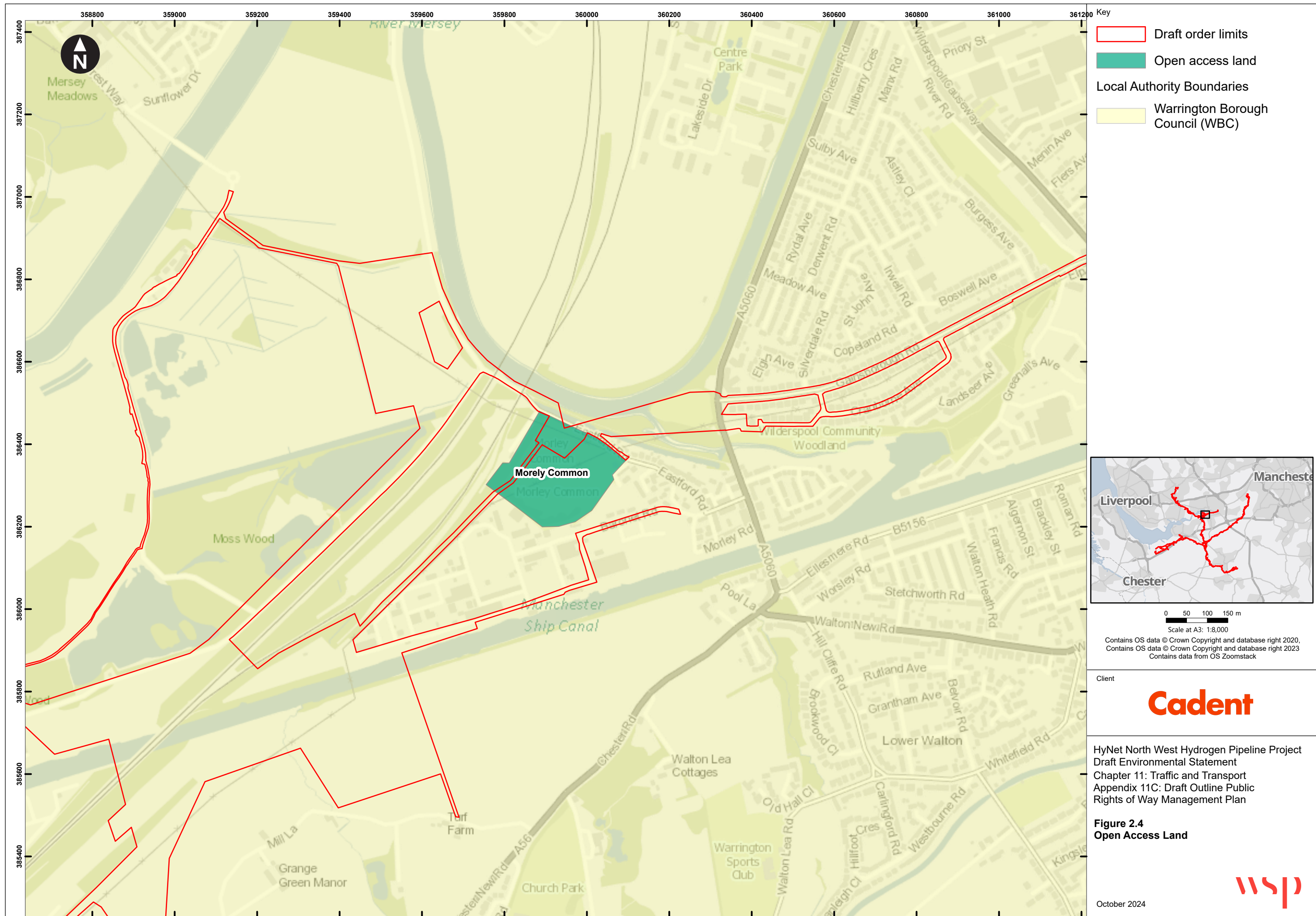
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HyNet North West Hydrogen Pipeline Project  
Draft Environmental Statement  
Chapter 11: Traffic and Transport  
Appendix 11C: Draft Outline Public  
Rights of Way Management Plan

**Figure 2.4**  
**Open Access Land**





Key

- Draft order limits
- Open access land

Local Authority Boundaries

- Warrington Borough Council (WBC)



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**Figure 2.4**  
**Open Access Land**

# HyNet North West Hydrogen Pipeline

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