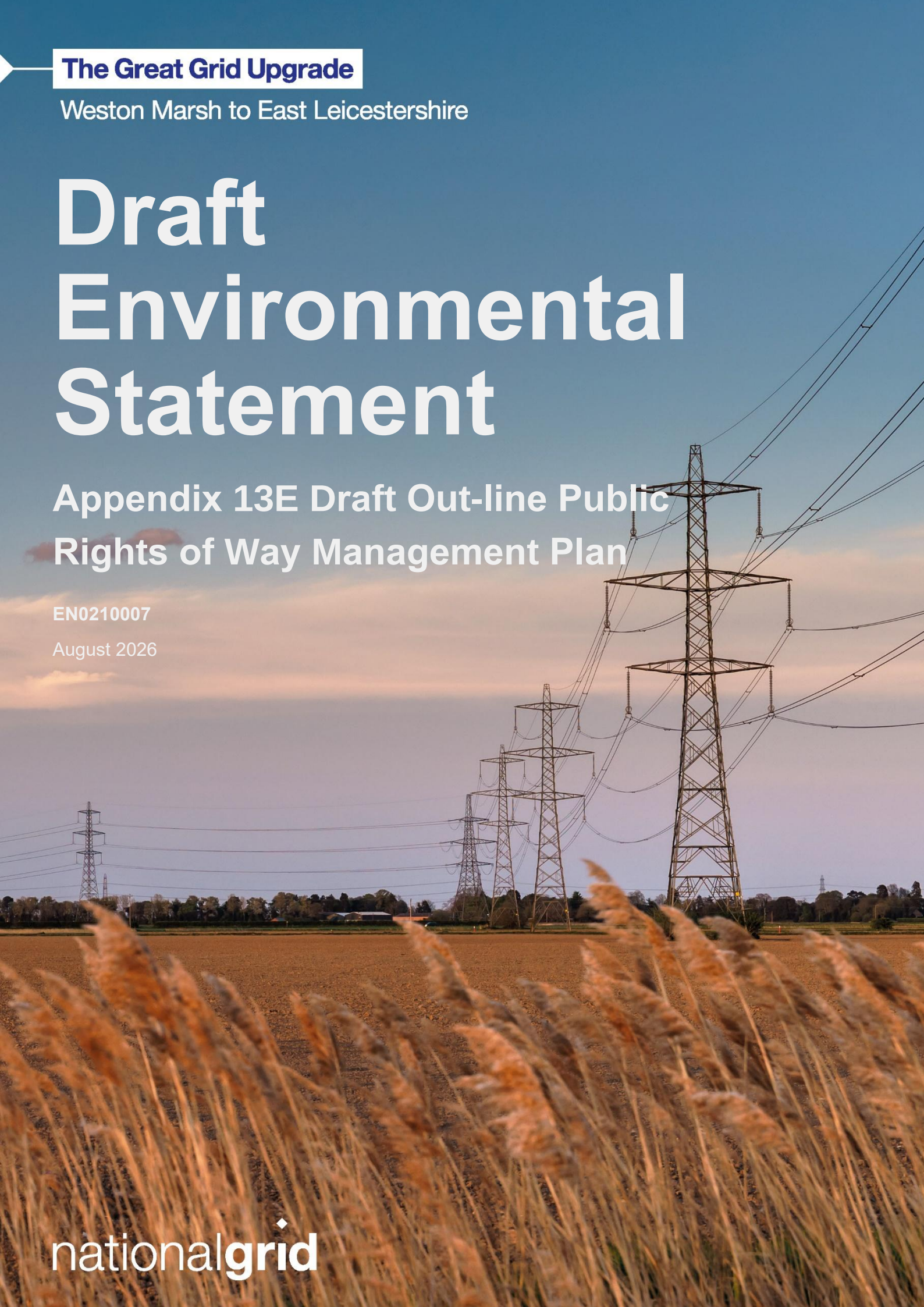




The Great Grid Upgrade

Weston Marsh to East Leicestershire

Draft Environmental Statement

Appendix 13E Draft Out-line Public
Rights of Way Management Plan

EN0210007

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nationalgrid

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13E. Draft Outline Public Rights of Way Management Plan

13E. Draft Outline Public Rights of Way Management Plan

13E.1 Introduction

Overview

13E.1.1 The Weston Marsh to East Leicestershire Project (the Project) is being developed by National Grid Electricity Transmission plc (National Grid) to increase the ability of the transmission system to transfer power between other proposed transmission infrastructure in the east of England and the Midlands. The objective of the Project is to reinforce the electricity transmission network, facilitating the connection of planned offshore wind generation, interconnectors with other countries and other sources of electricity, allowing clean green energy to be carried on the network.

13E.1.2 The Project is expected to include the following elements:

- approximately 60 km of new 400 kV overhead transmission line to the west of the proposed substation at Weston Marsh (to be delivered by the Grimsby to Walpole Project);
- a new 400 kV substation to be built in the vicinity of the existing 4VK (Cottam – Wymondley) 400 kV overhead line to the west of Corby Glen, South Kesteven (referred to as 'WMEL-A');
- a new 400 kV substation to be built in the vicinity of the existing ZA (Cottam – Sundon) 400 kV overhead line to the west of the village of Ab Kettleby and north west of Melton Mowbray, Melton (referred to as 'WMEL-B');
- reconductoring of approximately 66 km of the existing ZA 400 kV overhead line from WMEL-B to the existing Grendon Substation, east of Northampton; and
- realignment of short sections of existing 400 kV overhead line and local changes to the distribution networks to facilitate the construction of the new overhead line and substations.

13E.1.3 This document is an appendix to **Chapter 13 Traffic and Transport** of the non-statutory Draft Environmental Statement (DES) (referred to in this document as “DES” and non-statutory DES”) for the proposed Project. The Project has been divided into five Sections, shown in **Figure 1.1 Site Location Plan** of the DES and described in **Table 4.1** of **Chapter 4 Description of the Project** of the DES. These are:

- Section 1: Infrastructure within South Holland District;
- Section 2: Infrastructure within South Kesteven District;
- Section 3: Infrastructure within Melton Borough and Charnwood Borough Council;
- Section 4: Infrastructure within Harborough District; and
- Section 5: Infrastructure within Northamptonshire (including both North Northamptonshire and West Northamptonshire unitary areas).

- 13E.1.4 This is the draft Outline Public Rights of Way Management Plan (PRoWMP) that has been produced to support the DES. It has been produced to set out the temporary measures which would be implemented in relation to routes with public access which are affected by the construction of the Project. Routes with public access comprise Public Rights of Way (PRoW), permissive paths, Other Routes with Public Access (ORPA), Open Access Land (OAL) and the National Cycle Network (NCN).

Definition of Routes with Public Access

- 13E.1.5 This section sets out definitions of the routes with public access that have been considered within this draft Outline PRoWMP.

Public Rights of Way

- 13E.1.6 In England and Wales, members of the public have a right to access some land for walking or certain leisure activities. This includes:
- PRoWs, for example, roads (restricted byways), paths or tracks that run through settlements, the countryside or private property; and
 - right to roam to access OAL including mountains, moors, and common land that is registered.
- 13E.1.7 There are four distinct types of PRoWs:
- footpaths – for walking, running, wheelchairs and mobility scooters;
 - bridleways – for walking, running, wheelchairs, mobility scooters, cycling and horse riding;
 - restricted byways – for any transport that does not have a motor, but does allow powered wheelchairs and mobility scooters; 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).
- 13E.1.8 PRoWs are recorded on the Definitive Map and Statement for each administrative area and collated by the relevant surveying authority. The Definitive Map and Statement is the documentary record of public rights of way depending on the category of PRoW. The Definitive Map and Statement indicates where the public may lawfully walk, ride or drive. Section 56 of the Wildlife and Countryside Act 1981 (Ref 13E.1) makes it explicit that the Definitive Map and Statement is 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.
- 13E.1.9 All surveying authorities must maintain a Definitive Map and Statement of PRoWs within their administrative boundary, which includes historic routes and any changes to PRoW orders and routes that may have occurred since 1981. Many of the surveying authorities also present this information online, but this does not always reflect recent changes.
- 13E.1.10 PRoWs are also detailed on Ordnance Survey (OS) mapping; however, this mapping may not correspond to information contained within the Definitive Map and Statement and the latter should always be referred to in order to confirm whether a PRoW exists, and its classification.

Other Routes with Public Access (ORPA)

- 13E.1.11 There are other routes with public access which are included on OS maps and include roads or tracks that carry public rights of access, but are not recorded either as PRow, nor coloured as most public roads are, in red, brown, orange or yellow on OS mapping.
- 13E.1.12 The ORPA that may be affected by the construction of the Project will be identified and presented in the Outline PRowMP in the Environmental Statement (ES).

Permissive Paths

- 13E.1.13 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.
- 13E.1.14 If any permissive paths that may interact with the Project are identified, including through consultation, agreement will be sought with the respective landowners on their management to accommodate Project activities. The identification of permitted paths that may interact with the Project will be outlined in the Outline PRowMP in the ES.

Open Access Land (OAL)

- 13E.1.15 The Countryside and Rights of Way Act 2000 (CROW Act) (Ref 13E.2) 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).
- 13E.1.16 If any OAL that may interact with the Project is identified, including through consultation, agreement will be sought with the respective landowners on their management to accommodate Project activities. The identification of OAL that may interact with the Project will be outlined in the Outline PRowMP.

Structure of the draft Outline PRow Management Plan

- 13E.1.17 The remainder of this draft Outline PRowMP is set out as follows:
- Section 2: Routes with public access – sets out a description of all routes with public access within the draft Order Limits that are affected by the construction of the Project and sets out the nature of the interaction.
 - Section 3: Management measures – provides a description of appropriate management measures and sets out management proposals for the routes with public access that are affected by the construction of the Project.
 - Section 4: National Cycle Network impacts – provides a description of the effects of the construction of the Project on the NCN routes within the draft Order Limits and the proposed management measures to be implemented.

13E.2 Routes with Public Access

Introduction

- 13E.2.1 In order to ascertain the extent of the potential effects of the Project on the PRow network and ORPA, two key sources of data have been used to inform the DES:
- GIS version of the Definitive Map covering the draft Order Limits area.
 - OS 1:25,000 online mapping setting out areas of OAL.
- 13E.2.2 The Final PRowWMP will consider the following:
- PRowWs and ORPA which are crossed by the overhead line routes (construction, dismantling or reconductoring);
 - PRowWs and ORPA which are permanently affected by the construction of the substations.
 - PRowWs and ORPA which are temporarily affected by the construction of the substations, the Cable Sealing End Compounds (CSECs), tower construction zones, and laydown areas;
 - PRowWs and ORPA which are affected by the siting of temporary construction compounds (TCCs);
 - PRowWs and ORPA which are affected by the routing of temporary construction access haul roads and permanent access tracks; and
 - PRowWs and ORPA which are affected by the provision of temporary construction accesses and related visibility splays.

Study Area

- 13E.2.3 The study area includes all PRowWs and ORPAs that are within the draft Order Limits. The draft Order Limits are shown in **Figure 1.2 Draft Order limits** of this DES and the detail of the Project is shown on **Figure 4.1 Proposed Project Design**. Other than PRowWs and ORPAs that are directly crossed by the Project, PRowWs and ORPAs could be affected by other elements as identified in paragraph 13E.2.2.

Routes with public access affected by the Project

- 13E.2.4 To identify PRowWs and ORPAs in the area, the draft Order Limits (**Figure 1.2 Draft Order Limits** shows the current draft Order Limits considered in this draft plan) will be reviewed and compared to the Definitive Map and Statement to identify PRowWs within the area and OS mapping will be used to identify ORPAs. This will be undertaken and presented in the ES. **Table 13E.1** provides a preliminary list of PRowWs that cross the draft Order Limits and how they interact with the Project. This list will be updated and presented in the Outline PRowWMP in the ES.

Table 13E.1 Preliminary list of PRowWs that cross the draft Order Limits and how they interact with the Project

PRow Information		Project Interaction with PRow		
PRow Reference	Type of PRow	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
Section 1				
Wstn/6/1	Public Bridleway	✓		
Pinc/10/1	Public Footpath	✓		
Pinc/1072/1	Public Bridleway	✓		
Pinc/1071/1	Public Bridleway	✓		
Pinc/5/1 (Part of MacMillan Way)	Public Footpath	✓		
Pinc/5/2 (part of MacMillan Way)	Public Footpath	✓		
Pinc/1/2	Public Bridleway	✓		
Section 2				
Pinc/1/2	Public Bridleway	✓		
Haco/14/1	Public Footpath	✓		
Haco/8/9	Public Footpath	✓		✓
Haco/6/2	Restricted Byway	✓		✓
Haco/6/3	Restricted Byway			
Haco/4/1	Public Footpath			
Haco/8/3	Public Footpath	✓		
Haco/8/2	Public Footpath	✓		
Dunb/1/1	Public Footpath			
Haco/6/1	Public Bridleway			
Haco/17/1	Public Footpath	✓		
Haco/9/1	Public Footpath			
Haco/16/2	Public Footpath	✓		
Haco/15/1	Public Footpath	✓		✓
MorS/28/1	Restricted Byway			
Haco/7/1	Restricted Byway			

PRow Information		Project Interaction with PRow		
PRow Reference	Type of PRow	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
Haco/18/1	Public Footpath	✓		
Corb/14/1	Public Bridleway	✓		
Swtd/7/1	Public Bridleway	✓		
Sway/5/1	Public Footpath	✓		✓
Sway/6/2	Public Footpath	✓		
BurC/9/2	Restricted Byway			
BurC/9/3	Restricted Byway			
BurC/9/4	Restricted Byway			
BurC/10/1	Public Footpath		✓	
Corb/10/1	Public Footpath		✓	
NWit/7/1	Public Footpath			
NWit/1/1	Public Footpath			
NWit/8/1	Public Footpath			
NWit/9/1	Public Footpath	✓		✓
NWit/13/1	Restricted Byway			
SWit/5/1	Public Footpath			
GunS/4/1	Public Footpath	✓		
NWit/12/2	Public Footpath	✓		✓
Section 3				
E41/2	Public Footpath	✓		
Viking Way	Long Distance Walk	✓		
E40/3	Public Footpath	✓		
E38A/7	Restricted Byway			
E38A/6	Restricted Byway	✓		
E38A/4	Restricted Byway			
E38/4	Public Footpath	✓		
E36/4	Public Footpath	✓		✓
E69/1	Public Footpath	✓		

PRoW Information		Project Interaction with PRoW		
PRoW Reference	Type of PRoW	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
E65/2	Public Footpath	✓		
E93/1	Public Footpath	✓		✓
E26/1	Public Bridleway	✓		
F1a/2	Public Footpath			
F1a/1	Public Footpath			
E95/1	Public Bridleway	✓		
F22/1	Public Footpath			
E18/1 (part of Leicestershire Jubilee Way)	Public Footpath	✓		
E17/6	Public Footpath	✓		
E21/1	Public Footpath	✓		
G80/2	Public Footpath			
G79/1	Public Footpath			
G80/1	Public Footpath			
G59/1	Public Footpath			
G60/1	Public Footpath	✓		✓
H33/1	Public Footpath	✓		✓
G62/6	Public Footpath	✓		
G62/5	Public Footpath	✓		
G63/3	Public Footpath	✓		
G63/2	Public Footpath	✓		
G63/1	Public Footpath			
G64/1	Public Bridleway	✓		✓
G66/1	Public Footpath	✓		✓
G68/9	Public Footpath			
G67/4	Public Bridleway	✓		✓

PRoW Information		Project Interaction with PRoW		
PRoW Reference	Type of PRoW	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
Section 3 (Reconductoring)				
E14/6	Public Footpath	✓		
H20/4	Public Footpath	✓		
H24/2	Public Footpath	✓		
H20/3	Public Footpath	✓		
H20/2	Public Footpath	✓		
H24/1	Public Footpath	✓		
H36/2	Public Footpath	✓		
H36/3	Public Footpath	✓		
H109/1	Public Footpath	✓		
H39/1	Public Footpath	✓		
H39/2	Public Footpath	✓		
H47/1	Public Footpath	✓		
H38/2	Public Footpath	✓		✓
H43/1	Public Footpath	✓		✓
H44/1	Public Bridleway			
I88/2	Public Footpath	✓		
D59/3 (Part of Leicestershire Round)	Public Footpath	✓		✓
D67/1	Public Footpath	✓		
D66/1	Public Footpath	✓		
D55/1	Public Footpath	✓		
Section 4				
D54/1	Public Bridleway	✓		
D56/1	Public Footpath	✓		
C89/2	Public Footpath	✓		✓
C98/1	Public Footpath	✓		

PRoW Information		Project Interaction with PRoW		
PRoW Reference	Type of PRoW	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
Midshires Way (South of Tilion on the Hill))	Long Distance Path	✓		
C58/4	Public Footpath	✓		✓
C65/1	Public Footpath	✓		✓
C66/2	Public Footpath	✓		
C105/2	Restricted Byway			
C105/1	Restricted Byway			
B90/2	Public Bridleway	✓		
B90/1	Public Bridleway			
B93/1	Public Bridleway	✓		
B25/2	Public Bridleway	✓		
B25/1	Public Bridleway	✓		
B27/1	Public Footpath	✓		
B22/1 (Part of Leicestershire Round)	Public Footpath	✓		
Midshires Way (Northwest of Welham)	Long Distance Path			
Midshires Way (West of Welham)	Long Distance Path	✓		
B24/1	Public Bridleway	✓		✓
Section 5				
HB9	Public Footpath	✓		✓
HB1 (Part of Midshires Way)	Public Bridleway	✓		
GH1	Public Footpath	✓		
GC2	Public Footpath			
GC9	Public Footpath	✓		

PRoW Information		Project Interaction with PRoW		
PRoW Reference	Type of PRoW	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
MacMillan Way/Midshires Way/Jurassic Way	Long Distance Path	✓		
GP8	Public Bridleway	✓		
GP5	Public Footpath	✓		
UH7	Public Bridleway	✓		
UH23	Public Bridleway			
GR6	Public Bridleway	✓		
GR8	Public Bridleway	✓		
GG9	Public Bridleway	✓		
GG19	Public Bridleway			
GG11	Public Bridleway	✓		
GG18	Public Bridleway			
GW14	Public Footpath	✓		
GD3	Public Footpath			
GW18	Public Bridleway			
GW17	Public Bridleway	✓		
TR5	Public Footpath	✓		
TK15	Public Footpath			
TK13	Public Footpath	✓		
TK22	Public Bridleway	✓		✓
TK12	Public Footpath	✓		✓
UL26	Public Bridleway	✓		
TU3	Public Footpath	✓		
UL23	Public Footpath	✓		
Nene Way	Long Distance Path	✓		
TC14	Restricted Byway			
TC11	Public Footpath			
TF3	Public Footpath	✓		✓

PRoW Information		Project Interaction with PRoW		
PRoW Reference	Type of PRoW	Cross Overhead Line	Cross Substation Sites	Cross the Laydown/compound/ construction Zone
TF17	Public Footpath			
TF2	Public Bridleway			

13E.3 Management Measures

General Provisions

- 13E.3.1 National Grid is committed to the objectives of the highest levels of safety for the proposed construction and dismantling works, and to ensure that public disruption is kept to a minimum. Where there is a potential conflict between the two objectives, a pragmatic approach to safety will be taken, based on balancing the risks to the public against the disruption that removing that risk will cause. It is the intention to keep the majority of PRoWs open via management and the use of short term temporary closures where necessary.

Management Measures

- 13E.3.2 Management measures will be required for affected public access for the following during construction:
- PRoWs/ORPA crossed by the overhead lines during construction, dismantling or reconductoring works;
 - PRoWs/ORPA that follow temporary construction access tracks (shared routes);
 - PRoWs/ORPA that intersect with tower construction zones, substations, CSECs, and laydown areas;
 - PRoWs/ORPA crossing temporary construction haul roads; and
 - PRoWs and ORPA which are affected by the provision of temporary construction accesses and related visibility splays.
- 13E.3.3 For each location where a PRoW is affected by construction work, consideration has been given to minimising the impact on users of PRoWs based on a hierarchy of management measures, as described below.
- **Signage schemes** – for both PRoW users and construction vehicles to allow safe crossings of haul roads. At all points where PRoWs cross the Project, there will be appropriate signage which will advise of dates and hours of working. A standard form of signage relating to temporary closures will be used across the Project and the location of these signs will be discussed with the Rights of Way Officer from the relevant authority. Where applicable, maps showing temporary diversions and alternative rights of way will be provided at sites affected by any works.

- **Active management of overhead line or haul road crossings** – use of contract staff to hold PRow users for short periods (a few minutes) while vehicles pass or while construction activities are undertaken, or to hold construction activities to allow PRow users to pass.
- **Active management of ‘shared routes’** – appropriate vehicle management measures where construction routes run alongside PRow, consisting of signs for both drivers and PRow users, speed limits, control by site staff where necessary, and instructions to drivers about protocol. Alternatively, separation and demarcation (fencing) may be appropriate.
- **Temporary stopped up with diversions** – short diversions of PRow, for example, around a temporary work site.
- **Realignment** – route with public access remains open as used for construction traffic and an alternative route is made available for safety purposes.
- **Permanent realignment** – where a PRow crosses a substation or tower location, the PRow will be closed where it crosses the obstruction and permanently diverted so it is reconnected with the existing route either side of the obstruction.
- **Temporary stopping up** with short overnight closures.

13E.3.4 In terms of the temporary nature of active management and temporary closures for pulling or stringing of overhead lines, the following applies:

- **Refurbishments** – All relevant locations will be manned/watched during stringing activities. A PRow, along the reconductoring route could be closed for up to 28 days during stringing activities.
- **New overhead lines** – it is envisaged that a small number of temporary closures (up to 28 days) would be required while works take place.

13E.3.5 For each of the above, all work will be prepared as far as possible in advance to minimise the impact on the PRow and the users of it.

Detailed site-specific management

13E.3.6 Each of the affected PRow will be considered separately, with specific management proposed for implementation at the commencement of the construction phase.

13E.3.7 Details of the most appropriate management measures for each affected PRow will be considered as the design develops and will be confirmed through future engagement. These measures will be incorporated into the Project’s design and will be further detailed in the Outline PRowMP in the ES.

13E.3.8 A full PRowMP will be a requirement of the DCO and will be submitted to the relevant authority to discharge the requirement.

Temporary closures and active management

13E.3.9 There are PRow which are crossed by an existing or proposed overhead line or proposed substation that may need to be closed (for up to 28 days) for the overhead line or substation to be installed.

13E.3.10 During certain periods of the construction programme (intense periods, or overhead line conductor pulling for example) it may be necessary to adopt active management measures of PRow users by contract staff patrolling key overhead line crossing

points. The need for active management on certain routes would be identified in consultation with the relevant Rights of Way officer(s) which would take into account delivery timescales and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the Principal Contractor when analysing impacts of any construction activities which may bring pedestrians into proximity with construction traffic.

- 13E.3.11 In these instances, PRow users may have to wait for a short period of time whilst the PRow is in use by the construction team. Users would be advised when works are completed, and it is safe to cross the PRow with National Grid contract staff at the crossing point.

PRow management requiring signage (required at all PRows impacted)

- 13E.3.12 The nearest access points of any affected PRow will also have signs in order to keep the general public informed. These will provide relevant information and will be clearly displayed.
- 13E.3.13 National Grid will implement a range of signage measures, including waymarking of diversion routes, to ensure tourists and visitors are alerted to the Project works in advance of the construction location. Signage will also emphasise that the right to wander from any PRow within the draft Order Limits is not permitted.
- 13E.3.14 At any point where a PRow is closed temporarily for the stringing of an overhead line, or for the duration of construction there will be a clear 'no-entry' sign. Any PRow, ORPA or road which passes into the draft Order Limits would be clearly marked.

Active management plan for 'Shared Routes'

- 13E.3.15 Along shared routes, appropriate signage would be erected to alert drivers of the shared route and potential interface between construction traffic and PRows. There would be instructions to drivers about protocol, and speed limit signage would be provided along all shared routes to ensure that all construction vehicles travel at low speeds (nominally 5 mph on off-road sections of route) to ensure safety of other users on the route.
- 13E.3.16 In some cases, particularly bridleways, an appropriate separation and demarcation (suitable fencing) will be made between them to ensure the safety of PRow users.
- 13E.3.17 For periods of the construction phase, it will be necessary to adopt active management measures by means of contract staff at the points on the shared route. The need for active management on certain routes would take into account delivery timeslots and movements of plant and machinery. The need for active management would be subject to specific risk assessments prepared by the Principal Contractor when analysing impacts of any construction activities which may bring PRow users into proximity with construction traffic.
- 13E.3.18 Instructions will be given to drivers of site vehicles on safe speeds to pass pedestrians and horses safely to minimise conflict and reduce the risk of accidents.

Inspections

- 13E.3.19 The times at which all temporary diversions are to be undertaken will be agreed with the relevant Rights of Way Officer. Any incidents of improper use of any PRow or temporary diversion will be reported to the relevant Rights of Way Officer.

Condition surveys pre-construction

- 13E.3.20 Where required, National Grid would undertake condition surveys of directly affected PRowS prior to the commencement of construction. A plan showing the survey extent would be circulated to the Rights of Way officer in advance, and a copy of the condition survey, including photographs would be provided to the Rights of Way officer post survey.

Treatment of PRowS post-construction

- 13E.3.21 Following completion of construction works, all PRowS would be subject to an inspection between the contractor and the Rights of Way Officer(s) if required and reviewed against the baseline conditions observed and recorded during the pre-construction survey. Any affected PRowS will be reinstated.

13E.4 National Cycle Network

- 13E.4.1 The following Walk Wheel Cycle Trust NCN routes, which are signed paths and routes in the UK for walking, cycling, wheeling and exploring outdoors, fall within the draft Order Limits:
- NCN 48 – runs from Tetbury and Cirencester to Northleach, Moreton-in Marsh and Southam. This NCN intersects the overhead line two times in Section 3 of the draft Order Limits at the south of WMEL-B substation and adjacent to Asfordby, both along the reconductoring section of the route.
 - NCN 63 – runs from Shobhall near Burton on Trent to Wisbech, passing Leicester, Stamford and Peterborough. This NCN intersects the overhead line two times in Section 4 of the draft Order Limits adjacent to Goadby and East of Thorpe Langton, both along the reconductoring section.
 - NCN 64 – runs from Market Harborough to Lincoln, passing Melton Mowbray, Bottesford and Newark-on-Trent. This NCN intersects the overhead line once in Section 3 of the draft Order Limits, north of Melton Mowbray.
- 13E.4.2 Management measures for the above NCNs that cross the draft Order Limits may require temporary closure of the NCN. The Outline PRowMP in the ES will set out how the above routes will be impacted by the Project and how, in discussion with the Walk Wheel Cycle Trust, this will be addressed.

References

Ref 13E.1 UK Government (1981). The Wildlife and Countryside Act 1981 [online]. Available at: <https://www.legislation.gov.uk/ukpga/1981/69/contents> [Accessed: 14 May 2026].

Ref 13E.2 UK Government (2000). The Countryside and Rights of Way Act (CROW Act) 2000 [online]. Available at: <https://www.legislation.gov.uk/ukpga/2000/37/contents> [Accessed: 14 May 2026].

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