VikingLink

nationalgrid

UK Onshore Scheme

Outline Access Management Strategy

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Contents

Note

The purpose of this Plan is to set out how the mitigation commitments described within the Environmental Statement will be delivered during construction. The exact roles and responsibilities described in the Plan are subject to the appointment of a Contractor and may change. The Plan will be finalised by the Contractor prior to the commencement of construction taking into account a detailed scheme design and more precise information about construction methods and phasing.

1 Introduction

1.1 Introduction

1.1.1 This Access Management Strategy has been prepared on behalf of National Grid Viking Link (NGVL) as supporting documentation being submitted to as part of the planning application for the UK Onshore Scheme.

1.2 Viking Link

1.2.1 Viking Link is a proposed 1,400 megawatt (MW) high voltage DC electricity link between the British and Danish electricity transmission networks. It comprises approximately 762 km of onshore and submarine DC electricity transmission cables between new converter stations which are in turn connected to the high voltage electricity transmission networks at existing substations at Revsing, Jutland in Denmark and at Bicker Fen, Lincolnshire in Great Britain. Viking Link will enable Great Britain and Denmark to trade energy as a commodity within the European Energy Market. This will strengthen Great Britain's and Denmark's economies, improve the security of their electricity supplies and put downward pressure on wholesale electricity prices providing British and Danish consumers with access to cheaper, low carbon energy.

1.3 The UK Onshore Scheme

1.3.1 In Great Britain, the onshore components referred to as the 'UK Onshore Scheme' comprising all works onshore (above Mean Low Water Springs (MLWS) including approximately 67.16 km onshore DC cables, a converter station and approximately 2.34 km of onshore AC cables connecting the Project to the existing Bicker Fen 400 kV Substation.

1.3.2 The UK Onshore Scheme starts at the proposed landfall site at Boygrift in East Lindsey. At the proposed landfall site it extends from Mean Low Water Springs (MLWS) across the intertidal zone with two submarine high voltage DC cables and one fibre optic cable. These will be installed in ducts below the existing flood defences and terminate at a buried transition joint pit (TJP). The TJP will be located inland (west) of the existing flood defences.

1.3.3 From the TJP the proposed underground DC cable route extends approximately 67.16 km inland in a broadly western or south western direction until it reaches the proposed converter station site at North Ing Drove, South Holland. This comprises two underground high voltage DC cables (for transmission of electricity) and up to three fibre optic cables (two for monitoring the performance of the DC cables using Distributed Temperature Sensing (DTS) and one for communications between the proposed converter stations in Great Britain and Denmark).

1.3.4 The proposed DC cable route extends across the administrative areas of East Lindsey District Council (ELDC) (51.60 km), Boston Borough Council (BBC) (9.78 km), North Kesteven District

Council (NKDC) (4.80 km) and South Holland District Council (SHDC) (0.98 km). The planning application boundary includes all of the land required during construction including at various locations along the proposed DC cable route areas that have been identified for temporary construction compounds (TCCs), temporary works areas (TWAs), land drainage and water management as wells as access.

1.3.5 The proposed converter station site including associated mitigation and land required for construction occupies a field approximately 30 hectare (ha) in size. At the converter station electricity will be converted from DC to AC (or vice versa depending on the direction of operation). The proposed converter station will be connected to the existing National Electricity Transmission System (NETS) at Bicker Fen 400 kV Substation by approximately 2.34 km of proposed AC underground cable which is routed in a broadly northern direction. Access to the proposed converter station will be provided by a new 2.8 km long permanent access road from the A52.

1.4 Purpose of the Strategy

1.4.1 The purpose of this document is to describe the proposal for the management of Public Rights of Way (PRoW) along the proposed DC cable route, and in the vicinity of the proposed converter station during Scheme construction and operation, and to demonstrate a planned approach to the management of PRoW. The overarching objectives of the strategy are to ensure that PRoW are managed safely and that disruption to the public is minimised.

1.4.2 This document is structured as follows:

- **Section 2**: describes the methodology used to identify PRoW and surveys that have been undertaken;
- **Section 3**: summarises crossing options and planned construction methods;
- **Section 4**: sets out the proposed management strategy for PRoW potentially affected by the Scheme.

2 Methodology

2.1 Introduction

2.1.1 This section summarises the methodology that has been utilised to inform the assessment of PRoW potentially affected by the Scheme and the development of this Access Management Strategy.

2.2 Definition of PRoW

2.2.1 Section 329 of the Highways Act 1980 defines a PRoW as one of the following:

- a footpath, being a highway over which the public have a right of way on foot only and which is not a footway;
- a bridleway, being a highway over which the public have a right of way on foot and on horseback or leading a horse, and by pedal cycle;
- a cycle track, being a way over which the public has the right of way by pedal cycle (with or without a right of way on foot);
- a byway open to all traffic (BOAT), being a way over which the public have the right of way on foot, horseback etc., pedal cycle or motor vehicle but over which the Highway Authority has no obligation to provide a surface suitable for the passage of vehicles; and
- a restricted byway, being a way over which the public have the right of way on foot, horseback etc. and pedal cycle.

2.3 Identification and Assessment of PRoW

2.3.1 PRoW potentially affected by the Scheme were identified using definitive mapping accessed from Lincolnshire County Council's website in 2017. PRoW from the definitive mapping were considered in relation to the proposed DC cable route, which identified routes that:

- fully bisect the proposed DC cable route and for which there is a high level of certainty that the PRoW would be affected regardless of the location of the DC route within the wider corridor;
- do not fully bisect the DC cable route but which are located centrally within it and are therefore likely to be affected by construction;
- a number of routes that run parallel to the line of the DC route within the proposed DC cable working width and which are therefore unlikely to be directly affected by construction works.

2.3.2 Routes that fell into the first two of the above categories were taken forward for further assessment and this approach was corroborated with Lincolnshire County Council. A survey to

assess condition and usage levels of the PRoW, together with the identification of any wider connections associated with or linked to individual routes, was undertaken in March 2017.

3 Access Management

3.1 Introduction

3.1.1 This section sets out the various approaches to managing PRoW affected by the Scheme, including the likely construction methodologies to be used, provision of signage and information, forms of managed closure, and information relating to reinstatement. It is NGVL's intention to keep PRoW open wherever possible via management and the use of short term, temporary closures where necessary.

3.2 Construction Methodologies

3.2.1 There will be two High Voltage Direct Current (HVDC) power cables between the proposed landfall at Boygrift and the proposed converter station at North Ing Drove, South Holland, together with fibre optic cables necessary for performance monitoring. The HVDC cables and fibre optic cables will be installed in a single trench, with a typical working width of 30m for the majority of the route, which may increase at certain locations such as crossings.

3.2.2 Between the proposed converter station and Bicker Fen Substation, up to six High Voltage Alternating Current (HVAC) cables will be installed, again together with fibre-optic cables as necessary for safety and performance monitoring. The HVAC cables will be installed in two trenches containing three cable cables each, with a typical working width for the HVAC cables of up to 50m (again, this could increase at certain locations such as crossings).

3.2.3 The working width will be fenced off to define and secure the working area. Access gates, suitable for both personnel and for movement of plant and equipment, will be installed at road crossings and off-road access points. Where necessary, crossing points will be installed to allow access across the working width such as to maintain access along PRoW; alternatively, PRoW may be subject to temporary or permanent closure/diversion as necessary (subject to necessary consent).

3.2.4 The underground cables will be installed primarily using open cut methods, placing the cables in excavated trenches. Trenches would be excavated to industry standards and with varying dimensions subject to topography and local ground conditions. Through open countryside, trenches are likely to be approximately 1.5m deep, although again this is likely to depend on local ground conditions, field drainage and local activities. The trench will typically be approximately 1.5m wide. The minimum depth below the surface of the ground to the top of the protective covers over the power cable varies according to the land-use; for agricultural land and open countryside, the minimum depth is 900mm, and for footpaths or grass verges (not in agricultural land) the minimum depth is 600mm.

3.2.5 Trenchless construction technologies are likely to be used where the underground cables will cross obstructions such as major roads, railway lines and potentially larger watercourses; trenchless methods (which require a larger working area), are generally not likely to be used in relation to PRoW (however there may be instances for example where crossing of an obstruction such as a river can be undertaken in conjunction with an adjacent PRoW, as is the case with the River Witham and adjacent PRoW crossing).

3.3 Management of PRoW – Options

3.3.1 There are a number of ways in which the construction programme can be managed in order to minimise disruption to users of PRoW. These include:

- The use of appropriate signage and information; and
- Managed closure of PRoW (including diversions and closures where necessary).

Use of Appropriate Signage

3.3.2 All points where PRoW cross any part of the Scheme (for example the proposed DC cable route, the proposed AC route or where a PRoW may cross an access road) will have appropriate signage to advise of dates and hours of working. It would be preferable to develop a standard form of signage in conjunction with Lincolnshire County Council officers that could be used along the length of the Scheme.

3.3.3 Signs providing information relating to temporary closures, including maps showing temporary diversions and alternative routes, will be located at appropriate sites, following discussion and agreement with Lincolnshire County Council officers. Suggested sites are likely to include at the start and finish of the footpath, where the PRoW meets the county road network, and in proximity of adjoining PRoW. PRoW officers will be notified at least seven days in advance of any short-term closure and will be notified when the closure has ceased.

3.3.4 All footpath crossing points and PRoW affected by Scheme construction will be identified on construction plans.

Managed Closure of PRoW

3.3.5 The exact details of the forms of closure required will be developed by National Grid Viking Link (NGVL) and its contractors, in discussion with relevant officers from Lincolnshire County Council. As previously stated, efforts will be made to minimise the impact on users of PRoW wherever possible, with a hierarchy of actions proposed as follows (in order of increasing impact):

- Use of signs and information for both PRoW users and construction vehicles / personnel staff to allow safe crossings of access roads;
- Using contract staff to hold PRoW users for short periods while vehicles pass or construction activities are undertaken;
- Using very short diversions around a worksite; and

- Temporary closure of the PRoW for a period of time.

3.3.6 For safety reasons, a number of PRoW will require short-term temporary footpath closures during the construction works. It is likely that six month temporary closures would be applied for under Section 14 of the Road Traffic Regulations Act 1984. Under the six month temporary closure notice, a PRoW can be closed as many times as required, although it is likely that NGVL would only require closure when construction activity is at a particular stage and that the PRoW would remain open at all other times using alternative safety measures (for example signage or gates to control access).

3.3.7 No permanent closures to PRoW are required as part of the Scheme, although a permanent diversion may be necessary in the vicinity of the permanent access road for the proposed converter station.

Reinstatement of PRoW

3.3.8 Condition surveys of those PRoW that will be directly affected by the Scheme will be undertaken prior to commencement of construction; surveys will include both written and photographic evidence of condition and copies will be provided to the PRoW Officer at Lincolnshire County Council.

3.3.9 All PRoW affected by the Scheme will be reinstated following construction works to the same condition as recorded prior to the commencement of construction.

3.4 Access Management Strategy for Affected PRoW

3.4.1 Tables 3.1 to 3.4 overleaf identify those PRoW likely to be directly affected by construction works for each of the four sections of the DC route.

Table 3.1 Route Section 1 Proposed Landfall to Well High Lane – Affected PRoW									
Reference from Crossing Schedule (Arup)	**Crossing Type**	**Crossing Method**	**PRoW Reference**	**Type**	**Description**	**Proposed Closure Type**	**Reason for Closure**	**Likely Duration of works (weeks)**	**Diversion Route (Y/N)**
DX1/2	Drain	Trenchless	LL:3070 Hutt 6/2	Footpath	Located to the south-west of Sandilands connecting Huttoft Road and North Ings Lane	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	-	1-3 weeks	Possible diversion via Hutt/854/1

Table 3.1 Route Section 1 Proposed Landfall to Well High Lane – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX2/1	PRoW	Open cut	LL:3081 Hutt 854/1	Footpath	The Branch Line Walk follows the route of the former Sutton Branch Line from Crabtree Lane to Crawcroft Lane. The route is well signposted and is a well-established conservation walk managed by the Mablethorpe and Sutton Town Council.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	N

Table 3.1 Route Section 1 Proposed Landfall to Well High Lane – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX5/1	PRoW	Open cut	LL:4721 Sale 281/1	Footpath	The path connects the southern edge of the village of Saleby with the northern edge of Thoresthorpe, passing to the west of Saleby Manor	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	N
RVX6/1 PRWX6/1	Main River PRoW	Trenchless	LL:4714 Sale 290/1	Footpath	This path connects Greenfield Lane in the north with footpaths to the northern edge of Alford in the south	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	-	1-3 weeks	N

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX8/1	PRoW	Open cut	LL:4593 Rigs 84/1	Footpath	The path passes around the southern edge of the small settlement of Haugh and extends in an east/west direction between the A1104 in the east to connect with paths linking to Haugh Lane in the west. .	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Question suitability of Haugh Lane
PRWX8/2	PRoW	Open cut	LL:2678 Haugh 276/3	Bridleway	The PRoW runs in a north/southerly direction from the settlement of Haugh in the direction of Ulceby Cross	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	N

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
TX11/3	Track / access road	Open cut	LL:3284 LgBS 103/1	Bridleway	The PRoW runs from Langton in a south-easterly direction towards Dalby where it crosses the A16 Grimsby to Peterborough road before continuing to the village of Skendleby.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Possible diversion route utilising existing PRoW to the south from Langton via the village of Partney and on towards Skendleby (LL:3283 / LgBS 123/1)

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
TX11/4	Track / access road	Open cut	LL:3283 LgBS 123/1	Footpath	The path initially follows a similar route to LL:3284, from Langton, before turning south towards Partney and the A16.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Possible diversion route utilising existing PRoW to the north from Langton towards Skendleby (LL:3284 / LgBS 103/1)
PRWX12/1	PRoW	Open cut	LL:4738 Saus 124/1	Footpath	The footpath runs in a north/south direction between Partney Road (the A158) in the hamlet of Sausthorpe and the outskirts of Hundleby. The PRoW crosses the River Lymn by footbridge.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Possible opportunity to utilise PRoW further to the east which link the A158 with Hundleby.

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
N/A	-	Within red line boundary – no crossing proposed	LL:4527 Rait 131/1	Footpath	The path connects Old Bolingbroke with the villages of Hundleby and Spilsby in an east/west direction. The section of path potentially affected passes to the south of Wheelabout Wood.	Potential temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Construction activities	1-3 weeks	Alternative PRoW to the south, together with minor road network
SVX15/7	Service	Open cut	LL:4528 Rait 128/1	Footpath	The path runs in an east/west direction to the north of the settlement of Mavis Enderby, connecting the latter with Raithby by Spilsby.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	N

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
N/A	-	Within red line boundary – no crossing proposed	Rait 367/1	Footpath	The path runs in a north / south direction to the east of the proposed DC route corridor.	Potential temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Construction activities	1-3 weeks	Footpath Hund/133/1 runs parallel to the west of Rait 367/1
TX16/1	Track / access road	Open cut	Rait 132/2	Footpath	The path runs in an east / west direction between the settlements of Hundleby and old Bolingbroke.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Potential use of EKea/135/1 to the south of Rait 132/2

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX16/1	PRoW	Open cut	LL:1787 EKea 135/1	Footpath	Footpath to the north of East Keal that runs in a north-east/south-west direction through Glebe Farm.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Potential alternative PRoW to the north using LL:6325, LL:4526 and LL:4527.
N/A	-	Within red line boundary – no crossing proposed	EKea 185/5	Footpath	Footpath runs in a north/south direction towards the settlement of East Keal	Potential temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Construction activities	1-3 weeks	Possible on-road section linking EKea/189/1 and EKea/180/2 and EKea/187/1

Table 3.2 Route Section 2 Well High Lane to A16 (Keal Road) – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX17/1	PRoW	Open cut	LL:1777 EKea 186/1	Footpath	Footpath runs from Keal Hill towards the A16 in the east, crossing Mardon Hill	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Potential use of minor road network to the north and east.
SVX18/10	Service	Trenchless	LL:1761 EKea 361/1	Footpath	Short stretch of footpath linking the A16 with the A155/A16 junction between East and West Keal.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	-	1-3 weeks	Potential use of EKea/182/5 to the south

Table 3.3 Route Section 3 A16 (Keal Road) to River Witham – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX18/2	PRoW	Open cut	LL:1794 EKea 182/5	Footpath	Footpath linking the A16 at West Keal with Fen Road to the south of East Keal. A number of footpaths link with this PRoW to the north and south, providing a network of routes in this area.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	Potential use of EKea/361/1 to the north
TX22/2	Track/Access road (WestvilleRoad)	Open cut	LL:6315 WFen 350/1	Footpath	The path starts to the north of New Bolingbroke towards Blower's Drove	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several	Open cut trench and associated construction activities	1-3 weeks	PRoW LL:6313 could be used as a temporary diversion route during construction

Table 3.3 Route Section 3 A16 (Keal Road) to River Witham – Affected PRoW									
Reference from Crossing Schedule (Arup)	**Crossing Type**	**Crossing Method**	**PRoW Reference**	**Type**	**Description**	**Proposed Closure Type**	**Reason for Closure**	**Likely Duration of works (weeks)**	**Diversion Route (Y/N)**
						days)			
N/A	-	Within red line boundary – no crossing proposed	Stkd/202/4	Footpath	The footpath links Drain Bank and Church Road near Stickford	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Construction activities	1-3 weeks	N

Table 3.3 Route Section 3 A16 (Keal Road) to River Witham – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX22/1	PRoW	Open cut	LL6313 WFen 351/1	Footpath	The path follows a similar route to the south of LL:1794	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	Open cut trench and associated construction activities	1-3 weeks	PRoW LL:6315 could be used as a temporary diversion route during construction
PRWX29/1	PRoW	Trenchless	LL:912 Brot 5/2	Footpath	The footpath runs from Holland Fen to Langrick Bridge adjacent to the River Witham.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	-	1-3 weeks	N

Table 3.4 Route Section 4 River Witham to Proposed Converter Station – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
PRWX35/1	PRoW	Trenchless	Bick 1/1	Footpath	The path runs parallel to the cable route along the eastern edge of Little Hale Fen and dissects the route where it crosses the South Forty Foot Drain.	Temporary closure of PRoW. Potential for closure for different periods of time relating to specific construction activities (may range from one week to several days)	-	1-3 weeks	N
N/A	-	-	Doni 19/3	Footpath	The path dissects the red line boundary to the south east of the proposed cable route and proposed converter station parallel to North Ing Drove.	Temporary stopping up order	Proposed during the construction of the permanent access road	6-12 months	N

Table 3.4 Route Section 4 River Witham to Proposed Converter Station – Affected PRoW

Reference from Crossing Schedule (Arup)	Crossing Type	Crossing Method	PRoW Reference	Type	Description	Proposed Closure Type	Reason for Closure	Likely Duration of works (weeks)	Diversion Route (Y/N)
N/A	-	-	Doni 8/1	Footpath	The path is located at the most southern edge of the red line boundary to the south east of the proposed cable route and proposed converter station. A tertiary compound area is adjacent to the path.	Permanent diversion of PRoW	PRoW crossed by route of permanent access road	Permanent diversion created	Permanent diversion of additional 360m in length around the permanent access road and its junction with the A52.

CONTACT US

You can find out more information by:

calling our freephone number:
0800 731 0561

Sending an email to:
vikinglink@communityrelations.co.uk

Writing to our freepost address at:
FREEPOST VIKING LINK

Visiting our website at:
www.viking-link.com

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