Lime Down
Solar Park

Outline Public Rights of Way and Permissive Path Management Plan

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Revision 1

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1 Introduction

1.1.1 This Outline Public Rights of Way (PRoW) and Permissive Paths Management Plan has been prepared behalf of Lime Down Solar Park Ltd (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for the lime Down Solar Park (hereafter referred to as the 'Scheme').

1.1.2 The Scheme is situated within the jurisdiction of Wiltshire Council and South Gloucestershire Council which act as the local planning authority and local highway authority.

1.2 The Scheme

1.2.1 The Scheme comprises a solar photovoltaic (PV) electricity generating station of over 50 megawatts (MW) and 'associated development' comprising up to 500 MW export capacity Battery Energy Storage System (BESS), grid connection infrastructure and other infrastructure integral to the construction, operation and maintenance, and decommissioning phases.

1.2.2 The PV electricity generating station and BESS would be contained within five land parcels referred to as Lime Down A, B, C, D and E (hereafter collectively referred to as the 'Solar PV Sites') (refer to **ES Volume 2, Figure 3-1: Indicative Site Layout Plan [EN010168/APP/6.2]**).

1.2.3 The Cable Route Corridor is the area within which the export connection cables (hereafter referred to as the 'Grid Connection Cables') would be located to connect the Solar PV Sites to the National Grid at the existing Melksham Substation (hereafter referred to as the 'Existing National Grid Melksham Substation') and the area within which cables connecting the Solar PV Sites would be located (hereafter referred to as 'Interconnecting Cables') (refer to **ES Volume 2, Figure 3-1: Indicative Site Layout Plan [EN010168/APP/6.2]**).

1.3 This Document

1.3.1 This Outline PRoW and Permissive Paths Management Plan provides a framework for the management of Public Right of Way (PRoW) throughout the Order Limits. The key aim is to ensure that PRoW remain accessible and safe at all times throughout the construction, operation and maintenance, and decommissioning phases.

1.3.2 This Outline PRoW and Permissive Paths Management Plan is structured as follows:

- Section 2: Public Rights of Way within the Order Limits;
- Section 3: Management of Public Rights of Way during Construction;

- Section 4: Management of Public Rights of Way during Operation and Maintenance; and
- Section 5: Management of Public Rights of Way during Decommissioning.

1.3.3 It will be the responsibility of the developer to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.

1.3.4 This Outline PRoW and Permissive Paths Management Plan has been prepared following various stages of consultation, and through discussions with officers at Wiltshire Council. It should be read in conjunction with **ES Volume 1, Chapter 13: Transport and Access [EN010168/APP/6.1], ES Volume 3, Appendix 13-1: Transport Assessment [EN010168/APP/6.3]** and the **Outline Construction Traffic Management Plan [EN010168/APP/7.22].**

2 Public Rights of Way within the Order Limits

2.1.1 The Order Limits are shown in **ES Volume 2, Figure 1-2: The Order Limits [EN010168/APP/6.2]**

2.1.2 The main element of the Scheme comprises five areas that will accommodate the Solar PV Panels. These are referred to as:

- Lime Down A – 94 ha, located between the village of Sherston and the Ladywood Estate;
- Lime Down B – 70 ha, located to the west and north of Norton;
- Lime Down C – 241 ha, located either side of the Fosse Way, to the north of Grittleton;
- Lime Down D – 213 ha, located to the north of Hullavington;
- Lime Down E – 131 ha, located to the south of Corston

2.1.3 A Battery Energy Storage System (BESS) Area will be located within Lime Down D.

2.1.4 The electricity generated by the Scheme will be exported to the National Grid substation at Melksham via a number of electrical cables sited within the defined Cable Route Corridor. These connections will also facilitate the import of electricity to be stored within the energy storage facilities at Lime Down D.

2.1.5 The Cable Route Corridor will be approximately 22 km in length, and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, PRoW and roads.

2.2 Public Rights of Way within the Order Limits

2.2.1 PRoW operate through the Order Limits. These are shown in **ES Volume 2, Figures 2-4-1 to 2-4-9 [EN010168/APP/6.2].** The PRoW within the order limits are described in **Table 1** for the Solar PV Sites, and in **Table 2** for the Cable Route Corridor.

2.2.2 The following Chapters set out the measures for the management of the PRoW and Permissive Paths within the Order Limits during the Construction, Operation and Maintenance and Decommissioning phases of the Scheme.

Table 1: Public Rights of Way - Solar PV Sites

Public Right of Way	Type	Nearest Site	Route
SHER15	Footpath	Lime Down A	Routes in a general east/west alignment near Southfield and intersects SHER14 and SHER37
SHER16	Bridleway		Connects from the Fosse Way at two points (opposite HULL26 and Pig Lane junction) and continues northwest across the site
NORT5	Footpath	Between Lime Down A and B	Routes east/west from the Fosse Way to the west, opposite SHER15 and onto Honey Lane in the east
NORT1	Footpath	Lime Down B	Routes north/south from near Foxley to the north and onto Honey Lane to the south
SHER17	Footpath	Between Lime Down A and C	Extends between the northern end of SHER35 and the eastern end of SHER16, routing in an east/west alignment
SHER37	Byway Open to All Traffic (BOAT)	Between Lime Down B and C	Connects from the Fosse Way to the south and onto the unnamed road to the north
SHER18	Footpath	Lime Down C	Routes east/west between LUCK35 and the Fosse Way near to HULL25
SHER35	Byway Open to All Traffic (BOAT)		Connects from Commonwood Farm and routes north/south merging with LUCK57
LUCK57	BOAT		Connects from SHER35 to the north and routes south onto the Fosse Way near the railway line
HULL23	Footpath		Extends from Pig Lane, south of the rail line,

Public Right of Way	Type	Nearest Site	Route
			and routes southeast towards Hullavington
HULL24	Footpath	Between Lime Down C and D	Extends from HULL23 and routes northwest to an unnamed road east of Pig Lane.
HULL26	Footpath		Extends from SHER16 and SHER17 to the north of Farleaze Farm
NORT10	Footpath	Lime Down D	Routes in a general north/south direction between Norton and HULL1
HULL1	Footpath		Extends from NORT10 and routes south to the underpass of the railway line near Bradfield Manor Farm
HULL2	Footpath		Along Scheme boundary from MALW44/46
HULL4	Footpath		Routes north/south from the Unnamed Road south of Norton and connects onto HULL2 near Gorse Leaze Farm
HULL5	Footpath		Follows similar route to HULL4 between the Unnamed Road south of Norton and Gorse Leaze Farm
HULL6	Footpath		Routes between Court Farm north of the railway line and routes in a general northeast direction to connect onto MALW49
HULL7	Bridleway	Between Lime Down D and E	Extends between a track routing northeast from Court Farm and onto MALW51 in an easterly direction
MALW51	Bridleway		Connects to HULL7 to the west
MALW52	Footpath		Connects to HULL8 to the west
MALW53	Footpath		Connects to MALW54

Public Right of Way	Type	Nearest Site	Route
MALW54	Bridleway		Connects between Main Road (north of Kingsway Barn Farm) and routes southwest connecting to MALW60
MALW55	Footpath		Connects to MALW54
MALW60	Footpath	Lime Down E	Routes between Main Road from Kingsway Barn Farm and connects onto MALW54 at its eastern terminus
MALW59	Bridleway		Routes northeast/southwest between the A429 near Hangar Farm and an unnamed track south of Bincombe Wood
MALW61	Bridleway		Routes in a general north/south direction from SSTQ4 and onto an unnamed track to the north near MALW59
SSTQ4	Bridleway		Routes in a general north/south direction from an unnamed road near Haresfield Farm and merges into MALW61
MALW62	Footpath		Routes between SSTQ5 to the south and onto SSTQ4

Table 2: Public Rights of Way - Cable Route Corridor

Public Right of Way	Type	Route
HULL20	Footpath	Routes east to west until it parts in a parallel north/southeast direction until connecting to HULL19. Also connects to Hull 30.
GRIT22	Bridleway	Extends northwest from GRIT21A
GRIT20	Footpath	Routes northwest towards Grittleton, connecting to GRIT19 in the east.
YKEY6	Footpath	Routes in a northern direction adjacent to an unnamed road north of Yatton Keynell

Public Right of Way	Type	Route
YKEY2	Footpath	Routes in a northeastern direction connecting to YKEY6
YKEY8	Footpath	Extends from YKEY11 in Yatton Keynell in a northeastern direction connecting to KSTM20
YKEY9	Footpath	Extends in an eastern direction from The Street, Yatton Keynell connecting to KSTM23 in the east.
BIDD17	Bridleway	Extends from Yatton Road connecting to CHIW13 in the northeast. The footpath also connects with BIDD14 and BIDD15.
BIDD23	Footpath	Extends from BIDD18 northwest to CHIW15
CORM122	Byway	Routes in a northwestern direction from Easton Lane
CORM7	Footpath	Routes in a northwestern direction connecting to CORM4
CORM9	Footpath	Routes from west to east from Easton Lane
CORM13	Footpath	Routes from northwest to southeast from Ladbrook Lane to Coppershell
CORM34	Footpath	Extends in a western direction from CORM33 connecting to CORM32 and Monks Lane
CORM32	Footpath	Extends in a southeast direction from CORM34 crossing CORM35 and connecting to CORM31
CORM35	Footpath	Extends northwest from CORM32, also connecting to CORM33
CORM33	Footpath	Extends southwest from the B3353, connecting with CORM34, CORM32, and CORM35
CORM31	Footpath	Routes southwest from the B3353, connecting with CORM32 and CORM30
CORM30	Footpath	Extends in an eastern direction from CORM27 to the B3353, connecting with CORM29, CORM31, CORM25, and CORM23
MELW77	Footpath	Routes in a northern direction from Top Lane to the B3353 Godes Hill
MELW85	Footpath	Routes from west to east connecting from the B3353 to the A350. The Footpath also connects to MELW84, MELW96, and MELW98
MELW84	Footpath	Routes southwest from MELW85 connecting to B3353.

3 Management of Public Rights of Way During Construction

3.1 Solar PV Sites

3.1.1 The construction phase for the Scheme will last approximately 24 months in total. An indicative construction programme is shown in **Table 3**.

Table 3: Indicative Construction Programme

Site / Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Lime Down A	■	■	■	■	■	■	■	■	■															
Lime Down B	■	■	■	■	■	■	■	■	■															
Lime Down C									■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Lime Down D	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■			
Lime Down E									■	■	■	■	■	■	■	■	■	■	■	■	■	■		
National Grid Melksham Substation	■	■	■	■	■																			
BESS Area					■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
Cable Route Corridor			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■				

3.1.2 The construction phase will include the delivery of equipment to the Solar PV Sites by HGVs. HGVs will deliver equipment to Construction Compounds, which will be situated within each area. Equipment will be transported throughout the Solar PV Sites via an internal access track that connect to the Construction Compounds. For the most part, tractors and trailers will be used to distribute equipment around the Solar PV Sites. Only a small proportion of items, such as transformers, are likely to be taken directly to their position within the Solar PV Site by HGV.

3.1.3 There are instances where the proposed internal access tracks cross PRoW within the Order Limits. In these instances, public access to the PRoW will be retained where practicable. However, the PRoW will be managed throughout the construction period, to ensure the safety of all users.

3.2 Solar PV Sites

General Measures

3.2.1 There are 29 PRoW that cross the Solar PV Sites. Generally, these will remain open throughout the construction period Where vehicles are required to cross one of these PRoW, the following measures will be implemented during the construction phase.

- The provision of banksmen to hold vehicles if a PRoW user is present and advise PRoW users of the potential for construction vehicles to be present;
- Wider access tracks to be used where possible to ensure vehicles can pass PRoW users safely;
- Speeds to be limited to 5-10mph;
- 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 PRoW will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction.

Diversions

3.2.2 PRoW MALW54 will be temporarily diverted for the duration of the construction phase for health and safety reasons and to avoid conflict with construction vehicles accessing Lime Down E, at Access 18. The diversion will run adjacent to the existing alignment. Once construction is complete, the PRoW will return to its existing alignment.

3.2.3 It is not anticipated that any additional PRoW diversions will be required for the Solar PV Sites. However, in the unlikely case that a temporary diversion is required for health and safety reasons, areas within the Order Limits for a potential diversion have been identified. These are shown on the **Public Rights of Way Plan [EN010168/APP/2.5]**. Where the details of the required diversion are known, advanced notice will be provided to the local highway authority. In addition, details of the diversion will be advertised along the PRoW for the local community to view.

3.2.4 The Applicant will only exercise the power to temporarily stop up/divert a PRoW in the event that the management measures are not considered sufficient to ensure PRoW user safety and/or in the case of an emergency. Where a temporary closure or diversion is required this will only be put in place for as long as is reasonably necessary.

Other Specific Measures

3.2.5 MALW59 runs alongside Access 17. The access and PRoW will be separated to ensure the safety of users.

3.3 Cable Route Corridor

General Measures

3.3.1 The electricity generated by the Scheme will be exported to the Existing National Grid Melksham Substation via underground Grid Connection Cables sited within the Cable Route Corridor. The Cable Route Corridor will be approximately 22km in length, and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, PRoW and roads.

3.3.2 The Cable Route Corridor will be built out in sections over an 18-month period, with each section requiring a number of site accesses that will be in use simultaneously. It has been estimated that each section will be approximately 5.5 km long. Each section will take less than approximately 18 months to construct.

3.3.3 A number of PRoW will be crossed by the proposed internal access road. As per the methodology for the Solar PV Sites, management measures will be put in place to ensure the safe movement of PRoW users. The measures to be employed where a PRoW is crossed by the internal access road are as follows:

- The provision of banksmen to hold vehicles if a PRoW user is present and advise PRoW users of the potential for construction vehicles to be present;
- Wider access tracks to be used where possible to ensure vehicles can pass PRoW users safely;
- Speeds to be limited to 5-10mph;
- 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 PRoW will be repaired as soon as practical. The surface will be returned to its original condition following construction.

Temporary Diversions/Closures

3.3.4 PRoW GRIT20 will be temporarily diverted for the duration of the construction phase for health and safety reasons and to avoid conflict with construction vehicle access at Access 102. The diversion will run adjacent to the construction compound to the north and east. Once construction is complete, the PRoW will return to its existing alignment.

3.3.5 Where the Grid Connection Cables are to be installed, there will be some instances where the PRoW needs to be closed to users for a short period. This will not occur at all PRoW, as directional drilling will be used in some places. Where there is a requirement to temporarily close the PRoW, works will be undertaken overnight so far as is practicable to do so, when there are unlikely to be any PRoW users. It is anticipated that the installation of cables over short sections where the PRoW is located can be undertaken in a single overnight period. The PRoW will remain open, and managed, during the daytime period so far as is practicable to do so.

3.3.6 Where a temporary stopping up of a PRoW is required, prior notices to the PRoW officers at the local highway authority will be provided so far as practicable.

3.3.7 All PRoW within the Cable Route Corridor will be reinstated once the Grid Connection Cables have been installed at each location.

3.4 Definitive Map Modification Orders

3.4.1 It is understood there are no applications for a Definitive Map Modification Order (DMMO) within the Order Limits.

3.4.2 The final PRoW and Permissive Paths Management Plan submitted for approval will incorporate mitigation measures for any new PRoW.

4 Management of Public Rights of Way and Permissive Paths During Operation and Maintenance

4.1 Existing PRoW

4.1.1 The alignment of existing PRoW within the Solar PV Sites have been incorporated into the design of the Scheme. Therefore, the alignment of PRoW will be unaffected during the operation and maintenance phase of the Scheme.

4.1.2 All PRoW will have a 15m buffer to any infrastructure associated with the Scheme (including fencing).

4.1.3 Operation and maintenance vehicles may cross PRoW during visits on an infrequent basis. During the operation and maintenance phase, there are anticipated to be around five visits to each Solar PV Site per month for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. These movements will not generate any material effect on PRoW, however, in the unlikely circumstance that there is damage to the surface of the PRoW, it will be repaired as soon as practicable and returned to its previous condition. Not all of these visits will require vehicles to cross a PRoW.

4.2 Permissive Paths

4.2.1 Permissive paths are incorporated into the Scheme design. The permissive paths will contribute to the wider network of footpaths and bridleways in the area and facilitate greater public access to the Countryside.

4.2.2 The design and implementation of the permissive paths is set out in **ES Volume 2, Figure 3-4: Landscape and Ecology Mitigation Plan [EN010168/APP/6.2]** and the **Outline Landscape and Ecological Management Plan (LEMP) [EN010168/APP/7.18]**. They will be secured by a Requirement in the **draft DCO [EN010168/APP/3.1]**.

4.2.3 The permissive paths are to remain open up to 365 days per year throughout the proposed 60-year operational lifetime of the Scheme.

Lime Down A

- Permissive path for pedestrians, equestrians, and cyclists which connects Bridleway SHER16 and the public highway network at its western and eastern extents, respectively. The permissive path is approximately 0.4 km in length and runs in a southwest-northeast direction along the northern and western boundaries of Fields A3 and A4.

- Permissive path for pedestrians, equestrians and cyclists which connects Bridleway SHER16 and the public highway network at its southern and northern extents, respectively. The permissive path is approximately 1.1 km in length and runs in a north-south direction along the eastern and northern boundaries of Fields A6 and A9.
- Permissive path for pedestrians, equestrians and cyclists which connects to Bridleway SHER14 and the public highway network at its northern and southern extents, respectively, as well as crossing Footpath SHER15 in Field A11. The permissive path is approximately 0.8 km in length and runs in a north-south direction along the western and northern boundaries of Fields A11 and A12.

Lime Down B

- Permissive path for pedestrians which connects the public highway network of the Fosse Way (with onward connection to Byways SHER37 and EGRE1 and Footpath SHER11) to the existing highway network of Honey Lane (with onward connection to Bridleway NORT11) at its western and eastern extents, respectively, as well as crossing Footpath NORT1 within Field B11. The permissive path is approximately 2.9 km in length and runs in an east-west direction along the boundaries of Fields B6, B7, B8, B9, B11 and B12.

Lime Down C

- Permissive path for pedestrians, equestrians and cyclists which connects the public highway near Alderton to Byway LUCK57 at its western and eastern extents, respectively. The permissive path is approximately 1.9 km in length and runs in an east-west direction along the northern boundaries of Fields C6, C7, C33, C31 and C36.
- Permissive path for pedestrians, equestrians and cyclists which connects Footpath SHER18 and Byway SHER 35 to the public highway network at its eastern and western extents, respectively. The permissive path is approximately 1.1 km in length and runs in an east-west direction along the northern and eastern boundary of Field C22.

Lime Down D

- Permissive path for pedestrians which connects Footpath HULL1 to Footpath HULL2 at its eastern and western extents, respectively. The permissive path is approximately 0.4 km in length and runs in a southwest-northeast direction along the northern boundary of Field D4.
- Permissive path for pedestrians which connects Footpath HULL 2 to Footpath HULL6 at its eastern and western extents, respectively, as

well as crossing Footpaths HULL4 and HULL5, and connecting to MALW50. The permissive path is approximately 1.3 km in length and runs in an east-west direction along the northern boundary of Fields D9 and D12.

- Permissive path for pedestrians which connects to a northern and southern section of Footpath HULL6. The permissive path is approximately 0.4 km in length and runs in a north-south direction along the western boundary of Field D13.

Lime Down E

- Permissive path for pedestrians, equestrians and cyclists which connects Bridleway MALW59 and Bridleway MALW61 to its eastern and western extents, respectively, as well as crossing Footpath MALW62. The permissive path is approximately 1 km in length and runs in a northwest-southeast direction along the northern and eastern boundaries of Fields E19, E20, E22 and E26.
- Permissive path for pedestrians which connects Bridleway MALW59 to Footpath SSTQ5 to is northern and southern extents, respectively. The permissive path is approximately 0.8 km in length and runs in a north-south direction along the western boundaries of Fields E19, E20, E21 and E26.

Management of Permissive Paths

4.2.4 The management of permissive paths will align with that for the PRoW.

4.2.5 Operation and maintenance vehicles may cross a permissive path during visits on an infrequent basis. In the unlikely circumstance that there is damage to the surface of the permissive path, it will be repaired as soon as practicable and returned to its previous condition.

4.3 Planned Replacement Period

4.3.1 The planned replacement of all Solar PV Panels will occur once during the Scheme's lifespan. The Solar PV Panels are anticipated to be replaced on a field-by-field basis. It is also expected that BESS Containers will be replaced.

4.3.2 The planned replacement will not be as intensive as the construction phase in terms of vehicle movements. However, the principles and measures set out in Section 3 of this Outline PRoW and Permissive Paths Management Plan will be applied during the planned replacement periods.

4.3.3 There will be no effects on any PRoW along the Cable Route Corridor during the planned replacement periods.

4.4 Definitive Map Modification Orders (DMMO)

4.4.1 It is understood there are no applications for a Definitive Map Modification Order (DMMO) within the Order Limits.

4.4.2 The final PRoW and Permissive Paths Management Plan submitted for approval will incorporate mitigation measures for any new PRoW.

5 Management of Public Rights of Way During Decommissioning

5.1.1 The Scheme is anticipated to have a design life of approximately 60 years. At the end of the Scheme's operational life, the Scheme will be decommissioned.

5.1.2 An **Outline Decommissioning Strategy [EN010168/APP/7.14]** has been prepared, and a final Decommissioning Strategy will be submitted to the local planning authority for approval prior to decommissioning. This is secured by a requirement within the DCO.

5.1.3 During the decommissioning phase, PRoW will be managed in a similar way as the construction phase, as set out in **ES Volume 1, Chapter 3: The Scheme [EN010168/APP/6.1]**. the principles and measures set out in Section 3 of this Outline PRoW and Permissive Paths Management Plan will be applied during the planned decommissioning phase.

5.1.4 As at the date of decommissioning, as defined in the DCO, the requirement to provide the permissive paths will cease in order that the land can be returned to its current use. Permissive paths will be removed during decommissioning, with the precise timing to be determined by the contractor(s) and communicated to the relevant local authority in the Decommissioning Strategy. The Decommissioning Strategy may seek to maintain access to the permissive paths during the initial stages of decommissioning where this is reasonably practicable, in which case the permissive paths will be managed in the same way as PRoW. Signage will be put in place to notify users of the closure date for each permissive path.

5.1.5 There are likely to be instances where internal access tracks cross PRoW. In these instances, public access to PRoW will be retained so far as is practicable to do so. However, the PRoW will be managed to ensure the safety of all users.