



Planning Inspectorate Reference: EN010151

Outline Public Rights of Way Management Plan

Document Reference: 9.5

December 2025



Quality information

Prepared by	Checked by	Verified by	Approved by
JF	IC	GS	IC

Revision History

Revision	Revision date	Details	Authorized	Name	Position
2	16.12.2025	Updated to reflect consultee comments		SR	Technical Director

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1. INTRODUCTION

1.1 Overview

- 1.1.1 This Outline Public Rights of Way Management Plan (OPRoWMP) has been prepared by SLR Consulting on behalf of Beacon Fen Energy Park Ltd (the Applicant) in support of an application for a Development Consent Order (DCO) for Beacon Fen Energy Park near Sleaford, Lincolnshire, the Proposed Development.
- 1.1.2 The Proposed Development comprises above ground solar photovoltaic (PV), and Battery Energy Storage System (BESS) infrastructure connected by a Cable Route of around 13 km in length to Bicker Fen National Grid substation.
- 1.1.3 The Site comprises three areas: the Solar Array Area, the Cable Route Corridor (connecting the Solar Array Area to Bicker Fen National Grid Substation) and the Bespoke Access Corridor (connecting the Solar Array Area to the A17). Most of the Site is within the administrative boundary of North Kesteven District Council, with the southern extent of the cable route corridor within Boston Borough Council. Lincolnshire County Council is the relevant highway authority

1.2 Purpose of this Report

- 1.2.1 The purpose of the OPRoWMP is to set out how the Applicant will manage Public Rights of Way (PRoW) for the Proposed Development to ensure they have been suitably considered and able to operate effectively, in terms of both user safety and accessibility. It provides detail on mitigatory measures outlined in the Outline Construction Traffic Management Plan (CTMP) set out at **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)** and **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**. This Plan is also intended to provide additional information about how temporary changes to public rights of way (PRoW) will be managed to limit impacts on connectivity and accessibility between local communities.
- 1.2.2 A detailed PRoWMP will be secured pursuant to this OPRoWMP prior to commencement of any construction works affecting PRoWMP. However, elements of the OPRoWMP may also be applicable during decommissioning. Given future uncertainty over the use of the PRoW network when decommissioning occurs, a detailed PRoWMP for the decommissioning of the Solar Array Area and Bespoke Access Road should be prepared but may require some divergence from the approach set out in this OPRoWMP.
- 1.2.3 This OPRoWMP sets out measures that are in accordance with National Policy Statement for renewable energy infrastructure (NPS EN-3)¹ which states:

'Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open

¹ <https://assets.publishing.service.gov.uk/media/65a7889996a5ec000d731aba/nps-renewable-energy-infrastructure-en3.pdf>

during construction and protect users where a public right of way borders or crosses the site.’ (paragraph 2.10.41).

1.2.4 The assessment of the Proposed Development set out in **Chapter 15 Socio-economics (APP-066)** concludes that there will be no significant effects on PRoW users during construction or operational phases of the Proposed Development. During the operational phase, traffic will be minimal (occasional light vehicles) and therefore unlikely to be perceptible to PRoW users. There will, however, be interactions between PRoW users and construction traffic (predominantly HGVs) travelling to the Site during the construction phase. Managing these interactions is the focus of this report.

1.2.5 This document describes:

- where construction traffic and construction activities cross or border PRoW (to be comprehensive, interaction between people travelling to/from bridleway Ewer/1103/1 and construction traffic crossing Heckington Road is also addressed);
- how these PRoW are likely to be used, by local communities and/or for leisure purposes;
- the nature of any potential interactions between people using PRoW and construction traffic and/or construction activities; and
- measures to safely manage those interactions.

1.2.6 Requirement 18 of the **Draft Development Consent Order (Document Ref 3.1)** secures the following:

‘No part of the authorised development may commence until a public rights of way management plan for any sections of public rights of way shown to be temporarily closed on the streets, rights of way and access plans for that part has been submitted to and approved by the relevant planning authority [being Lincolnshire County Council].’

1.2.7 The public rights of way management plan must be substantially in accordance with this OPRoWMP and must be implemented as approved.

1.2.8 Decommissioning phase proposals are not secured via this document. As stated at paragraph 2.5.1 of **Appendix 2.5 Outline Decommissioning Environmental Management Plan (oDEMP) (REP-011)**:

‘Background traffic conditions during the decommissioning phase, however, are uncertain owing to how far into the future the decommissioning of the Proposed Development will take place. It is assumed, though, that the effects are unlikely to exceed the effects during the construction phase.’

1.2.9 The detailed Decommissioning Environmental Management Plan will contain details of any PRoW management required.

1.2.10 A map of the affected PRoW and the Site is available at **Figure 15.3 Public Rights of Way (APP-273)**. The impact of the Proposed Development on the local PRoW network is also shown on the **Streets, Rights of Way and Access Plans (AS-007)**.

2. BASELINE CONDITIONS, ASSESSMENT AND MANAGEMENT

2.1 Introduction

2.1.1 The Applicant has identified PRoW affected by the Proposed Development using the Lincolnshire County Council online mapping system². This contains an online version of the definitive map.

2.1.2 This section considers the locations and connectivity of PRoW to neighbouring settlements, their potential use, how users may interact with construction traffic and how these interactions can be safely managed. PRoW are considered for the three main areas of the Site in turn- the Solar Array Area, the Cable Route Corridor and the Bespoke Access Corridor. The assessment and the management measures are considered in detail and then summarised at Table 1 below.

2.1.3 The PRoW management proposals detailed below are in accordance with the **Appendix 9.1 Transport Assessment Part 1 (APP-155)** which states the following at paragraph 3.5.6:

'Short-term closures of PRoWs which interact with the Proposed Development may be required during construction. However, wherever practicable, management measures will be used to keep the PRoW open, and to minimise the duration of short-term closures. Measures are likely to include clearly signed crossing points to manage construction vehicle/plant interactions with crossing pedestrians, and marshals/banksmen during more intense periods of activity. Once construction is completed, signage will be retained at crossing points to ensure the safety of PRoW users and drivers of Site related vehicles.'

2.1.4 Proposed PRoW temporary closures and associated permanent and temporary use of motor vehicles and temporary management on or of PRoW are also detailed at Parts 1, 2, 3 and 4 of Schedule 5 to the **Draft Development Consent Order (Document Ref 3.1)**.

2.1.5 For all relevant parts of the Site LCC will be notified of the following, in relation to designated PRoW:

- The timing of temporary PRoW closures in advance to facilitate updates to One Network;
- Any temporary diversions proposed; and
- Proposals for restoration.

2.2 Solar Array Area

2.2.1 PRoW in the Solar Array Area comprise:

- PRoW footpath reference Ewer/12/1 is within the Site. The footpath is approximately 300m long and runs west southwest to east northeast, south

² <https://www.lincolnshire.gov.uk/coast-countryside/public-rights-way/2>

and west of the River Slea, approximately 2km west of South Kyme. This footpath is currently inaccessible due to a lack of a crossing of the dyke at the eastern end of the footpath. It is therefore not used. The footpath is within the corridor between the small rural villages of South Kyme and Ewerby. Both villages have historic churches with regular community events, Ewerby has a pub and South Kyme has a pub, golf club and community centre. Ewerby is some 5.5km (as the crow flies) from South Kyme. This is a walkable distance for leisure walking. However, off road connectivity between the villages is not continuous. Small rural roads in this area are unlit. Lack of street lighting on these roads and PRoW means they would not be considered safe or attractive to use in hours of darkness and in turn not considered reliable for everyday journeys to work. There are no shops in the area. Owing to distances and lack of lighting the primary role of these PRoW would therefore be for recreation during hours of daylight, with greater use probably at weekends. A bridge is to be provided as part of the Proposed Development, at the eastern end of Footpath Ewer/12/1, to provide connectivity to footpath Skym/8/1 and Ewerby/9/1.

- PRoW footpaths Ewer/9/1 borders the top north-east corner of the Site. The footpath is approximately 450m in length alongside the River Slea and runs in a north northwest to south southeast direction. It continues as footpath SKym/8/1 and (with the exception of the missing bridge) as footpath Ewer/12/1. South Kyme is the nearest community, located some 2-2.5km to the east. Without lighting and remote from destinations the footpath is only likely to be used for recreation. Use of footpath Ewer/9/1 by motor vehicles is proposed during construction to construct a bridge over the watercourse, during operation for the purposes of bridge and PRoW maintenance (if required), and decommissioning to decommission the bridge at the end of the project's lifetime.
- PRoW footpath SKym/8/1 bounds the Site. The footpath is approximately 2km long and runs broadly east to west, some 2km west of South Kyme. Without lighting, this footpath is likely to have recreational use only, during daylight hours. Together, footpaths Ewer/9/1 and SKym/8/1 connect the villages of South Kyme and Anwick (distance of 6km).
- Together the three footpaths also provide connections to the banks of the River Slea to the west. This location may be attractive for leisure purposes, as a peaceful waterside environment, but is unlikely to be a busy destination. The assessment at paragraph 15.5.28 of the **Chapter 15 Socio-economics (APP-066)** is:

In general, no other users apart from the two dogwalkers were observed on the aforementioned footpaths during what was a sunny Friday in February.

2.2.2 Replacing the missing bridge (at what was historically known as Heckington Tunnel, where footpaths SKym/8/1 and Ewer/9/1 meet on the opposite bank of Midfodder Dike to footpath Ewer/12/1) and additional improvements are proposed as part of the Proposed Development. Requirement 15 in Schedule 2 to the Draft DCO secures that:

a permissive path (which runs between points PP 1/01 and PP 4/01 on the Streets, Rights of Way and Access Plans (APP-011)) must be provided and

open to the public one year following the date of final commissioning of Work No. 1 (the solar array). The permissive path must be maintained and access by the public permitted for 364 days a year except where closure is required for maintenance or in an emergency until the date of decommissioning.

2.2.3 This measure will improve opportunities for recreational walking between South Kyme, Ewerby and Anwick during the operational phase of the Proposed Development.

2.2.4 Stepping Out Walks form part of North Kesteven's tourism offer and are promoted via AllTrails. They comprise 28 walks through the district. The usage of the walks is monitored quarterly and reported to the Council's Scrutiny Committee. The permissive route provides opportunity for an additional circular walk which would increase coverage of Stepping Out Walks in this area and would provide the opportunity to link more communities together. The circular walk would include the proposed permissive path, existing PRoW along the Carr Dyke and River Slea and would include paths through Ewerby and Ewerby Thorpe.

2.2.5 Details on appropriate signage and infrastructure requirements will be discussed with North Kesteven District Council to enable the creation of a circular walking route. Further measures identified in discussions with North Kesteven District Council will be included in the PRoWMP, pursuant to this OPRoWMP.

2.2.6 Part 2 of Schedule 5 of the **Draft Development Consent Order (Document Ref 3.1)** permits permanent interaction with traffic associated with the construction of the Proposed Development on footpath Ewer/9/1. Interaction is likely limited to occasional light vehicle traffic for PRoW and bridge maintenance.

2.2.7 Management measures relevant to the three footpaths within and bounding the Solar Array comprise:

- Information and a dedicated point of contact for local authorities and local PRoW users, as set out in the Community Engagement Plan forming part of **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**;
- The implementation of short-term signage related to construction of the permissive path, as secured in the PRoWMP pursuant to this OPRoWMP;
- The implementation of a site wide speed limit during the construction and operation phases of the Solar Array Area, as committed via **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)** and the **Outline CTMP (APP-159)**;
- Training for vehicle drivers during the operational phase to address how to safely manage interactions with vulnerable road users, secured via the Outline Delivery Management Plan which forms part of **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- A temporary closure and vehicle access to the footpath are required to facilitate construction works along the Ewer/12/1 footpath; and

f) Promotion and awareness of the new permissive path through the Community Engagement Plan which forms part of **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**.

2.3 Cable Route Corridor

Cable Route Corridor between the Solar Array Area in the north and the A17 in the south

2.3.1 The PRoW in this section of the Cable Route Corridor comprise:

- PRoW footpath references Heck/12/1 crosses the Cable Route Corridor. The footpath is approximately 2.6km long, running in a broadly northeast to southwest alignment, for the most part alongside Heckington Eau, to the north-east of Heckington (up to 3.7km approximately crow fly from the village centre).
- PRoW footpath Heck/14/1 crosses the Cable Route Corridor. The footpath is approximately 450m long, also running northeast to southwest, adjacent to and joining Littleworth Drove, to the northeast of Heckington up to 2.3km crow fly from the village centre.
- PRoW footpath Heck/2/4 also crosses the Cable Route Corridor. The footpath is approximately 1.8km long and runs east northeast to west southwest, to the northeast of Heckington and up to 3km crow fly from the village centre. PRoW footpath Heck/3/1 (remote from the Cable Construction Corridor) continues this footpath to Littleworth Drove further north and PRoW footpaths Heck/1034/1 and Heck/2/3 provide continuations to the south towards Heckington.

2.3.2 These three footpaths serve a very sparsely populated rural area. There is a connection via Littleworth Drove, which is unlit, to the large village of Heckington (well served by rail with shops and visitor attractions) and a circular route from Heckington via Star Fen Drove (also unlit) is possible. Numerous waterways by these footpaths could be attractive for users. The footpaths are up to 4km distant from Heckington village centre, which is a reasonable walking distance for recreation in daylight hours.

2.3.3 PRoWs in this section of the Cable Route Corridor are lightly used. Construction activities related to the installation on the Cable Route will occur in the short term and will require temporary closure of sections of the affected PRoWs, although this will be minimised through the implementation of management practices as described below. Given the nature of cable laying activities, taking place progressively along the corridor, any specific location is likely to be disrupted by construction activities over a short period of time. There is anticipated to be minimal interaction or disturbance for people using footpath Heck/12/1, because here (adjacent to Heckington Eau) the construction method for the Cable Route is proposed to be trenchless such as HDD³.

2.3.4 Management measures proposed during the installation of the Cable Route are:

³ Note that the default construction method in the Cable Route Corridor is open cut trenching, as detailed at section 1.3 of the Grid Connection Method Statement (APP-074).

- a) Information to be provided to local residents in advance and a dedicated point of contact for local authorities and local PRoW users, as set out in the Community Engagement Plan which forms part of **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**;
- b) The implementation of signage approaching the construction Site and the affected PRoWs, as set out in **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- c) Short term closures of footpaths Heck/14/1 and Heck/2/4 to ensure safety of vulnerable users during the installation of the Cable Route, as set out at Schedule 5 Part 1 of the **Draft Development Consent Order (Document Ref 3.1)**
- d) The implementation of a Site speed limit for construction traffic, as set out in the **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- e) Training for drivers of construction vehicles to address how to safely manage interactions with vulnerable road users, as set out in the CTMP and Delivery Management Plan at **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- f) Physically defined boundaries to Cable Route works in the vicinity of the PRoW; and
- g) Restoration of pre-existing ground conditions along the PRoW affected by the installation of the Cable Route following the completion of construction.

Cable Route Corridor between the A17 in the north and the National Grid substation in the south

2.3.5 PRoW in this section of the Cable Route Corridor comprise:

- PRoW footpaths references GtHa/2/1 and GtHa/3/1 which bound the vehicle access route to Compound 4 in the Cable Route Corridor. The footpaths are located on a broadly east to west alignment to the east of Great Hale village. Footpath GtHa/2/1 is approximately 2km long and GtHa/3/1 is approximately 700m long. There are limited very rural onward connections, predominantly isolated properties. Together with quiet unlit droves (Great Hale Drove particularly) there is potential for circular leisure routes to and from Great Hale village. The PRoW are up to 2.8km as the crow flies from Great Hale which is a reasonable recreational walking distance.
- PRoW footpath Swhd/14/1 crosses the Cable Route Corridor, running 2.2km on a southwest to northeast alignment along the north bank of the South Forty Foot Drain from Swineshead Bridge. At Swineshead Bridge there is a bridge across the Drain, Swineshead Bridge rail station and small community. Onward to the southwest, the footpath comes to a dead end, although a worn track – likely an informal permissive path - is visible beyond along the bank for some distance. Other than the riverbank there are no obvious destinations. The worn path leads to another footpath approximately 6km south of Swineshead Bridge in turn leading west to the small rural settlement of Helpringham (a bridge is missing to continue the riverbank south). Total distance from Swineshead Bridge to Helpringham

is 11km approximately, which is beyond typical walking distance. No other crossings of the main waterway south of Swineshead Bridge are evident, which is a limit to connectivity. Further to the east beyond Swineshead Bridge other footpaths along the north and/or south bank, with occasional crossings, follow the South Forty Foot Drain/Hammond Beck onward to the major settlement of Boston. Boston is located approximately 11km east of Swineshead Bridge, this is a potentially attractive waterside route (remote from the Site). The worn path is, however, evidence of use.

- PRoW bridleway Swhd/13/1 also crosses the Cable Route Corridor. It runs from a quiet drove out of Swineshead Bridge in the north, on the south bank of the South Forty Foot Drain (opposite footpath Swhd/14/1 as above) and continues along the Drain for a distance of 22km approximately in a southbound direction towards Bourne and Spalding. The area served is rural and sparsely populated providing no connectivity to specific destinations. A route of this length is unusual and adjacent to the waterway is considered to be attractive to equestrian users for leisure. There is, however, no obvious provision for horse box parking at either end of the bridleway, which would limit onward connectivity for horse riders. Combined with footpaths also along the banks of the South Forty Foot Drain/Hammond Beck to Boston to the north-east, the bridleway is a potentially attractive long distance (over 30km) waterside route for walkers (again, remote from the Site). Leisure use is, however, likely to be concentrated during weekends and low at other times.

2.3.6 People walking on footpaths GtHa/2/1 and GtHa/3/1 will interact with construction traffic travelling to Compound 4 within the Cable Route Corridor where the PRoW border Great Hale Drove. Paragraph 4.7.1 of **Appendix 9.1 Transport Assessment Part 1 (APP-155)** states that construction of the Cable Route Corridor is anticipated to last between 12 to 24 months. Assuming that work is evenly distributed between the 6 Cable Route Compounds, work on each section of the Corridor has a likely maximum duration of 4 months. Estimated peak weekday construction traffic movements are shown at Table 4.3 of **Appendix 9.1 Transport Assessment Part 1 (APP-155)**; they amount to 1 HGV and 4 light vehicle movements per day. This level of traffic is likely to be imperceptible to people walking on footpaths GtHa/2/1 and GtHa/3/1.

2.3.7 People walking on footpath Swhd/14/1 and the informal path beyond are likely to experience minimal interaction with construction activities. The construction technique for the cable crossing of the South Forty Foot Drain along the Cable Route Corridor is trenchless (such as HDD or other techniques) and short-term meaning that effects to PRoW users are anticipated to be minimal. The same applies to people walking, cycling or riding horses on bridleway Swhd/13/1 (on the opposite bank to footpath Swhd/14/1). Consideration of safe interactions during construction will be achieved through management measures.

2.3.8 Management measures proposed include the following:

- a) Information to be provided to local residents in advance with a direct point of contact for local authorities and PRoW users, as set out in the Community Engagement Plan which forms part of the **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**;

b) The implementation of signage approaching the construction site(s), the permissive path and PRoW, for construction vehicle drivers and PRoW users, as set out in the **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**, and located:

- on Great Hale Drove approaching footpaths GtHa/2/1 and GtHa/3/1;
- on footpaths GtHa/2/1 and GtHa/3/1 approaching Great Hale Drove;
- within the Cable Route Corridor approaching the permissive path on the north bank of the South Forty Foot Drain;
- on the permissive path (continuation of footpath Swhd/14/1) approaching the Cable Route Corridor on the north bank of the South Forty Foot Drain in both directions;
- within the Cable Route Corridor approaching bridleway Swhd/13/1 on the south bank of the South Forty Foot Drain; and
- on bridleway Swhd/13/1 on the south bank of the South Forty Foot Drain approaching the Cable construction Corridor from both directions;

c) The implementation of a Site speed limit for construction traffic;

d) Physically defined boundaries to Cable Route Corridor works;

e) A Marshals, to check for equestrian users of the bridleway, to advise equestrian users on safe passage, and to instruct site operatives to minimise construction noise and other disturbance whilst horses are present. This is to be secured via the final version of this OPRoWMP;

f) Training for drivers of construction vehicles to address how to safely manage interactions with vulnerable road users, as set out in the CTMP and Delivery Management Plan (paragraph 5.1.2) at **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**; and

g) Restoration of pre-existing ground conditions along the PRoW affected by the installation of the Cable Route following the completion of construction.

2.4 Bespoke Access Corridor

2.4.1 PRoWs crossing or bordering the Bespoke Access Road, between the A17 and Heckington Road (north of Howell village) comprise:

- PRoW footpath KkLT/6/1 which borders the Bespoke Access Road at the A17 layby and leads to the village of Asgarby (a small village with a historic church). The footpath is 430m long approximately and has a northeast to southwest alignment. Because the footpath comes to a dead end at the A17, layby it is unlikely to have use beyond occasional recreation, for people living in Asgarby.
- PRoW footpath KkLT/4/2 which crosses the Bespoke Access Road between the villages of Kirkby la Thorpe (which has a primary school and a pub) and Asgarby. With its continuation footpath KkLT/4/1 it is 1.8km long approximately and has a west northwest to east southeast alignment.

Although unlit, there is potential use of this footpath link between the two villages, for the journey to school and other local facilities in Kirkby la Thorpe or for leisure. Compared to the journey by road, the footpath link between the two villages is more direct, shorter (at approximate distances of 1.8km compared to 2.9km via the A17) and avoids the need for the right turn onto the busy A17.

- PRoW footpath KkLT/5/1 which crosses the Bespoke Access Road across fields. The footpath is approximately 450m long and has a north to south alignment, approximately 700m north of Asgarby. There is no public right of way leading to this footpath; it is in effect isolated. Moreover, the fields are cultivated with no identifiable surface worn by walking. Therefore, it is unlikely that this footpath is used.
- PRoW bridleway Ewer/1103/1 which is located approximately 240m north of the Bespoke Access Road crossing of Heckington Road. The bridleway provides an east-west 880m link from Heckington Road to Ewerby village and may be used by people walking, cycling or riding horses. Heckington Road may be an onward link to/from the bridleway, so that there may be potential for some shared use of the crossing point over Heckington Road. There is no speed limit or street lighting on Heckington Road (typical of minor rural roads) which makes the road less suitable for vulnerable users. With the remote rural nature of the area and lack of observed nearby stables or other journey origins/destinations, people walking or riding bikes or horses are likely to be very low in number. Visibility at the construction traffic crossing point is however good, as set out at paragraph 4.2.11 of **Appendix 9.1 Transport Assessment Part 1 (APP-155)**.

2.4.2 People using footpath KkLT/4/2 between Kirkby la Thorpe and Asgarby and (to a lesser extent) bridleway Ewer 1103/1 are likely to interact with construction traffic as the Bespoke Access Road is built. The works durations are set out at section 2.14 of **Chapter 2 Proposed Development (APP-053)**. This is anticipated to last between 6 to 12 months for the Bespoke Access Road and forms part of the wider Proposed Development's construction phase, which will last 2.5 to 5 years. During construction of the Bespoke Access Road, ground excavation and new surface creation will be required, on a progressive basis along the corridor. The construction corridor width is a maximum of 50m which provides flexibility and scope to accommodate temporary PRoW diversions to minimise closures. As a worst-case intervention, each PRoW crossing of the Bespoke Access Road would be closed over a short period of time temporarily to safely manage work. Table 4.3 of **Appendix 9.1 Transport Assessment Part 1 (APP-155)** states that the peak weekday estimated construction vehicle movements (2-way) amount to 62 HGVs and 312 light vehicles (or 374 vehicles in total, over a 12-hour working day). This level of construction traffic is a material interaction, particularly if the footpath is used by children travelling to school. The principal means of managing this interaction would be via marshal supervision, with detailed processes to be agreed as part of the detailed PRoWMP pursuant to this OPRoWMP. The footpath crossing over the Bespoke Access Road and (to a lesser extent) the road crossing over Heckington Road will require careful management, with measures outlined, below.

2.4.3 For footpath KkLT/6/1, direct conflict between vulnerable users and construction traffic is unlikely and levels of use are low. For footpath KkLT/5/1 interaction is anticipated to be minimal.

2.4.4 The flowing management measures are proposed:

- a) Information to be provided to local residents in advance with a dedicated point of contact for local authorities and PRoW users, as set out in the Community Engagement Plan which forms part of **Appendix 2.4 Outline Construction Environmental Management Plan (oCEMP) (REP1-009)**;
- b) The implementation of signage for PRoW users and construction vehicle drivers at points of interaction between the Bespoke Access Road, footpaths KkLT/6/1, KkLT/4/2, KkLT/5/1 and Heckington Road, as set out in **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- c) Creation of clearly defined perpendicular PRoW crossings of the Bespoke Access Road so it is clear to users that the Bespoke Access Road itself is not part of the PRoW network. This can be reinforced with signage if necessary;
- d) Physically defined boundaries to Bespoke Access Road works in the vicinity of PRoW, secured in the PRoWMP pursuant to this OPRoWMP;
- e) Marshals present at busy times for crossing of Heckington Road (as potential feeder route to bridleway Ewer/1103/1);
- f) The implementation of a Site speed limit for construction traffic;
- g) Training for construction vehicle drivers to address how to safely manage interactions with vulnerable road users, in line with the Highway Code (Rules H1, H2 and H3 provide the requirement for drivers to give way to vulnerable road users and Rule 172 requires giving way to traffic on the main road) and as set out in the CTMP and Delivery Management Plan at **Appendix 9.3 Outline Construction Traffic Management Plan (oCTMP) (APP-159)**;
- h) Temporary closure of footpath KkLT/4/2 during construction of the Bespoke Access Road. The closure will be minimised by use of local diversions and a crossing marshal. The crossing will be clearly defined (and signed, as above) with marshals available during more intense periods of activity;
- i) Temporary closure of footpath KkLT/5/1 during construction of the Bespoke Access Road. The closure will be minimised by use of local diversions; and
- j) PRoW surface quality where it is shared with the Bespoke Access Road to be agreed with Lincolnshire PRoW team and reported in the detailed PRoWMP.

2.4.5 A summary of the affected PRoW and the proposed management measures is set out in Table 1, below.

Table 1 – Summary of PRoW and management measures

PRW REFERENCE	LOCATION	LIKELY USE	CLOSURE?	MANAGEMENT MEASURES
Footpath Ewer/12/1	Within north-east corner of Solar Array Area	None at present – inaccessible. Recreational following improvements	Temporary during footpath improvement works (the closure is likely to be in place during the Proposed Development construction phase (up to five years) and formalises the existing situation in which the PRoW is inaccessible.)	<ul style="list-style-type: none"> • Information & engagement • Site speed limit • Driver training • Standards related to improvements to be agreed with Lincolnshire PRoW team
Footpath Ewer/9/1	Bounding north-east corner of Solar Array Area	Recreational between villages of South Kyme and Anwick	No	<ul style="list-style-type: none"> • Information
Footpath SKym/8/1				
Footpath Heck/12/1	Crossing Cable Route Corridor to north-east of Heckington	Recreational from Heckington	No	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works • Restoration.
Footpath Heck/14/1	Crossing Cable Route Corridor to north-east of Heckington	Recreational from Heckington	Temporary	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works and marshal • Restoration
Footpath Heck/2/4	Crossing Cable Route Corridor to north-east of Heckington	Recreational from Heckington	Temporary	<ul style="list-style-type: none"> • Information • Signage • Site speed limit

PRW REFERENCE	LOCATION	LIKELY USE	CLOSURE?	MANAGEMENT MEASURES
				<ul style="list-style-type: none"> • Driver training • Defined boundaries to works and marshal • Restoration
Footpath GtHa/2/1	Bounding Cable Corridor vehicle access route to Compound 4, east of Great Hale	Recreational from Great Hale	No	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works and marshal • Restoration
Footpath GtHa/3/1	Bounding Cable Corridor vehicle access route to Compound 4, east of Great Hale	Recreational from Great Hale	No	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works and marshal • Restoration
Footpath Swhd/14/1 and continuing informal path	Crossing Cable Route Corridor on north bank of South Forty Foot Drain	Recreational long distance	No	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works and marshal • Restoration
Bridleway Swhd/13/1	Crossing the Cable Route Corridor on the south bank of South Forty Foot Drain	Recreational long distance	No	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Driver training • Defined boundaries to works • Marshal to minimise construction noise and other disturbance whilst horses are present

PRW REFERENCE	LOCATION	LIKELY USE	CLOSURE?	MANAGEMENT MEASURES
				<ul style="list-style-type: none"> • Restoration
Footpath KkLT/6/1	Bounding Bespoke Access Road at A17 layby	Unclear	No	<ul style="list-style-type: none"> • Information • Signage • Defined boundaries to works
Footpath KkLT/4/2	Crossing Bespoke Access Road between villages of Asgarby and Kirkby la Thorpe	To school and facilities in Kirkby la Thorpe and for recreation	Temporary	<ul style="list-style-type: none"> • Survey of use • Information • Signage • Site speed limit • Managed PRoW diversions within construction boundary (to minimise temporary closure) • Defined boundaries to Cable Corridor works and marshal • Driver training • Surface quality to be agreed with Lincolnshire PRoW team
Footpath KkLT/5/1	Crossing Bespoke Access Road between 2 fields	Unclear	Temporary	<ul style="list-style-type: none"> • Information • Signage • Site speed limit • Defined boundaries to Cable Corridor works • Driver training • Surface quality to be agreed with Lincolnshire PRoW team
Bridleway Ewer/1103/1	Leads to Heckington Road and a crossing of the Bespoke Access Road, east of Ewerby	Recreational	No	<ul style="list-style-type: none"> • Information • Signage • Marshal • Driver training

3. SUMMARY AND CONCLUSIONS

3.1.1 This report describes:

- Where construction traffic and construction activities will cross or border PRoW (to be comprehensive, interaction between people travelling to/from bridleway Ewer/1103/1 and construction traffic crossing Heckington Road is also addressed);
- How these PRoW are likely to be used, by local communities and/or for leisure purposes;
- The nature of any interactions between people using PRoW and construction traffic and/or construction activities; and
- Measures to safely manage those interactions.

3.1.2 Just one PRoW is considered to have potential for everyday use by local communities. This is footpath reference KkLT/4/2 which provides for connectivity between the villages of Kirkby la Thorpe (with a primary school and other destinations) and Asgarby. Although the PRoW closures are proposed to be short term and temporary, the purpose of this OPRoWMP is to set out the measures that will be implemented to minimise disruption to local communities, above all on this footpath.

3.1.3 Requirement 18 of the **Draft Development Consent Order (Document Ref 3.1)** secures the following:

'No part of the authorised development may commence until a public rights of way management plan for any sections of public rights of way shown to be temporarily closed on the streets, rights of way and access plans for that part has been submitted to and approved by the relevant planning authority [being Lincolnshire County Council].'

3.1.4 This OPRoWMP is consistent with the policy test set out at paragraph 2.10.41 of NPS EN-3:

'Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site.'