

# DOGGER BANK D WIND FARM

## Outline Code of Construction Practice

### Appendix A Outline Public Rights of Way Management Plan

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# APPENDIX A - OUTLINE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN

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## Glossary

Term	Definition
Commitment	<p>Refers to any embedded mitigation and additional mitigation, enhancement or monitoring measures identified through the EIA process and those identified outside the EIA process such as through stakeholder engagement and design evolution.</p> <p>All commitments adopted by the Project are provided in the Commitments Register.</p>
Design	All of the decisions that shape a development throughout its design and pre-construction, construction / commissioning, operation and, where relevant, decommissioning phases.
Development Consent Order (DCO)	A consent required under Section 37 of the Planning Act 2008 to authorise the development of a Nationally Significant Infrastructure Project, which is granted by the relevant Secretary of State following an application to the Planning Inspectorate.
Environmental Impact Assessment (EIA)	A process by which certain planned projects must be assessed before a formal decision to proceed can be made. It involves the collection and consideration of environmental information and includes the publication of an Environmental Statement.
Environmental Statement (ES)	A document reporting the findings of the EIA which describes the measures proposed to mitigate any likely significant effects.
Haul Roads	Temporary tracks set aside to facilitate transport access during onshore construction works.
Landfall	The area on the coastline, south-east of Skipsea, at which the offshore export cables are brought ashore, connecting to the onshore export cables at the transition joint bay above Mean High Water Springs.
Monitoring	<p>Measures to ensure the systematic and ongoing collection, analysis and evaluation of data related to the implementation and performance of a development. Monitoring can be undertaken to monitor conditions in the future to verify any environmental effects identified by the EIA, the effectiveness of mitigation or enhancement measures or ensure remedial action are taken should adverse effects above a set threshold occur.</p> <p>All monitoring measures adopted by the Project are provided in the Commitments Register.</p>
Onshore Development Area	The area in which all onshore infrastructure associated with the Project will be located, including any temporary works area required during construction and permanent land required for mitigation and enhancement areas, which extends landward of Mean Low Water Springs. There is an overlap with the Offshore Development Area in the intertidal zone.



Term	Definition
Onshore Export Cable Corridor (ECC)	The area within which the onshore export cables will be located, extending from the landfall to the Onshore Converter Station zone and onwards to Birkhill Wood Substation.
Preliminary Environmental Information Report (PEIR)	The PEIR provides a draft environmental assessment and information to support and inform the statutory consultation process in the pre-application phase. The PEIR will be updated to produce the Project's ES that will accompany the DCO application.
Temporary Construction Compounds	Areas set aside to facilitate the construction works for the onshore infrastructure, which include the landfall construction compound, main and intermediate construction compounds for onshore export cable works and OCS and ESBI construction compounds.
The Applicant	SSE Renewables and Equinor acting through 'Doggerbank Offshore Wind Farm Project 4 Projco Limited'
The Project	Dogger Bank D Offshore Wind Farm Project, also referred to as DBD in this PEIR.
The Undertaker	Doggerbank Offshore Wind Farm Project 4 Projco Limited.
Trenching	Open cut method for cable or duct installation.
Trenchless Techniques	<p>Trenchless cable or duct installation methods used to bring offshore export cables ashore at landfall, facilitate crossing major onshore obstacles such as roads, railways and watercourses and where trenching may not be suitable.</p> <p>Trenchless techniques included in the Project Design Envelope include Horizontal Directional Drilling (HDD), auger boring, micro-tunnelling, pipe jacking / ramming and Direct Pipe.</p>

# 1 Introduction

## 1.1 Background

1. This Outline Public Rights of Way (PRoW) Management Plan sets out the outline approach to managing interactions with PRoW and other recreational routes during the construction and operation of the Dogger Bank D Offshore Wind Farm Project (hereafter referred to as 'the Project' or 'DBD') and forms an appendix to the Outline Code of Construction Practice (CoCP). The Plan will be implemented by Doggerbank Offshore Wind Farm Project 4 Projco Limited (the 'Undertaker') and its Principal Contractor(s).
2. Within this Outline PRoW Management Plan, the term 'Principal Contractor(s)' encompasses all appointed Principal Contractor(s) and their subcontractor(s).
3. The Outline PRoW Management Plan sets out details of the proposed commitments to managing potential impacts on PRoW and other 'recreational routes' including National Trails and cycle routes within the Onshore Development Area of the Project. A full description of the Project and proposed works during the construction phase are provided in the Preliminary Environmental Information Report (PEIR) **Volume 1, Chapter 4 Project Description**.
4. This document also supports the assessment and conclusions provided in **Volume 1, Chapter 22 Soils and Land Use** of the PEIR. All recreational routes that interact with the Onshore Development Area are illustrated on **Figure 22-4 Public Rights of Way and Cycle Routes** included within the chapter and also reproduced here on **Figure 1**.
5. This document is provided alongside the PEIR to support statutory consultation. This Outline PRoW Management Plan will be updated in consideration of further design refinement and consultation feedback and submitted with the Development Consent Order (DCO) application.

### 1.1.1 Purpose of the Outline Public Rights of Way Plan

6. The aim of this Outline PRoW Management Plan is to seek to retain access for members of the public to existing PRoW that interact with the Onshore Development Area during construction of the Project.
7. The Outline PRoW Management Plan will be provided as an appendix to the Outline CoCP and submitted with the DCO application. In the event that the DCO is granted, a PRoW Management Plan would be developed in accordance with the Outline PRoW Management Plan post-consent and included in the CoCP.

8. The PRow Management Plan will include details on measures required to be implemented in relation to impact avoidance, short-term measures to ensure minimal disruption to the users of the recreational routes and, maintenance of appropriate safety standards.

## 2 Public Rights of Way

9. PRow include footpaths, bridleways and other promoted routes, such as National Cycle Network routes and National Trails, which have been formally designated by the relevant authorities.
10. There are 39 PRow located within the Onshore Development Area as presented in the East Riding of Yorkshire Definitive Map (provided by East Riding of Yorkshire Council via email on 17/01/2025). These comprise 24 footpaths, 13 bridleways, one restricted byway and one PRow designated as both a footpath and bridleway. The Onshore Development Area also crosses two National Cycle Network routes (as presented on the Sustrans National Cycle Network map) and five long distance trails (three of which are not associated with another footpath). The King Charles III England Coast Path (Easington to Filey Brigg branch) and National Trail will be located at landfall once constructed (as presented on the National Trails map). The PRow and cycle routes within and adjacent to the Onshore Development Area are presented on **Figure 1**.
11. There are 48 crossing points where recreational routes have been identified to overlap with the Onshore Development Area (at PEIR stage) as presented in **Table 2-1**. Local walking routes, such as the Beverley 20, Minster Way and Wilberforce Way also follow some of these recreational routes and are noted within the table.
12. Once constructed, the onshore export cables would be located below ground level and affected recreational routes along the onshore export cable corridor (ECC) would be fully reinstated. Operation and maintenance along the onshore ECC would be predominantly undertaken at jointing bay and associated link box locations. Therefore, measures affecting recreational routes along the onshore ECC are temporary in nature.
13. Within the Onshore Converter Station (OCS) zone, there may be the requirement to permanently divert PRow(s) should they interact with the proposed location of permanent infrastructure.

14. The Outline PRow Management Plan provided with the DCO application will ultimately depend on the final alignment of the working width within which onshore infrastructure will be constructed. It will set out an updated list of crossing points and include details on management measures (including temporary and permanent diversions (if required)) for each location. **Table 2-1** provides the proposed crossing techniques for each of the crossing points identified for PRow and cycle routes. A full list of onshore crossings within the Onshore Development Area is provided in **Volume 1, Appendix 4.3 Crossing Schedule – Onshore**.
15. During the development of the PRow Management Plan, any updates to the wider PRow network as a result of permanently diverted paths (e.g. due to other development activity) will be incorporated into the Plan.

*Table 2-1 Dogger Bank D Recreational Routes PEIR Stage Crossing Schedule*

<b>PRow / Cycle Route</b>	<b>Reference</b>	<b>Location within Onshore Development Area</b>	<b>Easting</b>	<b>Northing</b>	<b>Proposed Crossing Technique</b>
Proposed King Charles III England Coast Path	N/A	Landfall	518451	454330	Trenchless crossing
Ulrome Footpath No.6	ULROF06	Landfall (access road only)	516981	457639	Overlap with potential access road
Skipsea Footpath No.7	SKIPF07	Onshore ECC	517104	454119	No crossing required (parallel to onshore ECC)
Skipsea Footpath No.6	SKIPF06	Onshore ECC	517048	454168	Open cut trenching
Brandesburton Footpath No.7	BRSNF07	Onshore ECC (access road only)	510377	449202	Overlap with area associated with access
Brandesburton Footpath No.10	BRSNF10	Onshore ECC	509407	449255	Open cut trenching
Brandesburton Footpath No.15	BRSNF15	Onshore ECC	509429	448779	Open cut trenching
Brandesburton Footpath No.11	BRSNF11	Onshore ECC	509457	449321	Open cut trenching
Brandesburton Footpath No.12	BRSNF12	Onshore ECC	509392	449044	No crossing required (parallel to onshore ECC)
National Cycle Route 164	N/A	Onshore ECC (access road only)	498519	437160	Overlap with potential access road

APPENDIX A - OUTLINE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN

<b>PRoW / Cycle Route</b>	<b>Reference</b>	<b>Location within Onshore Development Area</b>	<b>Easting</b>	<b>Northing</b>	<b>Proposed Crossing Technique</b>
Leven Footpath No.4	LEVEF04	Onshore ECC (access road only)	507017	445025	Overlap with potential access road
Leven Footpath No.6	LEVEF06	Onshore ECC	505593	445711	Trenchless crossing
Leconfield Footpath No.33	LECOF33	Onshore ECC	505482	445533	Trenchless crossing
Lockington Bridleway No.4	LOCKB04	Onshore ECC (access road only)	505124	445973	Overlap with potential access road
Lockington Restricted Byway No. 15	LOCKR15	Onshore ECC (access road only)	504981	445831	Overlap with potential access road
Leconfield Bridleway No.25	LECOB25	Onshore ECC	505396	445498	Trenchless crossing
Leconfield Footpath No.30	LECOF30	Onshore ECC	505238	445623	Open cut trenching
Leconfield Footpath No.5 / Minster Way	LECOF05	Onshore ECC	503124	445407	Trenchless crossing
Minster Way (Scorborough Lane)	N/A	Onshore ECC	502525	445679	Trenchless crossing
Leconfield Footpath No.3	LECOF03	Onshore ECC	502385	445786	Open cut trenching

APPENDIX A - OUTLINE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN

<b>PRoW / Cycle Route</b>	<b>Reference</b>	<b>Location within Onshore Development Area</b>	<b>Easting</b>	<b>Northing</b>	<b>Proposed Crossing Technique</b>
Leconfield Footpath No.1 / Minster Way	LECOF01	Onshore ECC	500979	445816	Open cut trenching
Leconfield Bridleway No.2	LECOB02	Onshore ECC	500813	445750	Open cut trenching
Lockington Footpath No.7	LOCKF07	Onshore ECC	500058	445519	Trenchless crossing
Lockington Bridleway No.10	LOCKB10	Onshore ECC (access road only)	499950	445632	Overlap with potential access road
Leconfield Bridleway No.6	LECOB06	Onshore ECC (access road only)	500416	444620	Overlap with potential access road
Lockington Bridleway No.1	LOCKB01	Onshore ECC	499850	444867	Trenchless crossing
Etton Bridleway No.1	ETTOB01	Onshore ECC	499273	443879	Open cut trenching
Cherry Burton Footpath No.2 / Hudson Way	CBURF02	Onshore ECC	499972	442509	Trenchless crossing
Wilberforce Way	N/A	Onshore ECC	500050	442224	Trenchless crossing
Cherry Burton Footpath No.3	CBURF03	Onshore ECC	500130	441846	Open cut trenching
National Cycle Route 1	N/A	Onshore ECC	500083	441592	Trenchless crossing

APPENDIX A - OUTLINE PUBLIC RIGHTS OF WAY MANAGEMENT PLAN

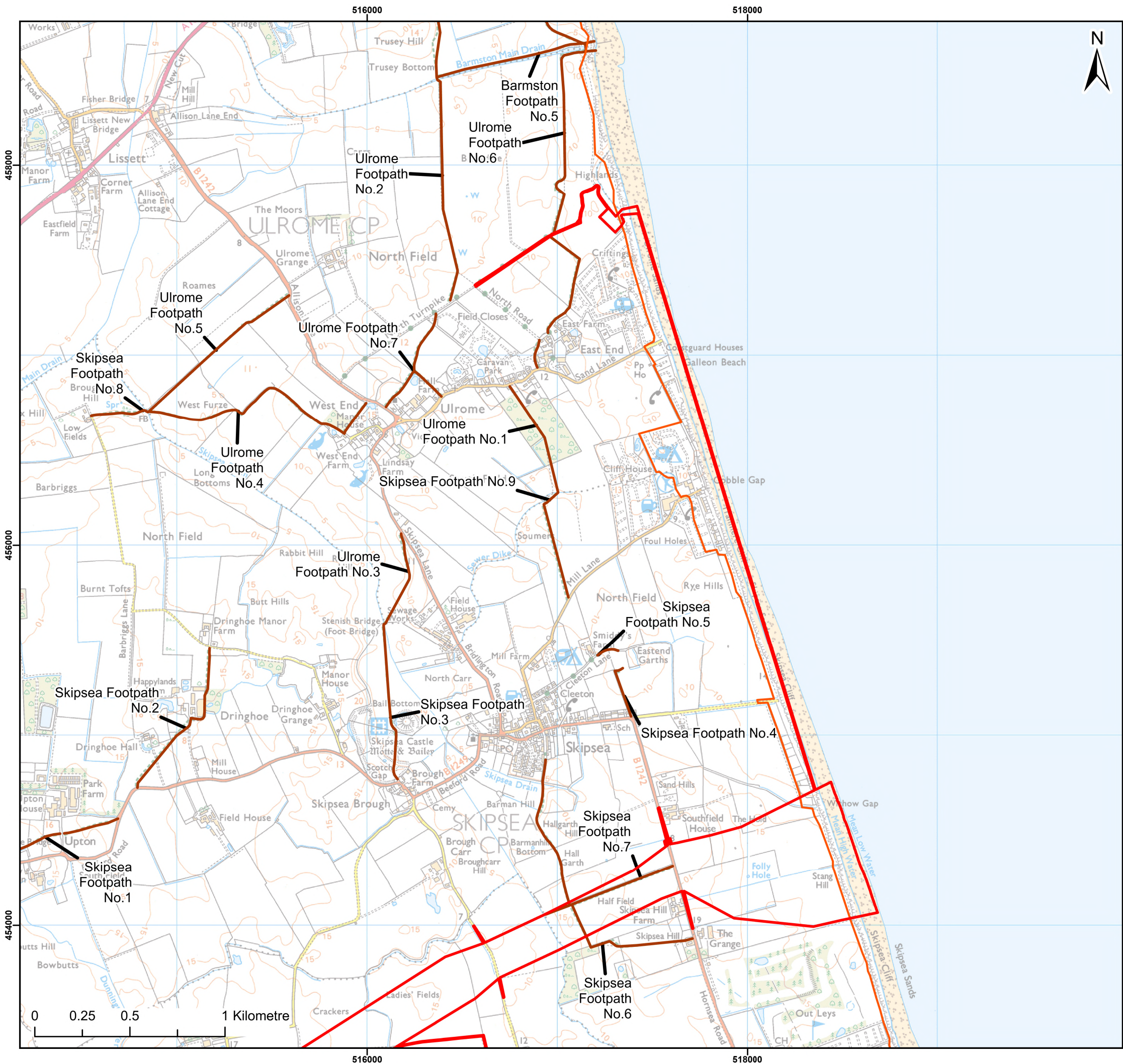
<b>PRoW / Cycle Route</b>	<b>Reference</b>	<b>Location within Onshore Development Area</b>	<b>Easting</b>	<b>Northing</b>	<b>Proposed Crossing Technique</b>
Bishop Burton Bridleway No.2	BBURB02	Onshore ECC	499810	440688	Open cut trenching
High Hunsley Circuit (Walkington Heads)	N/A	Onshore ECC	498848	438239	Trenchless crossing
Walkington Footpath No.7 / High Hunsley Circuit	WALKF07	Onshore ECC	498952	438241	No crossing required (only minor overlap with Onshore Development Area)
National Cycle Route 164	N/A	Onshore ECC	498519	437160	Trenchless crossing
Walkington Bridleway No.10	WALKB10	Onshore ECC	499669	436288	Trenchless crossing
Walkington Footpath No.8 / Beverley 20	WALKF08	Onshore ECC	499959	436366	Trenchless crossing
Rowley Bridleway and Footpath No.6 / Beverley 20	ROWLS06	Onshore ECC (access road only)	499818	435871	Overlap with potential access road
Rowley Footpath No.9	ROWLF09	OCS 8	500947	435766	Open cut trenching
Rowley Bridleway No.13	ROWLB13	Onshore ECC into OCS Zone 4	502611	436203	Trenchless crossing
Rowley Bridleway No.13	ROWLB13	Onshore ECC into OCS Zone 4	502787	436294	Trenchless crossing



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<b>PRoW / Cycle Route</b>	<b>Reference</b>	<b>Location within Onshore Development Area</b>	<b>Easting</b>	<b>Northing</b>	<b>Proposed Crossing Technique</b>
Rowley Bridleway No.13	ROWLB13	Onshore ECC into OCS Zone 4	503259	436418	Trenchless crossing
Woodmansey Bridleway No.30	WOODB30	Onshore ECC into OCS Zone 4 (access road only)	503541	436231	Overlap with potential access road
Rowley Footpath No.8	ROWLF08	Onshore ECC/ OCS Zone 8	501415	435651	Open cut trenching
Rowley Footpath No.12	ROWLF12	Onshore ECC	503571	435337	Trenchless crossing
Woodmansey Footpath No.7	WOODF07	Onshore ECC	503653	435442	Open cut trenching
Woodmansey Bridleway No.31	WOODB31	OCS Zone 4 (access road only)	502974	437509	Overlap with potential access road
Woodmansey Bridleway No.34	WOODB34	OCS Zone 4 (access road only)	503569	437544	Overlap with potential access road







Legend:

- Onshore Development Area
- King Charles III England Coastal Path
- Footpath

**Public Rights of Way**

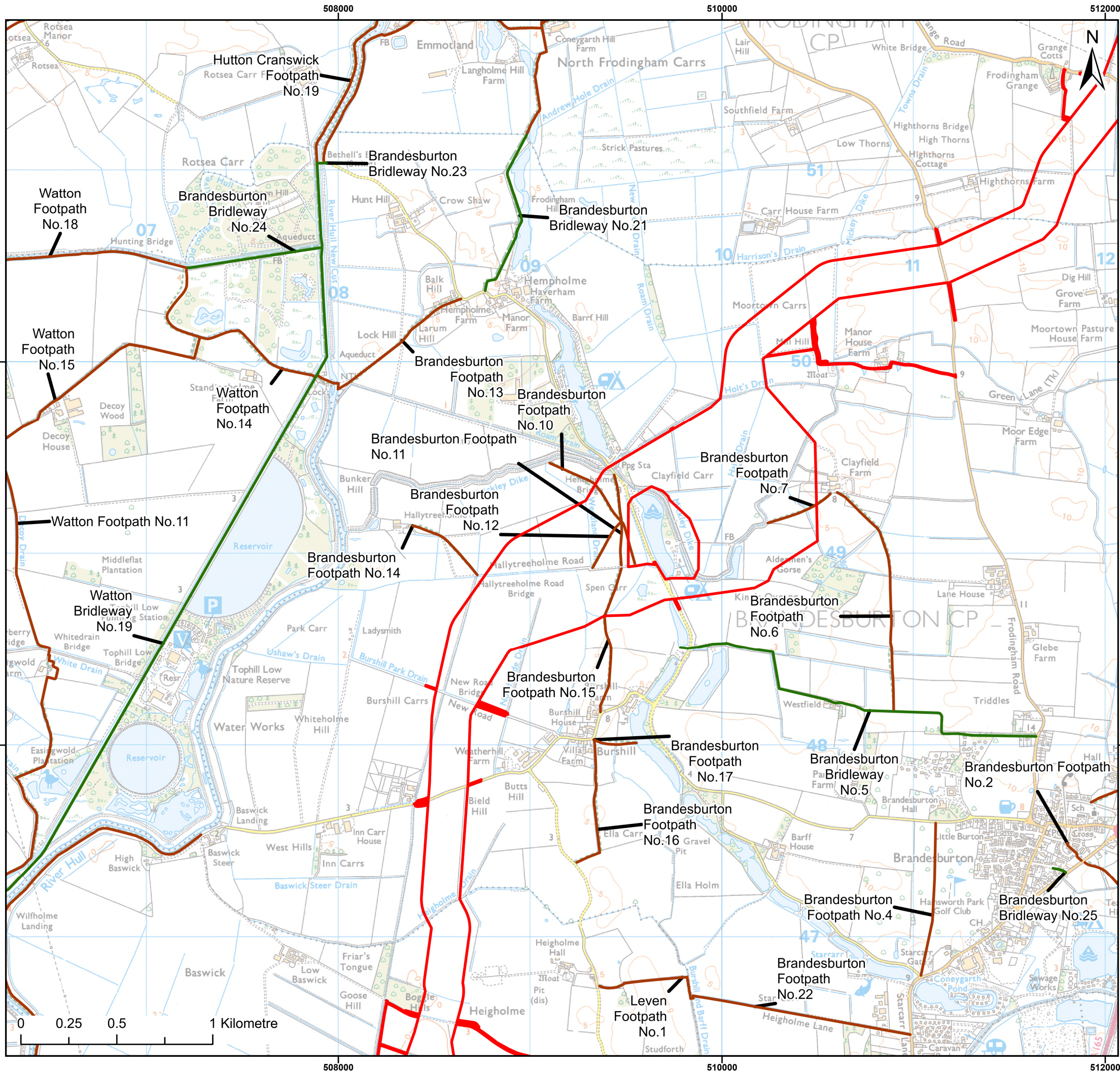
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Project:		<b>DOGGER BANK WIND FARM</b>			
Dogger Bank D Offshore Wind Farm					
Title: Public Rights of Way and Cycle Routes - Sheet 1 of 7					
Figure:	1	Drawing No: PC6250-RHD-XX-ON-DR-GS-0577			
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Legend:

Onshore Development Area

**Public Rights of Way**

— Footpath

— Bridleway

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Project:

Dogger Bank D  
Offshore Wind Farm



**DOGGER BANK**  
WIND FARM

Title:

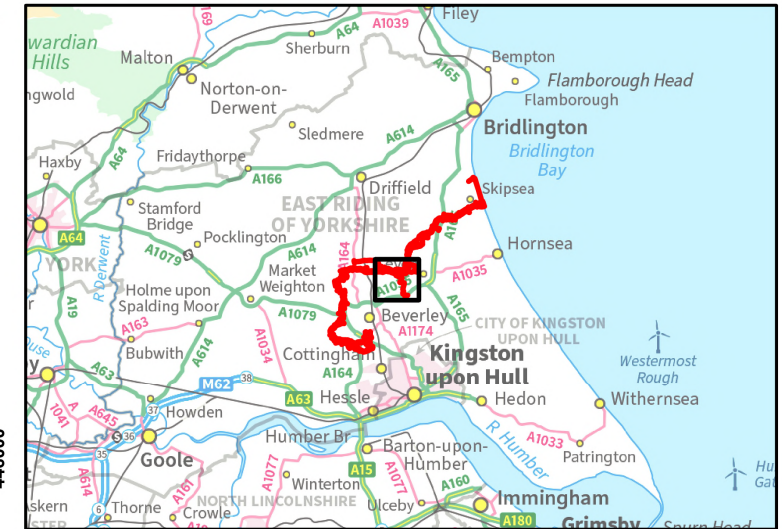
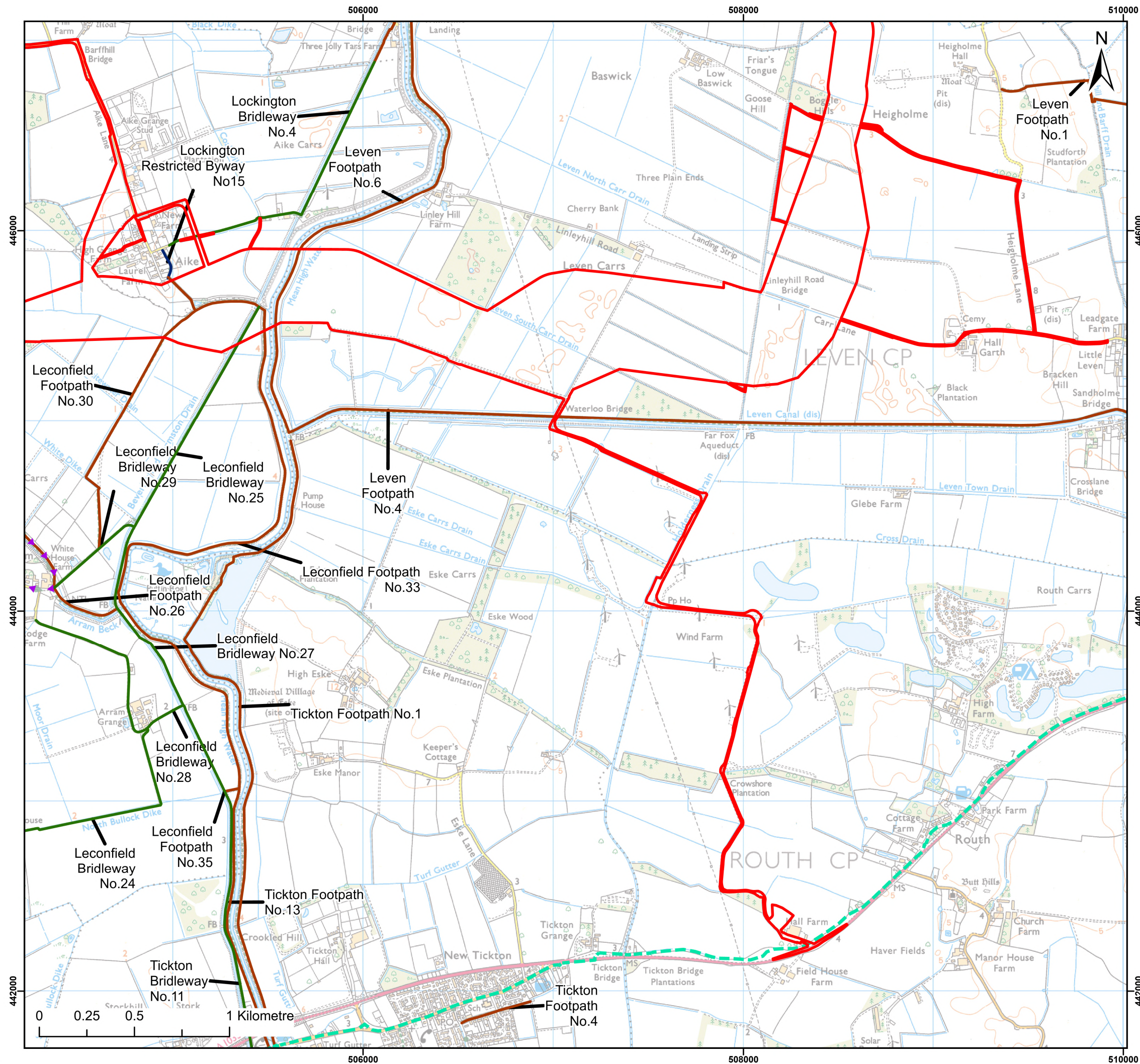
Public Rights of Way and Cycle Routes  
- Sheet 3 of 7

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Co-ordinate system: British National Grid







Legend:

- Onshore Development Area

National Cycle Network

- Route 164

Public Rights of Way

- Footpath
- Bridleway
- Restricted Byway
- Minster Way

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Project:

Dogger Bank D Offshore Wind Farm



**DOGGER BANK WIND FARM**

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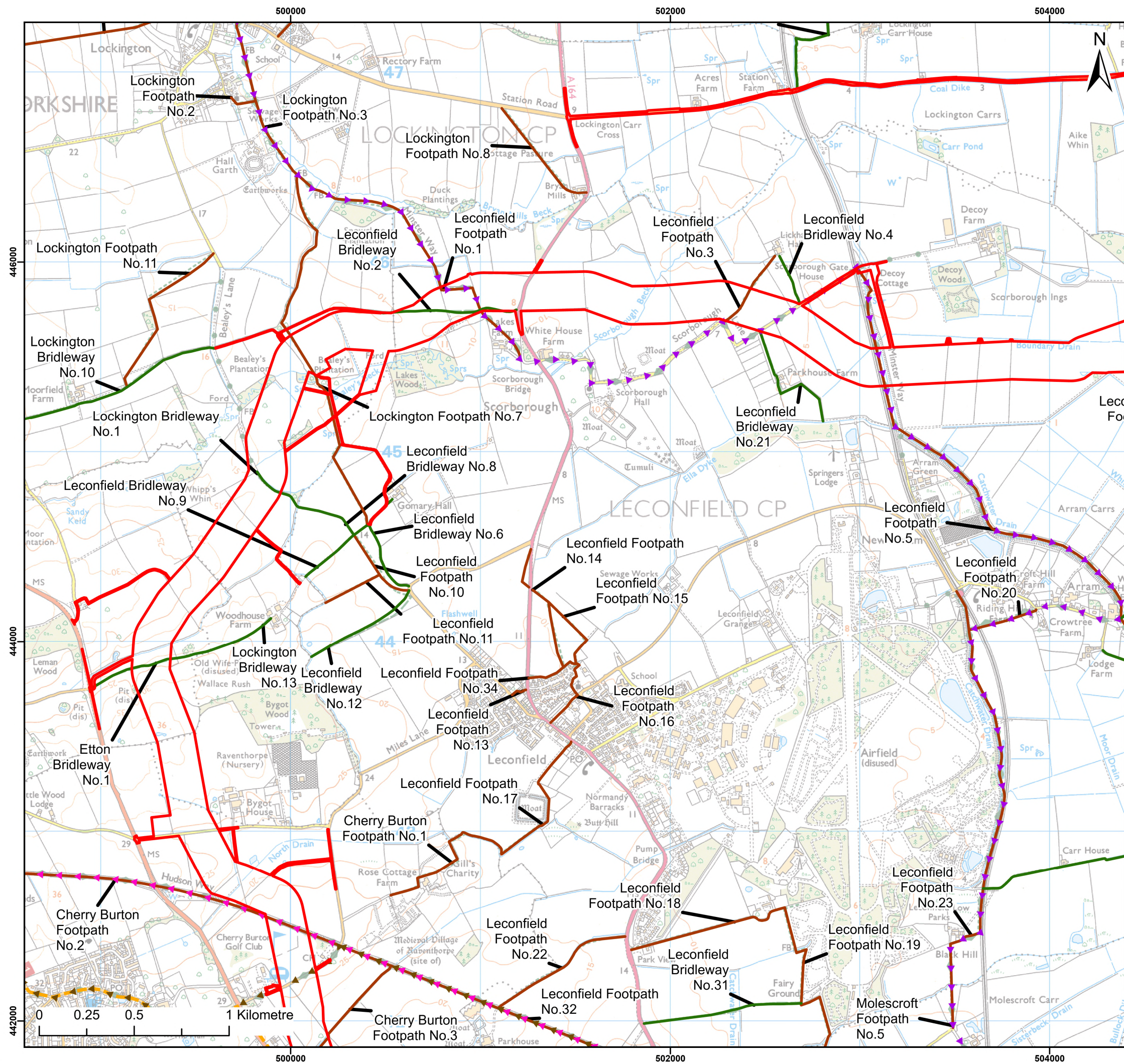
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Co-ordinate system: British National Grid







Legend:

- Onshore Development Area
- National Cycle Network
  - Route 1
- Public Rights of Way
  - Footpath
  - Bridleway
  - Minster Way
  - Wilberforce Way
  - Hudson Way

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Project:

Dogger Bank D  
Offshore Wind Farm

**DOGGER BANK  
WIND FARM**

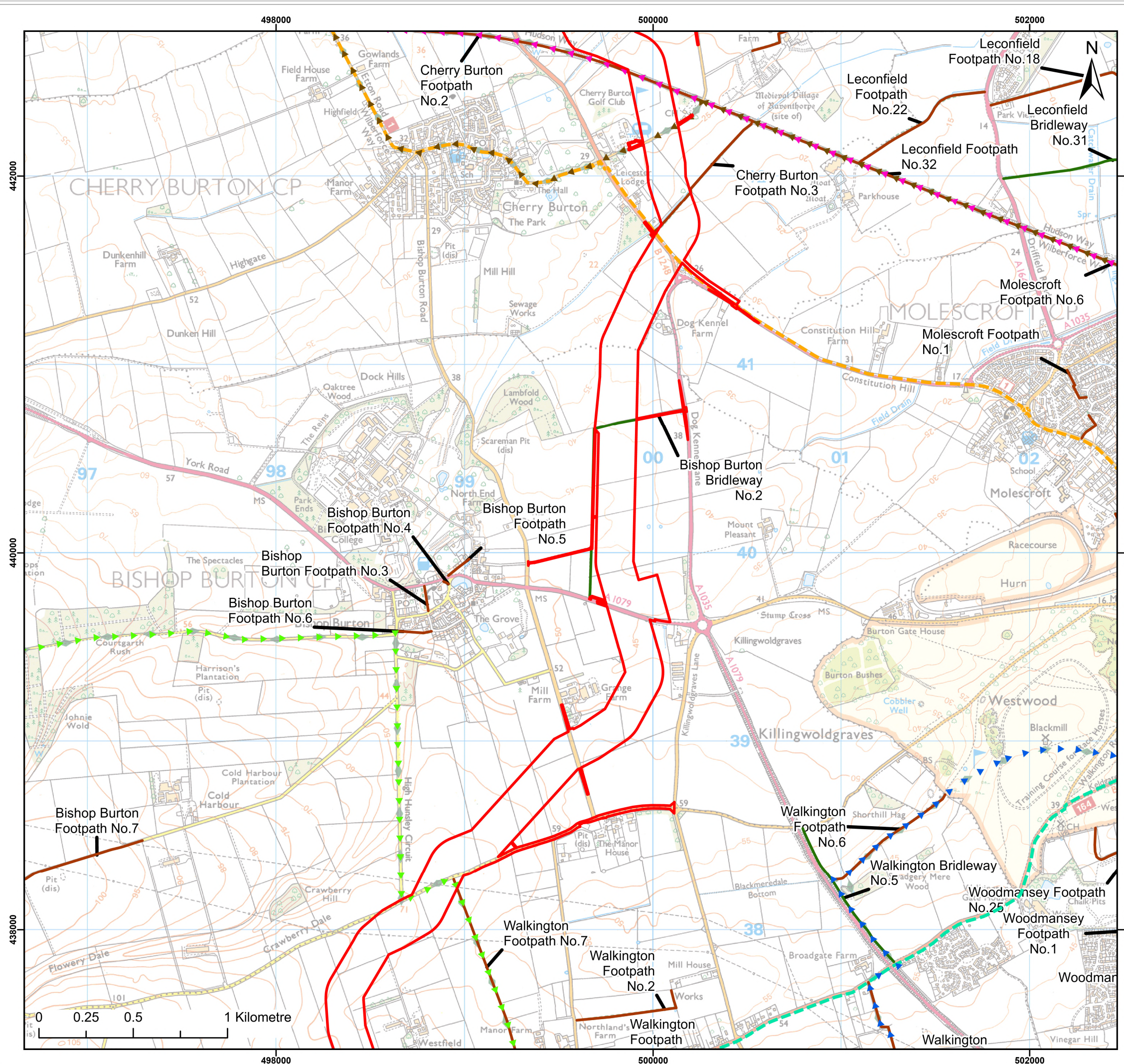
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Public Rights of Way and Cycle Routes  
- Sheet 5 of 7

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Co-ordinate system: British National Grid





Legend:

Onshore Development Area

**National Cycle Network**

- Route 1
- Route 164

**Public Rights of Way**

- Footpath
- Bridleway
- ▶ Beverley 20
- ▶ High Hunsley Circuit
- ▶ Wilberforce Way
- ▶ Hudson Way

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Project:

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**DOGGER BANK  
WIND FARM**

Title:

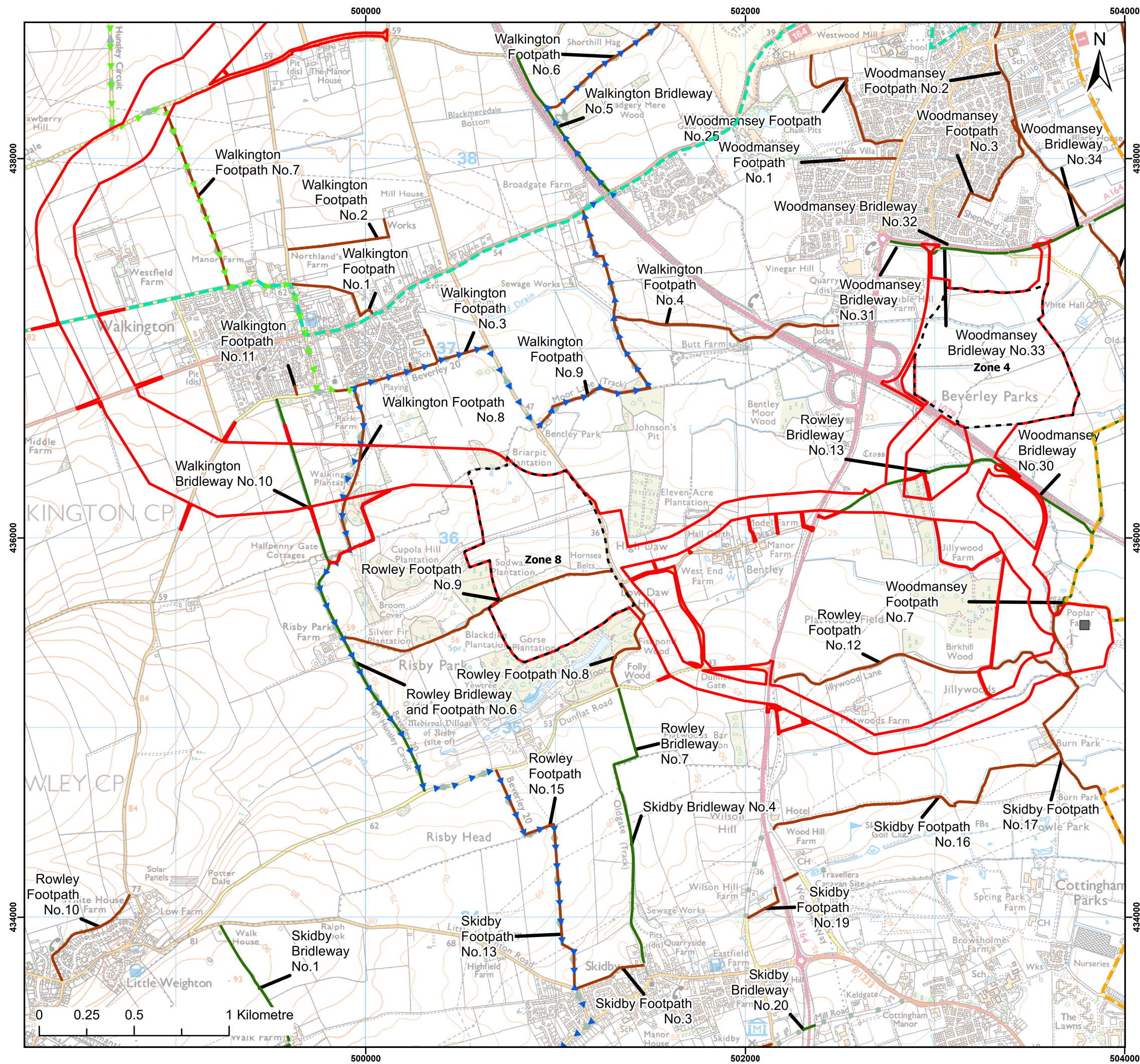
Public Rights of Way and Cycle Routes  
- Sheet 6 of 7

Figure:	1	Drawing No:	PC6250-RHD-XX-ON-DR-GS-0577			
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Co-ordinate system: British National Grid







Legend:

- Onshore Development Area
- Onshore Converter Station Zone Options
- Indicative Birkhill Wood Substation Location

**National Cycle Network**

- Route 1
- Route 164

**Public Rights of Way**

- Footpath
- Bridleway
- Beverley 20
- High Hunsley Circuit

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Project:

Dogger Bank D Offshore Wind Farm

**DOGGER BANK WIND FARM**

Title:

Public Rights of Way and Cycle Routes - Sheet 7 of 7

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Co-ordinate system: British National Grid



## 3 Management Measures

### 3.1 Prior to the Start of Construction

16. Prior to the start of construction works, a PRow survey (including identification of surface condition and street furniture) will be undertaken for affected recreational routes. This will be followed up by a post-construction survey following completion of the construction works. Surveys of the affected routes will be undertaken by an experienced surveyor.
17. Prior to any temporary stopping-up or localised diversion of a recreational route, the Principal Contractor(s) will undertake works in accordance with the measures established within the PRow Management Plan, to manage the interaction between the works, the recreational routes and its users.
18. Where a recreational route requires temporary management measures, any temporary diversions will be clearly signposted.
19. Notification of any temporary stopping-up of a recreational route will be provided to relevant parties, including land agents and / or persons with an interest in the land, within a reasonable period of time. A notice describing the temporary closure would be published in the press a minimum of two weeks in advance of the closure. Consideration will also be given to the mechanism through which the contractor would confirm the routes/diversions are fit for public use e.g. publishing the temporary closures via additional alternative methods such as websites and parish newsletters.
20. Advanced site notices (i.e. notices to members of the public warning of diversions ahead) would be posted at appropriate places to minimise the likelihood of unnecessary aborted journeys. Measures may include:
  - Site notices erected in visible locations on site approximately one to two weeks in advance of temporary management measures being in place;
  - Provision of a map showing the extent of the temporary closure and information on any alternative routes / diversion; and
  - Confirmation that the temporary diversion across land in the Undertaker's control is safe and suitable for public use.

## 3.2 Construction Phase

21. Each recreational route that crosses the Onshore Development Area (and remains open) will be risk assessed to ensure appropriate safety measures will be in place for all users whilst the crossing is open during the construction phase. The assessments will take into consideration the requirement to manage risks arising from the intersection of recreational routes and the haul roads (taking into account the type and volume of users) during construction hours and maintaining security integrity out of hours.
22. The Principal Contractor(s) will ensure that all employees have undergone necessary health and safety training. Depending on the frequency of use of the recreational route and the nature of construction activities being undertaken, where appropriate one or more of the following control measures would be adopted where a recreational route intersects a haul road:
  - Provision of a banksman to assist users of recreational routes to safely cross the construction area during construction hours;
  - Provision of warning signage to raise awareness of the recreational route to approaching construction vehicles and informing users approaching a construction interface of the associated hazards;
  - Heavy plant crossing signs to warn users of construction vehicles;
  - Information for users of recreational routes, especially at entry points to the site, with contact details of the Undertaker's Community Liaison Officer(s); and
  - A regular review of the ground condition to ensure the surface is safe for walkers and other users, whilst the routes remain open. Action will be taken to improve the ground condition if required.
23. Where a recreational route crosses the Onshore Development Area, the Principal Contractor(s) would seek to maintain pedestrian access in so far as is reasonably practicable. This route would be maintained by fencing and the use of gating, to ensure that users of the recreational route have a safe route to cross the Onshore Development Area. All diversions will provide equivalent access to current routes (including mobility and sensory need considerations).
24. Where a recreational route runs along the side of a construction access road, management measures will be put in place during construction including, for example, suitable fencing to form safe corridors for users of the PRow and separate them from construction traffic.

25. During construction periods where any open trench cannot be reinstated immediately or where the ground surface is uneven, the Principal Contractor(s) will ensure suitable and safe egress of users of the recreational route is implemented. Regular inspections of each recreational route that crosses the Onshore Development Area, and temporary diversions, will be undertaken to monitor the conditions of the routes. Where necessary, repairs will be undertaken and adjustments made to address any issues with fencing, gate, signage or ground conditions. During the construction phase of the Project, a designated contact will be identified on signage placed at key points along the affected route. Concerns relating to the condition or functionality of recreational routes can be reported to this designated person.
26. Following completion of construction activities, all public access within the working area will be reinstated to a standard commensurate to that existing prior to the commencement of construction works or an improved condition.

### 3.3 Temporary Control Measures

27. Where recreational routes within the Onshore Development Area interact with the construction of the Project on a temporary basis there will be a requirement for temporary control measures to be put in place.
28. Final details for the management of each recreational route, including the specification of any temporary diversions or suggested alternative routes during the construction phase, will be provided in the PRow Management Plan.

#### 3.3.1 Temporary Management Principles

29. Temporary disruption to recreational routes as a result of construction works will be managed by the Undertaker and, where practicable, durations of disruption will be kept to a minimum.
30. Where required, temporary management measures may include:
  - Short-term temporary stopping-up;
  - Appropriately fenced (unmanned) crossing points;
  - Manned crossing points; and
  - Temporary closures with short diversions.

### 3.3.3 No Management Required

31. In some cases where there is an interaction between recreational routes and the Onshore Development Area, trenchless techniques will be used at this location to avoid requirements for the temporary stopping up of these PRow (see **Table 2-1**) and therefore no management measures are required.
32. Trenchless techniques will allow for ducts to be installed under the recreational route without the requirement for open cut trenching. However, it is acknowledged that the requirement for haul road crossings may still impact such crossings (where haul roads crossings are relevant) and, as such, short-term stopping-up and management measures may be required.

### 3.3.4 Short-Term Temporary Stopping-Up

33. There may be the requirement for certain recreational routes to be stopped-up for short-term periods of time during the construction phase, when construction activities are taking place nearby and while a crossing of the Onshore Development Area or temporary diversion are constructed.

### 3.3.5 Unmanned or Manned Crossings

34. Where feasible, recreational routes that cross the Onshore Development Area will be kept open with either unmanned or manned crossings, following a period of short-term temporary stopping-up.

### 3.3.6 Temporary Diversions

35. For recreational routes that cross the Onshore Development Area, there may be the need to temporarily divert the route for discrete periods of time during the construction phase.
36. The length of the diversion will be determined by the physical constraints and construction activity taking place. The diversion will be fenced to provide a secure area for the public, with consideration given to the appropriate controls at the interface between the recreational route and the haul road.
37. The PRow Management Plan will include plans illustrating the confirmed management measures for each recreational route. The PRow Management Plan will also identify the specific length of the route that is affected.
38. Temporary diversions of bridleways will be designed to consider equestrian, pedestrian and cycle users. Temporary diversions will also limit the requirement for access gates or for riders to dismount, where possible. Should access gates be required, for safety reasons they would be designed to meet British Standard 5709:2018 and easily operable from horseback for all riders.

39. Diverting a Public Bridleway (British Horse Society, 2024) and Gate to Gate Installations (British Horse Society, 2024) guidance will also be considered within the PRow Management Plan.
40. Should a short, temporary diversion be required, the route and surface will be carefully considered to avoid surfaces detrimental to use by horse. Suitable signage would be provided for equestrian users prior to diversion. Should dismounting blocks be required, they would also be provided considering guidance from the Advice on Mounting Blocks (British Horse Society, 2025) to ensure suitable space is provided for the rider to mount or dismount their horse.

### 3.3.7 King Charles III England Coast Path

41. The proposed King Charles III England Coast Path (Easington to Filey Brigg section) and National Trail will be located within the landfall area (Natural England, 2020 and National Trails 2025). It is expected that the path will be completed by Spring 2026 (Natural England, 2025) The King Charles III England Coast Path will create an access strip from the alignment of the path to the sea, referred to as 'spreading room' in Natural England's approved Coastal Access Scheme (2013). This will allow users of the trail to roam freely anywhere on the seaward side of the trail. The scheme also includes provision for 'roll back' which will allow the path to adapt to change in areas of significant coastal erosion. Should there be significant erosion of the cliff located within the Onshore Development Area, the trail would be 'rolled back' to a safe location.
42. Full consideration of the National Trail, spreading room and roll back will be given when considering the location of temporary construction compounds within the landfall area for trenchless crossing techniques to ensure access is safely maintained for all users. Further details of the compounds can be found in **Volume 1, Chapter 4 Project Description** of the PEIR.
43. Further consultation will also be undertaken with the King Charles III England Coast Path officer at East Riding of Yorkshire Council to confirm the agreed location of the route prior to construction and agree suitable mitigation, if it is deemed necessary.

### 3.3.9 Duration of Temporary Management Measures

44. Durations of temporary management measures will be discussed in advance with relevant stakeholders and outlined in the PRow Management Plan. Typically, recreational routes along the onshore ECC route will be periodically diverted for a short period of time (a number of weeks depending on the length of the recreation route being temporarily closed) to allow for the safe construction of the onshore infrastructure (including haul road construction and removal).
45. Consideration will be given to closures of recreational routes if required for longer periods of time due to unforeseen circumstances encountered during construction.

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## List of Acronyms

Acronym	Definition
DBD	Dogger Bank D
CoCP	Code of Construction Practice
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ECC	Export Cable Corridor
ES	Environmental Statement
OCS	Onshore Converter Station
PEIR	Preliminary Environmental Information Report
PRoW	Public Rights of Way