

**The Great Grid Upgrade**

Chesterfield to Willington

# Preliminary Environmental Information Report

Volume 3: Appendix 12B Preliminary Public Rights of Way  
Management Plan

March 2026

nationalgrid

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# 12B. Preliminary Public Rights of Way Management Plan

## 12B.1 Overview

- 12B.1.1 This appendix forms the Preliminary Public Rights of Way Management Plan (Preliminary PRowMP) to accompany **Chapter 12 Traffic and Transport** of the Preliminary Environmental Information Report (PEIR).
- 12B.1.2 The PRowMP is a document that sets out the implications of the Chesterfield to Willington Project (the 'Project') on Public Rights of Way (PRowWs), long distance and regional paths, National Cycle Network (NCN) routes and other designated leisure/recreational routes. It outlines management and environmental measures which would be implemented to mitigate potential effects of the Project during construction and operation. The majority of anticipated traffic and transport impacts on PRowWs and the other identified routes are temporary in nature, occurring during the construction phase of the Project.
- 12B.1.3 The Preliminary PRowMP will be updated into an Outline PRowMP as part of the Development Consent Order (DCO) application. This will set out the proposed management and mitigation measures for the construction and operational phases.
- 12B.1.4 Post-consent a final PRowMP will be developed as a standalone document, based on the Outline PRowMP, for agreement with the relevant local authority PRow officers and implemented by the Main Works Contractor during construction. Any permanent diversions required for the operational phase will be identified within the final PRowMP and will be implemented during or at the end of the construction phase.

## 12B.2 Structure of the Preliminary Public Rights of Way Management Plan

- 12B.2.1 The remainder of this Preliminary PRowMP is as follows:
- section 12B.3 Terminology Summary – provides definitions of key terminology used within the Preliminary PRowMP;
  - section 12B.4 Environmental Mitigation and Management Measures – outlines potential overarching environmental measures and proposals for routes anticipated to be affected by the Project;
  - section 12B.5 Overview of Public Rights of Way Affected by the Project – provides a summary of routes affected; and
  - section 12B.6 Summary and Conclusions – summarises the next steps following statutory (Stage 2) consultation on this Preliminary PRowMP.

## 12B.3 Terminology Summary

12B.3.1 This section provides a description of the various forms of public access and routes that are the subject of this Preliminary PRowMP.

### Public Rights of Way

12B.3.2 In England, members of the public have a right to access some land/routes which are named PRowWs. There are four types of PRowW as follows:

- footpath which can be used by walkers/wheelers (pedestrians);
- bridleway which can be used by walkers/wheelers, horse riders and cyclists;
- restricted byways which are for use by any non-motorised transport (along with powered wheelchairs and mobility scooters); and
- byways open to all traffic (BOATs) which can be used by any traffic, including motor vehicles but that are predominantly used by pedestrians, cyclists and horse riders.

12B.3.3 Public Right of Ways are usually marked by wayfinding signs/coloured arrows based on the PRowW type.

12B.3.4 Public Right of Ways are recorded on the relevant council's Definitive Map and Statement; these are the legal records of PRowW. Section 56 of the Wildlife and Countryside Act 1981 (Ref 12B.1) 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 (footpath, bridleway, restricted byway or BOAT) at the relevant date, unless there has been a subsequent legal order amending the rights.

12B.3.5 Public Right of Ways are shown on Ordnance Survey (OS) mapping; however, it should be noted that this mapping may not align with the information, be it route type or location, contained within the Definitive Map and Statement, which should be referred to for confirmation.

### Long Distance Paths and Regional Routes

12B.3.6 Long distance paths can include, but are not limited to, National Trails. Regional routes identified within this Preliminary PRowMP consist of Derbyshire County Council designed walks and trails (Ref 12B.2) and marked recreational routes on OS mapping (Ref 12B.3).

### National Cycle Network Routes

12B.3.7 The NCN is a network of cycle routes (for use by walkers/wheelers and cyclists and where relevant horse riders) managed by Walk Wheel Cycle Trust (formerly Sustrans). The NCN routes are numbered and signed and include sections of both traffic-free and on-road route sections.

## Other Routes

### Other Routes with Public Access

- 12B.3.8 Other Routes with Public Access (ORPAs) are routes with public access that are not recorded as PRowWs or public highway/adopted highway and the exact nature of the routes/restrictions on the routes are unclear.

## 12B.4 Environmental Mitigation and Management Measures

### Introduction

- 12B.4.1 The following traffic and transport interactions with PRowWs and other routes (collectively referred to as 'routes' in the bullet points below) are anticipated to occur during the phases of the Project:
- construction phase:
    - crossing of routes by the Project haul road used by construction vehicles;
    - use of routes that are also Project haul roads used by construction vehicles;
    - crossing of routes by the proposed route alignment (overhead line) which has an impact during the stringing of the overhead line;
    - the overhead line follows a route which has an impact during the stringing of the overhead line;
    - routes impacted by the siting of a construction compound;
    - routes impacted by the siting of a pylon (the structure, foundation or working area); and
    - routes impacted by the new Chesterfield Substation area.
  - operational phase:
    - routes impacted by the sitting of a pylon (the structure and foundation areas);
    - crossing of routes by maintenance access tracks used by Project vehicles;
    - use of routes that are also maintenance access tracks by Project vehicles; and
    - routes impacted by the new Chesterfield Substation area.
- 12B.4.2 This section presents potential mitigation and management measures relating to the anticipated interactions between the Project and PRowWs and other routes. These mitigation and management measures will be further refined, in consultation with the relevant local authority PRowW officers, during the development of the Outline PRowWMP post Stage 2 statutory consultation on the PEIR documentation. Additional consultation will be undertaken with other interest parties, including the British Horse Society and Walk Wheel Cycle Trust (formerly Sustrans), to inform the PRowWMP.
- 12B.4.3 It is an offence to obstruct a highway (including a PRowW); however, it is intended that the DCO will provide powers to temporarily stop up or divert PRowWs for the purpose of the construction of the Project and will also be able to provide for permanent diversion if required. The Project and PRowWMP would endeavour to minimise PRowW closures (in number and duration, where temporary) where practicable.

# Environmental Mitigation and Management Measures

## Construction phase

### Inspection of routes and maintenance

- 12B.4.4 The need for route inspections would be agreed with the relevant local authority and are anticipated to take place at the stages identified below:
- prior to construction;
  - during construction; and
  - following the completion of construction.
- 12B.4.5 A detailed on-site audit (including photographs/video) would be undertaken as part of the inspection to record the situation at affected points on the given route. 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. The remit of reinstatement works would be to return the route to its original standard (before commencement of the construction phase); however, where appropriate, the survey may be used to note opportunities for enhancement.
- 12B.4.6 During construction, inspections of the affected routes will be conducted at intervals determined in agreement with the appropriate authority. Where there is damage as a result of the construction activities, suitable repair measures will be identified in consultation with the appropriate authority. In addition, there will be appropriate management of construction activity related mud/dust and clearance of any litter associated with temporary construction works that may blight the route.

### Signage

- 12B.4.7 Signage would be required for affected routes. Signage would be displayed prominently. The information provided would be accurate and up-to-date and would include information relating to: the temporary construction activity being undertaken; and the impact on the route(s) including timings and relevant contact details. The wording of the signage would be provided to the relevant local authority for agreement.
- 12B.4.8 If a route section is temporarily closed and diverted, signage would be provided, with waymarking, of the diversion routes. Signage would also emphasise that the right to wander from any PRow within the construction area is not permitted and there would be clear 'No Entry' signs.
- 12B.4.9 Temporary signs would be regularly inspected to ensure that they remain in place, are readable and have not been tampered with or altered.
- 12B.4.10 All temporary signage would be removed once construction is complete and routes with temporary effects returned to their former condition and use.
- 12B.4.11 Information provision would not be restricted to signage and settlements/groups can be provided with information to keep people informed.

## Specific measures

- 12B.4.12 This section sets out high-level approaches to managing the interactions with PRowS and other routes (collectively referred to as 'routes'). As the PRowMWP is developed into the Outline PRowMWP (for the ES) and the final PRowMWP (post consent), detailed and location specific measures will be outlined for agreement with the relevant local authority.

### Crossings

- 12B.4.13 At locations where the Project infrastructure and/or construction vehicles cross routes appropriate warning signage would be provided, as detailed within paragraphs 12B.4.7 to 12B.4.11. Additional signage would also be erected to alert drivers to upcoming locations where there is an interaction between the construction traffic and a route.
- 12B.4.14 During certain periods active management may be needed. If required, this would likely involve dedicated construction staff patrolling key crossing points during periods of high or particularly significant construction activity. If required, the need for active management on routes would be identified within the construction phase timescales and movements and would be subject to specific risk assessments.
- 12B.4.15 In some situations, route users may have to wait for a short period of time whilst the route is in use by construction vehicles or an activity. Users would be advised when works are complete, and it is safe to continue by construction staff at the crossing point.

### Share routes

- 12B.4.16 Locations where construction vehicles would travel along a PRow, or other route identified within the PRowMWP, are known as 'shared routes'. Along shared routes appropriate signage would be provided to inform PRow users (as outlined in paragraphs 12B.4.7 to 12B.4.11) and to alert drivers of the shared use nature of the route. Speed limit signage would also be provided along the shared route to ensure construction vehicles travel at an appropriate speed (which would be agreed with the relevant local authority) to avoid conflict with other route users.
- 12B.4.17 During certain periods of construction, active management may be needed. If required, this would be anticipated to involve dedicated construction staff patrolling the shared route at key times/periods of activity. If required, the need for active management on routes would be identified within the construction phase timescales and movements and would be subject to specific risk assessments.
- 12B.4.18 In some situations, route users may have to wait for a short period of time whilst the route is in use by the construction vehicles or an activity. Users would be advised when activities are complete, and it is safe to continue along the shared route by construction staff. It may be necessary to provide a safe standing area at points which would be to the side of the shared route. It may also be prudent, depending on the circumstances, to provide a safe crossing point of any shared route depending on construction traffic flows.

## Temporary diversions and realignments

- 12B.4.19 Temporary diversions of routes are anticipated for the Project on a small number of routes. Indicative PRow diversion routes during the construction phase are shown on

**Figure 12B.1.** Further details of the diversions will be provided within the Outline PRoWMP which will be produced for the ES.

- 12B.4.20 For temporary diversions during the construction phase, a temporary closure and diversion or realignment would be required; for example, due to the routeing of a PRoW through a construction compound.
- 12B.4.21 The proposed temporary diversions would be routed around the working areas, along the shortest route possible. The diversion route would be developed to the same standard as the route that is being diverted and would be agreed with the relevant local authority. Appropriate signage and waymarking would be used, as set out in paragraphs 12B.4.7 to 12B.4.11.
- 12B.4.22 Where it is not possible to provide a reasonable alternative using any nearby route, a permissive diversion within the working area would be created. This would facilitate the sequencing of works whilst minimising disruption to the users of the route, which would be closed temporarily and re-opened after each stage of the construction works where reasonably practical.

## **Operational phase**

### **Permanent diversions and realignments**

- 12B.4.23 Permanent diversions of routes are anticipated on a small number of routes, subject to further design development.
- 12B.4.24 For permanent diversions during the operational phase, a section closure and permanent diversion or realignment will be identified. The diversion/realignment would be the shortest practicable and would be developed to the same standard as the route that is being diverted, would have appropriate signage and waymarking and would be agreed with the relevant local authority.

## **12B.5 Overview of Public Rights of Way Affected by the Project**

- 12B.5.1 This section of the Preliminary PRoWMP provides an overview of routes that would be affected by the Project. The Outline PRoWMP that will be produced for the ES will provide information on the type of management measure that will be implemented. All measures will be discussed and agreed with the relevant PRoW officer.
- 12B.5.2 **Figure 12B.1** shows the Project and PRoWs and other routes and **Figure 12B.2** shows the Project and regional paths and NCN routes.

## **Summary of Routes**

### **Public Rights of Way**

- 12B.5.3 **Table 12B.1:** lists the PRoWs impacted by the Project, the nature of the interaction with the Project and the duration – temporary (during the construction phase of the Project) or permanent (during the operational phase of the Project). It should be noted that some PRoWs may be affected both during construction and during operation. **Figure 12B.1** shows the Project and PRoWs, including the proposed diversions.

**Table 12B.1: Public Rights of Way affected by the Project**

<b>PRoW ID</b>	<b>Type</b>	<b>Project Interaction</b>	<b>Duration</b>
B13/31/2; NE15/14/1; NE15/37/1; B13/7/2; B13/13/1; NE16/7/2; NE16/7/7; NE16/7/1; AV27/49/1; AV27/48/2; AV2/18/1; AV27/45/2; AV27/53/1; AV27/54/1; AV20/16/1; AV20/7/1; AV20/3/1; AV23/92/1; AV23/39/2; AV23/41/3; AV4/54/1; AV23/42/3; AV4/59/1; AV6/2/1; AV/11/4/2; AV/12/34/1; E3/32/1; SD3/4/1 and SD3/4/2.	Footpath	PRoW is located within the draft Order Limits and routes along a maintenance access route.	Temporary (and potential minor permanent) – infrequent use during operational phase.
AV23/35/4; AV23/35/1 and AV11/7/1.	Restricted Byway		
AV6/3/1	Footpath	PRoW is located within the draft Order Limits and routes along a haul road.	Temporary – construction phase.
NE18/13/4; B13/6/1; AV27/55/2; AV23/146/2; AV23/42/2; AV6/1/3; AV6/8/2; AV6/92/1; AV/11/4/1; AV/12/27/2; E4/14/1; SD44/9/3; SD44/11/2 and SD3/9/2.	Footpath	PRoW is located within the draft Order Limits and is crossed by the proposed route alignment.	Temporary – construction phase.
B13/3/3	Bridleway		
E9/26/1 and AV12/15/1.	Footpath	PRoW is located within the draft Order Limits and follows the proposed route alignment of the overhead line.	Temporary – construction phase.
NE5/16/2; NE18/13/1; B13/7/3; NE16/6/1; NE16/8/1; AV23/24/2; AV23/34/2; AV23/40/1; AV23/116/2; AV16/16/1;	Footpath	PRoW is located within the draft Order Limits and crosses a maintenance access route.	Temporary – infrequent use during operational phase.

PRoW ID	Type	Project Interaction	Duration
AV/11/20/1; AV/27/1; E9/39/1; E3/31/1; E10/16/1; E4/3/1; SD3/9/1; SD3/4/3 and SD3/5/1			
E13/12/1	Bridleway		
E9/3/2; E9/1/1; AV20/15/1; AV6/1/1; AV6/2/2; AV6/3/2 and AV6/9/1.	Footpath	PRoW is located within the draft Order Limits and crosses a haul road.	Temporary – construction phase.
AV6/8/1	Bridleway		
NE5/25/2; NE5/17/2 and NE5/17/4.	Footpath	PRoW is within the draft Order Limits and crosses the new Chesterfield Substation area.	Temporary and permanent effects – construction phase and operational phase.
B1/14/2; B1/3/2; B1/5/3; B13/14/2; B13/7/1; NE16/3/1; AV27/45/1; AV/20/17/1; AV20/6/1; AV/23/88/1; AV23/111/1; AV16/1/2; AV/16/9/1; E10/16/2; E10/13/2; SD18/7/2; SD4/3/1; NE9/19/1; NE19/2/1; AV27/48/1; AV23/37/1; AV23/41/2; AV16/15/2; E10/17/3 and AV11/8/1	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.	Temporary – construction phase.
E3/56/1	Restricted Byway		
B13/42/1; AV27/50/1; E9/27/1; AV20/14/4 and SD47/1/1.	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment, crosses a haul road and routes along a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
B1/39/3 and SD49/5/1.	Bridleway		
B1/13/3; B1/9/1; B13/26/4; AV23/23/3; AV23/38/2; E9/28/2; E13/14/1; E10/14/3; E4/4/1; E13/11/1;	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment, crosses a	Temporary (and potential minor permanent) – construction phase and

<b>PRoW ID</b>	<b>Type</b>	<b>Project Interaction</b>	<b>Duration</b>
AV/12/25/1; AV12/17/1; AV12/16/1; E9/5/2; E9/4/1 and E9/13/1.		haul road and crosses a maintenance access route.	infrequent use during operational phase.
AV23/35/2	Restricted Byway		
NE9/1/81; NE16/37/3; AV23/39/1	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment, crosses a haul road, routes along a maintenance access route and crosses a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
NE10/16/1	Bridleway	PRoW is located within the draft Order Limits, crosses a haul road, routes along a maintenance access route and crosses a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
AV6/93/1; AV6/1/2 and E9/2/1.	Footpath	PRoW is located within the draft Order Limits, crosses a haul road and crosses a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
AV/11/5/1 and AV23/22/1.	Footpath	PRoW is located within the draft Order Limits, is crossed by the overhead line and routes along a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
NE10/9/1	Footpath	PRoW is located within the draft Order Limits, is crossed by the proposed route alignment and routes along a haul road route.	Temporary – construction phase.
NE5/16/1	Footpath	PRoW is within the draft Order Limits, routes along a maintenance access route and crosses the new Chesterfield Substation area.	Temporary and permanent effects – construction phase and operational phase.
E3/57/1	Footpath	PRoW is located within the draft Order Limits, goes through a construction compound is crossed by	Temporary (and potential minor permanent) – construction phase and

PRoW ID	Type	Project Interaction	Duration
		the proposed route alignment, crosses a haul road and crosses a maintenance access route.	infrequent use during operational phase.
E10/18/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon structure, is crossed by the proposed route alignment, crosses a haul road and crosses a maintenance access route.	Temporary and permanent effects – construction phase and operational phase.
E9/12/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon foundation working area, is crossed by the proposed route alignment, crosses a haul road and crosses a maintenance access route.	Temporary (and potential minor permanent) – construction phase and infrequent use during operational phase.
AV/12/24	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon foundation, is crossed by the proposed route alignment, crosses a haul road, crosses a maintenance access route and routes along a maintenance access route.	Temporary and permanent effects – construction phase and operational phase.
B13/9/1	Footpath	PRoW is located within the draft Order Limits, overlaps with a pylon structure, is crossed by the proposed route alignment, crosses a haul road, crosses a maintenance access route and routes along a maintenance access route.	Temporary and permanent effects – construction phase and operational phase.

### Other Routes with Public Access affected by the Project

12B.5.4 Three ORPAs have been identified as being affected by the Project as summarised within **Table 12B.2**:. All three ORPAs are within the Derbyshire County Council area.

**Table 12B.2: Other Routes with Public Access affected by the Project**

ORPA Location	Project Interaction	Duration
Stony Lane and Watering Lane (Holbrook).	ORPA is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.	Temporary – construction phase.
Derby Road (Borrowash).	ORPA is within the draft Order Limits and is crossed by the proposed route alignment.	Temporary – construction phase.
Moor Lane (south of the Derby Southern Bypass).	ORPA is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.	Temporary – construction phase.

**National Cycle Network routes affected by the Project**

12B.5.5 Four NCN routes have been identified as being affected by the Project, including the construction traffic routes, as summarised within **Table 12B.3**. **Figure 12B.2** shows the Project and NCNs.

**Table 12B.3: National Cycle Network routes affected by the Project**

NCN	Location	Project Interaction	Construction Traffic Interaction	Duration
67	West of Williamthorpe	N/A	Crossing of A6175 Williamthorpe Road (a Secondary Access Route (SAR)) for the NCN.	Temporary – construction phase.
	East of Pilsley	NCN within draft Order Limits, is crossed by the proposed route alignment, crosses a haul road and routes along a maintenance access track.	Crossing of Hardstoff Road (a SAR) for the NCN.	Temporary – construction phase.
	Tibshelf	N/A	Signalised crossing of B6014 High Street (a Primary Access Route (PAR)) for the NCN.	Temporary – construction phase.
54	West of Breadsall	N/A	NCN routes adjacent (traffic free) to a section of the A61, a PAR.	Temporary – construction phase.
672	North Derby and South Erewash	N/A	Signalised crossing of the A608 Mansfield Road and an unsignalised crossing of	Temporary – construction phase.

NCN	Location	Project Interaction	Construction Traffic Interaction	Duration
			the A608 Hill Top (a PAR) for the NCN.	
6	East of Borrowwash	NCN is within the draft Order Limits and is crossed by the proposed route alignment.	NCN has an on-road route section on the A6005, a PAR.	Temporary – construction phase.
	South of Borrowwash	N/A	NCN routes adjacent to a section of the B5010, a SAR. There is a signalised crossing of the B5010 for the NCN.	Temporary – construction phase.
	North east of Swarkestone and west of the A524	NCN is within the draft Order Limits and is crossed by the proposed route alignment.	N/A	Temporary – construction phase.

### Long distance paths and regional routes affected by the Project

12B.5.6 Four regional routes have been identified as interacting with the Project (regional routes within the draft Order Limits) as outlined within **Table 12B.4**., all of which are within the Derbyshire County Council area. **Figure 12B.2** shows the Project and the regional routes.

**Table 12B.4: Regional routes affected by the Project**

Regional Route	Location	Interaction	Duration
Five Pits Trail	East of Pilsley	Regional route is within the draft Order Limits, is crossed by the proposed route alignment, crosses a haul road and routes along a maintenance access route.	Temporary – construction phase and infrequent use during operational phase.
Centenary Way and Midshires Way	Church Lane, Morley	Regional route is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.	Temporary – construction phase.
Midshires Way	West of the A6096 near Locko Park	Regional route is within the draft Order Limits and crosses a maintenance access route.	Temporary – construction phase and infrequent use during operational phase.
Derwent Valley Heritage Way	Ambaston Lane, Ambaston	Regional route is within the draft Order Limits, is crossed by the proposed route alignment and crosses a haul road.	Temporary – construction phase.

## 12B.6 Summary and Conclusions

- 12B.6.1 The traffic and transport effects of the Project on PRowS, long distance and regional paths, NCN routes and other routes would be mitigated and managed by means of a package of environmental mitigation and management measures. This Preliminary PRowMP has set out the suite of environmental mitigation measures that are anticipated. These measures include: inspection/maintenance of routes; signage; and site-specific management measures which may include active management and diversions.
- 12B.6.2 This Preliminary PRowMP will form the foundation of an Outline PRowMP which will be submitted as part of the DCO application. The Outline PRowMP will be developed based on feedback from the statutory (Stage 2) consultation, additional assessment and specific consultation with the relevant PRow officers. The further consultation with the local authorities' PRow officers will result in the development of the Preliminary PRowMP environmental mitigation measures into an agreed set of specific environmental mitigation measures. The final PRowMP will be developed post-consent, in consultation with the relevant local authorities.

# References

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- Ref 12B.2 Derbyshire County Council (2025). Walks and trails [online] Available at:  
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