

Springwell Solar Farm

Outline Public Rights of Way and Permissive Paths Management Plan

[Tracked]

EN010149/APP/7.12.32

Revision 32

Deadline 34

~~June–August~~ 2025

Springwell Energyfarm Ltd

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1. Introduction

1.1. Introduction and purpose

- 1.1.1. This document has been updated at Deadline 34 in response to ~~Relevant Representations and~~ ongoing engagement with Lincolnshire County Council. The document references have not been updated from the original submission. Please refer to the **Guide to the Application [EN010149/APP/1.2]** for the list of current versions of documents.
- 1.1.2. The purpose of the **Outline Public Rights of Way and Permissive Paths Management Plan (oPRoWPPMP) [EN010149/APP/7.12]** is to demonstrate how the PRoWs and Permissive Paths will be managed by the Applicant of the Proposed Development to ensure they are safe and accessible.
- 1.1.3. The **oPRoWPPMP [EN010149/APP/7.12]** should be read in conjunction with the following:
- **Outline Construction Environmental Management Plan (oCEMP) [EN010149/APP/7.7];**
 - **Outline Construction Traffic Management Plan (oCTMP) [EN010149/APP/7.8];**
 - **Streets, Rights of Way and Access Plans [EN010149/APP/2.4];**
 - **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1];**
 - **Outline Landscape and Ecology Management Plan [EN010149/APP/7.9];**
 - **Outline Operational Environmental Management Plan [EN010149/APP/7.10];**
 - **Design Commitments [EN010149/APP/7.4]; and**
 - **Works Plans [EN010149/APP/2.3].**
- 1.1.4. An Environmental Impact Assessment (EIA) has been undertaken and a supporting Environmental Statement (ES) is submitted as part of the DCO Application. In accordance with the requirements of the EIA Regulations, the ES contains an assessment of the likely significant effects on the environment that may be caused by the Proposed Development and describes proposed mitigation measures.
- 1.1.5. This **oPRoWPPMP [EN010149/APP/7.12]** has been prepared based on the information available at application stage and on the Proposed Development's likely interactions with PRoW and permissive paths. The Principal contractor (PC) will be expected to develop this plan into a

detailed Public Rights of Way and Permissive Paths Management Plan (detailed PRowPPMP) prior to the construction of the Proposed Development. The detailed PRowPPMP will be prepared in accordance with this **oPRowPPMP [EN010149/APP/7.12]** including requirements for engagement with statutory consultees. This is secured by Requirement in the **Draft Development Consent Order (DCO) [EN010149/APP/3.1]**.

1.2. The Proposed Development

- 1.2.1. A summary of the description of the Proposed Development can be found in **Environmental Statement (ES) Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]**. The terminology used in this document is defined in **ES Volume 1, Chapter 00: Glossary [EN010149/APP/6.1]**.

1.3. The Order Limits

- 1.3.1. The extent of the Order Limits are shown in **Location, Order Limits and Grid Coordinate Plans [EN010149/APP/2.1]** and the Proposed Development is described in full in **ES Volume 1, Chapter 3: Proposed Development Description [EN010149/APP/6.1]** and are secured within **Works Plans [EN010149/APP/2.3]** and **Project Parameters** provided in **ES Volume 3, Appendix 3.1: Project Parameters [EN010149/APP/6.3]**.
- 1.3.2. The Order Limits contains three land parcels comprising Springwell West, Springwell Central and Springwell East.
- 1.3.3. The Order Limits and surroundings are described in **ES Volume 1, Chapter 2: Location of the Proposed Development [EN010149/APP/6.1]**. The surrounding area is comprised primarily of agricultural fields, with hedgerows, farm access tracks, woodlands and local farm holdings present. There are several villages located close to the Site, including Scopwick, RAF Digby, Digby, Ashby-de-la-Launde, Blankney and Metherringham.

1.4. Definition of PRow and Permissive Paths

- 1.4.1. PRow are defined as one of the following categories:
- *A footpath, being “a highway over which the public have a right of way on foot only, not being a footway” [Ref 1];*
 - *A bridleway, being “a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway” [Ref 1];*
 - *A cycle track, being “a way constituting or comprised in a highway, being a way over which the public have the following, but no other,*

rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot” [Ref 1];

- *“Any member of the public shall have, as a right of way, the right to ride a bicycle, ~~[F1]~~not being a mechanically propelled vehicle], on any bridleway, but in exercising that right cyclists shall give way to pedestrians and persons on horseback” [Ref 1];*
- *A byway open to all traffic (BOAT), being “a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used” [Ref 2]; or*
- *A restricted byway, being “a highway over which the public have restricted byway rights, with or without a right to drive animals of any description along the highway, but no other rights of way” [Ref 1].*

1.4.2. In respect to a restricted byway, this is also defined as [Ref 1]:

- *“(a) a right of way on foot;*
- *(b) a right of way on horseback or leading a horse; and*
- *(c) a right of way for vehicles other than mechanically propelled vehicles”.*

1.4.3. A permissive path is considered to be a route that a landowner permits the public to use, but with the intention that it would not become a PRoW.

1.4.4. Non-motorised users also have a right to use highways which are also ‘classified’ roads under section 12 of the Highways Act 1980 [Ref 3]. Non-motorised users have also been considered in the EIA within **ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]**. **ES Volume 1, Chapter 13: Population [EN010149/APP/6.1]** considers the potential effects on walkers, cyclists and horse riders of impacts on PRoW.

1.5. Consultation summary

1.5.1. Existing PRoW and permissive path routes within the Order Limits have been identified through engagement with Lincolnshire County Council Highways and PRoW Officers and within responses received as part of the consultation between Autumn 2023 and Summer 2024.

1.5.2. The principle of diversion measures outlined within this document and the provision of new, enhanced routes has been discussed and agreed with Lincolnshire County Council PRoW Officers as described in the **Consultation Report [EN010149/APP/5.1] Appendix J-1 and J2 and Section 3 of ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]**.

1.6. Assumptions applied

- 1.6.1. For any diversion, new and enhanced PRow, surface proposals ensuring improved connectivity and safety for all users have been assumed based on the proposed PRow classification (e.g. all-weather surfacing on more popular links such as the Spires and Steeples Trail; Any such routes should not utilise routes used for construction or maintenance activities and be a minimum width of 4m for public footpaths and 5m for public bridleways). New permissive paths will ensure existing surface conditions remain or will be reinstated post-construction.
- 1.6.2. Signage or supporting interpretation boards would be agreed between the Applicant and Lincolnshire County Council as the relevant planning authority prior to implementation and will be secured in the detailed PRowPPMP to be developed with the appointed Principal contractor.

2. PRow and permissive paths within the Order Limits

2.1. Baseline conditions

- 2.1.1. Lincolnshire County Council definitive mapping from June 2024 **[Ref 4]** has been utilised within this oPRowPPMP. The majority of PRow and permissive paths comprise unsurfaced public footpath or restricted byways with the exception of Scop/1136/1 and Scop/1135/3 which are designated unsurfaced public bridleways.
- 2.1.2. **Table 2.1** lists the existing PRow and permissive paths within and directly adjacent to the Order Limits. These are set out below within **Plate 3.1 – 3.4** in this document and are shown on **ES Volume 2, Figure 2.2: Existing Public Rights of Way [EN010149/APP/6.2]:**

Table 2.1 PRow and permissive paths within and adjacent to the Site

PRow	Type	Proposed Development areas
Blan/4/2	Public footpath	Springwell East
Blan/4/3	Public footpath	Springwell East
Scop/738/1	Public footpath	Springwell East
Scop/1134/1	Public footpath	Springwell East
Scop/1135/2	Public bridleway	Springwell East
Scop/1135/3	Public bridleway	Springwell East
Scop/1136/1	Public bridleway	Springwell East
Scop/737/1	Public footpath	Springwell East
Scop/10/1	Restricted byway	Springwell East
Scop/10/2	Restricted byway	Springwell East
Scop/11/1	Restricted byway	Springwell East
Scop/8/2	Public footpath	Springwell East
Blan/737/1	Public footpath	Springwell East
Scop/11/2	Restricted byway	Springwell East
Scop/11/3	Restricted byway	Springwell East
Scop/11/4	Restricted byway	Springwell East
Scop/1135/1	Public bridleway	Springwell East
Scop/1135/3	Public bridleway	Springwell East
Scop/7/3	Public footpath	Springwell East

PRoW	Type	Proposed Development areas
Scop/738/1	Public footpath	Springwell East
Scop/8/1	Public footpath	Springwell East
Scop/1135/4	Public bridleway	Springwell East
Scop/739/1	Public footpath	Springwell East
Scop/3/1	Public footpath	Springwell East
Blan/4a/1	Public footpath	Springwell East
Blan/738/1	Public footpath	Springwell East
Scop/12/1	Restricted byway	Springwell Central
Scop/13/1	Restricted byway	Springwell Central
Rows/5/1	Public footpath	Springwell Central
Brau/8/1	Public footpath	Springwell West
AshL/4/1	Public footpath	Springwell West
Temp/2/1	Public footpath	Springwell West
Temp/1/1	Public bridleway	Springwell West
Scop/7/2	Public footpath	Springwell West
AshL/11/1	Public footpath	Springwell West
Permissive Path	Type	Proposed Development areas
A	Permissive Path	Springwell East 1C8C Between Blan/737/1 and Blan/4a/1
B	Permissive Path	Springwell East 1C8D Between Scop/1134/1 and Blan/4/2

2.1.3. A route between AshL/4/1 and Gorse Hill Lane near Toll Bar Cottages has been discussed with Lincolnshire County Council PRoW officers during consultation and is detailed within Sheet 12 and Sheet 13 of the **Streets, Rights of Way and Access Plans EN010149/APP/2.4**. This link is not a formalised PRoW nor permissive path, however as agreed with Lincolnshire County Council PRoW officers, proposals to provide new connections in this area is outlined in the detailed within the Sheet 13 of the **Streets, Rights of Way and Access Plans [EN010149/APP/2.4]**. As part of the Proposed Development, this footpath would no longer be available for use as an informal footpath, and the new connections proposed would provide an alternate and formalised connection.

2.1.4. This document identifies the locations of where management of PRoW and permissive paths within the Order Limits is required, and describes the mitigation measures which would be implemented to overcome any

potential construction traffic haul roads/crossovers created by the Proposed Development.

- 2.1.5. There are no proposals to permanently stop up any existing PRow as part of the Proposed Development; however, PRow may be stopped-up for a duration of up to 6 months during the construction stage. Existing permissive paths do not require formal stopping up.

2.2. Provision of any new PRow and permissive path routes

- 2.2.1. The Applicant seeks to limit interference of the Proposed Development with existing PRow and permissive paths through appropriate management and diversions during construction, whilst proposing mitigation measures where required or enhancements to the existing network.
- 2.2.2. As part of the Proposed Development's enhancement measures, proposals for new PRow and permissive path links have been discussed and agreed as part of the consultation with Lincolnshire County Council. This is detailed in **ES Volume 1, Chapter 14: Traffic and Transport [EN010149/APP/6.1]** and outlined below in **Section 2.3**.
- 2.2.3. The Applicant is proposing to enhance approximately 2.09km of existing PRow and to provide approximately 3.49km of additional PRow and 8.58km of permissive paths in order to create an enhanced and better-connected network in the local area where recreational walking is popular. These are detailed further below. These proposals will be delivered across 3 new PRow, 1 enhanced PRow and 4 permissive paths. The location of these proposals can be found in **Section 3.9** of this document.

2.3. Project Principles and design approach

- 2.3.1. In accordance with policy requirements, the approach for achieving good design was considered at the outset of the project and a framework for good design was developed. Further details of how the Proposed Development has fulfilled the requirement for good design are set out in the **Design Approach Document [EN010149/APP/7.3]**. This includes the evolution and application of Project Principles which have been used to inform the planning and design process to date and will continue to inform the design at later stages of the project.
- 2.3.2. The Project Principles are based on an understanding of the Proposed Development's local context, the people it will affect, and the potential benefits and outcomes it can deliver. They have been used to drive design-related decision making throughout the lifecycle of the project and are continually tested and improved in response to further baseline survey work, design evolution, environmental assessment and stakeholder feedback to deliver the best outcomes for the project.

2.3.3. The following Project Principles have been used to develop the design of the Proposed Development:

- **Principle 5.1** - Retain all PRoW in their existing alignment.
- **Principle 5.2** - Protect the amenity of the Spires and Steeples Trail, avoiding any solar development between the route and the B1188.
- **Principle 5.3** - Consider sequential views and the experience of people using the Stepping Out Walks and other local footpaths.
- **Principle 5.4** - Enhance the footpath and cycle network by providing new and improved routes to increase connectivity and link local settlements such as RAF Digby, Scopwick and Blankney.

2.3.4. The Proposed Development will be set back at least 15m either side from existing or proposed PRoW, except where crossings are necessary in order to minimise the level of visual change for users of the PRoW network. Independent Outdoor Equipment (transformer, switchgear and central inverters) and ITS will be offset at least 50m from all existing and proposed statutory PRoW. These offsets are secured in the **Design Commitments [EN010149/APP/7.3]**.

3. Management during construction

3.1. Principles

- 3.1.1. The **Draft DCO [EN010149/APP/3.1]** includes the powers necessary to manage and alter the PRow and permissive path network within the Order Limits, including powers to temporarily stop-up and divert PRow.
- 3.1.2. The Applicant is committed to minimising disruption to the public along the PRow network wherever possible whilst maintaining safety throughout the construction and operation (including maintenance) of the Proposed Development. A pragmatic approach will be taken, balancing the risks to users of the PRow and permissive paths with the needs of the Proposed Development. This oPRowPPMP has sought to achieve this through phasing/timing of works based on the current understanding and assumptions in advance of the appointment of a Principal contractor.
- 3.1.3. The following principles govern the approach to any change in access to existing PRow and permissive paths that interact with construction phase activities, and will be adhered to by the Applicant and Principal contractor:
- Minimise as far as reasonably practicable any physical disruption or any other reductions in amenity on existing PRow, permissive footpaths, and all other pre-existing linear and area access;
 - Minimise as far as reasonably practicable any reductions in connectivity in and around the Proposed Development;
 - Comply with the legal requirements of the Equality Act 2010 and the Highways Act 1980 in terms of temporary access infrastructure and management, by ensuring that there are no physical barriers to access without lawful authority and that reasonable adjustments are made to facilitate participation by all;
 - Construct new surfaces such that they are easy to use;
 - Minimise the need for temporary path closures and diversions beyond those listed in Schedule 6 of the **Draft DCO [EN010149/APP/3.1]** and where these are unavoidable, to provide and maintain alternative routes so as to reduce to a minimum any disruption or loss of amenity;
 - Minimise road crossing points where possible and, where unavoidable, to carry out relevant road safety audits and implement recommendations to ensure user safety;
 - Apply and maintain best practice in terms of onsite signage and other information provision, and to maintain visitor enjoyment and safety; and

- Justify, manage and agree temporary closures beyond those listed in Schedule 8 of the **Draft DCO [EN010149/APP/3.1]** in advance and to publicise closures to members of the public, as required.

3.2. Management during construction

- 3.2.1. The construction phase of the Proposed Development is anticipated to lead to a variety of effects on the PRoW and permissive path network, including increased construction traffic in close proximity to the PRoW network and the need to temporarily close some links to enable construction works. This is relevant across the internal (Order Limits) PRoW and permissive path network.
- 3.2.2. Diversion or local management during construction is anticipated to be required for the PRoW within the Order Limits. The Applicant will provide the diversion/alternative routeing as appropriate prior to construction to ensure that users can continue to enjoy the local area during this construction phase of the Proposed Development.
- 3.2.3. Specific and more detailed management measures for these provisions will be subject to agreement with relevant planning/PRoW Officers and will be secured in a construction phasing detailed iteration of the detailed PRoWPPMP prior to the commencement of the construction works. Where any alternative approaches to PRoW and permissive path management emerge through the detailed design stage, these would be subject to agreement with the relevant planning authority under the requirements of the DCO.
- 3.2.4. Appropriate safety measures such as temporary fencing or distancing tactics (via banksperson) will be put in place by the Principal contractor to form safe corridors for users of PRoW and permissive paths where it is proposed to retain access to PRoW and permissive paths in areas adjacent to construction works. The proposed nature of these measures will be outlined in the detailed PRoWPPMP prior to the commencement of construction, and will be agreed between the Principal contractor, affected landowners and other relevant stakeholders including the PRoW team (as part of the Highways Authority), but are expected to comprise mesh construction fencing.
- 3.2.5. The Applicant will engage with potential users of the PRoW through the Community Liaison Group, including liaison with the Heath Farm Autism Centre in relation to the use of the PRoW and potential to construct the proposed PRoW (public footpath between RAF Digby and Scopwick) before use of the B1191 in this location by construction HGVs.

3.3. Inspections

- 3.3.1. Temporary diversions installation inspections will be undertaken on a regular basis by the Principal contractor during construction, and any required remedial works will be undertaken to ensure that diversions remain in good condition during the construction period. This will include temporary fencing, signage and surface condition to ensure it always remains safe and accessible.
- 3.3.2. Contact details will be provided on signage placed around the construction site in order that anyone has a direct route to report any concerns relating to PRow and permissive path management directly with the project team.

3.4. PRow and permissive path protection or temporary closure/diversions

- 3.4.1. Closure of existing PRow and permissive paths across the Order Limits may be required during construction. Within this document, reasonable alternative routes have been outlined in **Table 3.1**. User safety in any diversion is paramount. Route diversions have been identified taking into account the existing conditions and those of the diversion route. Any required diversion/closures will be discussed and agreed with the relevant planning-highway authority as part of the detailed PRowPPMP.
- 3.4.2. The highest density of PRow and existing permissive paths within the Order Limits is within Springwell East. PRow alignment in this area is north-south/east-west. The number and density provides an opportunity during construction to strategically temporarily close such north-south/east-west links as required, whilst maintaining alternative options for users along similar surface and compositions. The network in Springwell Central and Springwell West is more limited with fewer such opportunities.
- 3.4.3. Linked north-south/east-west links have been identified below across all areas (Springwell West, Central and East respectively), with potential alternative links noted for the PRow in this location.
- 3.4.4. Across the Order Limits, all existing PRow and permissive paths are unsurfaced/gravel surface in-situ. For affected bridleways, given that the existing underfoot materials are unsurfaced, the condition of any required diversion links is considered acceptable. Alternatively, ~~local~~ management of such links will be provided-carried out by the Principal Contractor where no similar alternative PRow routeing is available, such as related to the Spires and Steeples Trail where the first option will to be maintain access for all users via banksperson approach. Proposals are likely to be temporary and managed, inclusive of secure fencing and protection.
- 3.4.5. Opportunities are identified to divert to nearby PRow or demonstrate likely local management where no alternative is available. The links proposed

are suggestions at this stage and will be reviewed at detailed design stage and included in the detailed PRowPPMP.

3.5. Forms of closure

- 3.5.1. The exact details of the forms of closure will be developed by the appointed Principal contractor and subject to further discussions and agreements with the relevant Highways Authority.
- 3.5.2. The Applicant will take practical measures to minimise disruption to the PRow and permissive path network, as is the aspiration of the Proposed Development, and follow the hierarchy of actions:
- signage installed where PRow can remain open, users warned of the presence of construction vehicles or activities (local management). E.g. where a secure fence line has been erected and the PRow runs outside of this boundary, or where a PRow or permissive path crosses a haul road;
 - short, temporary closures for PRow only (maximum of 6 months) where works might affect safety of users (local closures) with early opening where work has been completed in a location or reopened where no works are taking place for a period of time, if it safe to do so, the aspiration of the Proposed Development; and
 - provision of new links as part of the Proposed Development (new links) – no closure but instalment works required.

3.6. Improvements to any crossing points

- 3.6.1. Determination of crossing points will be addressed in the detailed PRowPPMP following the appointment of the Principal contractor. The requirement to improve crossing points may be required at this stage.
- 3.6.2. Local management would be principally used during the laying of cable routes, and where PRow and permissive paths run between Solar PV development areas and a buffer zone between the secure fence line and PRow and permissive path link can be established. Further detail will be established within the detailed PRowPPMP to be implemented by the appointed Principal contractor.
- 3.6.3. Where it is considered safe to do so, a PRow or permissive path near construction works or which adjoin roads that may be affected by works will remain open with appropriate signage in place at the earliest opportunity. This signage will warn of the presence of construction vehicles, and will warn drivers of the presence of walkers, cyclists or other non-motorised users. Where a PRow or permissive path crosses a construction haul road, a banksperson would be utilised to facilitate vehicles crossing.

- 3.6.4. In this instance it would be disproportionate to close PRoW, especially as construction works would only be taking place across a short timeframe where consequential risk to the public is anticipated to be low.

3.7. PRoW and Permissive Path protection or temporary closure/diversions

- 3.7.1. PRoW and permissive path protection during construction via temporary fencing or distancing tactics (via banksperson) will be employed as appropriate, ensuring users are protected from the construction works area and or any crossing vehicular traffic. This will be supported further by inspections as outlined in **Section 5** of this document.
- 3.7.2. Where works may affect the safety of users and such risks cannot be controlled using local management measures, localised closures will be utilised. Such closures will be temporary and short-term to facilitate periods of construction works that are discrete in nature and can typically be completed in a matter of days/weeks, as opposed to months.
- 3.7.3. Any short-term temporary closures will be for as short a duration as possible and would likely be linked to specific construction activities. The detail of these would be discussed and agreed with the relevant planning/PRoW Officers as part of the detailed PRoWPPMP.
- 3.7.4. Where it is not considered appropriate to keep link open with signage during construction works, the need for the use of alternative routes, signage and other relevant details will be discussed and agreed with the relevant Highways Authority as part of the detailed PRoWPPMP. The **Draft DCO [EN010149/APP/3.1]** enables the temporary stopping-up of PRoW to facilitate the Proposed Development where required.

3.8. Signage, information and community liaison

- 3.8.1. Where applicable, signage will provide information on any alternative links, new links, details of works and contact information for the project team. The location and details of these signs will be discussed and agreed with the relevant planning authority/PRoW Officers.
- 3.8.2. As part of the detailed PRoWPPMP, a programme of PRoW closures and alternative/new links will be produced by the Applicant and its Principal contractor. Appropriate advanced notification will be provided to all relevant stakeholders prior to commencement.
- 3.8.3. **Table 3.1** summarises the potential alternative route options shown in north-south and east-west alignments associated with Springwell East, where the majority of PRoW and permissive paths are present. These options are not limited, where various combination of routes can be undertaken by users, dependent on the Principal contractor requirements

for temporary closure of any routes. It should be noted that Scop/8/2 will not be closed during construction, operations or decommissioning, and access will be maintained - so as to not sever the east-west route via the Scopwick Yard Level Crossing and connection to M/tin/7/1.

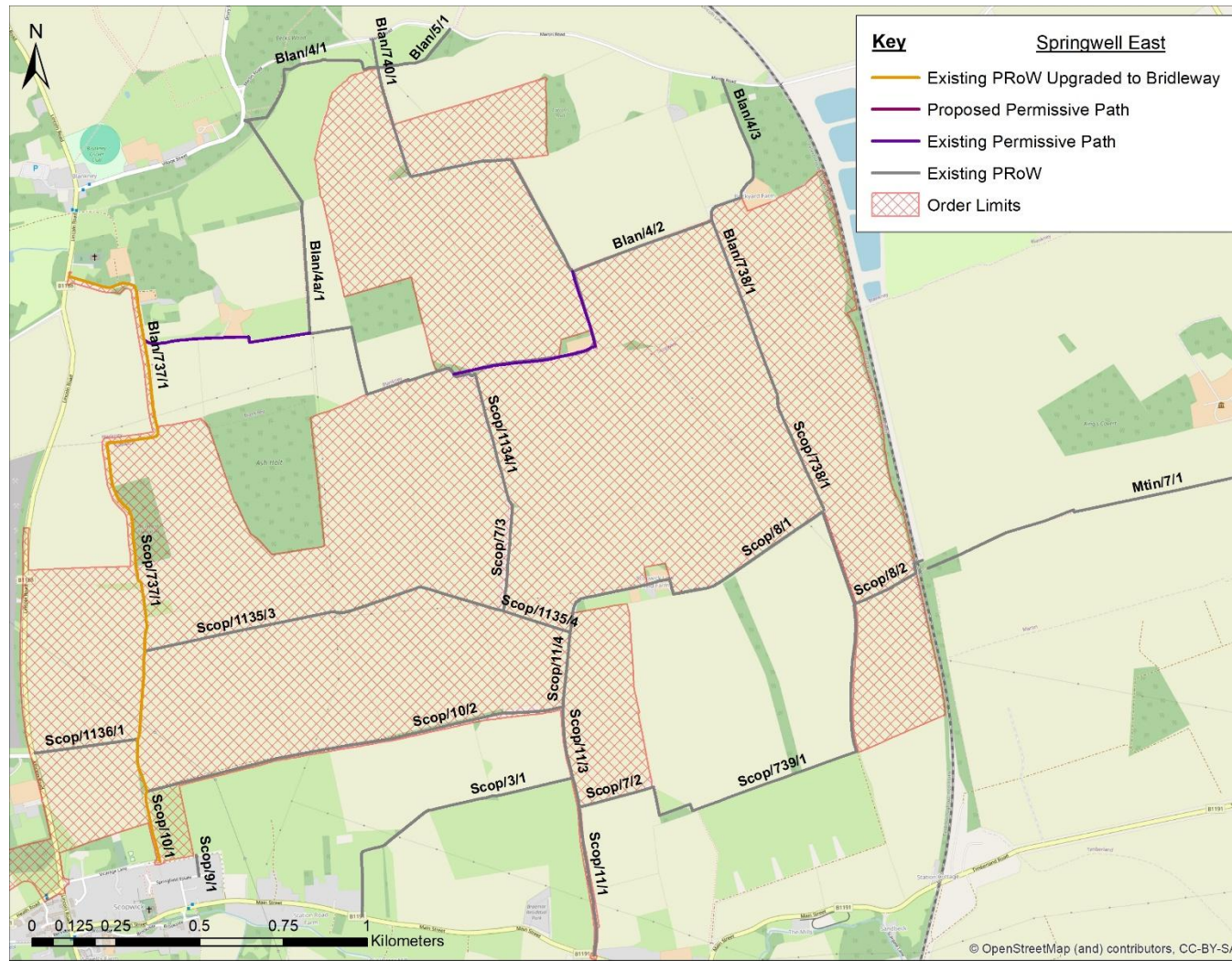
- 3.8.4. It is proposed that other existing routes within Springwell East requiring alternative routeing/temporary closure to facilitate the construction phase of the Proposed Development will divert in the first instance to these primary north-south/east-west alignments. These links are illustrated in **Plate 3.1**.
- 3.8.5. The **oCEMP [EN010149/APP/7.8]** sets out the roles and responsibilities of the undertaker and Principal contractor which includes establishing and maintaining community relations and the development of a formal complaints procedure (to be agreed with the relevant planning authority) alongside provisions for monitoring. This will include the identification and resolution of any issues related to construction effects on PRow.

3.9. Diversion options and location of PRow/permissive paths within the Order Limits

Table 3.1 Potential routes and alternatives (Springwell East)

Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1
North-South									East-West	
Blan/4/2 / Blan/4/3	Blan/4/2 / Blan/4/3	Blan/4/2 / Blan/4/3	Blan/4a/1	Blan/4a/1	Blan/4a/1	Blan/737/1	Blan/737/1	Blan/737/1	Scop/113 5/2	Scop/113 5/2
Blan/738 /1	Blan/4/3	Alternative 1 via Martin Road or from Blan/4a/1	Scop/113 4/1	Blan/4/2 / Blan/4/3	Permissive path past Hall Farm	Scop/737/1	Scop/113 5/2	Via B1188/Village Street	Scop/113 5/3	B1188 via Vicarage Lane
Scop/738/1	Blan/738/1	Blan/4a/1	Scop/7/3	Permissive Path to Scop/113 4/1	Blan/737/1	Scop/113 5/2	Scop/113 5/1	Blan/4a/1	Scop/113 5/4	Scop/1/1
Scop/8/2	Scop/738/1	Scop/113 4/1	Scop/113 5/4	Scop/113 4/1	Scop/737/1	Scop/113 6/1	Scop/10/1	Scop/1134 /1	Scop/8/1	Scop/10/2
Scop/739/1	Scop/8/1	Scop7/3	Scop/11/4	Scop/7/3	Scop/113 5/2		Via Vicarage Lane	Scop7/3	Scop/8/2	Scop/11/3
Scop/7/1	Scop/11/4	Scop/113 5/4	Scop/11/3	Scop/113 5/4	Scop/113 5/1		Scop/9/1	Scop/1135 /3	Mtin/7/1	Scop/11/2

Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1	Alternative Route 2	Principal Route	Alternative Route 1
North-South									East-West	
Scop/11/1	Scop/11/3	Scop/11/4	Scop/11/2	Scop/11/4	Scop/10/1		Scop/9/2	Scop/1135/2		Scop/7/2
	Scop/11/2	Scop/11/3		Scop/11/3	Via Vicarage Lane			Either via Scop/1136/1 or Scop/1135/1		Scop/739/1
	Scop/11/1	Scop/11/2		Scop/11/2	Scop/9/1			Scop/10/1 connecting to Vicarage Lane		Scop/8/2
		Scop/11/1		Scop/11/1	Scop/9/2			Scop/9/1		Mtin/7/1
				Connection point to Scop/3/1 and Scop/11/1 possible.	Connection point to Scop/3/1 and Scop/11/1 possible.			Scop/9/2 connecting to Scop.3.1 via Main Street		



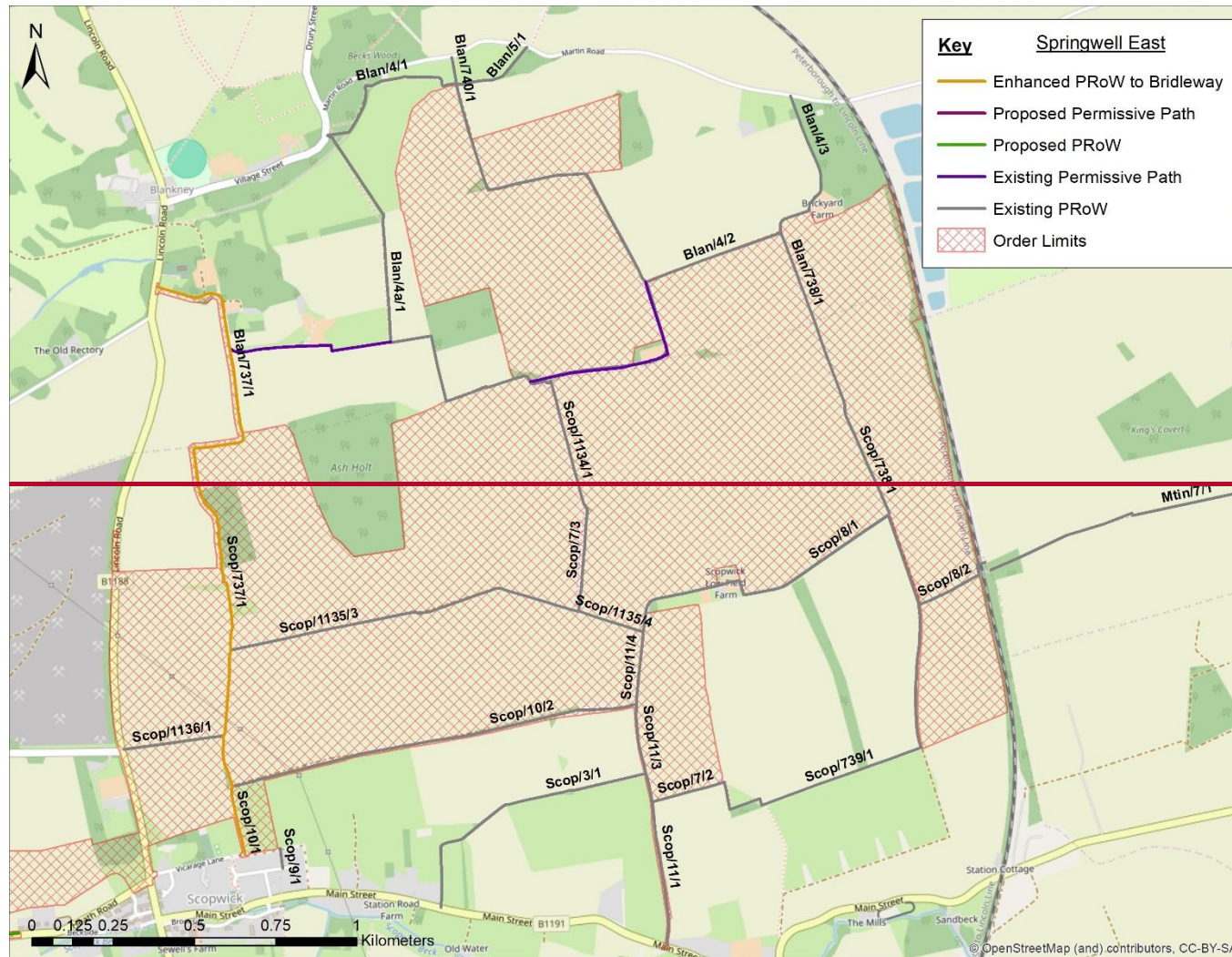
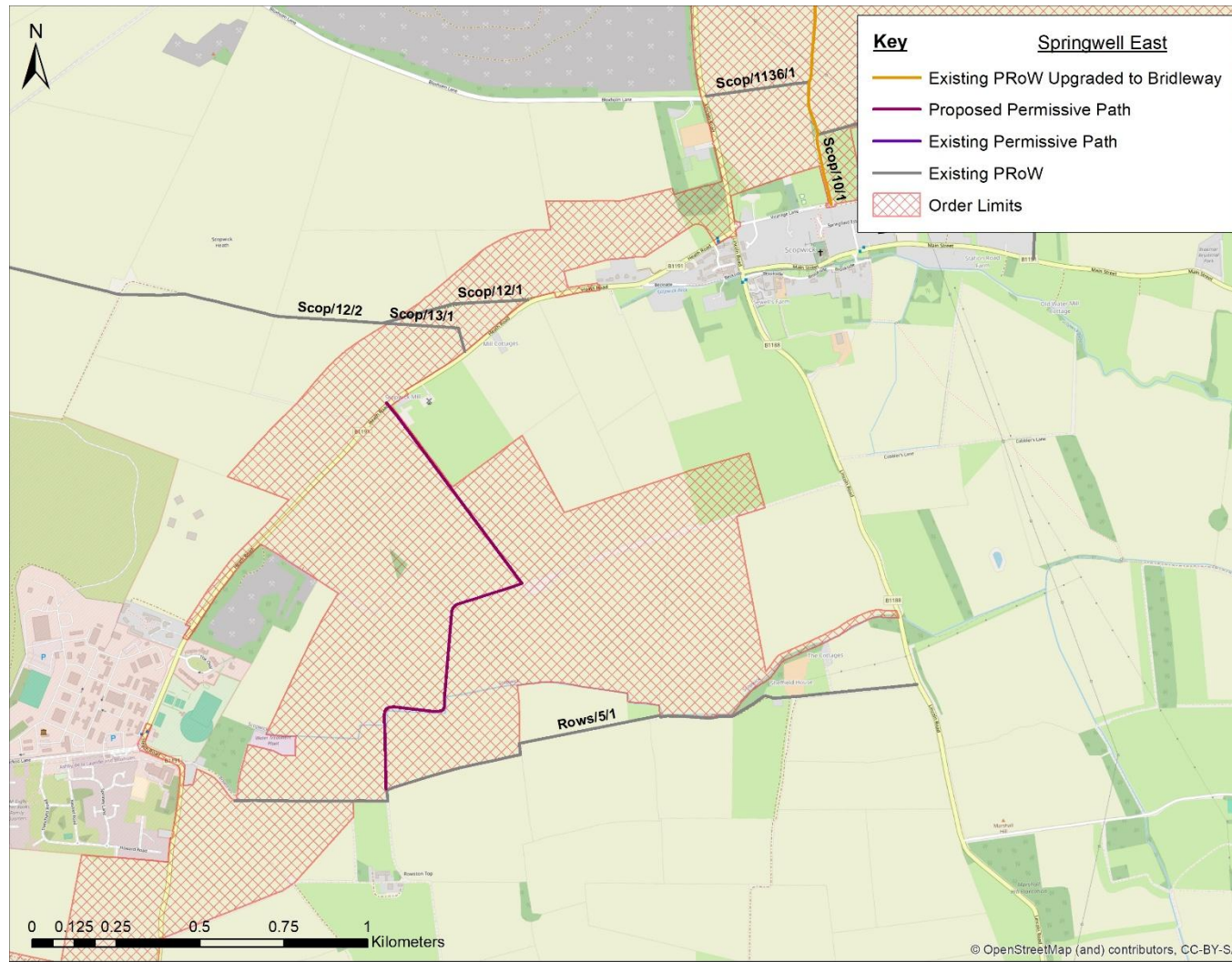


Plate 3.1: Springwell East

- 3.9.1. In Springwell Central (**Plate 3.2**), there are 3No. PRow identified. Crossing points to enable construction are proposed in the first instance where diversion along other existing PRow is not possible for all links, with the exception Scop/12/1 and Scop/13/1 where users can be diverted to either route where the other requires temporary closure.



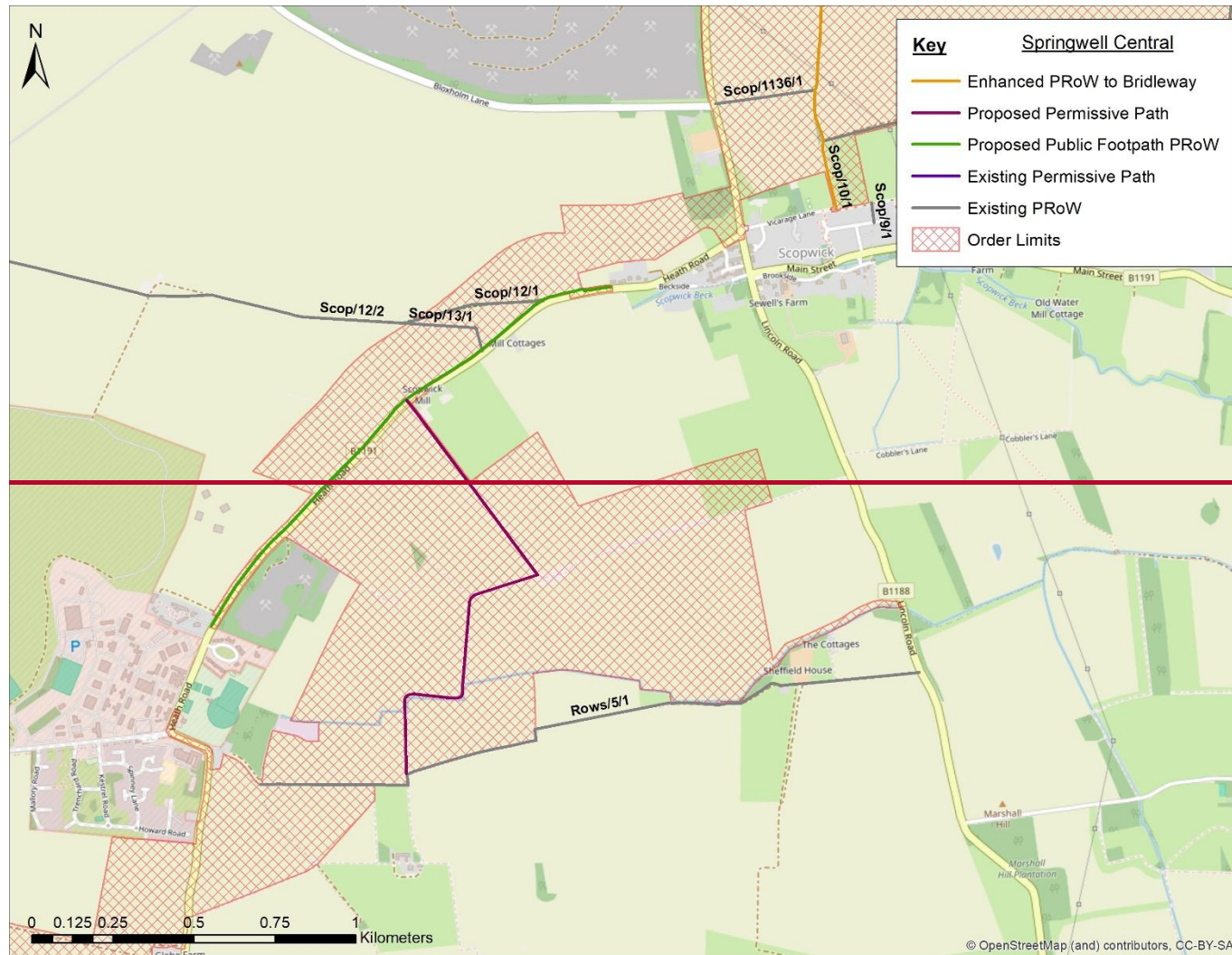


Plate 3.2: Springwell Central

- 3.9.2. In Springwell West south area (**Plate 3.3**), there are 2No. identified PRow which are aligned along field boundaries. Where required, crossing points to enable construction would be proposed in the first instance where diversion along other existing PRow is not possible for these links.

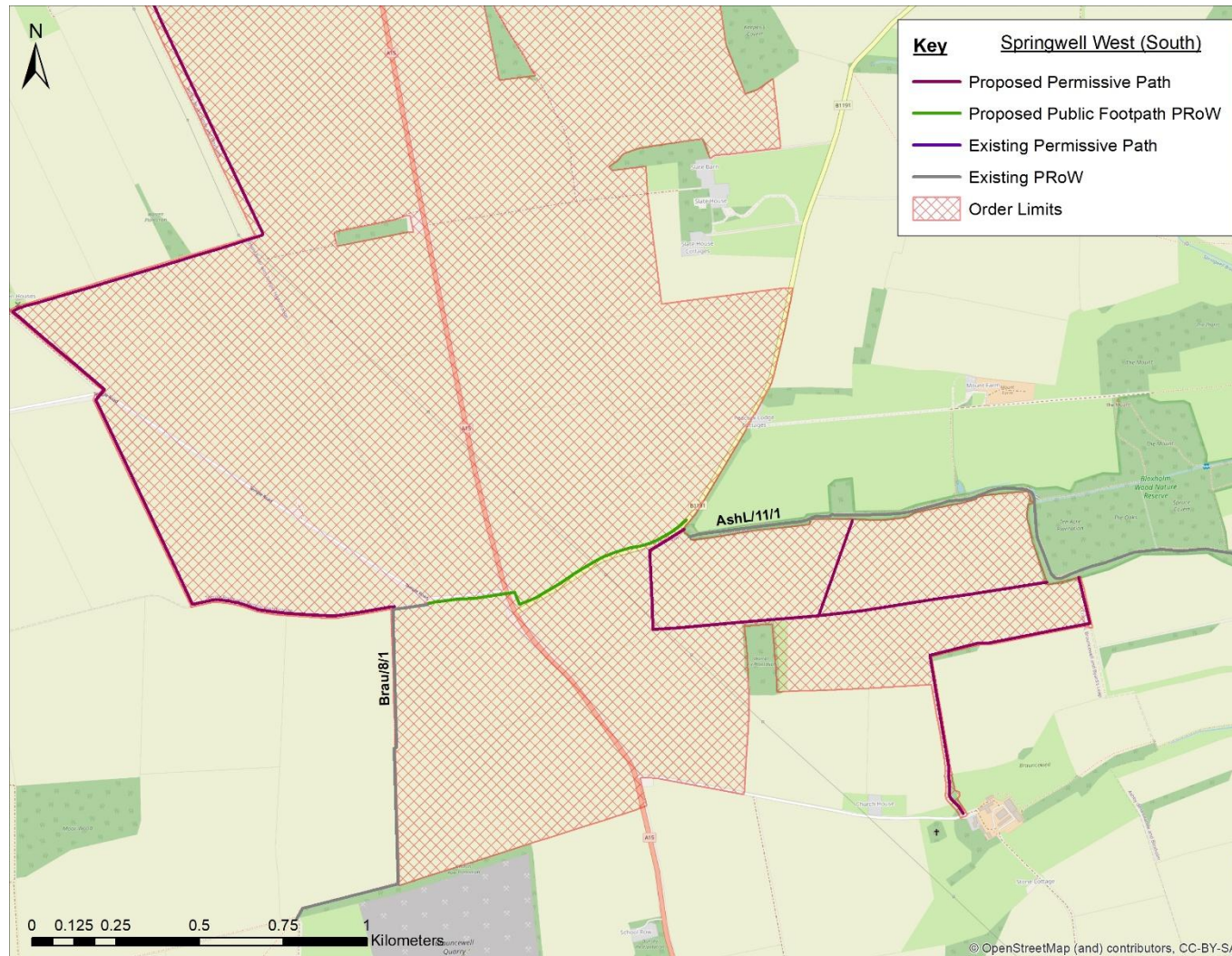


Plate 3.3: Springwell West (South)

- 3.9.3. In Springwell West north area (**Plate 3.4**), there are 2No. identified PRow. Crossing points to enable construction are proposed in the first instance where diversion along other existing PRow is not possible for PRow in this location.



- 3.9.4. Following the appointment of the Principal contractor for construction, additional crossing point and diversion requirements will be outlined and liaison with the Local Highway Authority and Public Right of Way Officers will be undertaken.

4. Management during operation (including maintenance)

4.1. Principles

- 4.1.1. As set out in **Section 2** of this **oPRoWPPMP [EN010149/APP/7.12]**, new permissive paths across the Site are proposed for use during the operational (including maintenance) phase of the Development. New permissive paths will require ongoing management in respect to maintenance. Details and specifications including maintenance agreements for the new permissive paths and signage will be agreed between the Applicant and the relevant planning authorities as part of the detailed PRoWPPMP prior to the operational phase as secured by Requirement in the **Draft DCO [EN010149/APP/3.1]**.
- 4.1.2. The following overarching measures will be adhered to during the operation of the Proposed Development:
- Comply with the legal requirements of the Equality Act 2010 and the Highways Act 1980, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all;
 - Ensure that all new surfaces are easy to use;
 - Ensure that all new or diverted routes are accessible and well-maintained in terms of vegetation management, clearance of obstructions and flooding / waterlogging; and
 - Apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.
- 4.1.3. Improvements to PRoW, such as signage and surface improvements would be secured via the **Design Commitments [EN10149/APP/7.4]** and the **Outline Landscape and Ecology Management Plan [EN010149/APP/7.9]** and the **Outline Operational Environmental Management Plan [EN010149/APP/7.10]** respectively.

5. Management during decommissioning

5.1. Principles

- 5.1.1. Where practical to do so, the Applicant intends to maintain the PRow and existing permissive path network during the decommissioning phase. The overarching principles identified for the construction phase will also apply to the decommissioning phase, and appropriate management and safety measures similar to those during the construction phase will be implemented where required.
- 5.1.2. Over time PRow and permissive path route alignments may change ~~with~~ permissive paths are flexible and can change routing without the requirement to formally liaise with the Highways Authority ~~to change routing~~. The PRow network is under the responsibility of the Highways Authority, who may pursue changes over the 40 year operational period, not related to the Proposed Development. Any such changes to or a new PRow requires approval from the Highways Authority following standard processes within the Highways Act and therefore have the potential to be outside of the Applicant's control. The **Outline Decommissioning Environmental Management Plan [EN010149/APP/7.13]** secures the submission and approval of a DEMP by the relevant planning authority prior to the commencement of decommissioning. This is secured by Requirement in the **Draft DCO [EN010149/APP/3.1]**.

6. Implementation

- 6.1.1. Whilst the **oPRoWPPMP [EN010149/APP/7.12]** provides a framework for the management of the PRoW and permissive paths a detailed PRoWPPMP will be prepared by the Principal contractor once appointed, implemented throughout the duration of the works and is secured by a Requirement in the **Draft DCO [EN010149/APP/3.1]**.
- 6.1.2. The Principal contractor will prepare and implement the detailed PRoWPPMP which will describe the management, safety and control measures proposed during construction of the Proposed Development on PRoW and permissive paths. This will include details of the following, as appropriate:
- Measures to provide for the safety of all users during traffic management works and temporary traffic control measures;
 - Measures to ensure that the maintenance and condition of PRoW do not deteriorate due to the construction traffic, including monitoring arrangements with local highway authorities;
 - Procedures to be followed for the temporary or permanent closure or diversion of PRoW and permissive paths; including details of required notice periods;
 - Details of crossing arrangements and banksperson management for all users;
 - Temporary and permanent access to the works;
 - Permitted access routes/locations for construction traffic;
 - Monitoring requirements in relation to the plan;
 - A programme of traffic management measures to be implemented and details of traffic management proposals for the works on PRoW;
 - Details of phasing of works and timing of operations as required;
 - A list of routes which may be used by users including any restrictions to construction traffic on these routes; and
 - The name and contact details of the contractor's traffic safety and control officer and information and advice for the public regarding ways to raise complaints or request information.

7. References

- **Ref. 1:** Section 329, Highways Act 1980. Available online: [Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1980/66/section/329).
- **Ref. 2:** Section 66, Wildlife and Countryside Act 1981. Available online: [https://www.legislation.gov.uk/ukpga/1981/69/section/66#:~:text=66%20Interpretation%20of%20Part%20III.&text=\(3\)The%20provisions%20of%20section,the%20purposes%20of%20this%20Part](https://www.legislation.gov.uk/ukpga/1981/69/section/66#:~:text=66%20Interpretation%20of%20Part%20III.&text=(3)The%20provisions%20of%20section,the%20purposes%20of%20this%20Part).
- **Ref. 3:** Section 12, Highways Act 1980. Available online: [Highways Act 1980 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1980/66/section/12).
- **Ref. 4:** Rights of Way, Electronic working copy definitive map. Available online: [Rights of way – Electronic working copy definitive map - Lincolnshire County Council](#).



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