

# Steeple Renewables Project

## Appendix 6.6 – Assessment of Public Rights of Way

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## Appendix 6.6 – Assessment of Public Rights of Way

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Prepared By	The Steeple Renewables Project Consultant Team	
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## Appendix 6.6 – Assessment of Public Rights of Way

### Introduction

1. A series of PRoW pass within or close to the Site. These include the Trent Valley Way which passes through the Site as it runs between South Wheatley and Laneham. PRoW in the vicinity of the Site are illustrated on **ES Figure 3.3- Public Right of Way Plan [EN010163/APP/6.4.6]**.
2. Those which pass through the eastern part of the Site include: FP1 [West Burton]; FP17; FP15; FP16; BW13; FP39; RB32; FP38; PF37; BW5; FP6; and FP8 [all Sturton le Steeple]. Adjacent to the boundary of the eastern part of the Site are BW7 and FP35 [both Sturton le Steeple]; and FP18 [North Leverton]. The cable corridor between the eastern and western parts of the Site is crossed by FP2 and FP3 [both Sturton le Steeple], which extend to become FP1 and FP7 [both North Leverton] immediately beyond the Site, the boundary of which follows the parish boundary at that point.
3. The main section of the western part of the Site is crossed by FP19; FP20; BW23; FP21; RB30; RB31; FP41; FP24; BW25; FP22 and BW26 [all Sturton le Steeple].
4. The separate section of the western part of the Site, which is proposed to form the western Ecological Mitigation Area is crossed by FP27; BW28 and FP29 [all Sturton le Steeple]; and BW19; and BW2 [both Clarborough]. Adjacent to the boundary of this section of the western part of the Site also runs BW19 [Clarborough].
5. The Trent Valley Way is illustrated on **Figure 6.5a – Visual Receptors (Settlements, A Roads, B Roads and Long Distance Routes) [EN010163/APP/6.4.6]**. Other PRoWs within the detailed 5km study area are illustrated on **Figure 6.5b – Visual Receptors (Settlements, A Roads, B Roads and PROW) [EN010163/APP/6.4.6]**.
6. This Appendix provides an assessment of each of the PRoW in the vicinity of the Site. The Trent Valley Way is discussed separately in the main LVIA Chapter.
7. Users of each of the PRoW are considered to be high sensitive receptors.

### PRoW which pass through the eastern part of the Site

#### Footpath FP17 [Sturton le Steeple]

8. Footpath FP17 [Sturton le Steeple] runs from Common Lane to join with FP1 near to the former power station site. It extends for around 500m through agricultural fields

with the existing development at the former power station site notable in views to the north. The route also passes beneath two lines of overhead powerlines which run into the existing substation at the former power station site. VP6 illustrates the view from the point at which the route starts or ends, as it meets Common Lane. FP17 runs through the area which was identified in the PEIR for the substation and BESS and at that time no specific offset from these elements of the Proposed Development was set out. However, the final proposals now provide for a notable offset between the footpath and both the Substation, which would lie over 100m to the west of the route, and the BESS which would lie over 100m to the east. Some panel development would also lie in this area, but would also be set well back from FP17. Proposed vegetation planting and the growing out of the existing hedgerow network within the Site would serve to further reduce visibility of the Proposed Development by Year 15.

9. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP1 [West Burton]

10. Footpath FP1 [West Burton] runs from where the route meets FP17 at the parish boundary, on an east-west alignment towards Burton Round. During the period the assessment work was undertaken it was subject to minor temporary diversions associated with the construction of the access track for the adjacent quarry development. VP7 illustrates the view from the route, in which the temporary works associated with construction of the access track for the adjacent quarry development can be seen along with the overhead powerline which crosses above the route as it runs into the existing substation at the former power station site. FP1 would be notably offset from both the Substation and the BESS (over 250m), and also from the nearest panels, which would be set back from the route by over 75m. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
11. The magnitude of impact at Construction and Year 1 would be no greater than medium, resulting in **moderate, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP15 [Sturton le Steeple]

12. Footpath FP15 [Sturton le Steeple] runs north-eastwards from Common Lane alongside the western bank of the Catchwater Drain. It extends for around 500m and passes beneath two lines of overhead powerlines which run into the existing substation at the former power station site.
13. FP15 runs through the area which was identified in the PEIR for the substation and BESS and at that time no specific offset from these elements of the Proposed Development was set out. However, the final proposals now provide for a notable offset between the footpath and the Substation, which would lie over 500m to the west of the route, and the BESS which would lie over 100m from the route. Some panel development would also lie in this area, and would be located on both sides of the footpath, but would also be set well back from FP15, by over 10m. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
14. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

Footpath FP16 [Sturton le Steeple]

15. Footpath FP16 [Sturton le Steeple] runs between Footpath FP15 [Sturton le Steeple] and Footpath FP1 [West Burton]. It is a short route of around 100m which would have panels located to its west, offset from the route, with the BESS located over 200m to the south-west. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
16. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

Bridleway BW13 [Sturton le Steeple]

17. Bridleway BW13 runs along a short section of the north-eastern boundary of the Site. Users of the route would have views of the Proposed Development to only one side of the route, with the nearest panels set back a notable distance of over 50m, beyond

an existing hedgerow which bounds the route. This hedgerow would be allowed to grow out as part of the landscape mitigation proposals, further reducing effects by Year 15.

18. The magnitude of impact at Construction and Year 1 would be no greater than low, resulting in **moderate to minor effects**. By Year 15 this would be no greater than very low, resulting in **minor effects**.

Footpath FP39 [Sturton le Steeple]

19. Footpath FP39 [Sturton le Steeple] runs alongside the eastern bank of the Catchwater Drain and links to Common Lane. The route passes beneath two lines of overhead powerlines which run into the existing substation at the former power station site. The footpath would pass through the Proposed Development, with panels located to both sides of the route, however to both directions the panels would be offset by a minimum of 10m. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
20. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

Footpath FP38 [Sturton le Steeple]

21. Footpath FP38 [Sturton le Steeple] is the next section of the footpath route along the eastern bank of the Catchwater Drain to the south of Common Lane, running to Low Holland Lane covering around 600m. The route passes through the Proposed Development, with panels to both sides for a short section, however these would be offset from the route, by a minimum of 10m. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
22. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

Restricted Byway RB32 [Sturton le Steeple]

23. Restricted Byway RB32 [Sturton le Steeple] is the reference given to Common Lane beyond the point at which it ceases to be open to all vehicular traffic. The route runs

for around 1km through the eastern part of the Site on an east-west alignment, before turning southwards, at which point it becomes known as Cross Common Lane. The Proposed Development would be located to both sides of the route, with the BESS located around 100m to the north of the route and panels located to both sides, with the nearest lying to the south of the route. VP8 is located at the junction of Common Lane and Cross Common Lane and illustrates the notable existing hedgerow network to both sides of the Byway. In this context, combined with the offsets from the route the potential for impacts is limited.

24. The magnitude of impact at Construction and Year 1 would be no greater than low, resulting in **moderate to minor effects**. By Year 15 this would be no greater than very low, resulting in **minor effects**.

Footpath FP37 [Sturton le Steeple]

25. Footpath FP37 [Sturton le Steeple] runs along the eastern bank of the Catchwater Drain between Fenton and the parish boundary with North Leverton (whereafter the route becomes North Leverton FP17). It runs through the very western corner of the eastern section of the Site, close to the cable corridor which links to the western section of the Site. The closest built elements of the Proposed Development would be located over 300m from the route and there would be very limited potential for visual impacts.
26. The magnitude of impact at all phases would be no greater than very low, resulting in **minor effects**.

Bridleway BW5 [Sturton le Steeple]

27. Bridleway BW5 [Sturton le Steeple] covers the section of the Trent Valley Way along Fenton Lane, until it meets with Thornhill Lane. This section is discussed separately in relation to the Trent Valley Way and is not repeated in full here.
28. In summary, where there is no existing vegetation to either one or other sides along this section of the route there would be a medium magnitude of change and a **major-moderate, significant effect** at Year 1. For the short section where there is no existing vegetation to either side of the route there would be a high magnitude of change and a **major, significant effect** at Year 1. By Year 15, once the new hedgerow planting has established, the effects on users of this section of the route

would have reduced. The magnitude in those locations where it was previously medium or high would decrease to low, resulting in **moderate-minor effects**.

Footpath FP6 [Sturton le Steeple]

29. Footpath FP6 [Sturton le Steeple] runs through the easternmost extent of the Site linking Thornhill Lane with Littleborough Road. VP12 illustrates the view from where the route joins with Thornhill Road. FP6 runs through a part of the Site where no built development is proposed and when travelling from Thornhill Lane with Littleborough Road the built elements of the Proposed Development would be behind the viewer with no impacts arising. When walking from Littleborough Road towards Thornhill Lane the solar panels would lie primarily to the right of the route, beyond Thornhill Lane, with the offset serving to reduce potential effects. The growing out of the existing hedgerow network within the Site would also serve to further reduce visibility of the Proposed Development by Year 15.
30. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP8 [Sturton le Steeple]

31. Footpath FP8 [Sturton le Steeple] runs along the western embankment of the River Trent. It passes through the eastern ecological mitigation area, but would be well set back from the built elements of the Proposed Development, which would lie over 1km from the route. This offset would serve to limit the potential for visual impacts to users of the route.
32. The magnitude of impact at all phases would be no greater than very low, resulting in **minor effects**.

**PRoW which pass adjacent to the eastern part of the Site**

Bridleway BW7 [Sturton le Steeple]

33. Bridleway BW7 [Sturton le Steeple] runs adjacent to the Site boundary, next to the eastern ecological mitigation area. It would however be well set back from the built elements of the Proposed Development, which would lie over 500m from the majority of the route. This offset would serve to limit the potential for visual impacts to users of the route. A new hedgerow is to be planted in front of the panels that



would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.

34. The magnitude of impact at Construction and Year 1 would be no greater than low, resulting in **moderate to minor effects**. By Year 15 this would be no greater than very low, resulting in **minor effects**.

Footpath FP35 [Sturton le Steeple]

35. Footpath FP35 [Sturton le Steeple] runs between Littleborough Road and Fenton, along the eastern embankment of the Catchwater Drain, immediately adjacent to the Site boundary. The built elements of the Proposed Development would be seen to the east of the route, but offset to varying degrees, which would be at least 75m as a minimum, with the southern section of the route around 400m away.
36. A new hedgerow is to be planted in front of the panels that would lie closest to the route, but it is noted that this would not reduce effects any further during construction and Year 1.
37. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP18 [North Leverton]

38. FP18 [North Leverton] runs between Northfield Road and Thornhill Lane, immediately adjacent to the Site boundary. The built elements of the Proposed Development would be seen to the north of the route, on the opposite side of an existing hedgerow, which lines a large proportion of the route. This hedgerow would be allowed to grow in height as part of the landscape mitigation proposals which would largely screen views of the Proposed Development by Year 15, with views available at construction and Year 1, before the hedgerow has grown. For those sections of the route without an existing hedgerow, a new hedgerow would be planted, which would also largely screen views of the Proposed Development by Year 15.
39. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

**PRoW which cross the cable corridor between the eastern and western parts of the Site**

40. The cable corridor between the eastern and western parts of the Site is crossed by FP2 and FP3 [both Sturton le Steeple], which extend to become FP1 and FP7 [both North Leverton] immediately beyond the Site, the boundary of which follows the parish boundary at that point.
41. Both of these routes are offset notably from the built elements of the development. It is noted however there would be some short term impacts to the routes during the Construction Period, albeit only to short sections of the routes.
42. The magnitude of impact at Construction would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 1 this would be no greater than very low, resulting in **minor effects**.

**PRoW which pass through the main section of the western part of the Site**

**Footpath FP19 [Sturton le Steeple]**

43. Footpath FP19 runs between Wood Lane and Cross Street, in Sturton le Steeple. The route crosses over the railway line part way along its length. The easternmost extent of the PRoW would be offset from the Proposed Development, as part of the offset from the village of Sturton le Steeple which has been built into the Proposed Development. There would then be a short section to the east of the railway line where the route would pass through the Proposed Development to both sides, with the route being offset by 7.5m. A new hedgerow is to be planted to both sides of this section of the route, but it is noted that this would not reduce effects during construction and Year 1.
44. To the west of the railway line the route would again pass through the Proposed Development to both sides, with the route being offset by 7.5m. A new hedgerow is to be planted to both sides of this section of the route, supplementing the existing hedgerow which runs along part of the north side of the route, but it is noted that this would not reduce effects during construction and Year 1.
45. The magnitude of impact at Construction and Year 1 would be high, resulting in **major, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate-minor effects**.

Footpath FP20 [Sturton le Steeple]

46. Footpath FP20 runs between Freeman's Lane and Station Road, in Sturton le Steeple. The southernmost extent of the PRoW would be offset from the Proposed Development, as part of the offset from the village of Sturton le Steeple which has been built into the Proposed Development. There would then be a short section where the route would pass closer to the Proposed Development to its west, but there would be no development to its east. A new hedgerow is to be planted around the solar panels near to this section of the route, but it is noted that this would not reduce effects during construction and Year 1.
47. The magnitude of impact at Construction and Year 1 would be medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate-minor effects**.

Bridleway BW23 [Sturton le Steeple]

48. Bridleway BW23 is the very short link of only a few metres across the railway line between Wood Lane and Freeman's Lane. There would be views of the panels in close proximity to the south-east.
49. The magnitude of impact at Construction and Year 1 would be medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate-minor effects**.

Footpath FP21 [Sturton le Steeple]

50. Footpath FP21 runs between Wood Lane and Footpath FP19. It's south-westernmost extent would pass between the panels on both sides, with its northern extent adjacent to the railway line to its east and the proposed development to its west, with the route being offset by 7.5m. A new hedgerow is to be planted to both sides of this section of the route, but it is noted that this would not reduce effects during construction and Year 1.
51. The magnitude of impact at Construction and Year 1 would be high, resulting in **major, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate-minor effects**.

Restricted Byway RB30 [Sturton le Steeple]

52. Restricted Byway RB30 is the reference given to Wood Lane, which is not open to all vehicular traffic. The route is lined with hedgerows to both sides and the

northernmost section would be notably offset from the Proposed Development. Further south the route passes closer to the Proposed Development to its east and then through the development to both sides. The hedgerows lining the route would be allowed to grow in height as part of the landscape mitigation proposals which would largely screen views of the Proposed Development by Year 15, with views available at construction and Year 1, before the hedgerows have grown. Some hedgerow removal along the route would also be required to facilitate access points into the different parts of the Site.

53. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

*Restricted Byway RB31 [Sturton le Steeple]*

54. Restricted Byway RB32 [Sturton le Steeple] is the reference given to those sections of both Freeman's Lane and Springs Lane beyond the point at which they cease to be open to all vehicular traffic.
55. The section along Springs Lane forms part of the Trent Valley Way which is discussed separately in the main LVIA Chapter. In summary, where there are gaps in the existing vegetation along this section of the route there would be a medium magnitude of change and a **major-moderate, significant effect** at Year 1. By Year 15, once the new hedgerow planting has established, the effects on users of this section of the route would have reduced. The magnitude in those locations where it was previously medium would decrease to low, resulting in **moderate-minor effects**.
56. Freeman's Lane is lined with hedgerows to both sides which would serve to limit potential views of the Proposed Development, which would lie to both sides of the route. The hedgerows lining the route would be allowed to grow in height as part of the landscape mitigation proposals which would largely screen views of the Proposed Development by Year 15. During construction and Year 1, some views of the panels may however be visible where the hedgerows have been previously cut short. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP41 [Sturton le Steeple]

57. Footpath FP41, also known as Dog Holes Lane, runs through the Proposed Development between Leverton Road and Bridleway BW25, which runs south from Springs Lane. VP 17 illustrates the view from the route and shows the existing vegetation which lines both sides of some sections of the route, but also represents one of the locations where there is a break in the existing vegetation. The panels would lie to both sides of the route, offset by a distance of 7.5m in each direction. The hedgerows lining the route would be allowed to grow in height as part of the landscape mitigation proposals which would largely screen views of the Proposed Development by Year 15. During construction and Year 1, some views of the panels may however be visible where the hedgerows have been cut short, or where there is currently a gap in the hedgerow that would be filled in as part of the mitigation planting.
58. Where there are gaps in the existing vegetation along this section of the route there would be a medium magnitude of change and a **major-moderate, significant effect** at Year 1. By Year 15, once the new hedgerow planting has established, the effects on users of this section of the route would have reduced. The magnitude in those locations where it was previously medium would decrease to low, resulting in **moderate-minor effects**.

Footpath FP24 [Sturton le Steeple]

59. Footpath FP24 runs along the southern boundary of the site, to the north of an existing hedgerow. The Proposed Development would lie immediately to the north of the route for a short section towards the middle of its length as it runs between North Leverton Windmill and North Leverton village. A new hedgerow is to be planted to the north of this section of the route, which would serve to screen views of the panels by Year 15, but it is noted that this would not reduce effects during construction and Year 1.
60. The magnitude of impact at Construction and Year 1 would be no greater than high-medium, resulting in **major-moderate, significant effects**. By Year 15 this would be no greater than low-medium, resulting in **moderate, non-significant effects**.

Bridleway BW25 [Sturton le Steeple]

61. Bridleway BW25 runs between Dog Holes Lane and Springs Lane. is lined with hedgerows to both sides which would serve to limit potential views of the Proposed Development, which would lie to both sides. The hedgerows lining the route would be allowed to grow in height as part of the landscape mitigation proposals which would largely screen views of the Proposed Development by Year 15. During construction and Year 1, some views of the panels may however be visible where the hedgerows have been previously cut short.
62. The magnitude of impact at Construction and Year 1 would be no greater than low-medium, resulting in **moderate, non-significant effects**. By Year 15 this would be no greater than low, resulting in **moderate to minor effects**.

Footpath FP22 [Sturton le Steeple]

63. Footpath FP22 runs close to the agricultural buildings at Field Farm. A short section of the route would have panels to both sides, offset by 7.5m in each direction, with a further short section having panels just to the west, offset by the same distance. A new hedgerow is to be planted around the solar panels near to this section of the route, but although this would serve to notably reduce impacts by Year 15, it is noted that this would not reduce effects during construction and Year 1.
64. The magnitude of impact at Construction and Year 1 would be high, resulting in **major, significant effects**. By Year 15 this would be no greater than low, resulting in **moderate-minor effects**.

Bridleway BW26 [Sturton le Steeple]

65. Bridleway BW26 is the reference given to the route known as High House Road. The route forms part of the Trent Valley Way which is discussed separately in the main LVIA Chapter. In Summary, there would be a worst-case medium to low magnitude of change and a **moderate, non-significant effect** at Year 1 and Year 15.

**PRoW which pass through the western Ecological Mitigation Area of the Site**

66. The separate section of the western part of the Site, which is proposed to form the western Ecological Mitigation Area is crossed by FP27; BW28 and FP29 [all Sturton le Steeple]; and BW19; and BW2 [both Clarborough]. Adjacent to the boundary of this section of the western part of the Site also runs BW19 [Clarborough]. None of these

routes would be located close to the built elements of the Proposed Development and would have either no views or very limited views of the Proposed Development.

67. The magnitude of impact at all phases would be no greater than very low and in many cases there would be no impact, resulting in **minor effects** or **no effect**.

**PRoW which pass through the wider landscape beyond the Site**

68. ES Figure 3.3 also illustrates a number of other PRoW which run within the wider landscape beyond the Site. Visibility of the Proposed Development from these routes would vary, but would in general be highly limited, in part due to the distance from Proposed Development, but also due to the screening effects of intervening topography or vegetation.
69. The magnitude of impact at all phases would be no greater than very low and in many cases there would be no impact, resulting in **minor effects** or **no effect**.