FENWICK SOLAR FARM

Fenwick Solar Farm

EN010152

Framework Public Rights of Way Management Plan

Document Reference: EN010152/APP/7.13

Regulation 5(2)(q)

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

October 2024
Revision Number: 00

BOOM-POWER.CO.UK

BOOM POWER

Revision History

Revision Number	Date	Details
00	October 2024	DCO application

Prepared for:
Fenwick Solar Project Limited

Prepared by:
AECOM Limited

Table of Contents

Tables

1. Introduction

1.1 Background

1.1.1 AECOM has been commissioned by Fenwick Solar Project Limited (the 'Applicant') to prepare a Framework Public Rights of Way Management Plan (PRoW MP) in support of the proposed Fenwick Solar Farm (the 'Scheme') Development Consent Order (DCO) Application.

1.1.1 The Scheme would comprise the construction, operation and maintenance, and decommissioning of a solar photovoltaic (PV) electricity generating facility, with a total capacity exceeding 50 megawatts (MW) together with a Battery Energy Storage System (BESS), export and import connection to the national grid via the existing National Grid Thorpe Marsh Substation. The land on which the Scheme is located is referred to as the Order limits.

1.1.2 Further information on the Scheme and Solar PV Site is provided in **ES Volume I Chapter 2: The Scheme [EN010152/APP/6.1]**.

1.1.3 The Order limits is approximately 509 hectares (ha) in size and is located entirely within City of Doncaster Council's administrative area and comprises land which is predominantly agricultural in nature. Landscape features immediately surrounding the Solar PV Site comprise largely agricultural fields and small rural villages, including Fenwick, Moss and Sykehouse, as well as the hamlet of Topham.

1.1.4 The Scheme for which development consent is sought has been carefully developed following a detailed iterative design process. The design process has considered relevant national and local design policy and guidance, information from site appraisals and fieldwork and feedback from stakeholders.

1.2 Purpose and Structure of this Plan

1.2.1 This Framework PRoW MP outlines how Public Rights of Way (PRoW) will be managed by the Applicant for the Scheme to ensure they have been suitably considered and able to operate as well as possible, in terms of both user safety and accessibility.

1.2.2 The Framework PRoW MP has been prepared in view of the National Policy Statement (NPS) for Renewable Energy Infrastructure EN-3 (November 2023) (Ref. 1), which was published in November 2023. The NPS states:

a. Paragraph 2.10.41 – *"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"*.

b. Paragraph 2.10.44 – *"Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way*

or the creation of permissive paths), taking into account, where appropriate, the views of landowners."

c. Paragraph 2.10.45 – *"Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan"*.

1.2.3 The Framework PRoW MP has taken the Doncaster Local Plan 2015-2035 (Ref. 2) into consideration. Policy 18: Development Affecting Public Rights of Way, sets out the following principles to be considered:

a. "*Where new developments affect public rights of way, the public right of way should be retained and wherever possible be on the legally recorded alignment. Where a public right of way is affected, the development should be designed to accommodate the route following the principles outlined in Policy 19.*

b. Where development leads to the diversion of an existing right of way, a suitable alternative must be established, following the principles outlined in Policies 19 and 20.

c. Development will not normally be allowed to lead to the closure of a public right of way unless a suitable replacement can be established.

d. Developers will be expected to consider any unrecorded public paths that cross development sites and treat them in the same way as definitive public rights of way.

e. Proposals will be supported that enhance the Trans Pennine Trail, particularly those that create off-road sections for all users."

1.2.4 Policy 19: Access, Design and Layout of Public Rights of Way sets out the following principles to be considered:

a. Developers will be expected to incorporate the principles of least restrictive access in the design and layout of public rights of way as part of the development.

b. Wherever possible, any existing or alternative route alignments through development sites should run through open, landscaped areas and should:

i. avoid the use of estate roads;

ii. avoid alignments enclosed by fencing with little or no surveillance from adjacent buildings;

iii. be free from sharp bends which could provide blind spots and hiding places;

iv. be suitably surfaced to a specification agreed with highway authority; and

v. be free from barriers. Barriers should be considered as a last resort and will only be authorised where there is clear justification. Agreed structures will need to be the leastrestrictive and conform to the British Standard for Gaps Gates and Stiles.

c. Where paths are not enclosed, minimum widths of 2 metres for footpath and 4 metres for bridleway and restricted byways should be provided. If it is necessary for the path to be enclosed by fencing, hedging or

buildings, then minimum widths of 3 metres for footpaths, 5 metres for bridleways and 6 metres for restricted byways should be provided.

d. *Any new routes or altered alignments through development should link into the surrounding public rights of way network or adopted highway network to maintain and improve connectivity and ease of movement.*

e. *New routes should have formal status and be recorded on the appropriate legal record. This will secure the long-term protection of the route and formalise responsibility for maintenance.*

1.2.5 Policy 20: Public Rights of Way Crossing Roads, Railways, Canals and Rivers, sets out the following principles to be considered:

"Development proposals that are expected to give rise to significant increase in the use of public rights of way where they cross roads, railway lines, canals and rivers must show that all safety and accessibility considerations have been taken into account to ensure the use of the crossing can be maintained. This should include consultation with the appropriate authority (for example, Network Rail).

Where it is not possible to make an existing level crossing safe, a fully accessible (Equality Act compliant) underpass or bridge should be provided in close proximity to the original crossing point.

Where necessary, existing structures (for example bridges or underpasses) should be assessed, and improvements made to meet the requirements of any projected increase in use of the public rights of way network.

Lengthy diversions of a public right of way, as an alternative to either a bridge or underpass, will not be supported. Diversion of a public right of way may be considered as a last resort but only where it does not detract from its use and enjoyment.

Where necessary, new crossing points should be provided across new roads, railway lines and waterways where there is a need to provide safe convenient access and to maintain connectivity."

1.2.6 In light of the above, the Applicant is demonstrating that the Scheme has taken appropriate measures to allow the various PRoW to continue to be used by the local community during the Scheme's construction, operation, and decommissioning.

1.2.7 It should be noted that no significant effects on PRoW users are anticipated following the assessment of the entire Scheme within **ES Volume I Chapter 12: Socio-Economics and Land use [EN010152/APP/6.1]** and **ES Volume I Chapter 13: Transport and Access [EN010152/APP/6.1],** however the users of some PRoW may experience significant effects during construction, operation and decommissioning of the Scheme in terms of visual amenity **(ES Volume I Chapter 10: Landscape and Amenity [EN010152/APP/6.1]).**

1.3 Consultation

City of Doncaster Council's PRoW Lead

1.3.1 A meeting with City of Doncaster Council's PRoW lead was held on 29 August 2023 to discuss the Scheme's approach to PRoW during construction, operation and decommissioning, including the potential permanent diversion of PRoW Sykehouse 29. The Council did not anticipate

that the proposed diversion would have an adverse impact on the users. It was noted that feedback had been received from local residents at non-statutory consultation that most users do not currently follow the route shown on the definitive map, but instead follow the route of the proposed permanent diversion.

1.3.2 The Council also provided baseline context on the existing PRoW network close to the Solar PV Site, indicating that the network is mostly used by local residents for recreational purposes such as dog walking and guided walks by equestrians and that the usage tended to be low compared to paths in the town centre or urban fringe.

1.3.3 Further engagement with City of Doncaster Council's PRoW lead was undertaken via email on 12 October 2023 regarding the baseline context for the existing PRoW network surrounding the Grid Connection Corridor (which includes the Existing National Grid Thorpe Marsh Substation). It was confirmed that the current user levels and usage for the PRoW intersecting the Grid Connection Corridor Study Area were likely to be similar to those close to the Solar PV Site. It was noted that the Trans Pennine Trail runs through the Grid Connection Corridor by Thorpe in Balne. However, it was recognised that the trail runs along the road network (Thorpe Lane, Marsh Road, Moss Lane and Willow Bridge Lane).

1.3.4 Further engagement was held with City of Doncaster Council in August 2024 where potential permanent diversions to Moss 6 and Fenwick were discussed. City of Doncaster Council agreed to the approach to be taken and did not anticipate any adverse effects. It was agreed with City of Doncaster Council that the definitive map was incorrect and that users followed a path that is similar to the suggested permanent diversions. Further details of diversions are provided in Section 3.4.

1.3.5 Given the nature of the likely impacts on the existing PRoW and the information provided on the current usage (site observations indicated some PRoW and associated bridges were overgrown, were used for recreational purposes and had low usage), it was agreed with City of Doncaster Council's PRoW lead that PRoW surveys did not need to be undertaken.

2. Baseline Conditions

2.1.1 There are several PRoW which are located within the Order limits and within the immediate vicinity. The details of the PRoW that fall within or intersect with the Order limits have been obtained from City of Doncaster Council.

Solar PV Site

2.1.2 The PRoW which pass through or border the Solar PV Site Order limits, and form part of a wide network of PRoW in the surrounding area are presented in Table 1. The PRoW described in this report are shown within **ES Volume II Figure 2-2**: **Public Rights of Way [EN010152/APP/6.2]**

Table 1: PRoW Within or Immediately Adjacent to the Solar PV Site

PRoW Ref.	Length (Approx)	Description
Fenwick 10 Footpath	1.4 km	A footpath which runs within the centre of the Solar PV Site, running eastbound from the point of intersection with Fenwick 17 and Fenwick 11 footpaths, adjacent to the point of intersection with Fenwick Common Lane and Shaw Lane, and travels eastbound to the eastern Order Limits of the Scheme.
Fenwick 11 Footpath	1.1 km	A footpath which runs along the western boundary of the Solar PV Site, running southbound adjacent to a point of intersection with Fenwick Common Lane and Shaw Lane, at the point of intersection with Fenwick 17 and Fenwick 10 footpaths, and travels southbound to the point of intersection with Moss 5 footpath.
Fenwick 12 Footpath	630 m	A footpath which runs in a southwestern direction along the Order Limits to the south of Fenwick Hall. The route runs southbound from Lawn Lane, and then southwest to adjoin with Sykehouse 29.
Fenwick 13 Footpath	765 m	A footpath which runs in a southern direction through the Solar PV Site, running southbound from a point of intersection with Fenwick 10 footpath, until intersecting with Moss 7 footpath, at the point of the Order Limits.
Fenwick 14 Footpath	830 m	A footpath which runs in a southern direction through the Solar PV Site, travelling southbound from Fenwick 19 to the Order Limits where it adjoins with Moss 6 footpath.
Fenwick 15 Footpath	670 m	A footpath that runs in an eastbound direction through the Solar PV Site, adjacent to Fenwick 10 footpath to the north. The route runs eastbound from a point of intersection with Fenwick 14 footpath, to a point of intersection with Fenwick 13 footpath, within the Order Limits.
Fenwick 16 Footpath	940 m	A footpath that runs in an eastern direction from Fenwick Common Lane, cutting across the Order Limits and through the Solar PV Site, intersecting with Fenwick 11 footpath and travelling eastbound to Fenwick 14 footpath.
Moss 5 Footpath	240 m	A footpath that runs in a southern direction, from a point of intersection with Fenwick 16 footpath south to London Lane, travelling adjacent to Jet Hall, and along the Order Limit boundaries.

PRoW Ref.	Length (Approx)	Description
Moss 6 Footpath	480 m	A footpath that runs in a southern direction from the north intersecting with Fenwick 14 footpath, travelling within the Solar PV Site and Grid Connection Corridor, south to Moss Road.
Moss 7 Footpath	490 m	A footpath that runs in a southern direction, from the north intersecting with Fenwick 13, and the order limits, travelling south to intersect with the order limits one more.
Moss 15 Footpath	835 m	A footpath that travels in a southwestern direction from Moss Lane at the intersection with the Order Limits, intersecting with Moss 12 and Moss 13 footpaths, travelling southwest bound to Heyworth Lane.
Sykehouse 29 Footpath	640 m	A footpath that runs in an eastern direction, within the Solar PV Site. The route travels eastbound from a point of intersection at the Order limits with Fenwick 10 and Fenwick 12 footpaths, travelling eastbound to West Cottage, and then south eastbound to Flashley Carr Lane.

2.1.3 There are another 22 PRoW that are either located along or abutting the Solar PV Site, but do not traverse it (the distances are the approximate length of the PRoW):

a. Fenwick 2 Footpath (approximate length of the PRoW 290 m);
b. Fenwick 3 Footpath (approximate length of the PRoW 730 m);
c. Fenwick 4 Footpath (approximate length of the PRoW 535 m);
d. Fenwick 5 Footpath (approximate length of the PRoW 300 m);
e. Fenwick 8 Footpath (approximate length of the PRoW 290 m);
f. Fenwick 17 Footpath (approximate length of the PRoW 100 m);
g. Moss 2 Footpath (approximate length of the PRoW 320 m);
h. Moss 3 Footpath (approximate length of the PRoW 280 m);
i. Moss 4 Footpath (approximate length of the PRoW 200 m);
j. Moss 8 Footpath (approximate length of the PRoW 780 m);
k. Moss 9 Footpath (approximate length of the PRoW 590 m);
l. Moss 11 Footpath (approximate length of the PRoW 190 m);
m. Moss 12 Footpath (approximate length of the PRoW 450 m);
n. Moss 13 Footpath (approximate length of the PRoW 280 m);
o. Moss 14 Footpath (approximate length of the PRoW 200 m);
p. Sel-Balne 35.3/15/1 Footpath (approximate length of the PRoW 2.1 km);
q. Sel-Balne 35.3/15/2 Footpath (approximate length of the PRoW 1 km);
r. Sel-Balne 35.3/17/1 Bridleway (approximate length of the PRoW 1.5 km);
s. Sel-Balne 35.3/8/1 Footpath (approximate length of the PRoW 750 m);
t. Sykehouse 1 Bridleway (approximate length of the PRoW 74 m);
u. Sykehouse 27 Footpath (approximate length of the PRoW 300 m); and
v. Sykehouse 35 Footpath (approximate length of the PRoW 200 m).

2.1.4 From the above, the following PRoW interact with the Order Limits at the Site Accesses for the vehicles:

a. Fenwick 3;
b. Fenwick 16;
c. Moss 3;
d. Moss 6;
e. Moss 12; and
f. Moss 15.

2.1.5 Sykehouse 1 Bridleway forms part of the Trans Pennine Trail, which runs from coast to coast across northern England and is used by walkers, cyclists and equestrian users.

2.1.6 There are no national trails or national cycle routes within the Solar PV Site. National Cycle Route 62 is the nearest national cycle route, approximately

1.6 km west of the Solar PV Site. The route connects Fleetwood in the Fylde region of Lancashire with Selby in North Yorkshire.

2.1.7 There are seven PRoW located within 500 m of the junction in Askern. None of these are either located entirely within the Solar PV Site or pass through it and continue outside of it.

Grid Connection Corridor

2.1.8 There are 24 PRoW located within the Grid Connection Corridor Study Area, one of which is a bridleway. Of these, nine are either located entirely within the Grid Connection Corridor or pass through it and continue outside of it, as listed below in Table 2.

Table 2: PRoW Within or Immediately Adjacent to the Grid Connection Corridor

PRoW Ref.	Length (Approx)	Description
Moss 6 Footpath	480 m	A footpath that runs in a southern direction, travelling southbound and intersecting with Fenwick 14 footpath within the Grid Connection Corridor, continuing until Moss Road.
Moss 20 Footpath	1.5 km	A footpath that runs in a southeastern direction from the point of intersection with Pinfold Lane and Heyworth Lane, and intersection with Moss 19, travelling south eastbound, intersecting with the Grid Connection Corridor, and ending at the point of intersection Moss 21 and Trumfleet Lane, which also provides access to the Trans Pennine Trail (NCN 62).
Moss 21 Footpath	170 m	A footpath that runs in the southern direction from the point of intersection with Moss 20 and Trumfleet Lane, which also provides access to the Trans Pennine Trail (NCN 62). The route runs south cutting through the grid connection corridor and intersects with Thorpe in Balne 5.
Thorpe in Balne 5 Footpath	470 m	A footpath that runs southbound from the point of intersection with Moss 21 footpath within the Grid Connection Corridor, travelling southbound and then southwest bound to cross Moss Lane and intersect with Thorpe in Balne 4 footpath.
Thorpe in Balne 6 Footpath	1.1 km	A footpath that runs in a southwestern direction from a point of intersection with the Grid Connection Corridor and Marsh Road, travelling west, and then south, intersecting with Thorpe in Balne 7 footpath and continuing south until a point of intersection with Thorpe in Balne 8 footpath, and Thorpe Lane.
Thorpe in Balne 7 Footpath	600 m	A footpath that runs south eastbound, travelling east from a point of intersection with Thorpe in Balne 6 footpath, travelling across the order limits of the Grid Connection Corridor, then travelling south westbound along the eastern order limit of the corridor, intersecting with Thorpe in Balne 8 footpath and then travelling eastbound to Marsh Road by the River Dom.
Thorpe in Balne 8 Footpath	300 m	A footpath that runs south westbound, travelling from a point of intersection with Thorpe in Balne 8 footpath to the eastern order limits of the grid connection corridor, travelling southwest bound across the Order Limits, to Thorpe Lane, where the route intersects with Thorpe in Balne 6 footpath.

PRoW Ref.	Length (Approx)	Description
Thorpe in Balne 11 Bridleway	1.1 km	A bridleway that runs southbound, travelling from a point of intersection with Thorpe Lane within the Grid Connection Corridor, travelling southwest across the Order Limits, and then southbound towards the railway line.
Thorpe in Balne 13 Footpath	940 m	A footpath that runs south westbound, travelling from the eastern Order Limits and Thorpe Bank, travelling west, crossing the order limits and Thorpe in Balne 11 bridleway, then travelling southbound, crossing the railway and running in parallel to Thorpe in Balne 2 footpath, travelling south westbound then intersecting with Barnby Dun with K Sandall 2 footpath, and across Fordstead Lane, towards Almholme.

2.1.9 The remaining fifteen PRoW are within 500 m of the draft Order Limits but will not be impacted by the Scheme.

2.1.10 The Trans Pennine Trail runs through the Grid Connection Corridor by Thorpe in Balne. The trail intersects the Grid Connection Corridor on Thorpe Lane and follows the road network north along Marsh Road and Moss Lane before heading east along Willow Bridge Lane towards the New Junction Canal.

2.1.11 The PRoW within 500 m of the Solar PV Site, A19 junction in Askern and Grid Connection Corridor do not connect rural areas to more urban areas or business parks and are therefore unlikely to be used for commuting. Consultation with the PRoW Officer for City of Doncaster Council revealed that these PRoW are mainly used by residents for recreational use.

3. Construction

3.1 Introduction

3.1.1 The objective of this section is to provide details of how the impact of the construction works on local communities would be minimised, by reducing traffic at highways and local PRoW, and where necessary implementing mitigation.

3.1.2 Access to all existing PRoW will be retained during construction, with no PRoW closures proposed and a limited number of PRoW diversions necessitated by the Scheme. The below provides details of how existing PRoW are expected to be managed during construction. Mitigation and management measures are described in Section 3.2. This document will inform a final PRoW MP, which will be submitted to City of Doncaster Council post-consent to discharge the relevant DCO requirement.

3.2 Embedded Mitigation

3.2.1 The following measures have been included as embedded mitigation within the ES for the construction phase and will be delivered to minimise the traffic impacts of the Scheme on any PRoW users during construction and decommissioning. The measures will be secured by the requirements within the DCO consent, primarily through this document and the **Framework Construction Traffic Management Plan (CTMP) [EN010152/APP/7.17], and Framework Construction Environmental Management Plan (CEMP) [EN010152/APP/7.7]** for construction and the **Framework Decommissioning Environmental Management Plan (DEMP) [EN010152/APP/7.9]** for decommissioning.

3.2.2 The embedded mitigation measures include:

a. Maintaining access to/along PRoW during construction, including any minimum legal widths for PRoW users.

b. Providing temporary PRoW diversion routes where necessary to avoid any PRoW closures. Each diversion will be clearly marked out, along with appropriate signage at either end of the diversion. The diversion routes will be agreed with City of Doncaster Council prior to the commencement of construction.

c. Providing sufficient protection/separation between existing PRoW and the Scheme infrastructure (Solar PV Panels, BESS Area and the On-Site Substation) where necessary using perimeter fencing installed at a minimum distance of 20 m on either side of the centre of the PRoW where solar infrastructure lies to both sides or 15 m if solar infrastructure is to one side only (30 m for the BESS Area).

d. Managing areas where internal construction traffic routes cross any existing PRoW (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (i.e. pedestrians, cyclists, equestrians), implementing traffic management (e.g. advanced signage to advise other users of the works), as well as manned controls at each crossing point (i.e. marshals or banksmen), with a default priority that construction traffic will give-way to other users.

e. Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking, cycling, or equestrian activity to/from/within the Order limits, as well as to relay information including any restrictions and requirements which should be followed.

f. Ensure that any hazards (e.g. overhanging branches, cables etc.) have a suitable clearance above any affected PRoW.

3.2.3 Although it is considered unlikely that construction staff will access the Scheme on foot or bike, all pedestrian, cycle and equestrian routes will be maintained and remain unobstructed when in use, to ensure the continued safe passage of the public including when using the PRoW through the Order limits and at crossing points.

3.3 Permanent PRoW Diversions

3.3.1 Table 3 lists the PRoW that will require diversion during construction, operation and decommissioning.

Table 3: PRoW associated with the Order Limits to be Permanently Diverted

PRoW Ref.	Diversion Route
Sykehouse 29	The route will travel southbound from a point of intersection at the Order limits with Fenwick 10 and Fenwick 12, travelling along the drain to the west. At the Order Limits, the route will travel west towards West Cottage, and then continue south eastbound where the PRoW currently travels, to Flashley Carr Lane. This is also the currently used route of the PRoW, as noted by City of Doncaster Council.
Moss 6	The proposed diversion route will follow the path of the construction access route from Moss Road for approximately 470m, before rejoining the current PRoW. After the construction phase, this part of the access route will permanently become Moss 6. This is also the currently used route of the PRoW, as noted by City of Doncaster Council.
Fenwick 14	Leading northbound from Moss 6, the route will follow the construction access route after construction has finished. After the construction phase, this part of the access route will permanently become Fenwick 14. During construction the route will stay where it is, with temporary fencing separating it from the new access track.

PRoW Permanent Diversion Management

3.3.2 Where permanent diversion routes are implemented, the following measures would be applied where appropriate:

a. The construction works will be localised at the above locations and the PRoW diversions will only reroute the existing PRoW around the works area before re-joining the existing PRoW;

b. Advanced notice of the permanent diversions will be clearly signed at the PRoW;

c. Each diversion will be clearly marked out, along with appropriate signage at either end of the diversion; and

d. The local authorities and local stakeholders will continue to be involved in consultation regarding any permanent diversions, as discussed above in **Section 1.3**.

3.4 Temporary PRoW Diversions

3.4.1 Table 4 lists the PRoW that will require diversion during construction.

Table 4: PRoW associated with the Order Limits to be Temporarily Diverted

PRoW Ref.	Extent of Diversion
Fenwick 16	During construction Fenwick 16 will be routed alongside the hedge on the south side of Haggs Lane and will be separated from the inbound construction LGV traffic by a temporary barrier. The hedge on south side of Haggs Lane will be trimmed to always allow the legal minimum width requirement.
Moss 6	During construction, Moss 6 will be diverted temporarily from the construction access road, approximately 250m north of the junction with Moss Road. The temporary diversion route will be located to the west of the construction access road for approximately 220m.
Fenwick 14	Leading northbound from Moss 6, the route will follow the construction access route. After the construction phase, this part of the access route will permanently become Fenwick 14.

3.4.2 The full extent of these temporary diversions is shown in **ES Volume II Figure 2-2: Public Rights of Way [EN010152/APP/6.2]**. The proposed Connection Corridor will cross some existing PRoW and it is therefore proposed to temporarily (and locally) divert these around each works area, for a short period of approximately 2–3 weeks each, when the cables are installed. It should be noted that not all PRoW that cross the Grid Connection Corridor will need to be diverted, where construction methods including Horizontal Directional Drilling can be utilised.

PRoW Temporary Diversion Management

3.4.3 PRoW will be managed to ensure they are safe to use during construction. Some of the measures that will be implemented where necessary are listed below:

a. Giving advanced notice of where PRoW will be subject to management measures;

b. Fencing to be installed around the Solar PV Site as the first stage of construction to ensure preservation of PRoW during construction.

c. Where PRoW cross or are adjacent to Solar PV Site the fencing will be erected from the inside of the Solar PV Site without impacting the PRoW or preventing its use;

e. The PRoW will be buffered from the perimeter fencing, with fencing being installed a minimum distance of 20 m either side of the centre of the

PRoW (30 m for BESS Area) where solar infrastructure lies to both sides (creating a 40 m wide corridor between the fence lines), or 15 m if solar infrastructure is to one side only. There will be a further 5 m from the perimeter fence to the Solar PV Panels;

f. Visibility of construction vehicles will be maximised (e.g. usage of flashing lights) where motorised vehicle use is planned for the PRoW in question;

g. Traffic management (e.g. advanced signage to advise other users of the works) will be implemented where motorised vehicle use is planned for the PRoW in question;

d. Use of manned controls and crossing points where the Scheme crosses PRoW (i.e. marshals or banksmen), with a default priority that construction traffic will give way to other users; and

e. The existing PRoW will be reinstated during operation, albeit public access will be retained throughout.

3.5 PRoW Management

3.5.1 PRoW that do not need diversion, will still be managed to ensure they are safe to use during construction. Some of the measures that will be implemented where necessary are listed below:

a. Giving advanced notice of where PRoW will be subject to management measures;

b. Fencing to be installed around the Solar PV Site as the first stage of construction to ensure preservation of PRoW during construction.

c. The PRoW will be buffered from the perimeter fencing, with fencing being installed a minimum distance of 20 m (30 m for BESS Area) either side of the centre of the PRoW where solar infrastructure lies to both sides (creating a 40 m wide corridor between the fence lines), or 15 m if solar infrastructure is to one side only. There will be a further 5 m from the perimeter fence to the Solar PV Panels;

d. Visibility of construction vehicles will be maximised (e.g. usage of flashing lights) where motorised vehicle use is planned for the PRoW in question;

e. Traffic management (e.g. advanced signage to advise other users of the works) will be implemented where motorised vehicle use is planned for the PRoW in question;

f. Use of manned controls and crossing points where the Scheme crosses PRoW (i.e. marshals or banksmen), with a default priority that construction traffic will give-way to other users; and

g. The existing PRoW will be reinstated during operation, albeit public access will be retained throughout.

4. Operation

4.1.1 The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the Scheme operation, aside from Sykehouse 29, Moss 6 and Fenwick 14 footpaths that will be permanently diverted.

4.1.2 The Scheme will retain the existing links to adjacent PRoW routes and highways as at present. The operation of the Scheme will include the following mitigation measures:

a. Maintaining access to all existing PRoW within the Order limits; and

b. Controlling areas where the internal maintenance route crosses or uses any existing PRoW (such as by providing gates), permitting only operational traffic to utilise these internal routes within the Solar PV Site. Operational traffic would give way to other users when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.

4.1.3 A minimum width has been incorporated into the Scheme design for PRoW (e.g. 1 m for a cross-field footpath, 1.5 m for a field-edge footpath, 2 m for a cross-field bridleway and 3 m for a field-edge bridleway), as well as for the corridor in which they will be provided (between Scheme infrastructure). In all cases, the PRoW will see perimeter fencing being installed a minimum distance from the centreline of the PRoW of 20 m (30 m for the BESS Area) to either side (creating a 40 m corridor) if infrastructure is on both sides of the PRoW, and 15 m if infrastructure lies to one side only. This will help avoid the perception of being channelled into narrow passages between Solar PV Panels.

4.1.4 Tables 3-7, 3-8 and 3-11 in the **Framework Operational Environmental Management Plan (OEMP) [EN010152/APP/7.8]** provide details of proposed mitigation relating to PRoW during operation.

5. Decommissioning

5.1.1 During decommissioning it is anticipated that the PRoW will be managed in a similar way to construction. There are not expected to be any PRoW closures, although some minor diversions are likely to be required to provide safe access across the Solar PV Site whilst decommissioning activities are taking place. These diversions will be temporary and are expected to be similar in nature and duration to those during construction.

5.1.2 A **Framework DEMP [EN010152/APP/7.9]** has been prepared for the DCO Application, which further provides details of the proposed mitigation relating to PRoW during decommissioning.

6. Summary and Conclusion

6.1.1 This document outlines the current PRoW which pass through or run adjacent to the Order limits and demonstrates how safe access will be maintained along and across these PRoW during construction, operation (including maintenance) and decommissioning of the Scheme in accordance with NPS EN-3 (November 2023) (Ref.1)

6.1.2 A **Framework CEMP [EN010152/APP/7.7]**, **Framework OEMP [EN010152/APP/7.8]** and **Framework DEMP [EN010152/APP/7.9]** have also been prepared for the DCO Application to provide details of the proposed management of PRoW (including diversion) and any PRoW mitigation during the construction, operation and decommissioning of the Scheme.

7. References

Ref. 1 Department for Energy Security and Net Zero (2023). National Policy Statement for Renewable Energy Infrastructure (EN 3)

Ref. 2 Doncaster Local Plan 2015-2035. City of Doncaster Council, March 2023

Abbreviations

Abbreviation/Term	Meaning
BESS	Battery Energy Storage System
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DEMP	Decommissioning Environmental Management Plan
ES	Environmental Statement
ha	Hectares
LGV	Light Goods Vehicle
MP	Management Plan
MW	Megawatts
NCN	National Cycle Network
NPS	National Policy Statement
OEMP	Operational Environmental Management Plan
PRoW	Public Rights of Way
PV	Photovoltaic

BUILD | OWN | OPERATE | MAINTAIN

BOOM-POWER.CO.UK