Fosse Green Energy

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EN010154

7.14 Framework Public Rights of Way Management Plan

VOLUME

7

Planning Act 2008 (as amended)

Regulation 5(2)(q)

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

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Fosse Green Energy

Development Consent Order 202[ ]

7.14 Framework Public Rights of Way Management Plan

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1. Introduction

1.1 Background

1.1.1 This **Framework Public Rights of Way Management Plan (PRoW-MP) [EN010154/APP/7.14]** has been commissioned by Fosse Green Energy Limited ('the Applicant') in relation to an application for a Development Consent Order (DCO) for the construction, operation and maintenance, and decommissioning of Fosse Green Energy (hereafter referred to as the 'Proposed Development'). The Proposed Development comprises a solar photovoltaic (PV) array electricity generating facility and electrical storage facility with a total capacity exceeding 50 megawatts (MW) and export connection to the proposed National Grid substation near Navenby.

1.1.2 The electricity generated by the Proposed Development will be exported to the National Grid via the Cable Corridor, which will contain a high voltage connection cable between the Onsite Substation and the proposed National Grid substation near Navenby. This connection will also facilitate the import of electricity to be stored within the onsite Battery Energy Storage System (BESS).

1.1.3 The Proposed Development is located within the administrative area of Lincolnshire County Council (LCC), within the North Kesteven District. The DCO Site primarily consists of agricultural fields under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks. The Proposed Development for which a DCO 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 field work and feedback from stakeholders.

1.2 Purpose and Structure of this Plan

1.2.1 This Framework PRoW-MP **[EN010154/APP/7.14]** outlines how the Applicant will manage Public Rights of Way (PRoW) within the DCO Site to ensure they have been suitably considered and will continue to operate effectively throughout the construction, operation and decommissioning of the Proposed Development. This report reviews both user safety and accessibility, during the complete life cycle of the Proposed Development, considering the potential interaction and impact on the PRoW associated with the construction works, as well as the day-to-day operation of the Proposed Development.

1.2.2 This Framework PRoW-MP **[EN010154/APP/7.14]** has been prepared with regard to the National Policy Statement (NPS) for Renewable Energy Infrastructure (EN-3) (Ref. 1) which was updated in November 2023 and came into effect in January 2024. The most relevant paragraphs for the purposes of this Framework PRoW-MP **[EN010154/APP/7.14]** are as follows:

a. Paragraph 2.10.40 - "*Proposed developments may affect the provision of public rights of way of networks*".

b. 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*".

c. Paragraph 2.10.42 - "*Applicants are encouraged to design the layout and appearance of the site to ensure continued recreational use of public rights of way where possible during construction, and in particular during operation of the site*".

d. 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 Central Lincolnshire Local Plan (Ref. 2) also emphasises the importance of keeping existing PRoW open and minimising disruption to these during construction (as set out within Policy S47: Accessibility and Transport, Policy S48: Walking and Cycling Infrastructure and Policy S59: Green and Blue Infrastructure Network).

1.2.4 As such, the Applicant is proposing management measures to allow the various PRoW within and adjacent to the DCO Site to continue to be used by the local community during the construction, operation, and decommissioning phases, with minimal disruption to PRoW users, whilst maintaining public safety.

1.2.5 This document has been prepared in support of the Applicant's DCO application to demonstrate a planned approach to the management of PRoW throughout the life cycle of the Proposed Development. The draft DCO grants all necessary powers to temporarily stop up, alter or divert PRoW affected by the Proposed Development. The majority of the PRoW would be affected for only short durations in the vicinity of the construction works and proposed construction routes.

1.2.6 Details relating to permissive paths during the operational phase are provided within the **Framework Landscape and Ecological Management Plan (LEMP) [EN010154/APP/7.15]** and are also shown on the Proposed Permissive Path Plan, **Figure 3-3** of the ES **[EN010154/APP/6.2]**.

1.2.7 It should be noted that no significant effects on PRoW users are anticipated following the assessment of the Principal Site and Cable Corridor within **Chapter 13: Traffic and Transport** of the ES **[EN010154/APP/6.1]**.

1.2.8 The overarching intention is to minimise disruption by keeping the majority of PRoW effectively open via appropriate management and/or diversions. The importance of maintaining safe public access to PRoW is fully appreciated by the Applicant.

2. Baseline Conditions

2.1 Introduction

2.1.1 There are many PRoW which pass through the DCO Site or run adjacent to the DCO Site Boundary which are summarised below. The details of the PRoW have been obtained from LCC's PRoW Interactive Map which is available online (Ref. 3). The PRoW (in the form of footpaths, bridleways, byways and restricted byways) are also shown on **Figure 13-2** of the ES **[EN010154/APP/6.2]**.

2.2 Local PRoW

2.2.1 The PRoW which pass through, or border, the DCO Site and form part of a wide network of PRoW in the surrounding area, have been set out below in **Table 2-1**. They are also shown on **Figure 2-2** of the ES **[EN010154/APP/6.2]**.

Definitive Map Modification Orders (DMMO)

2.2.2 The Applicant is aware of a number of Definitive Map Modification Orders (DMMOs) within the vicinity of the Proposed Development which have been submitted to LCC for consultation. If any such modification orders are confirmed by LCC, where practicable, they will be managed during construction in a similar manner to the existing PRoW listed below. Where the locations of these future PRoW have not yet been decided, and the details of any future proposed DMMO applications are unknown, it may be necessary to close and/or divert any new PRoW during the construction phase to ensure the deliverability of the Proposed Development whilst maintaining safe access for PRoW users.

2.2.3 This document, when submitted for approval, will subsequently include appropriate mitigation measures for any new PRoW that have been confirmed by LCC.

2.2.4 DMMOs with proposed locations that fall within the DCO Site Boundary are included in **Table 2-1.**

2.2.5 The PRoW, which intersect with identified construction traffic routes and proposed work areas and will therefore be directly impacted by the Proposed Development have been scoped in and assessed in further detail as part of **Chapter 13: Traffic and Transport** of the ES **[EN010154/APP/6.1]**.

Table 2-1: PRoW Descriptions

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
Principal Site	LL|TOTH|5/1	Public Footpath	A footpath approximately 370m in length, running in a north-east-south direction. At the northern extent, it crosses the river and stops just before Eagle Lane, running through fields. At the southern extent, it meets PRoW LL|TOTH|7/1 leading east and PRoW LL|TOTH|7/2 leading southwest. Only a small portion at the very southern point of the route is within the DCO Site.	PRoW 02/02 to PRoW 02/03	Sheet 2
Principal Site	LL|TOTH|6/1	Public Footpath	A footpath approximately 950m in length which runs between Main Street in Thorpe on the Hill and PRoW LL|TOTH|6A/1.	PRoW 02/07 to PRoW 02/09	Sheet 2
Principal Site	LL|TOTH|6A/1	Public Footpath	A footpath running through the field to the west of Fosse Lane within the DCO Site. The footway is approximately 650m in length, running in a north- south-west direction, joining with PRoW LL|TOTH|6/1 and PRoW LL|TOTH|6/2.	PRoW 02/09 to PRoW 02/10	Sheet 2
Principal Site	LL|TOTH|6/2	Public Footpath	A footpath which runs through the field to the west of Fosse Lane within the DCO Site. The footway is approximately 450m in length, running in a west-east direction, joining with PRoW LL|TOTH|6/1 and PRoW LL|TOTH|6A/1 in the east and PRoW LL|TOTH|21/1 and PRoW LL|TOTH|6/3 in the west, within the northern extent of the DCO Site.	PRoW 01/10 to PRoW 02/09	Sheets 1 and 2

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
Principal Site	LL|TOTH|6/3	Public Footpath	A footpath linking through the field to the east of Tunman Woods, within the DCO Site. The footway is approximately 220m in length, running in a north-south direction, in the north joining with PRoW LL|TOTH|21/1 and PRoW LL|TOTH|6/2, within the northern extent of the DCO Site.	PRoW 01/10 to PRoW 01/13	Sheet 1
Principal Site	LL|TOTH|7/1	Public Footpath	A footpath approximately 20m in length, running in a west-west direction. At the western extent, it connects with PRoW LL|TOTH|7/2 and PRoW LL|TOTH|5/1. Located at the northern point of the DCO Site.	PRoW 02/01 to PRoW 02/03	Sheet 2
Principal Site	LL|TOTH|7/2	Public Footpath	A footpath routing through the field to the west of Station Road/ Lincoln Lane, Thorpe-on-the-Hill, within the DCO Site. The footway is approximately 1,500m in length, running in a west-east direction, joining with PRoW LL|TOTH|7/1 and PRoW LL|TOTH|5/1 in the east and PRoW LL|TOTH|21/1, PRoW LL|TOTH|7/3 and PRoW LL|TOTH|15/1 to the east of Tunman Woods, within the northern extent of the DCO Site.	PRoW 01/08 to PRoW 02/03	Sheets 1 and 2
Principal Site	LL|TOTH|7/3	Public Footpath	A footpath which runs through the field to the west of Station Road / Lincoln Lane, Thorpe-on-the-Hill, within the DCO Site. The footway is approximately 420m in length, running in a west-east direction, joining with PRoW LL|TOTH|21/1, PRoW LL|TOTH|15/1 and PRoW LL|TOTH|7/2, to the east of Tunman Woods, within the northern extent of the DCO Site and with PRoW	PRoW 01/08 to PRoW 01/09	Sheet 1

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			LL|TOTH13/2 and PRoW LL|TOTH13/1 to the west of Tunman Woods along the DCO Site Boundary.		
Principal Site	LL|TOTH|11/1	Public Footpath	A footway which routes through the field to the east of Marton Lane within the DCO Site. The footway is approximately 550m in length, running in a west-east direction, in the west joining with PRoW LL|TOTH|11/2, within the northern extent of the DCO Site.	PRoW 03/01 to PRoW 03/06	Sheet 3
Principal Site	LL|TOTH|11/2	Public Footpath	A footpath approximately 30m in length, running in a north-east direction. At the western extent, it connects with PRoW LL|TOTH|12/1, PRoW LL|TOTH|12/2, and PRoW LL|Swdb|5/1. At the eastern extent, it connects with PRoW LL|TOTH|11/1. The footpath runs through a built-up area, located to the south of Morton, along the western extent of the DCO Site Boundary.	PRoW 03/07	Sheet 3
Principal Site	LL|TOTH|12/1	Public Bridleway	A bridleway approximately 830m in length, running in a north-south direction, parallel to the DCO Site Boundary, along 'The Avenue' and through fields. At the northern extent, it joins the junctions of PRoW LL|TOTH|11/1, PRoW LL|TOTH|12/2, and PRoW LL|Swdb|5/1. The bridleway starts to the west of Morton and ends at the A46 at the southern point.	PRoW 03/07 to PRoW 03/10	Sheet 3
Principal Site	LL|TOTH|12/2	Public Bridleway	A bridleway approximately 230m in length, running in a north-south direction, parallel to the DCO Site Boundary, along 'The Avenue'. At its northernmost point it connects to LL|TOTH|12/3. At its southernmost point it connects	PRoW 03/08	Sheet 3

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			with PRoW LL|TOTH|11/1, PRoW LL|TOTH|12/1, and PRoW LL|Swdb|5/1.		
Principal Site	LL|TOTH|12/3	Public Bridleway	A bridleway which runs to the north of Marton Lane, Marton. The bridleway is approximately 1,125m in length, running in a north-south direction, within the DCO Site, in the north joining with PRoW LL|Eagl|1058 and in the south joining with PRoW LL|TOTH|12/2 and PRoW LL|Swdb|4/1 (joining just outside of the DCO Site Boundary), within the northern extent of the DCO Site.	PRoW 01/01 to PRoW 03/08	Sheets 1 and 3
Principal Site	LL|TOTH|13/1	Public Footpath	A footpath approximately 250m in length which runs through a field east of Tunham Wood in a north-south direction. It connects with PRoW LL|TOTH|13/2 and PRoW LL|TOTH|7/3 to the north.	PRoW 01/04 to PRoW 01/06	Sheet 1
Principal Site	LL|TOTH|13/2	Public Footpath	A footpath which runs through the field to the north of Eagle Lane, to the east of Tunman Wood. The footway is approximately 830m in length, running in a north-south direction, in the north joining with PRoW LL|Eagl|11/1 and PRoW LL|TOTH|16/1 and in the south along the DCO Site Boundary joining with PRoW LL|TOTH|7/3 and PRoW LL|TOTH|13/1, within the northern extent of the DCO Site.	PRoW 01/02 to PRoW 01/03	Sheet 1
Principal Site	LL|TOTH|15/1	Public Footpath	A footpath which runs through a field to the south-west of Lincoln Lane to the edge of Stocking Wood. The footway is approximately 1,050m in length and joins with	PRoW 01/09 to PRoW 02/04	Sheets 1 and 2

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			PRoW LL|TOTH|7/3, PRoW LL|TOTH|7/2 and PRoW LL|TOTH|21/1 to the south.		
Principal Site	LL|TOTH|21/1	Public Footpath	A footpath routing through the field to the east of Tunman Woods, within the DCO Site. The footway is approximately 170m in length, running in a north-south direction, in the north joining with PRoW LL|TOTH|7/3, PRoW LL|TOTH|7/2 and PRoW LL|TOTH|15/1 and in the south joining with PRoW LL|TOTH|6/2, within the northern extent of the DCO Site.	PRoW 01/08 to PRoW 01/10	Sheet 1
Principal Site	LL|Aubo|9/1	Public Footpath	A footpath approximately 520m in length, with a minor encroachment on the DCO Site at the eastern extent where the southern end meets Bassingham Road. On the opposite side of Bassingham Road, PRoW LL|Aubo|13/1 runs parallel.	PRoW 06/02 to PRoW 06/03	Sheet 6
Principal Site	LL|Aubo|10/1	Public Footpath	A footpath which runs through the field to the west of Bassingham Road. The footway is approximately 780m in length, running in a north-south direction, in the south joining with PRoW LL|Bass|4/2 along the eastern extent of the DCO Site Boundary.	PRoW 05/13 to PRoW 05/18	Sheet 5
Principal Site	LL|Aubo|12/1	Public Footpath	A footpath approximately 300m in length, running diagonally from north to south, with the northern point at Haddington Lane. At the southern extent, it connects with PRoW LL|ThuN|5/1, PRoW LL|Aubo|11/1, PRoW LL|Aubo|11/2, and PRoW LL|Aubo|13/1. Only the	PRoW 05/07 to PRoW 05/09	Sheet 5

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			southernmost point of the footpath is within the DCO Site.		
Principal Site	LL|Aubo|11/2	Public Footpath	A footpath routing from Haddington Lane towards River Witham in the east through the fields. The footway is approximately 650m in length, running in a west-north-east direction, in the north-east joining with PRoW LL|Aubo|13/2, PRoW LL|Aubo|12/1, PRoW LL|Aubo|11/1 and PRoWLL|Aubo|13/1 just inside of the DCO Site Boundary.	PRoW 05/09 to PRoW 05/12	Sheet 5
Principal Site	LL|Aubo|12/2	Public Footpath	A footpath which runs between the DCO Site Boundary in the west and Haddington Lane in the east. The footway is approximately 950m in length, running in a west-east direction, in the west joining with PRoW LL|ThuN|4/1 along the border of the DCO Site Boundary.	PRoW 05/01 to PRoW 05/05	Sheet 5
Principal Site	LL|Aubo|13/1	Restricted Byway	A restricted byway which links across River Witham. The byway is approximately 635m in length, running in a west-east direction, in the west joining with PRoW LL|Aubo|11/2, PRoW LL|Aubo|12/1, PRoW LL|Aubo|11/1 and PRoW LL|Aubo|13/2 and in the east joining with PRoW LL|Aubo|9/1 to the west of Bassingham Road along the DCO Site Boundary.	PRoW 05/09 to PRoW 06/01	Sheets 5 and 6

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
Principal Site	LL|Aubo|13/2	Restricted Byway	A restricted byway approximately 130m in length which runs in a west-east direction along the DCO Site Boundary. In the west it connects to Haddington Lane and in the east, it joins with PRoW LL|Aubo|11/2, PRoW LL|Aubo|12/1, PRoW LL|Aubo|11/1 and PRoW LL|Aubo|13/1.	PRoW 05/06 to PRoW 05/09	Sheet 5
Principal Site	LL|Bass|21/2	Restricted Byway	A restricted byway approximately 500m in length which runs in a north-south direction along the DCO Site Boundary. In the north it connects to PRoW LL|Bass|20/1 and PRoW LL| Bass|21/3 and in the south it connects with PRoW LL|Bass|21/1 and PRoW LL|Bass|22/1.	PRoW 10/01 to PRoW 10/02	Sheet 10
Principal Site	LL|Bass|21/3	Restricted Byway	A restricted byway approximately 60m in length which runs in a north-south direction along the DCO Site Boundary. In the north it connects to PRoW LL|Aubo|8/1 and in the south it connects with PRoW LL|Bass|21/2.	PRoW 06/07	Sheet 6
Principal Site	LL|ThuN|1/1	Public Footpath	A footpath running through the field to the east of Bassingham Road. The footway is approximately 375m in length, running in a north-west-south-east alignment within the southern extent of the DCO Site meeting Thurlby Road, and leading on to PRoW LL|ThuN|5/1 south of the road. The footpath is located to the north-west of Bassingham, within the southwest extent of the DCO Site.	PRoW 07/07 to PRoW 07/08	Sheet 7

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
Principal Site	LL|ThuN|2/1	Public Footpath	A footpath running through the field to the south of Moor Lane. The footway is approximately 920m in length, running in a north-west-south-east alignment within the southern extents of the DCO Site between Moor Lane in the north and Bassingham Road to the east, south of Thurlby.	PRoW 07/01 to PRoW 07/06	Sheet 7
Principal Site	LL|ThuN|5/1	Public Footpath	A public footpath located to the west of Bassingham. The footpath is approximately 380m in length, running in a north-south direction. At the north, it connects with PRoW LL|ThuN|1/1, and at the southernmost point, it connects with LL|NoDi|4/1. The footpath runs through fields, situated within the southwestern edge of the DCO Site.	PRoW 07/09 to PRoW 09/01	Sheets 7 and 9
Principal Site	LL|NoDi|1/1	Public Footpath	A footpath approximately 80m in length, located at the southwestern edge of the DCO Site. The footpath connects to PRoW LL|NoDi|1/2 to the west and PRoW LL|NoDi|4/1 to the north, also linking with PRoW LL|Bass|1/1 to the east. It crosses the River Witham at the eastern edge of the DCO Site.	PRoW 09/04 to PRoW 09/05	Sheet 9
Principal Site	LL|NoDi|1/2	Public Footpath	A public footpath located to the west of Bassingham. The footpath is approximately 250m in length, running in a west-east direction along the DCO Site Boundary. To the west, it connects with Clay Lane and to the east it connects with PRoW LL|NoDi|4/1 and PRoW LL|Bass|1/1.	PRoW 09/03 to PRoW 09/04	Sheet 9

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
Principal Site	LL|NoDi|4/1	Public Footpath	A public footpath located to the west of Bassingham. The footpath is approximately 315m in length, running in a north-south direction. At the north, it connects with PRoW LL|ThuN|5/1 and at the southernmost point it connects with PRoW LL|NoDi|1/2. The footpath runs through fields, situated within the southwestern outskirts of the DCO Site.	PRoW 09/02 to PRoW 09/04	Sheet 9
Principal Site	LL|Swdb|4/1	Public Footpath	A footpath approximately 810m in length, running east-west along a stream. The footpath starts on the west side at Eagle Road, running south of but parallel to Park Crescent. At the eastern extent, it meets the Avenue Path and PRoW LL|TOTH|12/2. Only the minor junction with this PRoW is within the DCO Site, located on the western edge of the DCO Site Boundary.	PRoW 03/08	Sheet 3
Principal Site	LL|Swdb|5/1	Restricted Byway	A restricted byway approximately 860m in length, located south of Morton. The route runs broadly east-west, passing some buildings and crossing a river. At the eastern extent, it connects with PRoW LL|TOTH|12/2, PRoW LL|TOTH|11/2, and PRoW LL|TOTH|12/1. The byway overlaps onto the western edge of the DCO Site Boundary, meeting Green Lane at the western extent.	PRoW 03/07	Sheet 3
Principal Site	LL|Aubo|11/1	Public Footpath	A footpath approximately 670m in length, running in an east-north-west direction. At the western extent, it meets PRoW LL|Aubo|11/2, PRoW LL|Aubo|13/2, PRoW	PRoW 05/08 to PRoW 05/09	Sheet 5

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			LL|Aubo|12/1, and PRoW LL|Aubo|13/1. The footpath runs through fields, parallel to the River Witham. At the eastern extent, it meets Bridge Road.		
Principal Site	LL|Aubo|8/1	Restricted Byway	A restricted byway routing through the field to the east of Bassingham Road. The byway is approximately 415m in length, running in a north-south direction, within the DCO Site, in the south joining with PRoW LL|Bass|21/3 along the eastern extent of the DCO Site Boundary.	PRoW 06/04 to PRoW 06/07	Sheet 6
Cable Corridor	LL|Cole|3/1	Public Footpath	A footpath connecting Hill Rise Road in the north, situated in Coleby, running south to the northern edge of PRoW LL|BooG|5/1. At the northern end, it connects to PRoW LL|Cole|947/1, which runs perpendicular and links to Dovecote Lane. The footpath is approximately 855m in length, running in a north-south direction, and is located at the eastern extent of the DCO Site.	PRoW 14/01 to PRoW 14/02	Sheet 14
Cable Corridor	LL|Cole|4/1	Public Footpath	A footpath which runs in a backward L-shape, starting at the northern point off Hill Rise Road in Coleby, and extending southward through fields. The footpath is approximately 1,355m in length, running both north-south and east-west. It connects to PRoW LL|BooG|6/1 at the southern extent, within the DCO Site.	PRoW 13/01 to PRoW 13/02	Sheet 13
Cable Corridor	LL|Bass|23/1	Public Footpath	A footpath which routes via the field to the east of Fen Lane. The footway is approximately 890m in length, running in an east-west direction, within the southern extent of the Site boundary, between Fen Road in the	PRoW 11/01 to PRoW 12/02	Sheets 11 and 12

Location	PRoW ID	PRoW Type	Description	SRoWA Reference(s)	SRoWA Sheet No.
			west and the River Brant in the east, along the southern extent of the DCO Site Boundary.		
Cable Corridor	LL|BooG|2/2	Public Footpath	A footpath routing from PRoW LL|Cole|1/2 to Blacksmith Lane, located to the North of Boothby Graffoe. The footway is approximately 585m in length, running in a north-south direction, within the south eastern extent of the DCO Site.	PRoW 14/04 to PRoW 14/05	Sheet 14
Cable Corridor	LL|BooG|5/1	Public Footpath	A footpath connecting the southern extent of PRoW LL|Cole|3/1 to the northern end of Far End Lane. The footpath is approximately 440m long and runs in a north-south direction, crossing the DCO Site to the north of Boothby Graffoe. It runs parallel to PRoW LL|BooG|2/2 along the route.	PRoW 14/02 to PRoW 14/03	Sheet 14
Principal Site	DMMO 574	Public Footpath	Claimed PRoW. Footpath between Station Road and Public Bridleway 16 in the north of the DCO Site.	DMMO not included in SRoWA plans	
Principal Site	DMMO 748	Public Footpath	Claimed PRoW. Footpaths from Carlton Road to Old Brick Kiln Lane and from Navenby Lane to Ley Lane	DMMO not included in SRoWA plans	
Cable Corridor	DMMO 453	Restricted Byway	Claimed PRoW. Restricted byway along Ermine Street from Green Man Road to Heath Lane.	DMMO not included in SRoWA plans	

3. The Proposed Development

3.1 Purpose of PRoW Management

3.1.1 Access and connections to all existing PRoW will be maintained during the construction phase. In the instances where permanent diversions are required, to suit the proposed solar panel arrangement (limited to three locations only), a diversion will be established during the construction phase and prior to the closure of the existing route. The proposed diversion routes are shown on the **Streets Rights of Way and Access (SRoWA) Plans [EN010154/APP/2.3]**, but are indicative and so remain subject to change, as explained below.

3.1.2 A limited number of temporary PRoW diversions will be required to accommodate the installation of internal access tracks and interconnecting cables within the Principal Site, as well as the construction of the haul road and corridor works for the associated cables along the alignment of the Cable Corridor at the locations where these intersect with the PRoW.

3.1.3 The PRoW will be managed throughout the construction phase to ensure that existing routes can continue to be used as safely as possible throughout the duration of the proposed works. Existing widths will be maintained for all PRoW throughout the construction phase. The proposed PRoW diversion and management measures are shown on the **SRoWA Plans [EN010154/APP/2.3]**. The SRoWA plans highlight the details such as the Public Rights of Way and the permissive paths within the DCO Site which may require management measures, such as temporary or permanent diversions and the temporary or permanent Authorisation of use of motor vehicles over PRoW.

3.1.4 The **SRoWA Plans [EN010154/APP/2.3]** identify the locations where powers for temporary and permanent management of the PRoW may need to be exercised under the DCO. However, it should be noted that the SRoWA plans are based on the design as presented at the time of producing this Framework plan, the limits of deviation and **Proposed Development Parameters [EN010154/APP/7.4]**. As such, this document sets out the expected PRoW interactions, based on the Proposed Development at the time of DCO submission.

3.1.5 For example, the locations where ‘Temporary or Permanent Authorisation of the use of motor vehicles over the PRoW’ are expected to be required are generally crossing points where vehicles will need to cross the PRoW to access different parts of the DCO Site. However, these are shown on the **SRoWA Plans [EN010154/APP/2.3]** plans as being along the entire length of the PRoW as it is not currently known exactly where those crossing points will be.

3.1.6 There are limited locations where it is currently expected that motorised vehicles will travel along PRoW:

a. The southernmost section of PRoW LL|TOTH|12/1 will be used by construction traffic travelling between The Avenue and Access C-004. In this situation, construction vehicles and PRoW users will be segregated through management of this 128m section of track. Construction vehicles will be held by a banks person within the DCO site or on the wide section of track at the southern end of the PRoW to allow other PRoW users to pass.

b. In the operational situation, The Avenue (PRoW LL|TOTH|12/1, LL|TOTH|12/2 and LL|TOTH|12/3) will be used to provide emergency access to the DCO Site via Access E-001. As this is limited to emergency blue-light conditions it is not considered that additional management measures will be required.

c. In the operational situation, the access roads within the DCO Site are current expected to coincide with parts of PRoW LL|TOTH|12/3 and LL|TOTH|7/2 (during construction, it is expected that this would be limited to crossing movements, or any movement along the PRoW by construction vehicles would be segregated from other PRoW users). Given the relatively low numbers of vehicles using the site roads during operation and the low numbers of PRoW users, as well as the low vehicle speeds within the DCO Site and good visibility, it is not expected that any specific management or segregation will be required on these sections.

3.1.7 It is important to note that whilst the proposed construction routes and crossing point locations within the DCO Site may be subject to minor changes during the detailed design phase, these changes are not expected to affect the principles presented in this Framework PRoW-MP **[EN010154/APP/7.14]** or result in any additional adverse impacts once the proposed management and mitigation measures have been implemented. Any changes will be agreed with the relevant local authority with regards to the proposed management of such changes during the construction phase of the Proposed Development.

3.1.8 The following list outlines the proposed mitigation and management measures relating to PRoW which will be implemented during the construction and operational phases of the Proposed Development:

a. Access to/along existing PRoW will be maintained during the construction phase, with existing PRoW widths retained;

b. Temporary PRoW diversion routes which are clearly marked out with appropriate signage will be provided to avoid PRoW closures and these diversion routes will be agreed with LCC prior to construction;

c. Where required, suitable management/protection/physical separation will be provided between existing PRoW and the proposed construction routes and work areas;

d. Areas where the proposed internal construction routes cross or run in close proximity to an existing PRoW (where diversion/physical separation may not be feasible) will be carefully managed, i.e. in the form of banksmen to manage the movements of construction traffic to segregate from PRoW users;

e. During construction, a shuttle bus service will be in place to transfer construction staff to/from the Cable Corridor to reduce traffic to this part of the Proposed Development and therefore reduce the number of PRoW crossings; and

f. A communications strategy will be developed, which will include regular meetings with contractors to review and address any issues associated with PRoW usage through the Proposed Development, and to relay information between parties in respect of the PRoW management.

3.2 Proposed PRoW Management Measures in Relation to the Proposed Development

3.2.1 The following sections set out the proposed PRoW management measures which are to be implemented through exercise of the powers in the DCO. Where applicable, details of proposed mitigation measures are also included to set out how the Applicant intends to minimise disruption to, and ensure the safety of PRoW users.

Temporary and Permanent Authorisation of Use of Motor Vehicles over PRoW

3.2.2 The authorisation of use of motor vehicles over PRoW would permit motor vehicles to use specific sections of existing PRoW to facilitate vehicular access to the Proposed Development. As explained above, the **SRoWA Plans [EN010154/APP/2.3]** indicate that these authorisations would apply along the length of the PRoW. The intention in general is not for vehicles to drive along the PRoW, but for vehicles to cross the PRoW at any point along it for access purposes, hence the authorisation being denoted along the length of the PRoW. Apart from these crossing points, the PRoW will otherwise be physically separated from the construction haul roads so that these are not shared with construction traffic. However, an exception to this on the southernmost section of The Avenue, PRoW 12/1, where physical segregation of vehicles and PRoW users is not feasible. In this case, construction vehicles will be segregated from PRoW users through management by banksmen.

3.2.3 It is important that public safety is maintained when construction vehicles utilise routes within the DCO Site. All proposed vehicular crossing points over PRoW/managed use of PRoW will be carefully controlled with various measures implemented to allow all users to pass through safely. Such measures may include, but are not limited to:

a. Site fencing and crossing gates;

b. Monitoring at the busiest locations when crossing points are in use;

c. Signage at the crossing points themselves, as well as on approach to provide advance warning of the potential presence of construction vehicles and PRoW users;

d. Safety scaffolding and netting where necessary (such as for works along the haul road);

e. Stop/Go boards to manage vehicle movement;

f. Manned controls (including marshals/banksmen and gates) when vehicles are using the crossing points over the PRoW, with the default being for construction traffic to give-way to other users; and

g. Maximising visibility between construction vehicles and other users at the crossing points.

3.2.4 The Temporary Authorisation of Use of Motor Vehicles over Public Rights of Way would permit the above for a limited period of time, during the construction phase, to facilitate vehicular access.

3.2.5 The Permanent Authorisation of Use of Motor Vehicles over Public Rights of Way would permit the above on a permanent basis, to facilitate access to the Proposed Development, initially for construction vehicles and, post-construction for operational vehicles.

PRoW to be Managed

3.2.6 This would involve the implementation of management measures in accordance with this Framework PRoW-MP **[EN010154/APP/7.14]** in order to ensure that members of the public can continue to use PRoW in a safe manner, during the construction phase. These management measures include:

a. Physical PRoW separation from construction routes and works – where necessary, PRoW will be physically separated from the proposed construction routes and works areas in order to maximise the safety of members of the public utilising the PRoW. Mesh, Heras, or other similar types of fencing will be used to create this physical separation. Where physical separation is not feasible, banksmen will be used to segregate motor vehicles from other PRoW users through management of vehicle movements The PRoW where such measures will be implemented are denoted on the SRoWA plans as 'Shared use of PRoW'; and

b. Minimal management works – short-term measures such as signage or fencing may be required for any PRoW which joins another PRoW which will be managed and physically separated from proposed construction routes and works areas as detailed above.

Temporary PRoW Closures and Associated Diversions

3.2.7 Some PRoW may need to be temporarily closed to facilitate the safe construction of the Proposed Development. Where a PRoW is proposed for

temporary closure, a diversion route has been proposed for the duration of the closure, with the original PRoW to be fully reinstated upon completion of the relevant works. The **SRoWA Plans [EN010154/APP/2.3]** show each proposed temporary PRoW closure, as well as the corresponding proposed indicative location of temporary PRoW diversion.

3.2.8 It is expected that such diversions would only be required for a short period of time. The expectation is that this period of time would be circa six weeks for each PRoW within the Principal Site and circa four weeks for each PRoW within the Cable Corridor. However, the length of time for which a diversion is required will vary according to the types of works required in the vicinity of the PRoW. Some diversions may only be required for a few days; but as this may be required on multiple occasions, the overall duration of the works has been considered.

3.2.9 The proposed locations of temporary PRoW diversions shown on the **SRoWA Plans [EN010154/APP/2.3]** represent indicative alignments of the temporary diversion which would be implemented to enable the safe passage of members of the public during the construction phase. As explained above, due to their indicative nature, these may be refined during the detailed design phase and/or the construction phase, but any final diversion will maintain public access and comply with the measures outlined in this Framework PRoW-MP **[EN010154/APP/7.14]**. The proposed diversions seek to cause minimal disruption by diverting from the existing PRoW at the nearest appropriate point before rerouting around the necessary area and rejoining the existing PRoW at the nearest appropriate point. Clear markers will be provided along the diversion, with appropriate signage placed at both ends. An appropriate buffer of 5m will be allowed between the works area and the relevant diversion.

3.3 Management of PRoW in the Principal Site During Construction Phase

3.3.1 The management measures which are proposed for implementation by the exercise of powers under the DCO vary according to the proximity of the existing PRoW to proposed construction routes and/or works areas. The various proposed management measures for existing PRoW within the Principal Site during the construction phase are set out below, with reference to the detailed measures explained in **Section 3.2**.

3.3.2 The following existing PRoW located within the Principal Site are not expected to be impacted during the construction phase, and so will not require the implementation of any measures beyond minimal management works such as those set out in **Paragraph 3.2.6** above:

a. LL|Aubo|9/1

b. LL|Aubo|11/1

c. LL|Aubo|12/1

d. LL|TOTH|13/2

e. LL|TOTH|6A/1

3.3.3 The following existing PRoW are located within the Principal Site but are not expected to interact with any works and are not connected to any parcels of land where the PV panels will be constructed. These have not been assessed further as they are unlikely to be impacted during the construction phase of works:

a. LL|ThuN|1/1

b. LL|ThuN|5/1

c. LL|NoDi|1/2

d. LL|NoDi|1/1

e. LL|NoDi|4/1

3.3.4 The following existing PRoW within the Principal Site will be subject to measures which will physically separate them from the proposed construction routes and works areas as construction vehicles will be navigating in close proximity to PRoW users. Such measures are described in **Paragraph 3.2.6** above.

a. LL|Aubo|10/1

b. LL|Aubo|11/2

c. LL|Aubo|12/2

d. LL|Aubo|13/1

e. LL|Aubo|13/2

f. LL|Aubo|8/1

g. LL|Bass|21/2

h. LL|Bass|21/3

i. LL|Swdb|4/1

j. LL|ThuN|2/1

k. LL|TOTH|11/1

l. LL|TOTH|12/1 (PRoW expected to be physically separated for majority of its length except for a short section in which physical separation is not feasible and segregation through management of vehicles by banksmen will be employed))

m. LL|TOTH|12/2

n. LL|TOTH|12/3

o. LL|TOTH|13/1

p. LL|TOTH|15/1

q. LL|TOTH|21/1

r. LL|TOTH|6/1
s. LL|TOTH|6/2
t. LL|TOTH|6/3
u. LL|TOTH|7/2
v. LL|TOTH|7/3

3.3.5 Proposed construction routes are expected to cross some existing PRoW within the Principal Site (it has been assumed that each of these PRoW may need to be crossed at up to two locations in line with the Limits of Deviation and these have therefore been assessed on this basis). The PRoW within the Principal Site which intersect with proposed construction routes and require crossing are set out below. Measures detailed in **Paragraphs 3.2.2** and **3.2.3** above will be implemented to maintain the safety of users of the PRoW.

a. LL|Aubo|8/1
b. LL|Aubo|10/1
c. L|Aubo|11/2
d. LL|Aubo|12/2
e. LL|Aubo|13/1
f. LL|TOTH|11/1
g. LL|TOTH|12/3
h. LL|TOTH|15/1
i. LL|TOTH|21/1
j. LL|TOTH|6/1
k. LL|TOTH|6/2
l. LL|TOTH|6/3
m. LL|TOTH|7/2
n. LL|TOTH|12/1
o. LL|THUN|2/1

3.3.6 The following existing PRoW within the Principal Site are expected to be temporarily (and locally) diverted around each works area whilst works are undertaken. The management measures for these proposed temporary diversions are detailed above in **Paragraphs 3.2.7, 3.2.8** and **3.2.9**, but it is important to note that diversion routes are indicative at this time, and will be confirmed at the detailed design stage following consultation with PRoW officers:

a. LL|Aubo|10/1
b. LL|Aubo|11/2
c. LL|Aubo|12/2

d. LL|Aubo|8/1
e. LL|TOTH|11/1
f. LL|TOTH|6/1
g. LL|TOTH|15/1

3.4 Management of PRoW in the Cable Corridor During Construction Phase

3.4.1 As above, the management measures which are proposed for implementation by the exercise of powers under the DCO vary according to the proximity of the existing PRoW to proposed construction routes and/or works areas. The various proposed management measures for existing PRoW within or adjacent to the Cable Corridor during the construction phase are set out below, with reference to the detailed measures explained in **Section 3.2**.

3.4.2 The following existing PRoW within the Cable Corridor will be physically separated from the proposed construction routes and works areas through the implementation of measures detailed in **Paragraph 3.2.6** above.

a. LL|BooG|2/2
b. LL|BooG|5/1
c. LL|Cole|3/1
d. LL|Cole|4/1
e. LL|Bass|23/1

3.4.3 The proposed construction routes are expected to cross the following existing PRoW within the Cable Corridor (the assessment for PRoW along the Cable Corridor has only assumed the PRoW to require up to one crossing point). The PRoW within the Cable Corridor which intersect with proposed construction routes and require crossing are set out below. Measures detailed in **Paragraphs 3.2.2** and **3.2.3** above will be implemented to maintain the safety of users of the PRoW.

a. LL|Bass|23/1
b. LL|BooG|2/2
c. LL|BooG|5/1
d. LL|Cole|3/1
e. LL|Cole|4/1

3.4.4 The following existing PRoW within the Cable Corridor are expected to be temporarily (and locally) diverted around each works area whilst the cables are installed. The management measures for these proposed temporary diversions are detailed above in **Paragraphs 3.2.7, 3.2.8** and **3.2.9**, but it is important to note that diversion routes are indicative at this time, and will be

confirmed at the detailed design stage following consultation with PRoW officers:

a. LL|Bass|23/1
b. LL|BooG|2/2
c. LL|BooG|5/1
d. LL|Cole|3/1
e. LL|Cole|4/1

3.5 PRoW Management During Operational Phase of the Proposed Development

3.5.1 The majority of existing PRoW which pass through the DCO Site or run adjacent to the DCO Site Boundary are expected to be unaffected during the operational phase of the Proposed Development and as such, will at most require minor ongoing management measures post-construction.

3.5.2 During the operational phase, the Applicant will maintain access to all existing PRoW within the DCO Site, with existing width retained, if not increased. There will be at least 5 metres spacing either side of the centreline of each PRoW, creating a minimum width of 10 metres, to avoid the perception of being 'channelled' into narrow passages between PV panels.

3.5.3 Details relating to permissive paths proposed during the operational phase are set out within the **Framework LEMP [EN010154/APP/7.15]** which includes details relating to the proposals for the management of these during operation of the Proposed Development.

Permanent Authorisation of the Use of Motor Vehicles Over PRoW

3.5.4 During the operational phase, permanent authorisation of use of motor vehicles over PRoW will be required along Clay Lane (Sheet 1 and Sheet 2 of **SRoWA Plans [EN010154/APP/2.3]**) and Morton Lane (The Avenue) (private road/track) (Sheet 3 of **SRoWA Plans [EN010154/APP/2.3]**) in order to facilitate occasional maintenance vehicle movements to operational access points as well as facilitating vehicle movements to emergency access points. This is set out within the **SRoWA Plans [EN010154/APP/2.3]** and is expected to impact the following PRoW:

a. LL|TOTH|12/1 (Sheet 3 - PRoW along Morton Lane, which may facilitate emergency access to/ from Emergency Access 1, only in the operational phase in a situation where an operational access cannot be utilised);
b. LL|TOTH|12/3 (Sheet 3 - PRoW along Morton Lane, which may facilitate emergency access to/ from Emergency Access 1, only in the operational phase in a situation where an operational access cannot be utilised);

c. LL|TOTH|12/2 (Sheet 3 - PRoW along Morton Lane, which may facilitate emergency access to /from Emergency Access 1, only in the operational phase in a situation where an operational access cannot be utilised); and

d. LL|TOTH|7/2 (Sheet 1 and 2 - PRoW along Clay Lane, which may facilitate occasional access to/ from Operational Access 1, only in the operational phase).

3.5.5 Clay Lane and Morton Lane currently accommodate agricultural vehicles. Morton Lane also provides access to the residential dwellings along the northern extent of Morton Lane. During the construction phase of the Proposed Development, Clay Lane is not expected to be utilised by construction traffic and therefore PRoW LL|TOTH|7/2 will not be affected or require management during that phase. However, during the operational phase this road will be utilised for operational movements to/from Operational Access 1. It is not anticipated that the number of trips associated with Operational Access 1 will be much higher than the current movements utilising Clay Lane to access the fields for farming activities.

3.5.6 During the operational phase these PRoW may be utilised by emergency vehicles to facilitate movements to/from Emergency Access 1. However, the trips associated with Emergency Access 1 are not expected to cause a significant increase in the frequency of existing movements utilising Morton Lane to access the fields for farming activities and the residential dwellings along The Avenue.

3.5.7 Where internal maintenance routes cross existing PRoW, the management measures implemented at crossing points during the construction phase will be continued to ensure the safety of PRoW users when operational traffic is utilising such routes.

Management of Permanent Diversions of PRoW

3.5.8 There are three sections of PRoW within the DCO Site which will be permanently closed with permanent diversion created in their place. These PRoW are required to be closed as they pass through parts of the DCO Site which are not suitable for members of the public to pass through. The **SRoWA Plans [EN010154/APP/2.3]** indicate which PRoW will be permanently closed as well as the corresponding proposed diversion route. The proposed diversions will be made through powers sought under the DCO to permanently reroute the PRoW, replacing it with a suitable alternative route. Through the exercise of powers under the DCO, the public rights over the original route would be legally extinguished, with equivalent rights established over the new route.

3.5.9 Where permanent diversion routes are implemented, the Applicant intends to minimise the disruption by only rerouting the PRoW around the relevant land parcels before rejoining the existing PRoW at the nearest appropriate location. Signage would be placed along the approach to the permanent diversion and the diversion itself would be marked clearly with appropriate signage at either end of it for an initial period. The relevant local authorities and local

stakeholders will continue to be involved through the detailed design phase and will be consulted on any issue which may arise as a result of the proposed permanent diversions.

3.5.10 The three sections of PRoW which are proposed for permanent closure and diversion are shown on the **SRoWA Plans [EN010154/APP/2.3]** and are as follows:

- **LL|Aubo|10/1** – The current alignment of this PRoW will pass through a land parcel comprising of proposed solar arrays and hence will need to be permanently diverted. The proposed diversion route is expected to be 434m in length (representing an additional 87m in length compared to the existing route) and will run to the west of the current route in parallel to the River Witham.
- **LL|TOTH|13/1** – The current alignment of this PRoW will pass through a land parcel comprising of proposed solar arrays and hence will need to be permanently diverted. The proposed diversion route will follow the alignment of the existing permissive path that runs parallel to the western extents of the DCO Site Boundary and adjacent to the existing PRoW alignment, before rejoining the existing PRoW at the north. The proposed diversion is expected to be 164m in length and will not add any additional length compared with the existing route.
- **LL|ThuN|2/1** – The proposed diversion route will follow the footpath route that is commonly used by the PRoW users, utilising the existing crossing point over the watercourse. However, the actual route used and the only crossing point over the watercourse differs from what is shown on the Definitive Map alignment for the footpath. The proposed diversion will be split into two sections and will be 273m and 20m in length, respectively. It should be noted that although is a permanent closure and diversion, away from the Definitive Map alignment, it will continue to follow the existing alignment of the route currently undertaken by the PRoW users and therefore not result in any real changes to the route. As such, the diversion is being undertaken in essence to correct the Definitive Map so that it aligns with the position 'on the ground'.

3.6 PRoW Management During Decommissioning Phase of Proposed Development

3.6.1 During the decommissioning phase, it is anticipated that the PRoW will be managed in a similar manner to the construction phase as set out in **Sections 3.3** and **3.4** of this Framework PRoW-MP **[EN010154/APP/7.14]**, with reference to the detailed management measures set out in **Section 3.2**. There are not expected to be any PRoW closures, but it is likely that some minor diversions will be required to provide safe access across the DCO Site whilst decommissioning activities are taking place. These diversions are expected to be similar in nature and duration to those proposed for the construction phase.

3.6.2 A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010154/APP/7.9]** has been prepared, which provides further details of the proposed mitigation measures relating to PRoW during the decommissioning phase.

4. Summary and Conclusion

4.1.1 This document outlines the existing PRoW which pass through or run adjacent to the DCO Site and demonstrates how safe access will be maintained along and across these during the construction, operation and decommissioning of the Proposed Development in accordance with Paragraph 2.10.45 of NPS EN-3.

4.1.2 A **Framework LEMP [EN010154/APP/7.15]** and **Framework DEMP [EN010154/APP/7.9]** have also been prepared and are submitted with the DCO application to provide details of the proposed management measures and related mitigation for PRoW during the operational and decommissioning phases of the Proposed Development.

5. References

Ref. 1 DESNZ (2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: https://assets.publishing.service.gov.uk/media/655dc352d03a8d001207fe37/nps-renewable-energy-infrastructure-en3.pdf

Ref. 2 Central Lincolnshire Strategic Planning Committee (2023) Adopted Local Plan 2023. Available at: Adopted Local Plan 2023 | Central Lincolnshire Local Plan (n-kesteven.gov.uk)

Ref. 3 Lincolnshire County Council (LCC) *website*, PRoW Interactive Map. Available at: https://www.lincolnshire.gov.uk/coast-countryside/public-rights-way/2 *[accessed 10.04.2025]*