Frodsham Solar

Outline Public Rights of Way Management Plan

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1.0 INTRODUCTION

1.1 Purpose of this Report

1.1.1 This document provides the outline Public Rights of Way (PRoW) Management Plan for the construction and operation of the Frodsham Solar project ('the Proposed Development'). This document has been prepared on behalf of Frodsham Solar Limited ('the Applicant') as part of the information that accompanies the Development Consent Order (DCO) for the Proposed Development.

1.1.2 Should the Proposed Development be consented, the DCO will require that a full PRoW Management Plan is prepared in substantial accordance with this document.

1.1.3 This outline PRoW Management Plan has been prepared following consultation feedback from the statutory consultation process and feedback from targeted design workshops with local stakeholders including representatives from Frodsham Town Council, Cycling North Cheshire, Ramblers Association, Cheshire Wildlife Trust, Cheshire and Wirral Ornithological Society, BTO Wetland Bird Survey, Cheshire West and Chester Council (CWaCC) Planning, Landscape, Biodiversity and Footpath officers.

1.1.4 This outline PRoW Management Plan sets out the overall approach to managing the PRoW impacted by the Proposed Development. The key aim is to ensure that PRoW remain open, accessible and safe at all times throughout the construction and operational phases of the Proposed Development.

1.1.5 The Proposed Development is anticipated to have a design life of approximately 40 years. At the end of the Proposed Development's operational life, it will be decommissioned. An **Outline Decommissioning Environmental Management Plan (oDEMP) [EN010153/DR/7.7]** has been prepared, which includes consideration of how the PRoW network within the

Order limits will be managed during the Decommissioning Phase. Post-consent, this outline plan will be developed into a detailed plan which must be in substantial accordance with the outline, and the Proposed Development must be decommissioned in accordance with that detailed plan. This is secured via a Requirement in Schedule 2 of the draft DCO.

1.2 Other Relevant Documents

1.2.1 The DCO Application is accompanied by a series of complementary management plans, documents and strategies that set out how the Applicant will ensure that the Proposed Development will be constructed, operated and decommissioned in accordance with the overall design vision and project design principles set out within the **Design Approach Document [EN010153/DR/5.8]**. This outline PRoW Management Plan should be read in conjunction with this suite of management plans, which are listed in **Table 1.1**.

Table 1.1 – Site-Specific Management Plans to support the DCO Application

Document	Purpose	Document Reference
Outline Construction Traffic Management Plan (oCTMP)	Sets out how construction traffic and staff vehicles will be managed during construction	Document Reference EN010153/DR/7.4
Outline Construction Environmental Management Plan (oCEMP)	Sets out how negative environmental impacts will be minimised during construction	Document Reference EN010153/DR/7.5
Outline Operational Environmental Management Plan (oOEMP)	Sets out how negative environmental impacts will be minimised during operation	Document Reference EN010153/DR/7.6
Outline Decommissioning Environmental Management Plan (oDEMP)	Sets out how negative environmental impacts will be minimised during decommissioning	Document Reference EN010153/DR/7.7
Outline Battery Safety Management Plan	Sets out management processes and emergency procedures for safe operation of the BESS facility	Document Reference EN010153/DR/7.8
Outline Soils Management Plan / Outline Materials Management Plam	Sets out the overall approach to managing soil resources affected by the Proposed Development	Document Reference EN010153/DR/7.10
Outline Landscape and Ecology Management Plan (oLEMP)	Sets out the management of the landscape and ecological features of the Proposed Development	Document Reference EN010153/DR/7.13

1.3 Structure of the Public Rights of Way Management Plan

1.3.1 The remainder of this outline PRoW Management Plan comprises:

i) Section 2.0: Proposed Development provides a summary of the Proposed Development, the construction period, and the project team Roles and Responsibilities with regard to PRoW.
ii) Section 3.0: Methodology identifies the extent of the PRoW network within the Order Limits and provides an overview of the proposed methodology for managing the impact of the Proposed Development on the PRoW.
iii) Section 4.0: Proposed Construction Details describes the specific management measures proposed for each impacted PRoW route during the construction phase.
iv) Section 5.0: Management of PRoWs During the Operational Phase provides a summary of the proposed alterations and enhancements to the PRoW network that will be implemented and maintained during the operational phase and the interaction with new permissive paths that will be created by the Proposed Development.

2.0 PROPOSED DEVELOPMENT

2.1 Description of Proposed Development

2.1.1 The Proposed Development comprises a new solar energy generating station and an associated on-site Battery Energy Storage System (BESS) on land at Frodsham Marsh, Frodsham. The Proposed Development also includes the associated infrastructure for connection to the local electricity distribution network, as well as a private wire electricity connection that would enable local businesses to utilise the renewable energy generated by the Proposed Development.

2.1.2 A full description of the Proposed Development and a detailed description of the design and environmental mitigation is provided in **ES Vol 1 Chapter 2: The Proposed Development [EN010153/DR/6.1]**.

2.2 Order Limits

2.2.1 The Order Limits cover approximately 331 hectares of land within Frodsham Marshes, as illustrated on **ES Volume 3 Figure 1-1 Site Location [EN010153/DR/6.3]**. The Order Limits comprise a series of distinct sub-areas, as follows:

i) Solar Array Development Area ('SADA')
ii) Main Site Access route
iii) Non-Breeding Bird Mitigation Area ('NBBMA')
iv) SPEN Substation Connection
v) SPEN Substation Access.

2.2.2 The development areas are shown on **ES Volume 3 Figure 1-2 The Proposed Development Areas [EN010153/DR/6.3]**. The SADA is the principal component of the Proposed Development. It would be located at the eastern and of Frodsham Marshes, between the Mersey Estuary and the M56. The northern boundary of the SADA is formed by the River Weaver, and the north-western boundary by the Manchester Ship Canal, with the Mersey

Estuary lying beyond. The western boundary of the SADA is formed by two of the former Manchester Ship Canal Dredging Deposit Cells (Cell 3 and Cell 6). The southern boundary of the SADA is formed by agricultural fields and the M56 motorway.

2.2.3 The Main Site Access runs from the west, leaving the public highway via Pool Lane roundabout and turning onto Grinsome Road (a private road). Vehicles would travel east for approximately 1.5km, turning north at Grinsome Road Roundabout, onto Road 1 of Protos. Vehicles would then turn east along Marsh Lane which leads to Frodsham Wind Farm. The Frodsham Wind Farm access tracks provide access to the SADA.

2.2.4 The NBBMA is located on Cell 3 of the Manchester Ship Canal Dredging Deposit Cells and adjacent areas of ponds and grassland. It is immediately west of the SADA.

2.2.5 The SPEN Substation Connection would run from the SADA to the existing Frodsham SPEN Substation. The connection would cross over the River Weaver.

2.2.6 The SPEN Substation Access follows an existing dedicated private access road running north from the A56 to the substation complex.

2.3 Construction Programme and Working Hours

2.3.1 It is anticipated that it would take approximately 34 months to complete construction of the Proposed Development. The final programme will be dependent on the detailed layout design and any potential environmental constraints that impact on the timing of construction activities. The current programme anticipates construction starting in March 2028 and completing December 2030.

2.3.2 Construction operations would generally be limited to 08.00 to 18.00hrs Monday to Friday and 08:00 to 13:00hrs Saturday, with no construction work on Sundays or Bank Holidays.

2.4 Project Team Roles and Responsibilities

2.4.1 **Table 2.1** outlines the project team roles which will have key responsibilities in supporting the implementation of this outline PRoW Management Plan and preparing the full PRoW Management Plan prior to the construction phase of the Proposed Development.

2.4.2 The roles outline below should also be involved in the development of future iterations of this Management Plan.

Table 2.2 – Roles and Responsibilities

Role	Responsibility
The Applicant	Overall compliance with the DCO
Construction Project Manager	Overall responsibility for ensuring all elements of the DCO, PRoW Management Plan and all environmental and other requirements are implemented and appropriately resourced, managed, reviewed and reported during the construction period.
Operational Site Manager	Overall responsibility for operational activity on site. Also responsible for the safety of site staff and local communities.
Community Liaison Officer	Appointed to lead discussions with local communities and also act as the primary point of contact for any queries or complaints.
Local Planning Authority PRoW Officer (Cheshire West and Chester Council)	Responsibility for the discussion of, and agreement to, matters during detailed design and future iterations of this Management Plan, and overseeing the appropriate implementation at the relevant stages.

3.0 METHODOLOGY

3.1 Public Rights of Way (PRoW) within the Order limits

3.1.1 The PRoW that interact with the Proposed Development, and therefore will be directly affected by it, have been identified using footpaths and restricted byways information held by CWaCC.

3.1.2 The Proposed Development is likely to affect a total of two footpaths and six restricted byways, as summarised in **Table 3.1**. This table also provides a brief summary of the anticipated impact of the Proposed Development on each of the PRoW routes. A plan illustrating the location of the PRoW within the Order limits is included at **ES Volume 3 Figure 1-5 Public Rights of Way [EN010153/DR/6.3]**. The descriptions set out within Table 3.1 should also be read in conjunction with the relevant sheets of the **Street Works, Public Rights of Way, Vehicular Usage and Access Plans [EN010153/DR/2.4].**

Table 3.3 – PRoW within Order limits

PRoW Reference	Impact on PRoW
Frodsham FP93	Frodsham FP93 runs along the easterly border of the Site but lies outside the construction perimeter fence line. As such there would be no permanent requirement for construction traffic to use this route. However, the proposed 132kV overhead line to Frodsham SPEN Substation would cross the PRoW. As such there would be a need to protect users during the stringing of the 132kV lines (Sheet 5). This would require the authorisation of temporary use of motor vehicles on this PRoW.
Frodsham FP81	A single construction access crossing point would be required across Frodsham FP81 (Sheets 4 and 5). There would also be a need to authorise the temporary use of motor vehicles on this ProW in order to gain access to the works on Frodsham FP93 as described above.
Frodsham RB99	A single crossing point would be required across Frodsham RB99. A limited temporary closure of a 400m section of Frodsham RB99 would also be needed to protect users during the stringing of the 132kV lines (Sheets 3 and 4), which would require the authorisation of temporary use of motor vehicles on this PRoW.
Frodsham RB108	A 190m section of Frodsham RB108 would be used as a construction access road to the western half of the SADA (to the west of Brook Furlong). As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (Sheets 3 and 4).
Frodsham RB102	A 190m section of Frodsham RB102 would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (Sheets 3 and 4).

Frodsham RB98	Temporary closure of the western end of the PRoW for the duration of the construction works (Sheets 3 and 4).
Frodsham RB103	Temporary closure for the duration of the construction works (Sheet 2).
Ellesmere Port and Neston RB40 / National Cycle Network Route 5 (NCN5)	A 1km section of Ellesmere Port and Neston RB40 (which also forms part of the National Cycle Network Route 5) would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (Sheet 1).
Frodsham RB106 / NCN5	A 150m section at the western end of Frodsham RB106 (which also forms part of NCN5) would be used as a construction access road. As such it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic (Sheet 2).
Frodsham FP91	No direct impact on PRoW (Sheets 3 and 4).
Sutton FP13	No direct impact on PRoW (Sheet 5).
Sutton FP9	No direct impact on PRoW (Sheet 5).

3.2 Stakeholder Engagement

3.2.1 A statutory public consultation was held between 17th November and 19th December 2024 which sought feedback on the Proposed Development's Preliminary Environmental Information Report (PEIR).

3.2.2 A series of further engagement exercises were subsequently carried out during January 2025, which informed local communities, landowners and wider stakeholders of the design changes made to the Proposed Development following the statutory consultation and asked for any other comments from these groups.

3.2.3 During these consultation exercises it was highlighted by the Applicant that the proposed approach toward management of the PRoW network was to retain access through the Site during construction and provide improved access during the operational phase.

3.2.4 Most of the comments received following the stakeholder events related to suggestions for improving access for all users to and around the Order limits, particularly with regard to the provision of additional permissive paths and loops, viewpoints, and wayfinding / interpretative signs. There were also comments relating to ensuring that the layout of any additional paths considered the impact on ecology to ensure any wildlife disturbance was

minimised. The CWaCC PRoW Officer also recommended that the surfacing of current paths could be improved to improve the area for users.

3.2.5 The **Design Approach Document [EN010153/DR/5.8]** describes in greater detail the approach taken to the design of the Proposed Development to account for users of public rights of way. Table 2 within the Design Approach Document sets out the key project design principles. Objective 4: Public Access and Recreation covers the project design principles which are directly relevant to the management of public rights of way across the Site, which are as follows:

i) Objective 4a: Create new permissive pathways to link up existing routes, filling in gaps in the existing network and creating loops where possible, to enhance appeal to users and to improve connectivity.
ii) Objective 4b: Provide wayfinding signage and information about the variety of routes available within the Order Limits and in respect of onward connections. Information to consist of both physical signage on site and published material to provide guidance to potential visitors.
iii) Objective 4c: Design and install interpretative material along access routes, providing information regarding the social and natural history of the Order Limits and its present use for generating energy.
iv) Objective 4d: Provide and signpost formal public car parking area(s) within the Oder Limits.
v) Objective 4e: Construction/decommissioning activities to be planned and implemented in such a way as to limit the need for any temporary closures and/or diversions to public rights of way.

3.3 Description of Proposed Management Methods

General Provisions

3.3.1 The DCO would grant a number of necessary powers to manage and alter the PRoW network within the Order limits as follows:

i) Subject to the approval of the Construction Traffic Management Plan and Public Rights of Way Management Plan for that phase of the authorised development by the relevant planning authority, article 12 (temporary prohibition or restriction of use of streets and public rights of way, and authorising vehicular use on public rights of way) of the draft DCO provides powers to the undertaker to:
    a) Temporarily close PRoW specified in the table in Part 1 of Schedule 5 to the draft DCO;
    b) Temporarily alter, divert, prohibit the use of or restrict the use of the streets and public rights of way in the table in Part 2 of Schedule 5 to the draft DCO; and
    c) Authorise the temporary use of motor vehicles on the public rights of way specified in the table in Part 3 of Schedule 5 to the draft DCO.

ii) Article 13 (permanent stopping up of, and creation of new public right of way and authorising vehicular use on public rights of way) of the draft DCO provides for the permanently stopping up of Frodsham RB108 and its substitution with a new public right of way as shown on the Street Works, Public Rights of Way, Vehicular Usage and Access Plans. The article requires that the route for the substitute PRoW must be agreed with the relevant highway authority and then the substitute route provided, before the permanently stopping up can take place. Article 13(7) allows the undertaker to authorise the permanent use of motor vehicles on Ellesmere Port and Neston RB40 / Frodsham 106 and National Cycle Network Route 5, Frodsham RB103 / Frodsham RB98, Frodsham 108 (Alder Lane) and Frodsham RB108 at the points shown on the Street Works, Public Rights of Way, Vehicular Usage and Access Plans;

iii) As set out in Requirement 14 in Schedule 2 of the draft DCO, before construction of any part of the Proposed Development may commence a PRoW Management Plan (which must be substantially in accordance with this outline PRoW Management Plan) for any sections of public rights of way shown to be temporarily closed must be submitted to and approved

by the relevant planning authority, in consultation with the relevant highway authority, and must be implemented as approved; and

iv) The full PRoW Management Plan provides the information on how any new Permissive Paths committed to within the LEMP will be managed.

3.3.2 The Applicant is committed to minimising disruption to the public along the PRoW network wherever possible, but this needs to be balanced with the Applicant's commitment to safety during the construction and operation of the Proposed Development. Where a potential conflict between these two objectives has been identified by the Applicant, a pragmatic approach to safety will be taken, balancing the risks PRoW users against the disruption that removing the risk will cause.

3.3.3 This outline PRoW Management Plan has sought to retain access for the public through phasing / timing of works and implementation of mitigation measures based on the current understanding and assumptions of the Proposed Development. As noted, the plan would be further developed to a full PRoW Management Plan prior to construction of the Proposed Development by the appointed Principal Contractor. Where an alternative approach to PRoW management emerges, this would be developed at the detailed design stage and would be subject to agreement with the local planning authority under the requirements of the draft DCO.

Proposed Management and Mitigation Measures

3.3.4 The specific mitigation measures proposed for each of the PRoW routes affected by the Proposed Development are described in the following sections, and illustrated in the **Street Works, Public Rights of Way, Vehicular Usage and Access Plans [EN010153/DR/2.4]**.

3.3.5 The proposed management and mitigation measures comprise a combination of local management, managed closures, and local closures. These would follow the hierarchy of actions set out below:

i) Where it is considered safe to do so, PRoW routes within the Order limits will remain open, with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists or other non-motorised users. This would include the provision of managed crossing points where necessary where the PRoW routes intersect with construction access tracks;
ii) Implementation of managed, short, temporary closures where construction activities might affect the safety of PRoW users during construction hours, but the PRoW can otherwise remain open outside of these hours; and
iii) When it is not considered safe to keep PRoW open during construction works using managed, short, temporary closures, temporary full closures will be implemented, with appropriate PRoW diversion routes provided.

Signage and Information

3.3.6 At all points where PRoW routes intersect with the Proposed Development, appropriate signage and information would be provided to inform PRoW users of the management procedures which are in place.

3.3.7 Signage will also, where applicable, provide information on any alternative routes or temporary diversions. The location and details of these signs would be discussed and agreed with CWaCC's PRoW and Highways officers.

3.3.8 Information signs detailing works and giving the project Community Liaison Officer's contact number details will be maintained across the Site during construction.

3.3.9 The draft DCO provides the undertaker with powers to authorise both the temporary use and permanent use of motor vehicles on public rights of way defined in Part 3 of Schedule 5 to the DCO (in the case of temporary use) and in article 13(7) (in the case of permanent use). When exercising these powers, the Applicant would ensure that appropriate signage is erected to warn PRoW users that motor vehicles may also be using the PRoW.

3.3.10 The Applicant will include details within the PROWMP of how temporary closures and diversions of any PROW will be advertised to the local community.

3.4 Site Construction Staff Safety Notifications

3.4.1 The details of all PRoW management procedures which are in place will be included on the site safety briefing note to ensure that all site personnel are aware of the changes to the PRoW and exercise caution in these areas to protect PRoW users.

3.4.2 New and temporary site personnel will also be briefed on these changes to the PRoW to make sure that they are aware of where members of the public may be and to exercise caution in these areas to protect PRoW users.

4.0 PROPOSED CONSTRUCTION DETAILS

4.1 Overview

4.1.1 The following section details the proposed procedures to be implemented during the construction period, to control the interface between PRoW users and construction traffic.

4.1.2 The specific management procedures that are proposed during the construction phase for each of the impacted PRoW routes are described below. These descriptions should be read in conjunction with the relevant sheets of the **Street Works, Public Rights of Way, Vehicular Usage and Access Plans [EN010153/DR/2.4].**

4.1.3 Unless there is an existing defensible barrier e.g. hedgerow, ditch or existing stock fence, safety fencing (potentially in the form of the final perimeter fencing) will be erected along sections of PRoW which run through the Site, and which are contiguous with construction area.

4.2 Section 1: Ellesmere Port and Neston RB40 / Frodsham RB106 / NCN5

4.2.1 A 1km section of Ellsemere Port and Neston RB40 would be used as a construction access road, with construction vehicles required to travel along the PRoW. This route also encompasses a 150m section at the western end of Frodsham RB106. Both of these PRoW also form part of the National Cycle Network route NCN5. As such, it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.

4.2.2 The following is proposed:

i) A temporary gate will be installed across Marsh Lane at Point A on Sheet 1, with appropriate signage to inform the public of construction traffic operating along Marsh Lane towards Lordship Lane, and to advise of how to proceed. Signage will also be installed to warn drivers of construction vehicles of the upcoming crossing point with the PRoW and to exercise caution.

ii) During construction hours for the entire duration of the construction period, access along the impacted section of RB40/NCN5 for pedestrians and equestrians will be prohibited, specifically between the point at which the PRoW joins Marsh Lane adjacent to the Protos site (Point A on Sheet 1) and the site access junction at the Lordship Lane / Rake Lane junction (Point B on Sheet 2).

iii) Cyclists would still be permitted to use the route during construction hours. A banksman would be stationed at Point A during the hours of construction. A second banksman would be stationed at Point B. Together, the two banksmen will control construction vehicle movements and cyclists to allow for safe passage along Marsh Lane between Point A and Point B.

iv) The banksmen will control traffic using the following method:
    a) On arrival of cyclists, they will be stopped by the banksmen. Using radio communication, the two banksmen will hold construction traffic at either end of the closed section.
    b) Cyclists will then be allowed to enter the closed section of NCN5 as soon as the section is clear of construction traffic.
    c) Once the closed section is clear of PRoW users, the banksmen will release construction traffic.

v) Outside construction hours, the gate will be opened to allow free use of Marsh Lane by all PRoW users. The signage will inform PRoW users of the construction hours. The times and dates of these restrictions will also be published online on the project website.

4.3 Section 2: Frodsham RB103

4.3.1 Frodsham RB103 comprises a length of approximately 570m, running north from Lordship Lane (RB40) and terminating at the western end of Frodsham RB98. A 250m section at the northern end of this PRoW falls within the Order limits and there would be a need for construction traffic to route along this PRoW. As such, it will be necessary to implement a temporary full closure of

RB103 for the duration of the construction works, specifically between Points C1 and D1 on Sheet 2.

4.3.2 It is proposed that PRoW users will be directed to use an alternative route along the PRoW Frodsham RB97 and Frodsham RB101.

4.3.3 Temporary fencing will be installed across Frodsham RB103 at Point C1 on Sheet 2 to prevent access to the PRoW. Signage will be posted at Point C2 on Sheet 2 to advise PRoW users of the alternative route.

4.4 Section 3: Frodsham RB98

4.4.1 Frodsham RB98 comprises a length of approximately 2,900m, running north-west from Marsh Green via Brook Furlong and Moorditch Lane and terminating at the northern end of Frodsham RB103. This will form part of the access route to the Site, with construction traffic required to travel along the route of the PRoW. It will therefore be necessary to implement a temporary full closure of RB98 for a distance of approximately 2,060m for the duration of the construction works, specifically between Point E1 on Sheets 3 and 4 and Point E2 on Sheet 2 and Point D1 and Point D2 on Sheet 2.

4.4.2 It is proposed that PRoW users will be directed to use an alternative route along the PRoWs Frodsham RB97 and Frodsham RB101.

4.4.3 Temporary fencing will be installed across Frodsham RB98 at Point E as shown on Sheets 3 and 4 to prevent access to the PRoW. Signage will be posted at this point to advise PRoW users of the alternative route.

4.4.4 It is noted that the route of NCN5 runs along the eastern end of Frodsham RB98 for a distance of approximately 820m. This section of the PRoW would not be directly impacted by the Proposed Development.

4.5 Section 4: Frodsham RB102

4.5.1 A 190m section of Frodsham RB102 (Alder Lane) would be used as a construction access road, with a requirement for construction vehicles to

travel along the route of the PRoW. As such, it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.

4.5.2 The following is proposed:

i) A temporary gate will be installed across Alder Lane at both Point F and Point G on Sheets 3 and 4, with appropriate signage to inform the public of construction traffic operating along Alder Lane, and to advise of how to proceed. Signage will also be installed to warn drivers of construction vehicles of the upcoming crossing point with the PRoW and to exercise caution.

ii) During construction hours for the entire duration of the construction period, access along the impacted section of Frodsham RB102 for all users will be managed using banksmen.

iii) A banksman would be stationed at Point F on Sheets 3 and 4 during the hours of construction. A second banksman would be stationed at Point G on Sheets 3 and 4. Together, the two banksmen will control construction vehicle movements and PRoW users to allow for safe passage along Alder Lane between Point F and Point G.

iv) The banksmen will control traffic using the following method:
    a. On their arrival, PRoW users will be stopped by the banksmen. Using radio communication, the two banksmen will hold construction traffic at either end of the closed section.
    b. PRoW users will then be allowed to enter this section of RB102 as soon as the section is clear of construction traffic.
    c. Once the closed section is clear of PRoW users, the banksmen will release construction traffic.

v) Outside construction hours, the gate will be opened to allow free use of Alder Lane by all PRoW users. The signage will inform PRoW users of the construction hours. The times and dates of these restrictions will also be published online.

4.6 Section 5: Frodsham RB108

4.6.1 A 190m section of Frodsham RB108 (Brook Furlong) would be used as a construction access road, with a requirement for construction vehicles to travel along the route of the PRoW. As such, it would be necessary to implement measures to avoid conflicts between users of the PRoW and construction traffic.

4.6.2 The following is proposed:

i) A temporary gate will be installed across Brook Furlong at both Point H and Point I on Sheets 3 and 4, with appropriate signage to inform the public of construction traffic operating along Brook Furlong, and to advise of how to proceed. Signage will also be installed to warn drivers of construction vehicles of the upcoming crossing point with the PRoW and to exercise caution.

ii) During construction hours for the entire duration of the construction period, access along the impacted section of RB108 for all users will be managed using banksmen.

iii) A banksman would be stationed at Point H on Sheets 3 and 4 during the hours of construction. A second banksman would be stationed at Point I on Sheets 3 and 4. Together, the two banksmen will control construction vehicle movements and PRoW users to allow for safe passage along Brook Furlong between Point H and Point I.

iv) The banksmen will control traffic using the following method:

   a) On their arrival, PRoW users will be stopped by the banksmen. Using radio communication, the two banksmen will hold construction traffic at either end of the closed section.

   b) PRoW users will then be allowed to enter the impacted section of Frodsham RB108 as soon as the section is clear of construction traffic.

   c) Once the closed section is clear of PRoW users, the banksmen will release construction traffic.

v) Outside construction hours, the gate will be opened to allow free use of Brook Furlong by all PRoW users. The signage will inform PRoW users of the construction hours. The times and dates of these restrictions will also be published online.

4.7 Section 6: Frodsham RB99

4.7.1 A single crossing point would be required across Frodsham RB99 (Brook Furlong), in order to provide access for construction traffic between the Western and Eastern Solar Array areas.

4.7.2 As per the proposed mitigation described for Frodsham RB108 in Section 4.6 above, it is proposed that a temporary gate would be installed across Brook Furlong at Point I on Sheets 3 and 4. A banksman would be stationed at this point to control the safe passage of PRoW users along Brook Furlong.

4.7.3 It is proposed that temporary gates would also be installed across the site access track on each side of the crossing point on Frodsham RB99. Upon the approach of construction vehicles, the banksman stationed at Point I would also be required to manually open each of these gates and secure in position to close off the PRoW on each side of the access track, to temporarily prevent access along the PRoW while vehicles make the crossing.

4.7.4 Once the vehicle has crossed the PRoW, the gates would be returned and locked into their original position by the banksman.

4.7.5 In addition to the above mitigation, in order to facilitate the construction of the proposed 132kV overhead line to Frodsham SPEN Substation it is proposed that a temporary closure of the PRoW during construction hours would be put in place for a period of up to 2 weeks between Points I and M on sheets 3 and 4 of the Street Works, Public Rights of Way, Vehicular Usage and Access Plans.

4.7.6 Temporary fencing will be erected to prevent access by PRoW users to the works area. A temporary gate will be installed across the PRoW at Point O.

At the start of each construction day during which the PRoW closure is required, this gate will be locked in a closed position to prevent access to the PRoW. Outside construction hours, the gate will be opened to allow free use of RB99 by all PRoW users. As noted above, temporary gates supervised by a banksman would also be located at Point I.

4.7.7 Advance signage will be posted to advise PRoW users of the closure. The signage will inform PRoW users of the construction hours. The times and dates of these restrictions will also be published online on the project website.

4.8 Section 7: Frodsham FP81

4.8.1 A single crossing point would be required across Frodsham FP81 (Weaver Lane).

4.8.2 It is proposed that temporary gates would be installed across the site access track on each side of the PRoW crossing (Point J on Sheets 4 and 5). When approaching, drivers of construction vehicles would be required to manually open each of the gates and secure in position to close off the PRoW on each side of the access track, to temporarily prevent access along the PRoW while vehicles make the crossing.

4.8.3 Once the vehicle has crossed the PRoW, the gates would be returned and locked into their original position. Alternatively, banksmen would operate the crossing point to control construction vehicle movements and PRoW users to allow for safe passage along Frodsham FP81.

4.9 Section 8: Frodsham FP93

4.9.1 Frodsham FP93 runs along the easterly boundary of the Site but lies outside the construction perimeter fence line. As such, there would be no direct impact from construction traffic along this PRoW for the majority of the construction period. However, the construction of the proposed 132kV overhead line to Frodsham SPEN Substation would cross the PRoW, and as

such there would be a need to protect PRoW users during the stringing of the 132kV lines.

4.9.2 In order to facilitate this, it is proposed that a temporary closure of the PRoW during construction hours would be put in place for a period of up to 2 weeks.

4.9.3 Temporary fencing will be erected to prevent access by PRoW users to the works area. A temporary gate will be installed across the PRoW at Point K and Point L on Sheet 5. At the start of each construction day during which the PRoW closure is required, these gates will be locked in a closed position to prevent access to the PRoW. Outside construction hours, the gates will be opened to allow free use of FP93 by all PRoW users.

4.9.4 Advance signage will be posted to advise PRoW users of the closure. The signage will inform PRoW users of the construction hours. The times and dates of these restrictions will also be published online on the project website.

5.0 MANAGEMENT OF PROWS DURING THE OPERATIONAL PHASE

5.1 Proposed Method

5.1.1 During the operational phase, all public rights of way and permissive routes within the Order Limits would be kept free from obstruction, save where required to be crossed for maintenance, where the measures in this plan would apply. The site layout will include for a 10m PROW buffer and landscape treatment to preserve users' enjoyment of routes through the Site

5.1.2 It is proposed that the route of Frodsham RB108 would be permanently diverted between Point M on Sheet 3 and Point N on Sheet 4, since the existing definitive route of this PRoW along this section runs through the field to the west of Alder Lane, which will comprise part of the Western Solar Array Development Area. The northern end of the existing route also runs through an area of marshland which will be developed as an area of wetland habitat. The diverted route of the PRoW would follow the course of Alder Lane. It should be noted that this is the route which is currently practically used. However, this appears to be an informal arrangement. It is envisaged that this permanent diversion would take place during the construction phase to enable works access and would then remain in place during the operational phase.

5.1.3 Any temporary closures or diversions to public rights of way during the Operational Phase to provide for maintenance activities would be agreed with CWaCC.

5.1.4 It is proposed that new permissive pathways through the Proposed Development site would be created to link up existing routes, filling gaps in the existing network and creating loops where possible, to enhance appeal to users and to improve connectivity. The final route, surfacing material, permitted user groups, widths of proposed permissive paths and the programme for their implementation will be defined in the full PRoW Management Plan. Should the permissive routes result in antisocial behaviour

which negatively impacts users of the Site, wildlife or security of the Proposed Development then the permissive paths may be removed.

5.1.5 In order to provide for external connections to the network of permissive paths, particularly the proposed Access for All paths and the Cycle/Equestrian loop, as shown on the Access Hierarchy plan (**Figure 1** of the **Outline Landscape and Ecology Management Plan (oLEMP) [EN010153/DR/7.13]**), this would require a change in the legal status of certain extents of Frodsham FP81 and FP93 from footpaths to bridleways in order to allow walkers, cyclists and equestrians to use these public rights of way in those locations. This would involve the use of DCO powers to permanently stop up Frodsham FP81 between Point P and Point Q on Sheets 4 and 5 and substitute it with a bridleway, to follow the route illustrated between Point P1 and Point Q1, which is at the junction of Weaver Lane and Ship Street in Frodsham, as shown on Sheets 4 and 5.

5.1.6 The same process would also be implemented for Frodsham FP93, with the existing footpath legally permanently stopped up between Point R and Point S on Sheet 5 and substituted for a bridleway between Point P1 and Point S1 on Sheet 5. This designation would terminate at the edge of the Order Limits to the south-east of the Pumping Station. This would facilitate access for cyclists from the north-eastern side of Frodsham, in the event that the path to the south-east of the M56 viaduct is upgraded to permit cycle access.

5.1.7 Works would also be undertaken to improve the condition of existing rights of way within the Order Limits, where deemed appropriate, e.g. in locations which are periodically flooded or where sections of pass become impassable due to mud. The full PRoW Management Plan will set out the approach to be adopted to monitor and review the status of PRoW within the Order Limits and the maintenance schedule for improvements or upgrades.

5.1.8 Wayfinding signage and information will be provided for the routes available within the Order Limits and in respect of onward connections. Information

would consist of both physical signage on site and published material to provide guidance to potential visitors.

5.1.9 Signage shall comprise waymarking signs mounted on timber posts (or attached to fenceposts) located at each route intersection. The purposes of signage shall be to indicate the direction that each route follows, and to provide any other information pertinent to the health and safety of users. Signage will also be provided in sections of paths adjacent to the estuary / Non Breeding Bird Mitigation Area to remind dog walkers to keep their dogs on leads.

5.1.10 Where permissive paths are provided for cyclists and horse riders appropriate signage will be provided remining users to respect other users of the paths.

5.1.11 It is also proposed to design and install interpretative material along access routes, providing information regarding the social and natural history of the Order Limits and its present use for generating renewable energy. A potential public car parking area would also be provided, subject to agreement with CWaCC, and signposted within the Order Limits. Details of these provisions are set out within the **oLEMP [EN010153/DR/7.13]**.

5.1.12 All signage and interpretation material shall be maintained in good condition, so that the information that they show is unobscured and easy to read. Any damage shall be made good as soon as feasible.