

One Earth Solar Farm

Volume 7.0: Other Documents [EN010159]

Outline Public Rights of Way Management Plan

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

1.1 Background

1.1.1 The document references have not been updated from the original submission. Please refer to the Guide to the Application [EN010159/APP/1.3.2] for the list of current versions of documents

1.1.11.1.2 One Earth Solar Farm Ltd ('the Applicant') is applying for a Development Consent Order (DCO) for the proposed One Earth Solar Farm Project ('the Proposed Development').

1.1.21.1.3 The Proposed Development will comprise of the construction, operation (including maintenance) and decommissioning of ground mounted solar photovoltaic (PV) arrays. The terminology used in this document is defined in the **Glossary of Terms and Abbreviations [EN010159/APP/7.17]**

1.1.31.1.4 The Proposed Development comprises the construction, operation and maintenance, and decommissioning of a solar photo-voltaic (PV) array electricity generating facility. The project includes solar PV arrays, Battery Energy Storage Systems (BESS), onsite substations and associated grid connection infrastructure which will allow for the generation and export of electricity to the proposed National Grid High Marnham Substation. The Applicant has secured a connection agreement with National Grid which will allow export and import of up to 740 megawatts (MW) of electricity to the National Grid High Marnham Substation. . Further detail is provided in **ES Volume 1, Chapter 5: Description of the Proposed Development [EN010159/APP/6.5]**.

1.1.41.1.5 The electricity generated by the Proposed Development will be exported to the National Grid via the Grid Connection Cable Route, via a connection between the Onsite Substation and the High Marnham Substation. This will allow 740 megawatts (MW) of electricity to be imported and exported to the High Marnham substation. This connection will also facilitate the import of electricity to be stored within the Battery Energy Storage System (BESS).

1.1.51.1.6 Associated grid connection infrastructure will also be constructed, including a cable to cross the River Trent to connect the solar panels and batteries east of the River Trent to the point of connection at the High Marnham substation on the west.

1.1.61.1.7 The Proposed Development is located within Lincolnshire and Nottinghamshire and is geographically split by the River Trent, with the proposed works for the Proposed Development occurring on both the west and east sides of the river. The Order Limits consists of 1,409 hectares (ha) of land, and at its maximum approximately measures 4.5km in a north-south direction and 8km in an east-west direction.

~~1.1.7~~1.1.8 The Order Limits for the Proposed Development are split across the two administrative areas of Lincolnshire County Council (LCC) and Nottinghamshire County Council (NCC), primarily consisting of agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks. The Proposed Development is also split across the administrative areas of West Lindsey District Council (WLDC), Bassetlaw District Council (BDC), and Newark & Sherwood District Council (NSDC).

~~1.1.8~~1.1.9 A full description of the Proposed Development is included in **ES Volume 1, Chapter 5: Description of the Proposed Development [EN010159/APP/6.5]**.

~~1.1.9~~1.1.10 The Proposed Development for which development consent is sought has been carefully progressed 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 Outline Public Rights of Way Management Plan (oPRoW MP) outlines how Public Rights of Way (PRoW) and proposed Permissive Paths will be managed by the Applicant for the Proposed Development. This is to ensure that they have been suitably considered and are able to operate, in terms of both user safety and accessibility, during the construction, operation and decommissioning of the Proposed Development.
- 1.2.2 The oPRoW MP has been prepared in accordance with the National Policy Statement (NPS) for Renewable Energy EN-3¹, which was designated in January 2024. The NPS states:
- > 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.”.
 - > 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.”.

¹ Department for Energy Security & Net Zero (November 2023). *National Policy Statement for Renewable Energy Infrastructure (EN-3)*. Available at: <https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3> [Accessed 26 November 2024]

- > Paragraph 2.10.43 – “Applicants are encouraged where possible to minimise the visual impacts of the development for those using existing public rights of way, considering the impacts this may have on any other visual amenities in the surrounding landscape”.
- > Paragraph 2.10.44 – “Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of Permissive Paths), taking into account, where appropriate, the views of landowners”.
- > 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 Plan² and the Bassetlaw District Local Plan³ also emphasise the importance of ensuring existing PRoW are kept open, are minimally disrupted during construction, and enhanced where possible.
- 1.2.4 LCC raised the matter of PRoW during statutory consultation (between 29 May 2024 – 9 July 2024), with regards to ensuring that the Proposed Development will not have a detrimental impact on PRoW and properties that are beyond 2km of the Order Limits. LCC noted in its response that PRoW leading through the Proposed Development area have been considered within the Landscape and Visual Impact Assessment of the Proposed Development.
- 1.2.5 NCC also noted that they had received a map from Fledborough Parish Council clarifying the location whereby the parish would like the Proposed Development to implement a new Permissive Path.
- 1.2.6 Further to the above, Natural England in its Statutory Consultation emphasised the importance of maintaining PRoW and the need to consider potential impacts to the PRoW and National Trails in the surrounding vicinity.
- 1.2.7 In light of the policy context and the above comments, the Applicant is keen to demonstrate that the Proposed Development has taken appropriate measures to allow the various PRoW to continue to be used by the local community during the construction, operation, and decommissioning stages. Appropriate measures for

² Central Lincolnshire Joint Strategic Planning Committee (2023). **Central Lincolnshire Local Plan**. Available at: <https://www.n-kesteven.gov.uk/central-lincolnshire> [Accessed 26 November 2024]

³ Bassetlaw District Council (2024). **Bassetlaw Local Plan 2020-2038**. Available at: <https://www.bassetlaw.gov.uk/media/gn1kjm1b/adopted-bassetlaw-local-plan-2020-2038.pdf> [Accessed 26 November 2024]

the continuous use of any proposed Permissive Paths during the operation phase have also been demonstrated by the Applicant in this document.

- 1.2.8 The effect on PRow users is assessed within **ES Volume 2, Chapter 11: Landscape and Visual [EN010159/APP/6.11]** and **ES Volume 2, Chapter 17: Socio-Economics [EN010159/APP/6.17]**
- 1.2.9 It should be noted that details relating to new Permissive Paths being provided by the Proposed Development are provided within the **Outline Landscape and Ecology Management Plan [EN010159/APP/7.7]**.
- 1.2.10 The proposed routes for any new Permissive Paths have been illustrated in both figures contained in the **Outline Landscape and Ecology Management Plan [EN010159/APP/7.7]** and within the **Streets, Rights of Way, and Access Plans [EN010159/APP/2.4]**.

2. Baseline Conditions

2.1 Introduction

- 2.1.1 There are a number of existing PRow that pass through the Proposed Development, the details of each PRow have been obtained from liaison with LCC and NCC respectively based upon their definitive map records.
- 2.1.2 The PRow which pass through or border the Order Limits of the Proposed Development and form part of a wider network of PRow in the surrounding area have been set out below in **Table 1.1**, beginning with the PRow located on the west side of the River Trent (subject areas) and followed by the PRow located on the east side of the River Trent. The PRow outlined in **Table 1.1** are also depicted within the **Streets, Rights of Way, and Access Plans [EN010159/APP/2.4]**.

Table 1.1: PRow within or immediately adjacent to the Order Limits

PRow Ref.	Streets, Rights of Way, and Access Plan Location [EN010159/APP/2.4]	Local Authority	Description
The Proposed Development Extends to the West of the River Trent			
NT Ragnall FP1	Sheets 2 and 4	Nottinghamshire County Council	A footpath that runs on the western bank of the River Trent in a north to south direction, with the entire 742m of footpath included within the Order Limits. This footpath connects to NT Fledborough FP11 at the south and will also link to a proposed Permissive Path to the north.
NT Darlton BW1	Sheet 3	Nottinghamshire County Council	A bridleway that runs adjacent to Fledborough Beck in an east to west direction. The Bridleway connects to NT Ragnall BW3 at the east and NT Darlton FP8 to the west outside of the Order Limits. Approximately 249m of the bridleway is included within the Order Limits.
NT Ragnall BW3	Sheet 3	Nottinghamshire County Council	A bridleway that runs adjacent to Fledborough Beck in an east to west direction. The Bridleway connects to NT Darlton BW1 at the west and Marnham Road at the east. Approximately 567m of the bridleway is included within the Order Limits.
NT Ragnall FP2	Sheet 4	Nottinghamshire County Council	A footpath that runs north-west to south-east leading to Marnham Road at the north-west and connecting to NT Fledborough FP8 at the south-east. Approximately 617m of footpath is included within the Order Limits broken into two sections of 131m and 486m, respectively. This existing footpath will subsequently link to two proposed Permissive Paths, with one Permissive Path connecting to the north-western end at PRow 04/02, and the other Permissive Path intersecting with the footpath near PRow 04/05 as shown on Sheet 4 of the Streets, Rights of Way, and Access Plans [EN010159/APP/2.4] .
NT Fledborough FP8	Sheet 4	Nottinghamshire County Council	A footpath that runs north to south while passing over Fledborough Beck and connects with NT Ragnall FP2 at the north and Hollowgate Lane to the south. Approximately 375m of the footpath is included within the Order Limits. This existing footpath will subsequently link to a proposed Permissive Path at PRow 04/09 at the southern end of the footpath as shown on Sheet 4 of the Streets, Rights of Way, and Access Plans [EN010159/APP/2.4] .

PRoW Ref.	Streets, Rights of Way, and Access Plan Location [EN010159/APP/2.4]	Local Authority	Description
NT Fledborough FP11	Sheet 4	Nottinghamshire County Council	A footpath that runs on the western bank of the River Trent in a north to south direction, with approximately 644m of footpath included within the Order Limits. This footpath connects to NT Ragnall FP1 at the north and NT Fledborough FP12 to the south which lies outside of the Order Limits.
NT Fledborough FP9	Sheets 4 and 6	Nottinghamshire County Council	A footpath that runs north to south and connects to NT Fledborough FP10 at the north and Hollowgate Lane at the south, while also crossing over Fledborough Beck. The entire 239m of footpath is included within the Order Limits. This existing footpath will subsequently connect to a proposed Permissive Path at PRoW 06/03 at the southern end of the footpath as shown on Sheet 6 of the Streets, Rights of Way, and Access Plans [EN010159/APP/2.4] .
NT Fledborough FP10	Sheets 4 and 6	Nottinghamshire County Council	A footpath that runs adjacent to Fledborough Beck, connects to NT Fledborough FP9 at its west and borders St Gregory's Church to the east. Approximately 135m of footpath is included within the Order Limits.
NT Marnham BOAT8	Sheets 5 and 7	Nottinghamshire County Council	A byway that runs from east to west, leading to Far Road at the west and Ragnall Road at the east. The entire 836m of byway is included within the Order Limits.
NT Marnham FP4	Sheets 7 and 9	Nottinghamshire County Council	A footpath that runs north to south and leads to Polly Taylor's Road at the north and Eastgate to the South in the village of Normanton on Trent. Approximately 527m of the footpath is included within the Order Limits broken into two sections of 288m and 239m, respectively.
The Proposed Development Extents to the East of the River Trent			
NT NorthClifton FP5	Sheets 4 and 12	Nottinghamshire County Council	A footpath that runs on the eastern bank of the River Trent in a north to south direction, linking LL NwOT 97/4 to the north with NT NorthClifton BOAT9 at the southern edge of the Order Limits with approximately 688m of footpath included within the Order Limits.

PRoW Ref.	Streets, Rights of Way, and Access Plan Location [EN010159/APP/2.4]	Local Authority	Description
NT Thorney FP1	Sheet 11	Nottinghamshire County Council	A footpath that runs north to south on the eastern edge of the Order Limits linking the A57 at its northern extent to Roadwood Lane at its southern extent. This footpath traces the eastern limits of the Order Limits, however historical images suggest that this footpath runs within the agricultural field.
LL NwOT 97/4	Sheet 12	Lincolnshire County Council	A footpath that runs on the eastern bank of the River Trent in a north to south direction, with approximately 146m of footpath included within the Order Limits.
LL NwOT 99/1	Sheet 12	Lincolnshire County Council	A footpath that runs north to south adjacent to Bubble Dyke and connects to footpath LL NwOT 97/4 to the north outside of the Order Limits and connects to footpath NT NorthClifton FP4 at its southern extents within the Order Limits. Approximately 231m of the footpath is included within the Order Limits.
NT NorthClifton FP3	Sheet 12	Nottinghamshire County Council	A footpath that runs in an east to west direction, with the east side leading to the A1133. The west side connects to NT NorthClifton FP4. Approximately 176m of footpath is included within the Order Limits. This existing PRoW will subsequently link to a new proposed Permissive Path on the east side of the A1133.
NT NorthClifton FP4	Sheet 12	Nottinghamshire County Council	A footpath that runs in a north to south direction, connecting to LL NwOT 99/1 and NT NorthClifton FP4A at the north and linking to NT NorthClifton FP3 at the south within the Order Limits. Approximately 402m of footpath is included within the Order Limits.
NT NorthClifton FP4A	Sheet 12	Nottinghamshire County Council	A footpath that runs in a north to south direction, which links to LL NwOT 98/1 in the north outside of the Order Limits and NT NorthClifton FP4 at the south. Approximately 166m of footpath is included within the Order Limits.
NT NorthClifton BOAT9	Sheet 12	Nottinghamshire County Council	A byway that runs east to west along Trent Lane to the west of North Clifton and leads to NT NorthClifton FP5. Approximately 406m of byway is included in the Order Limits.



PRoW Ref.	Streets, Rights of Way, and Access Plan Location [EN010159/APP/2.4]	Local Authority	Description
NT NorthClifton FP1	Sheet 14	Nottinghamshire County Council	A footpath that runs in a north-west to south-east direction, linking North Clifton to Byway NT NorthClifton BOAT12 which runs east to west to the east of the A1133. Approximately 342m of footpath is included within the Order Limits.
NT NorthClifton BOAT12	Sheets 14 and 15	Nottinghamshire County Council	A byway that runs east to west along Moor Lane, meeting the A1133 at the west and linking to NT NorthClifton FP1 and leading to NT NorthClifton BW11 at the east. The entire 766m of byway is included in the Order Limits. This existing byway will subsequently link to a new proposed Permissive Path which travels northwards at its eastern extent.
NT NorthClifton BW10	Sheet 15	Nottinghamshire County Council	A bridleway that runs in an east to west direction, with approximately 633m included within the Order Limits.
NT NorthClifton BW11	Sheets 15 and 16	Nottinghamshire County Council	A bridleway that runs north to south along Wheatholme Lane and leads to Moor Lane at the south. The north of the bridleway connects to the eastern extents of NT NorthClifton BOAT12. The entire 1008m of the bridleway is included within the Order Limits. This existing bridleway will subsequently link to a proposed Permissive Path at PRoW 15/02 at the northern end of the bridleway as shown on Sheet 15 of the Streets, Rights of Way and Access Plans [EN01059/APP/2.4] .

3. Management of Public Rights of Way

3.1 Construction

- 3.1.1 Access to all existing PRow will be maintained during the construction phase, with no permanent closures or diversions expected within the Order Limits. The PRow will be managed throughout the construction phase to ensure that routes can continue to be used as safely as possible. The existing PRow widths will be maintained for all PRow throughout the construction phase, excluding any PRow where a diversion is required, which will be localised in nature and short in duration, allowing for sufficient separation between members of the public and any construction works. The proposed PRow management measures are shown on the **Streets, Right of Way, and Access Plans [EN010159/APP/2.4]**.
- 3.1.2 The impacts on users of the PRow in terms of changes to views and the landscape is considered in **ES Volume 2, Chapter 11: Landscape and Visual [EN010159/APP/6.11]**. Environmental measures to be included during the construction phase is detailed in the **Outline Construction Environmental Management Plan [EN010159/APP/7.4]**.
- 3.1.3 Usage of the existing National Cycle Route 647 (also referred to as the Skellingthorpe Walk) is to be retained during construction. In many places where an interaction may occur, the National Cycle Route is either grade separated or runs on an existing carriageway, whereby any construction vehicle wishing to egress onto said carriageway would give way to road users and cyclists.
- 3.1.4 It should be noted that whilst the proposed construction routes and crossing point locations within the Proposed Development may be subject to minor changes during detailed design, these changes are not expected to change the principles presented in this PRow MP or result in any additional adverse impacts. Any changes will be agreed with the relevant local authority in terms of how these changes are proposed to be managed throughout the construction phase of the Proposed Development. The likely impacts on PRow during the construction phase are set out below.

Management / Physical PRow Separation from Construction Routes and Works

- 3.1.5 The following existing PRow, whilst residing within the area where construction works are proposed, will be maintained on their existing alignment and physically separated from the proposed construction routes and works areas using mesh, Heras, or other similar types of fencing where necessary, to maximise the safety of PRow users within the Proposed Development:

- > LL|NwOT|97/4
- > NT|NorthClifton|FP1

- > NT|NorthClifton|FP4
- > NT|NorthClifton|FP4A
- > NT|NorthClifton|FP5
- > NT|NorthClifton|BOAT9
- > NT|NorthClifton|BOAT12
- > NT|NorthClifton|BW10
- > NT|NorthClifton|BW11
- > NT|Ragnall|FP1
- > NT|Ragnall|FP2
- > NT|Ragnall|BW3
- > NT|Fledborough|FP8
- > NT|Fledborough|FP9
- > NT|Fledborough|FP10
- > NT|Fledborough|FP11
- > NT|Darlton|BW1
- > NT|Marnham|FP4
- > NT|Thorney|FP1

Temporary PRow Diversions

- 3.1.6 Temporary PRow Diversions are only envisaged to be required to facilitate the construction of any proposed internal access tracks or cable installation works.
- 3.1.7 The following existing PRow will require a temporary PRow diversion during the construction of the Proposed Development:
- > NT|Ragnall|BW3
 - > NT|Ragnall|FP2
 - > NT|Fledborough|FP8
 - > NT|Fledborough|FP9
 - > NT|Fledborough|FP10
 - > NT|Marnham|FP4
 - > NT|NorthClifton|FP3
 - > NT|NorthClifton|FP4

> NT|NorthClifton|BW10

> NT|NorthClifton|BW11

- 3.1.8 Any temporary PRow diversion will seek to be localised in nature to ensure that PRow routes can be maintained and temporarily rerouted around any proposed works areas to ensure the safe separation of PRow users from adjacent construction activities. Any temporary diversions required during the construction stage of the Proposed Development have been illustrated in the **Streets, Rights of Way, and Access Plans [EN010159/APP/2.4]**.

Permanent PRow Diversions

- 3.1.9 No permanent PRow diversions are required within the Proposed Development.

3.2 PRow Mitigation and Management Measures

- 3.2.1 An **Outline Construction Traffic Management Plan [EN010159/APP/7.9]** and an **Outline Construction Environmental Management Plan [EN010159/APP/7.4]** during the construction phase will provide mitigation to effects. Proposed mitigation and management measures relating to PRow that do not require a diversion include:

- > Maintaining access to / along existing PRow during the construction phase, providing existing widths for PRow users;
- > Providing sufficient protection / separation between existing PRow and the proposed construction route and works areas (providing physical separation where necessary);
- > Managing areas where the internal construction route crosses any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (pedestrians and cyclists), implementing traffic management e.g. advanced signage to advise other users of the works, as well as manned controls at each crossing point (marshals/ banksmen), with a default priority that construction traffic will give-way to other users;
- > Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking or cycling to / from the Proposed Development along PRow, as well as to relay information including any restrictions and requirements which should be followed.

- 3.2.2 It should be noted that pedestrian footpaths, byways, bridleway and cycle routes will be maintained and remain unobstructed at all times when in use, to ensure the continued safe passage of the public when using PRow within the Order limits.

3.2.3 The Applicant will ensure that the Principal Contractor will ensure the following during the construction phase:

- > That any footpath which has had its surface disturbed will be remediated upon completion of the relevant construction activity (i.e. at a crossing point);
- > People will not be asked to avoid using a route or area when there is no safety related reason to do so;
- > Warning signs will be removed promptly when the relevant hazard has ceased;
- > Vehicular access gates may be locked for management reasons including the control of unauthorised vehicles for example but would only be locked where a side pedestrian side gate is provided. Where construction activities present a potential danger to pedestrians / other users a temporary diversion or re-routing would be advised in the interests of health & safety;
- > ~~All pedestrian gates to be provided on the Site will meet BS 5709 and shall have a minimum width of 1.525 m to ensure equine access; and~~
- > Public Rights of Way will be maintained and remain unobstructed at all times when in use, with any crossings of public right of way required by construction vehicles having a gate arrangement for construction vehicles so that right of way is provided to pedestrians and equestrian users.
- > Electric wires or barbed wire will not be used on the Site.

3.2.4 During construction activities, the construction contractor operatives will act and behave in a responsible manner when asking people to avoid construction activity risks. They will:

- > Take precautions, such as asking people to avoid using a particular route or area, or to avoid doing a particular activity where there are more serious or less obvious hazards to their safety;
- > Keep any precautions to the minimum area and duration required to safeguard people's safety;
- > Notify the public about any precautions at all access points;
- > Not deliberately obstruct a footpath; and
- > Not obstruct or hinder people from exercising access rights, either by physically obstructing access or by otherwise discouraging or intimidating them.

3.2.5 In addition, all construction operatives will be required to understand the requirements of onsite access rights at their induction. Failure to observe these may result in their removal from the Site.

Crossing Point Details

- 3.2.6 Where a PRow intersects with a proposed internal access track, a crossing point would be formed. It is essential that public safety is maintained where construction vehicles may utilise or cross the PRow identified above and within the Order Limits. Therefore, any crossing points that are proposed by the Proposed Development will need to be carefully managed to allow all users to safely pass. This will require such control measures as:
- > “Access Track Crossing Ahead” signage for the footpath, on either side of the crossing, located at least 20m in advance of the crossing;
 - > “Crossing Point” and “Please look in both directions” signage for the footpath on either side of the crossing;
 - > A 2m wide chicane to ensure that cyclists slow down for the crossing to ensure the safety of all users;
 - > “Crossing Ahead” and “Slow Down, 10mph” signs on access tracks, located 100m and 50m in advance of the crossing on both directions; and
 - > “Give Priority to Footpath Users” on the Site access track.
 - > Providing manned controls at crossing point locations (including marshals, banks-person or gates) when vehicles are crossing the PRow, with a default priority that construction traffic gives way to PRow users.
 - > Reflective pole markers will be provided in advance of the crossing point to aid identification for access track users.
 - > A visibility splay in the access track verge will be created so that footpath users have good visibility in either direction at each crossing point. This will be maintained throughout the construction phase.
- 3.2.7 All signage would be kept and maintained during the operational phase of the Proposed Development.

Temporary PRow Diversion Management

- 3.2.8 Any temporary diversions will be 2m in width and would be expected to allow a 10m buffer from the edge of the works area to safely separate PRow users from construction works.
- 3.2.9 Any temporary diversion will be clearly marked out, with the appropriate signage at either end of the diversion installed. The diversion routes will be agreed with the relevant local authority for each diversion prior to the construction of the Proposed Development.
- 3.2.10 Following the completion of any construction works which necessitate a temporary PRow diversion, the PRow will be reinstated to its original alignment.

Definitive Map Modification Orders (DMMO)

- 3.2.11 The Applicant is aware of a number of DMMO's having been submitted for consultation with both NCC and LCC respectively within the vicinity of the Proposed Development. If any application orders are determined by LCC or NCC, they will be managed during construction in a similar manner to the other PRoW listed above where practicable. With the location of these future PRoW's not decided, and any future proposed DMMO's applications unknown, it may be necessary to close and / or divert any new PRoW during construction if required to ensure the deliverability of the Proposed Development.
- 3.2.12 The Public Rights of Way Management Plan submitted for approval will subsequently include any appropriate mitigation measures for any new PRoW that have been determined by LCC or NCC respectively.

3.3 Operation

- 3.3.1 The existing PRoW and proposed Permissive Paths which traverse the Proposed Development will be unaffected during the operation phase.
- 3.3.2 Any proposed Permissive Path included within the Order Limits will be installed and active for public use throughout the operational period of the scheme only, after which permitted public use will cease.
- 3.3.3 It is not anticipated that any Temporary Traffic Management (TTM), PRoW diversions or closures will be required during operation. The majority of vehicles accessing the Order limits will be maintenance vehicles or Light Goods Vehicles (LGVs) and will be nominal in number.
- 3.3.4 The Proposed Development will retain the existing links to adjacent PRoW routes, Permissive Path routes, and highways as present. The operational phase of the Proposed Development will include the following measures:
- > Maintaining access to all existing PRoW and Permissive Paths within the Order limits, with no diversions or closures; and
 - > ~~Controlling areas where the internal maintenance route crosses any existing PRoW or Permissive Path (such as by providing gates), permitting only operational traffic to utilise these internal routes within the Order limits. Operational traffic would give way to other users when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.~~
 - > Public Rights of Way and Permissive Paths will be maintained and remain unobstructed at all times when in use, with any crossings of public right of way required by operational vehicles having a gate arrangement for operational vehicles so that right of way is provided to pedestrians and equestrian users

- 3.3.5 A minimum width has been incorporated into the Proposed Development design for PRoW within or directly adjacent to the Site. The PRoW will also be buffered from the perimeter fencing, with fencing being installed a minimum distance of 10 m either side of the centre of the PRoW where solar infrastructure lies to both sides (creating a 20 m wide corridor between the fence lines), or 15 m if solar infrastructure is to one side only.
- 3.3.6 Once operational, the Proposed Development includes enhancement measures including Permissive Paths to create new routes connecting nearby villages. During operation, due to the environmental measures, the effects are considered positive and likely significant.
- 3.3.7 It should be noted that details relating to any new Permissive Paths being provided by the Proposed Development during the operational phase are provided within the **Outline Landscape and Ecology Management Plan [EN010159/APP/7.7]** and discussed in **ES Volume 2, Chapter 17: Socio-Economics [EN010159/APP/6.17]**.
- 3.3.8 The proposed routes for any new Permissive Paths have been illustrated within the **Streets, Rights of Way, and Access Plans [EN010159/APP/2.4]** and can be seen on Sheets 2 and 4 between PRoW 02/02 and PRoW 04/02, Sheet 4 between PRoW 04/05 and PRoW 04/09, Sheet 6 between PRoW 06/01 and PRoW 06/03, and on Sheets 12, 13 and 15 between PRoW 12/13, PRoW 13/02 and PRoW 13/01 and PRoW 15/02.
- 3.3.9 The Permissive Paths will be made available to the public, 364 days a year, by permission of the Landowner. They will be managed by the Applicant and will include signs to make clear that its use is for the public by permission of the landowner. At the end of the Proposed Development's operation, the area will be returned to the Landowner (with further detail to be included in the Decommissioning Environmental Management Plan) when the land will be in private ownership and the permitted public use will cease.

Definitive Map Modification Orders (DMMO)

- 3.3.10 If future applications are submitted to LCC or NCC and orders made, they will be managed during the operation of the Proposed Development in a similar manner to the other PRoW listed above where practicable. With the location of these future PRoW not decided, and any future proposed DMMO's applications unknown, it may be necessary to close and/or divert any new PRoW during operation if required to ensure the deliverability of the Proposed Development.
- 3.3.11 The Public Right of Way Management Plan submitted for approval will subsequently include any appropriate mitigation measures for any new PRoW that have been determined by LCC or NCC respectively.

3.4 Decommissioning

- 3.4.1 During the decommissioning phase it is anticipated that the PRow will be managed in a similar way to the construction phase. There are not anticipated to be any PRow closures, although some minor diversions may be required to provide safe access across the Order limits whilst decommissioning activities are taking place. These diversions will be temporary in nature and be localised as much as practicable to maintain PRow users on their original alignment as much as possible whilst providing safe operational areas for decommissioning works.
- 3.4.2 At the end of the Proposed Development's operation, the area will be returned to the Landowner (with further detail to be included in the detailed Decommissioning Environmental Management Plan) when the land will be in private ownership and the permitted public use of any Permissive Path will cease.
- 3.4.3 An **Outline Decommissioning Environmental Management Plan [EN010159/APP/7.6]** has been prepared in respect of the general management of environmental effects.

4. Summary and Conclusion

- 4.1.1 This document outlines the current PRow which pass through the Order Limits or run adjacent to the Proposed Development and demonstrates how safe access will be maintained along and across these PRow and the proposed Permissive Paths during the construction, operation, and decommissioning of the Proposed Development, in accordance with Paragraph 2.10.45 of the NPS EN-3⁴. Proposed Permissive Paths will only be available to the public, 364 days a year, by permission of the Landowner during the operational phase of the Proposed Development.
- 4.1.2 An **Outline Construction Environmental Management Plan [EN010159/APP/7.4]**, **Outline Operational Environmental Management Plan [EN010159/APP/7.5]** and **Outline Decommissioning Environmental Management Plan [EN010159/APP/7.6]** have also been prepared in respect of the general management of environmental effects during the construction, operational and decommissioning phases.

⁴ Department for Energy Security & Net Zero (2023), National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://assets.publishing.service.gov.uk/media/65a7889996a5ec000d731aba/nps-renewable-energy-infrastructure-en3.pdf>



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