



## **Great North Road Solar and Biodiversity Park**

Environmental Statement

Volume 4 – Technical Appendices

Technical Appendix A18.1 – Outline Recreational Routes Management Plan

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## A18.1.1 INTRODUCTION

### A18.1.1.1 DESCRIPTION

- 1 This outline Recreational Routes Management Plan, hereby referred to as the ‘outline RRMP’, sets out the management and mitigation procedures for Public Rights of Way (PRoW) impacted during the construction, operation, and decommissioning phases of the Development, as well as other recreational routes proposed to be created as part of the Development. It also summarises the likely works required to the PRoWs as part of the Development.
- 2 This document is provided as a Technical Appendix (TA) to Chapter 18, Recreation [EN010162/APP/6.2.18], which provides an in-depth assessment of effects on recreational interests within and around the Order Limits.
- 3 A final RRMP will be prepared by the Principal Contractor for the Development ahead of construction, taking into account engagement with statutory consultees. This will be produced in line with this outline RRMP as set out through a Requirement of the DCO.
- 4 A number of additional management plans, which complement this RRMP, have been produced to as part of this Environmental Statement and are listed below:
  - Outline Landscape and Ecology Management Plan (TA A5.1) [EN010162/APP/6.4.5.1];
  - Outline Construction Traffic Management Plan (TA A5.2) [EN010162/APP/6.4.5.2];
  - Outline Construction Environmental Management Plan (TA A5.3) [EN010162/APP/6.4.5.3];
  - Outline Operational Environmental Management Plan (TA A5.5) [EN010162/APP/6.4.5.5]; and
  - Outline Decommissioning and Restoration Plan (TA A5.6) [EN010162/APP/6.4.5.6].

### A18.1.1.2 DEVELOPMENT CONTEXT

- 5 The Development would be located to the northwest of Newark, in the Newark and Sherwood district of Nottinghamshire, East Midlands. The Development would be within an area bound by the Order Limits. The Order Limits are to the west of the A1, north of the A617, east of Eakring, and south of Egmanton, to the north and northwest of Staythorpe.
- 6 The Development is described by ES Chapter 5, Development Description, [EN010162/APP/6.2.5], and briefly summarised here. The Development essentially consists of discrete land parcels proposed to be occupied by solar PV panels and associated infrastructure (Work no. 1), connected by cable route areas (Work no. 2). Up to 4 intermediate substations (Work no. 4) will be spaced around the solar areas, and a Battery Energy Storage System (BESS; Work no. 5a) and 400 kV Compound (Work no. 5b) will collate the electrical energy and step up the voltage before cabling it to the National Grid Staythorpe Substation (Work no. 6), likely via the Consented Staythorpe BESS (Work no. 7). Road works (Work no. 8; access) will be undertaken, principally to create passing places and create or upgrade

access points. Other areas within the Order Limits are identified for mitigation/enhancement (Work no. 3). The Work Areas are shown on ES Figure 5.1 [EN010162/APP/6.3.5.1] and a summary of mitigation/enhancement measures is shown on ES Figure 5.2 [EN010162/APP/6.3.5.2].

- 7 The Development is located within Newark and Sherwood District, and is generally composed of agricultural land, interspersed by occasional woodland pockets. Surrounding villages and hamlets are connected by rural roads and PRoW. A number of villages are within 2 km of the Order Limits, including Staythorpe, Averham, South Muskham, North Muskham, Bathley, Cromwell, Norwell, Caunton, Ossington, Sutton-on-Trent, and Maplebeck.
- 8 The construction programme is anticipated to last approximately 24 months and be split into five phases. A breakdown can be found within TA A5.2, Outline Construction Traffic Management Plan [EN010162/APP/6.4.5.2].

#### **A18.1.1.3 STRUCTURE**

- 9 The RRMP provides details about the practical measures required to manage and mitigate any impacts on recreational routes during pre-construction, construction, operation, and decommissioning. It also provides details of other supporting functions such as relevant stakeholder engagement and appropriate staffing.
- 10 The following sections are included:
  - Project team roles and responsibilities;
  - Stakeholder engagement;
  - Affected routes; and
  - Management measures.

#### **A18.1.2 PROJECT TEAM ROLES AND RESPONSIBILITIES**

- 11 In order to ensure that this plan is executed effectively, and more detailed plans are developed ahead of the construction phase of the Development, a number of roles will be assigned responsibility for its implementation.
- 12 The roles outline in Table A18.1.1 are indicative and will be confirmed in the final RRMP.

**Table A18.1.1 – Roles and Responsibilities**

Role	Responsibility
The Applicant	Overall ultimate responsibility for compliance with DCO.
Principal Contractor	Overall responsibility for ensuring compliance with DCO during construction, including the implementation of the RRMP.
Site Manager	Responsible for all onsite activity, including workers and the local community, with a full-time presence onsite.
Community Liaison Officer	Responsible for leading conversations with local communities and a primary contact for any queries or complaints.
Nottinghamshire County Council Public Rights of Way Officer	Responsible for discussing and agreeing on issues during the detailed design phase, as well as any future updates to this Management Plan, as well as ensuring its proper implementation at the appropriate stages.

### **A18.1.3 STAKEHOLDER ENGAGEMENT**

- 13 A statutory public consultation was held between Thursday the 9<sup>th</sup> of January and Thursday the 20<sup>th</sup> of February 2025 to engage communities and interested parties in the Development. The event sought feedback on the Preliminary Environmental Information Report (PEIR), prior to submission of the application for the Development.
- 14 A consultation report [EN010162/APP/5.1], which sets out how feedback from local communities, landowners and stakeholders has been addressed, is submitted with the DCO application for the Development.
- 15 As discussed in Table A18.1.1, the Community Liaison Officer will be responsible for leading conversations with the local community. The officer will be the main point of contact for queries or complaints and contact details will be made widely available both online and on signs across the Development.
- 16 Prior to finalisation of the RRMP, consultation on the RRMP will be undertaken with the local community, details of which will be submitted to Newark and Sherwood District Council for approval prior to commencement of construction.

### **A18.1.4 AFFECTED ROUTES**

#### **A18.1.4.1 PUBLIC ACCESS ROUTE DEFINITIONS**

- 17 A definition of each PRoW is outlined in Table A18.1.2 below sets out the definitions of the public access routes referred to in the document, which

include those defined by the Highways Act 1980<sup>1</sup> and the Countryside and Rights of Way Act 2000<sup>2</sup>.

**Table A18.1.2 – Public Access Route Definitions**

Role	Responsibility
Footpath	‘means a highway over which the public have a right of way on foot only, not being a footway’ <sup>1</sup>
Bridleway	‘means a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway’ <sup>1</sup>
Cycle Track	‘means a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot’ <sup>1</sup>
Byway Open to All Traffic (BOAT) <sup>3</sup>	‘highways over which the public right of way is for vehicles and all other kinds of traffic, but which are used mainly for the purposes for which footpaths and bridleways are used.’
Restricted byway <sup>4</sup>	‘means a highway over which the public have restricted byway rights, with or without a right to drive animals of any description along the highway, but no other rights of way.’

<sup>18</sup> Public adopted highways (roads) are not included within the scope of this document.

#### A18.1.4.2 ASSUMPTIONS

<sup>19</sup> All proposed diversions and new recreational routes have been carefully designed to prioritise safety while enhancing recreational value, ensuring the routes are both accessible and enjoyable.

<sup>20</sup> Where PRoWs would be diverted or closed for construction, operation, and/or decommissioning, a condition survey would be undertaken to ensure the reinstated route would be of equal or better quality.

<sup>21</sup> Any new surfacing, signage or visitor facilities and information points would be set out in the final RRMP to be submitted for approval prior to commencement of construction of the relevant phase.

#### A18.1.4.3 PROW IDENTIFICATION

<sup>22</sup> Data on the locations, lengths, and widths of PRoW within and surrounding the Order Limits was sourced from the definitive map, as provided by Nottinghamshire County Council (NCC). Upon receiving this data, the

<sup>1</sup> Highways Act 1980 (c. 66). Section 329. Available at: [Highways Act 1980](#) (Accessed: 27/01/2025).

<sup>2</sup> Countryside and Rights of Way Act 2000 (c. 37). Available at: [Countryside and Rights of Way Act 2000](#) (Accessed 27/01/2025).

<sup>3</sup> S.48 of the Countryside and Rights of Way Act 2000. Available at: [Countryside and Rights of Way Act 2000](#)

<sup>4</sup> Countryside and Rights of Way Act 2000. Available at: [Countryside and Rights of Way Act 2000](#)

Applicant was informed by NCC that there may be minor inaccuracies in the spatial data describing the PRoW, as they were digitalised from a large-scale map.

23 PRoW with the potential to be impacted by the Development were identified through examination of this data.

#### A18.1.4.4 IMPACTED PUBLIC RIGHTS OF WAY

24 Chapter 18, Recreation, [EN010162/APP/6.2.18] states that all recreational receptors located within the Recreation Study Area (250 m of the Order Limits), have the potential to be impacted by the Development. There are 117 PRoW within the study area. Of these PRoW, eight will be diverted (using seven diversion routes) during all phases and one will be diverted only during the construction and decommissioning phase, as described in Table A18.1.3 and Table A18.1.4.

**Table A18.1.3. Proposed Diversions to Public Rights of Way**

Route Impacted	Reference	Description
NT Averham FP6	Footpath Diversion 1	A diversion would be put in place to avoid Work no. 8, access. 1.3 km of the 1.8 km route would be closed from the A617 and replaced with 810 m of footpath which would predominantly follow works area 3, mitigation. The diversion would then rejoin the original route at 476020E, 355440N, and continue to connect to NT Kelham FP4.
NT Carlton-On-Trent FP6 NT Carlton-On-Trent FP10	Footpath Diversion 2	The route has been diverted to avoid Work no. 1, solar PV. NT Carlton-On-Trent FP10 would have 330 m of the 350 m route closed and NT Carlton-On-Trent FP6 would have 350 m of the 720 m route closed.  The two routes currently form a cross across field 180. The routes would be replaced by 530 m of footpath which would follow the edge of the solar PV area. The route would be more direct and continue to provide a connection between the adjacent unnamed roads and the wider PRoW network.
NT Laxton And Moorhouse FP11	Footpath Diversion 3	The route has been diverted to avoid Work no. 1, solar PV. 185 m of the 990 m NT Laxton And Moorhouse FP11 would be closed. The route would be replaced by 170 m of footpath which would follow the edge of the solar PV area. The diverted route would continue to connect to NT Weston FP11 and NT Weston FP9.
NT Weston FP10	Footpath Diversion 4	A diversion would be put in place to avoid Work no. 1, solar PV. 430 m of the 760 m NT Weston FP10 would be closed, and replaced with 800 m of footpath which would follows the edge of the solar PV area. The diversion would then rejoin the original route and continue to connect to NT Weston FP17.

Route Impacted	Reference	Description
NT Eakring FP13	Footpath Diversion 5	A diversion would be put in place to avoid Work no. 1, solar PV. 170 m of the 770 m NT Eakring FP13 would be closed, and replaced with 220 m of footpath which would follows the edge of the solar PV area. The route would still provide access between Newark Road and the unnamed road at grid reference 468385E 362326N and connect to NT Eakring FP14 and NT Eakring FP15.
NT Eakring FP14	Footpath Diversion 6	A diversion would be put in place to avoid Work no. 1, solar PV. NT Eakring FP14 would be entirely closed and replaced with 430 m of footpath which would follow the edges of the solar PV area. The route would be more direct and continue to provide a connection between footpath NT Eakring FP13 and NT Eakring FP16.
NT Kelham FP7A	Footpath Diversion 7	A diversion would be put in place to avoid Work no. 1, solar PV. NT Kelham FP7A would be entirely closed and replaced with 460 m of footpath which would follow the edges of the solar PV area. The route would be more direct and continue to provide a connection between NT Kelham BW3 and NT South Muskham FP5.

**Table A18.1.4. Proposed Temporary Construction/Decommissioning Phase Diversions**

Route Impacted	Reference	Description
NT Sutton on Trent BW14	Bridleway Diversion 1	<p>1 km of the 1.2 km NT Sutton on Trent BW14 will be temporarily closed during part of the construction phase and part of the decommissioning phase but will remain open during the operational phase. This is because the route is required to be used for construction traffic access to that part of the Development site. It will be closed for the period during which construction or decommissioning vehicle access is required along that route (i.e., less than the whole construction or decommissioning phase), but will otherwise remain open. The diversion will originate opposite Common Farm, 260 m south-west of NT Sutton-on-Trent BW14. The new route will follow the boundary of the Order Limits before reaching NT Ossington BW4, which can be used to reconnect to NT Sutton on Trent BW14.</p> <p>When the whole of NT Sutton-on-Trent BW14 is open during the operational phase, the diverted route would remain open and extend to become Permissive Bridleway 2. In combination with NT Sutton-on-Trent BW14 and Permissive Bridleway 3, the new routes will create 1 km, 3 km, and 4.7 km circular routes.</p>

#### A18.1.4.5 NEW PERMISSIVE ROUTES

- 25 New permissive routes have been proposed to enhance the existing connectivity of the area. Twenty-seven new permissive routes have been proposed to enhance connectivity between existing footpaths and the broader network, while also reducing road walking and improving overall safety. This includes 21 permissive footpaths and six permissive bridleways.
- 26 A new long-distance circular recreational route has been proposed, covering 50.6 km, including 38.1 km of existing paths and 12.5 km of new permissive route.
- 27 It is proposed that all new permissive routes will be created during the construction phase so that they are open for use during the operational phase. Each route is described in Table A18.1.4 below.

**Table A18.1.5. Proposed Permissive Routes**

Route Identifier	Parish	Description
Permissive Footpath 1	South Muskham/Kelham	This route links the village of Kelham to the wider northern network by provided an offroad footpath originating from Trent Lane to NT South Muskham FP1A. The route would add 1 km of new route and further contribute to the connectivity of the existing network.
Permissive Footpath 2	South Muskham	This route provides an off-road link between NT South Muskham FP2A and NT Bathley BW12 in fields 232 and 140. The route would add 1.4 km of new pathway and further contribute to the connectivity of the existing network.
Permissive Footpath 3	Bathley	This route provides an alternative connection between NT Bathley FP7 and NT Bathley FP8. The route would create a 2 km circular path which would be accessible from Bathley. The 2 km path would avoid railway crossings.  The route would add 700 m of new pathway and further contribute to the connectivity of the existing network.
Permissive Footpath 4	Cromwell	This route is a standalone footpath which is accessible from Cromwell via Norwell Lane. The route would allow walkers from Cromwell access to green space without the need to cross the railway line. The route would add 3.1 km of new pathway and further contribute to the connectivity of the existing network.
Permissive Footpath 5	Carlton on Trent	This route is a standalone footpath which is accessible from Carlton on Trent via the B1164. It would provide an alternative connection between the diverted route for NT Carlton-on-trent FP6/ NT Carlton-on-trent FP10 and NT Carlton-on-trent F11, creating a 2 km circular route.

Route Identifier	Parish	Description
		The route would add 760 m of new pathway and further contribute to the connectivity of the existing network.
Permissive Footpath 6	Laxton and Moorhouse	This route provides an alternative connection between NT Laxton and Moorhouse FP11 and NT Weston FP9. The route would provide 1.2 km of new pathway, contributing to the connectivity of the existing network.
Permissive Footpath 7	Weston	This route provides an alternative connection between NT Weston FP17 and NT Weston FP10, which avoids travelling directly past the residential property at Ladywood Farm. The route would provide 350 m of new pathway, contributing to the connectivity of the existing network.
Permissive Footpath 8	Ossington	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route originates in field 470 from Moorhouse Road, following the southern edge of the Order Limits through fields 155, 156, and 605 to unnamed road at grid reference 474659E, 364846N.  The route would provide 1.6 km of new pathway, further contributing to the connectivity of the existing network.
Permissive Footpath 9	Ossington Laxton and Moorhouse Kneesall	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route originates on the unnamed road at grid reference 474037E, 364519N and travels through fields 136, 135, 115, 114, 112, and 113 to the unnamed road at grid reference 472460E, 364236N.

Route Identifier	Parish	Description
		<p>The route would provide 1.9 km of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 10	Ossington Laxton and Moorhouse Norwell	<p>The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route originates on the unnamed road at grid reference 474008E, 364515N, and travels along the eastern boundary of Order Limits in fields 136, 578, and 138 to the unnamed road at grid reference 473268E 363001N.</p> <p>The route would provide 1.9 km of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 11	Laxton and Moorhouse	<p>The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route provides a connection between Permissive Route 9 and Permissive Route 10, following the western boundary of field 136.</p> <p>The route would provide 1 km of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 12	Laxton and Moorhouse	<p>The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route provides an off-road footpath along the unnamed road at grid reference 472547E 363892N, and runs adjacent to the road through field 108, 103, 101, and 100, terminating once reaching the road opposite Kneesall Lodge. The route would provide 770 m of new pathway, reduce the extent of on-road</p>

Route Identifier	Parish	Description
		walking, and further contribute to the connectivity of the existing network.
Permissive Footpath 13	Kneesall	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall. The route would connect to NT Kneesall FP6 and provide an off-road footpath along the unnamed road at grid reference 472257E, 363094N, running adjacent to the road through field 104. The route would provide 410 m of new pathway, reduce the extent of on-road walking, and further contribute to the connectivity of the existing network.
Permissive Footpath 14	Kneesall Kersall	The route is one of a network of routes which improve the connectivity in the north-western area of the Order Limits, between Ossington and Kersall.  The route would provide an off-road footpath along the A616, running adjacent to the road through field 96 and 94. In combination with Permissive Footpath 13 and Permissive Bridleway 4, the route would provide an off-road connection between NT Kneesall FP6, NT Kersall BOAT8 and NT Caunton BW13.  The route would provide 680 m of new pathway, reduce the extent of on-road walking, and further contribute to the connectivity of the existing network.
Permissive Footpath 15	Kersall	This route provides an off-road connection between NT Kersall BOAT8 and NT Kersall FP6. The route would provide 560 m of new pathway, contributing to the connectivity of the existing network.

Route Identifier	Parish	Description
Permissive Footpath 16	Maplebeck	<p>This route provides a direct connection between NT Eakring FP16, NT Maplebeck FP1 and NT Winkburn BW9.</p> <p>The route would provide 1.7 km of new footpath, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 17	Maplebeck	<p>In combination with Permissive Footpath 18, the route would provide a connection between NT Maplebeck FP9 and NT Maplebeck FP5.</p> <p>The route would provide 360 m of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 18	Maplebeck	<p>In combination with Permissive Footpath 17, the route would provide a connection between NT Maplebeck FP9, NT Maplebeck FP5, and NT Caunton FP11. The route would provide 2.2 km of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 19	Maplebeck	<p>The route would provide a connection between NT Caunton FP11, NT Maplebeck FP6, and NT Winkburn FP4. The route would provide 1.5 km of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 20	Kelham	<p>The route would provide an alternative connection between NT Kelham FP1 and NT Kelham FP2, avoiding the residential property at Park Leys. The route would provide 250 m of new pathway, further contributing to the connectivity of the existing network.</p>
Permissive Footpath 21	Kelham	<p>The route would provide a connection between</p>

Route Identifier	Parish	Description
		NT Kelham FP2 and Permissive Bridleway 7. The route would provide 12 m of new pathway, further contributing to the connectivity of the existing network.
Permissive Bridleway 1	North Muskham Cromwell	<p>The route would provide a connection between NT Bathley FP8 and Norwell Lane, providing a link between the villages of Bathley and North Muskham to Cromwell.</p> <p>The route would provide 2.6 km of new bridleway, further contributing to the connectivity of the existing network.</p>
Permissive Bridleway 2	Sutton on Trent Ossington	<p>Originating opposite Common Farm, 260 m south-west of NT Sutton-on-Trent BW14, the route follows the boundary of the Order Limits before connecting to NT Ossington BW4. The route then continues to connect to the junction between NT Ossington FP11, NT Ossington BW7, and NT Ossington BW5.</p> <p>In combination with Permissive Bridleway 3, NT Ossington BW5, and NT Sutton-on-Trent BW14, which will be open during the operational phase, the routes will create a 1 km, 3 km and 4.7 km circular route.</p>
Permissive Bridleway 3	Sutton on Trent	<p>When NT Sutton on Trent BW14 is open, this route will provide a link to Permissive Bridleway 2, creating a 1 km circular route or connecting to the wider network.</p> <p>The route would provide 320 m of new bridleway, further contributing to the connectivity of the existing network.</p>
Permissive Bridleway 4	Caunton	This route provides an off-road connection between NT Caunton BW13 and NT Kersall BOAT8.

Route Identifier	Parish	Description
		<p>The route would provide 560 m of new bridleway, further contributing to the connectivity of the existing network.</p>
Permissive Bridleway 5	Caunton	<p>This route is proposed following feedback from local residents. As a result of this feedback, in order to keep the route to the preferred length and location for bridleway users, this route passes through Work no.1 solar PV for 250 m of the 875 m route. The route follows the hedgerow which splits fields 106 and 442, so users of the route will only have solar PV to one side, and hedge on the other.</p> <p>The route would provide 875 m of new pathway, contributing to the connectivity of the existing network.</p>
Permissive Bridleway 6	Maplebeck	<p>This route provides a direct connection between NT Kelham FP2 and NT Averham BW1.</p> <p>The route would provide 2 km of new bridleway, further contributing to the connectivity of the existing network.</p>

## A18.1.5 MANAGEMENT MEASURES

### A18.1.5.1 CORE PROVISIONS

28 The following powers would be granted by the DCO to manage and alter the PRoW network with the Order Limits:

- Article 13 ('Temporary closure of public rights of way') provides powers to temporarily close, prohibit the use of, alter or divert any PRoW. Paragraph 21 of Schedule 2 ('Requirements') to the draft DCO provides that the article 13 powers may not be exercised until a reinstatement plan with a timeline for reinstatement has been approved by Nottinghamshire County Council prior to closure;
- Work No. 3 allows for the construction of permissive paths, with Requirement 18 provided that requiring that the details of the route, specification, and maintenance, of each path is approved to the planning authority prior to construction of the permissive paths. Requirement 18 also specifies that the permissive paths are to be in place and open before to the date of final commissioning in the relevant phase; and

- Article 16 ('Traffic regulation measures') provides powers to temporarily permit, prohibit, or restrict the use by vehicular traffic or non-vehicular traffic of any road, subject to the provisions of the Article.

29 The proposed diversions, closures, and newly proposed permissive routes have been designed to prioritise safety while enhancing recreational value. Where a conflict between these two goals is identified, the safety of users of the route will be prioritised.

30 The RRMP aims to ensure access is retained for users of recreational routes through appropriate phasing/timing of works, based on the current understanding of the Development. If any alternative approach to recreational route management arises, this would be subject to approval by Newark and Sherwood Council in consultation with Nottinghamshire County Council as part of the final RRMP which will be approved in line with the DCO Requirement.

#### **A18.1.5.2 SIGNAGE AND INFORMATION**

31 Signage will be installed at least 2 weeks in advance to notify users of planned works on any affected recreational routes within the Recreational Study Area (see ES Figure 18.3 [EN010162/APP/6.3.18.3]), including the scheduled dates, diversions, temporary closures, and new routes where applicable. Signage will take a standard form throughout the Site and locations will be proposed and submitted to Newark and Sherwood Council as part of the final RRMP.

32 A programme outlining the diversions or short-term closures of PRoW will be prepared prior to construction and agreed with Newark and Sherwood Council as part of the final RRMP. Any affiliated landowners, agents, or tenants will be notified at least seven days in advance of any management works.

33 Appropriate signage will be installed along the PRoW to make PRoW users aware of any construction activity. This will include information on construction times and contact details for a public liaison officer.

34 All permissive routes will be clearly signed as permissive at all times to ensure clarity and prevent the public being able to claim them as RoW after decommissioning.

35 All temporary closures and diversions will be shown on a map installed/erected at the relevant location.

#### **A18.1.5.3 MANAGEMENT OF CLOSURE**

36 Local closures may occur where works pass a small section of the route. In these circumstances, the route would remain open with a localised diversion in place when works are occurring.

37 Every reasonable effort will be made in order to minimise disruption to users, including the following actions:

- Use of signage for local closures which would be managed such that the route remained open, with a very localised diversion when works are occurring on the route;

- Short and temporary closures where works might impact the safety of users;
- To ensure minimal loss to network, diverted routes will be implemented prior to the removal of the original route; and
- The permissive paths and diversions (as set out in Table A18.1.3 and A18.1.4) will be created during the construction phase to improve the recreational amenity of the area during the operational phase of the Development.

#### **A18.1.5.4 MANAGEMENT OF NEW PERMISSIVE ROUTES**

- 38 The Applicant will install and maintain the proposed permissive routes for the lifetime of the Development.
- 39 Any structures required as a result of new permissive routes, e.g. waymarking, gates, and bridges, will be provided by the Applicant.
- 40 All permissive routes will be clearly signed as permissive at all times to ensure clarity and prevent the public being able to claim them as RoW after decommissioning.

#### **A18.1.5.5 LOCAL MANAGEMENT**

- 41 Where deemed by the Principal Contractor to be safe, PRoW near construction works or adjoining roads impacted by the works will remain open. Appropriate signage will be installed to alert users to construction vehicles and vice versa. As works are often short-term and the risk to the public is low, closing these PRoW would cause unnecessary disruption.
- 42 It is likely that local management will occur during construction where PRoW run between or adjacent to solar PV or cable laydown areas and a safe zone between the fence line can be established. Further details will be provided prior to construction in an updated version of this RRMP.

#### **A18.1.5.6 DIVERSIONS**

- 43 Diversions have been planned for eight existing PRoW which would be impacted by the Development during operation, as described in Table A18.1.3. This predominately relates to PRoW which are within planned areas for Solar PV and have been re-routed around the infrastructure, usually following field edges (see ES Figure 18.3 [EN010162/APP/6.3.18.3]).
- 44 All diversions will be in place and appropriately signposted prior to the closure of each PRoW to ensure the safety of, and minimise inconvenience to, any recreational users of the routes. This early re-provision would address potential construction impacts while also establishing a new section of PRoW that will remain permanently available during the operational phase of the scheme.
- 45 It is anticipated that diversions will be kept in situ upon decommissioning, especially where routes are diverted around field edges, however, this will be confirmed upon decommissioning through the Decommissioning and Restoration Plan (DRP).
- 46 An additional existing PRoW, NT|Sutton on Trent|BW14, will be temporarily diverted only during the construction and decommissioning phase, as described in Table A18.1.4. This is because the route is required to be used

for construction traffic access to that part of the Development site. It will be closed for the period during which construction or decommissioning vehicle access is required along that route (i.e., less than the whole construction or decommissioning phase), but will otherwise remain open (see ES Figure 18.3). The diversion will be in place and appropriately signposted prior to the closure of the PRoW to ensure the safety of, and minimise inconvenience to, any recreational users of the routes.

#### A18.1.5.7 ENHANCEMENT MEASURES

47 A number of measures have been embedded within the design to enhance recreation features and/or the experience of using them within the Development. These features are outlined in Table A18.1.6.

**Table A18.1.6 Recreation Enhancement Measures**

Measure	Description
Interpretation	Interpretation (typically in the form of information boards) would be provided at points along the PRoW network and permissive routes through the Order Limits. These would identify information of local landscape, biodiversity and heritage interest. In addition, some interpretation would describe aspects of the solar farm itself – primarily in areas where the Development would be more openly visible.
Picnic areas and other benches	Picnic areas and benches would be provided at points along the PRoW network and permissive routes through the Order Limits.
Community Orchard	A community orchard, located off Vicarage Lane at grid reference 478811E 359595N, would be created to provide additional green recreational space for the local community. The orchard is accessible via PRoW.

48 Interpretation boards will be designed sensitively to blend in with the surrounding landscape and will be created using recycled materials.

49 The final locations of picnic areas, other benches, and interpretation boards will be set out within the final RRMP. Locations will be selected to maximise the recreational benefits of the feature, e.g. placing benches in areas of open views/landscape interest.

#### A18.1.5.8 SAFETY MEASURES

50 Safety measures including temporary fencing or distancing tactics will be put in place where appropriate by the Principal Contractor to form safe corridors for users of routes in areas adjacent to construction works.

51 The type, size, and any other feature of the safety measures will be outlined in the final RRMP.

52 Where a vehicle track crosses a PRoW, causing a local closure, the following measures will be implemented:

- A widened access track to ensure vehicles can pass PRoW users safely;

- The provision of banksmen at either end of the PRoW, to hold vehicles if a PRoW user is present and advise PRoW users of the potential for construction vehicles to be present;
- Speeds to be limited to 10 mph;
- Drivers will stop and give-way to any PRoW user that they encounter;
- Appropriate signage will be installed along the PRoW to make PRoW users aware of the construction activity. This will include information on construction times and contact details for a public liaison officer;
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so; and
- Any damage to the surface of the footpath will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction.

#### A18.1.5.9 INSPECTIONS

- 53 Once installed, permissive routes will be inspected regularly in accordance with the final RRMP, and any necessary maintenance or repairs will be carried out to ensure they remain in good, usable condition.
- 54 The contact details of the Community Liaison Officer would be provided on signage location along the PRoW network where it is affected by the Development, allowing users of the routes to feedback on the network and flag any potential issues. Any concerns raised would be addressed and shared with Nottinghamshire County Council.