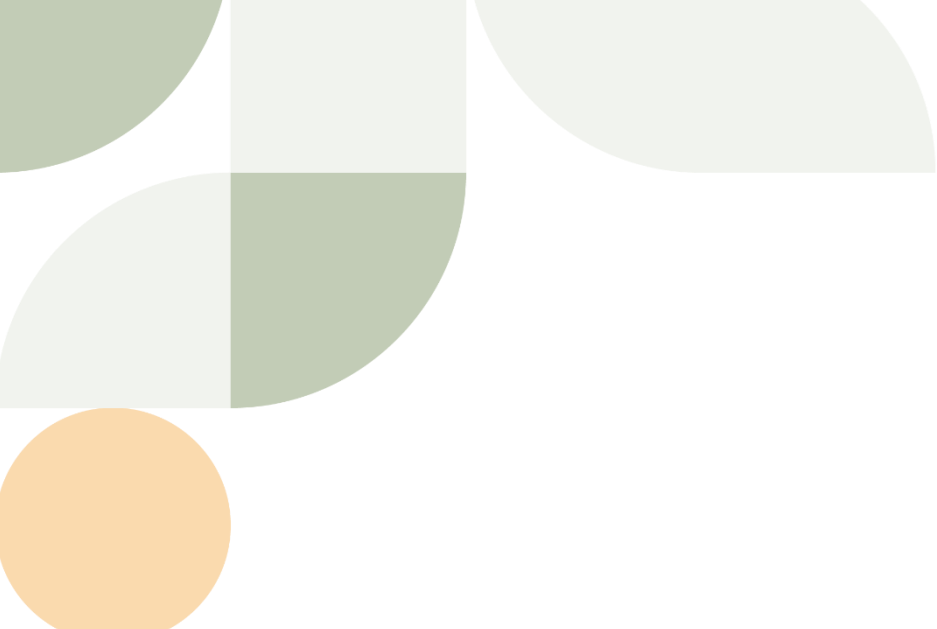




Lime Down

Solar Park

Technical Note:

Alternative Access to the Public Rights of Way Network

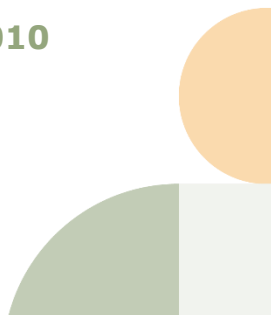
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1 Introduction

1.1 Purpose of the Document

1.1.1 This document has been drafted to respond to a request for additional information by the Examining Authority (ExA) through their First Written Questions, pursuant to the examination of the Lime Down Solar Project DCO.

1.1.2 The ExA, at Question HW1.2 asked the Applicant to:

“Consider the prospect of displacement and alternative points of access to the PRow network for those users who do not wish to experience the construction, operation, maintenance or decommissioning aspects of the proposed development without losing the benefit of being outdoors [and to] undertake this assessment to demonstrate how adverse impacts resulting from the proposed development could be minimised on existing users of the PRow network by signposting and improving routes away from the solar PV panels. This question should be considered with ExQ1 GCT1.2 regarding Wiltshire Council’s request for s106 contributions to address displacement and PRow linkages.”

1.1.3 This document provides further clarification on the Applicant’s qualitative assessment of the likely extent of displacement to users of PRowS affected by the Scheme, and what alternative routes are available to them.

1.2 Structure of the Document

1.2.1 Section 2 of this document identifies PRow routes directly affected by construction of the Sites at Lime Down A-E, identifies what types of impacts users will experience, and then gives commentary on onsite observations of use and what alternative routes persons may use if seeking to avoid those impacts.

1.2.2 Section 3 provides the same discussion but for the Cable Route Corridor.

1.2.3 Section 4 goes on to identify operational effects to PRowS within and around the Sites at Lime Down A-E, and discusses the alternatives some users may seek in the long-term in the context of the proposed benefits sought by the Scheme through the DCO to improve PRow accessibility and connectivity through permissive access.

1.2.4 Section 5 thereafter provides a summary of matters raised in this document.

2 Assessment of Solar PV Sites During Construction and Decommissioning

2.1 Considerations

- 2.1.1 This assessment builds upon the assessment of directly and indirectly affected PRowWs as assessed in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**, which identifies the likely impacts to individual PRowWs on and adjacent to the Solar PV Sites, both for construction and decommissioning.

2.2 PRow Routes Affected

Lime Down A

- 2.2.1 Lime Down A is located south of Sherston, between the village and the outlying farmsteads and hamlets at Ladyswood and Farleaze. PRowWs on Lime Down A generally connect parts of the local highway network with limited onward PRow routes. The majority of footpath SHER15 is included as part of a promoted circular walking route by Sherton Parish Council (Ref 1).

Table 1 PRowWs on Lime Down A

PRow Designation	Route	Impact	Alternatives
Footpath SHER15	Sherston (Southfields) to Fosse Way towards Norton	Construction of Lime Down A – ecological mitigation areas	Sherston-Norton by SHER11, SHER13, or SHER14. All onward routes to Norton affected by the Scheme. Sherston: selection of alternatives towards Luckington, Willesley and Pinkney avoiding the Scheme. Norton: limited alternatives (NORT4, NORT6) not affected by the Scheme.
Bridleway SHER16	Sherston (Bustlers Hill) to Fosse Way towards Farleaze	Construction of Lime Down A – Solar PV, substation, all onsite works	Sherston-Farleaze and Hullavington by SHER35 or local highway. All onward routes to Hullavington affected by the Scheme. Sherston: selection of alternatives towards Willesley avoiding the Scheme, or by local highways.

PRoW Designation	Route	Impact	Alternatives
			Farleaze: alternatives by local highways only.
Footpath SHER17	Commonwood Farm to Lordswood Farm	Direct impacts from cabling works between Lime Down A and C	Alternatives (SHER16, SHER18) also affected by immediate interactions with the Scheme.

Lime Down B

2.2.2 Lime Down B is located between the settlements of Norton and Foxley, with its main access route and cable connection to the rest of the Scheme parallel to the Fosse Way towards Ladyswood. As such, Lime Down B has limited immediate effects on PRoWs due to the limited number of PRoWs directly affected. That notwithstanding, NORT1 has been referred to as a route for users of The Vine Tree Inn PH in Norton, while the Fosse Way SHER37 is a known important route for recreation. The Fosse Way has the additional benefit of large parking areas at each end of the section that is designation as a byway open to all traffic, allowing for people to drive, park, and then walk/wheel/ride.

Table 2 PRoWs on Lime Down B

PRoW Designation	Route	Impact	Alternatives
Footpath NORT1	Norton to Foxley	Construction of Lime Down B – Solar PV, all onsite works	Foxley-Norton by local highways only. All routes to Norton affected (to some extent) by the Scheme. Sherston: selection of alternatives towards Easton Grey and Corston. Norton: limited alternatives (NORT4, NORT6) not affected by the Scheme.
Footpath NORT5	Norton to Ladyswood Farm	Direct impacts from cabling works between Lime Down B and C	Norton-Ladyswood by local highways only. All routes to Norton affected (to some extent) by the Scheme. Norton: limited alternatives (NORT4, NORT6) not affected by the Scheme. Ladyswood: alternatives to north (SHER11, SHER13, SHER14) affected only by visual impacts of the Scheme.

PRoW Designation	Route	Impact	Alternatives
Byway open to all traffic SHER37	Norton-Easton Grey road to Ladyswood	Direct impacts from cabling works between Lime Down A and C	No alternative that provides a similar recreational provision, or similar direction of route Alternatives (SHER11, SHER13, SHER15, SHER16, NORT5, EGRE1) also affected by immediate interactions with the Scheme.

Lime Down C

- 2.2.3 Lime Down C covers a substantial area between the villages of Alderton and Hullavington, bordering farmsteads and hamlets in between at Farleaze. This area is comparatively sparsely served by PRoWs, although is crossed by the Fosse Way (as a metalled highway carrying traffic between Sherston and Grittleton). Use of the PRoWs in this area is limited by routes terminating at the highway with relatively few onward PRoW connections.

Table 3 PRoWs on Lime Down C

PRoW Designation	Route	Impact	Alternatives
Footpath SHER18	Part of Luckington to Farleaze	Construction of Lime Down C – Solar PV, all onsite works	Luckington-Farleaze routes affected (to some extent) by the Scheme. Luckington: selection of alternatives around village. Farleaze: limited alternatives (HULL25, HULL26).
Byway open to all traffic SHER35 / LUCK57	Part of Sherston to Grittleton (to Fosse Way)	Construction of Lime Down C – Solar PV, all onsite works	Norton-Ladyswood by local highways only. All routes to Norton affected (to some extent) by the Scheme. Sherston: selection of alternatives towards Luckington and Sopworth avoiding the Scheme. Grittleton (Fosse Way): no nearby alternatives (>1 km)
Footpath HULL23	Farleaze (Pig Lane) to Hullavington	Construction of Lime Down C – Solar PV, all onsite works, and	Farleaze-Hullavington routes (HULL24, or Pig Lane and HULL13)

PRoW Designation	Route	Impact	Alternatives
		Cable Route Corridor works	affected (to some extent) by the Scheme. Farleaze: limited (HULL25, HULL26) alternatives. Hullavington: alternatives to southwest towards Leigh Delamere
Footpath HULL24	Farleaze South railway bridge to Hullavington	Direct impacts from cabling works. Potential for short-term diversions or closures.	Farleaze-Hullavington routes (HULL23, or Windmill Hill) affected (to some extent) by the Scheme. Farleaze: no nearby alternatives (>1 km). Hullavington: alternatives to southwest towards Leigh Delamere
Footpath HULL25	Part of Luckington to Farleaze	Potential impacts from cabling works between Lime Down B, C, and D	Farleaze-Luckington routes by local highways affected (to some extent) by the Scheme. Farleaze: limited alternatives (HULL26).
Footpath HULL26	within Farleaze	Direct impacts from cabling works between Lime Down B, C, and D	Routes by local highways affected (to some extent) by the Scheme. Farleaze: limited alternatives (HULL25).

Lime Down D

- 2.2.4 Lime Down D is located over a large area between the villages of Hullavington, Norton and Corston, albeit notably bisected by the Gauze Brook. This area is crossed by a large number of PRoWs, predominantly footpaths, that link Hullavington with the surrounding areas. Whilst the number of connections is high, many of these routes terminate at the road from Hullavington to Norton.
- 2.2.5 South and east of the Gauze Brook (between Hullavington and Corston), HULL6, HULL7 and HULL8 provide parallel links between the villages, providing a significant link for non-vehicular users. These routes are also better connected to walking infrastructure in Hullavington itself, allowing greater opportunities for recreational users to benefit from there-and-back access.

Table 4 PRoWs on Lime Down D

PRoW Designation	Route	Impact	Alternatives
Footpath HULL1/ NORT10	Hullavington to Norton	Construction of Lime Down D – Solar PV, all onsite works	Hullavington-Norton by local highways affected (to some extent) by the Scheme. Norton: limited alternatives (NORT4, NORT6) not affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere
Footpaths HULL2, HULL4, HULL5	Hullavington (Bradfield) to Gorsey Leaze towards Foxley	Construction of Lime Down D – Solar PV, all onsite works	Hullavington-Gorsey Leaze by local highways and NORT4 affected (to some extent) by the Scheme. Bradfield: alternatives to southwest around Hullavington village Gorsey Leaze: selection of alternatives to north east towards Foxley, Corston, and Malmesbury.
Footpath HULL6	Hullavington to West Park, Corston	Construction of Lime Down D – Solar PV, all onsite works	Hullavington-Corston routes (HULL4/HULL5, HULL7, HULL8) affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere Corston: selection of alternatives to north and southeast towards Foxley, Malmesbury, and Rodbourne
Bridleway HULL7	Hullavington to Corston	Construction of Lime Down D – Solar PV, substation, all onsite works	Hullavington-Corston routes by local highways only affected by the Scheme. Hullavington: limited alternatives (HULL18, local highways) to southwest towards Leigh Delamere Corston: selection of alternatives to north towards Foxley and Malmesbury

PRoW Designation	Route	Impact	Alternatives
Footpath HULL8	Hullavington to Corston	Direct impacts from cabling and access works between Lime Down D and E	Hullavington-Corston routes (HULL6, HULL7) affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere Corston: selection of alternatives to north and southeast towards Foxley, Malmesbury, and Rodbourne

Lime Down E

2.2.6 Lime Down E is located between the villages of Rodbourne and Lower Stanton St Quintin, and is made of a loosely connected area of land, functionally divided by the South Wales Main Line railway and Rodbourne Brook. Recreational journeys in this area revolve around a well-established route between Rodbourne and Lower Stanton St Quintin following an unsurfaced road (colloquially known as Cabbage Lane) that becomes a bridleway for much of its route. This is known to be used for walking, cycling and riding. PRoWs to the west of this route are largely constrained by their termination at the A429 between Corston and Lower Stanton St Quintin, with limited options for onward travel (such as towards Hullavington). Footpaths connecting the Cabbage Lane route to Avil's Lane or towards Rodbourne Bottom are far less constrained, and connect to a wider network of footpaths towards the hamlet of Startley.

Table 5 PRoWs on Lime Down E

PRoW Designation	Route	Impact	Alternatives
Footpath MALW53	Footpath MALW60 to A429 towards Corston	Direct impacts from cabling and access works between Lime Down D and E	Kingsway-Corston route (MALW55 or A429) affected by the Scheme. No alternatives due to location.
Bridleway MALW54	Rodbourne to A429	Direct impacts from cabling and access works between Lime Down D and E	None for similar route Rodbourne: alternatives limited to local highways
Footpath MALW55	Rodbourne to Bridleway MALW54	Direct impacts from cabling and access works between Lime Down D and E	Rodbourne-Kingsway route towards Hullavington (MALW60 and unsurfaced road) affected by the Scheme. Rodbourne: selection of alternatives around village

PRoW Designation	Route	Impact	Alternatives
			and towards Great Somerford
Footpath MALW60	Rodbourne to Kingsway Barn (A429) towards Hullavington	Direct impacts from cabling and access works between Lime Down D and E	Rodbourne-Kingsway route towards Hullavington (MALW53 and MALW55) affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford
Unsurfaced road: track parallel to railway	Rodbourne to Bridleway MALW54	Construction of Lime Down E – Solar PV, substation, all onsite works	Rodbourne-Kingsway route towards Hullavington (MALW53 and MALW55) affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford MALW54/Kingsway: no alternatives due to location
Unsurfaced road: track crossing to railway (Cabbage Lane)	Part of Rodbourne to Lower Stanton St Quinton	Construction of Lime Down E – Solar PV, substation, all onsite works	Rodbourne-Lower Stanton St Quinton by local highways substantially greater distance Rodbourne and Lower Stanton St Quintin: alternatives limited to local highways
Footpath MALW68	Within Rodbourne	Construction of Lime Down E – Solar PV, access	Alternative access to 'Cabbage Lane' also affected by direct interactions with the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford
Bridleway MALW59	Rodbourne to A429 (Hangar Farm)	Construction of Lime Down E – Solar PV, all onsite works	Rodbourne-Lower Stanton St Quinton by MALW61 also affected by direct interactions with the Scheme. Rodbourne: limited alternatives towards Great Somerford Lower Stanton St Quintin: alternatives to east and

PRoW Designation	Route	Impact	Alternatives
			south towards Seagry and Kington St Michael
Footpath MALW62	Part of Rodbourne to Lower Stanton St Quinton	Construction of Lime Down E – Solar PV, all onsite works	Rodbourne-Lower Stanton St Quinton by MALW61 also affected by Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford Lower Stanton St Quintin: alternatives to east and south towards Seagry and Kington St Michael
Bridleway MALW61	Part of Rodbourne to Lower Stanton St Quinton	Construction of Lime Down E – Solar PV, all onsite works	Rodbourne-Lower Stanton St Quinton by SSTQ7 GSOM9 and highways substantially greater distance. Rodbourne: limited alternatives (GSOM19, local highways) towards Great Somerford Lower Stanton St Quintin: alternatives to east and south towards Seagry and Kington St Michael
Footpaths MALW63, MALW64, MALW65	Bridleway MALW61 to Rodbourne Bottom	Construction of Lime Down E (adjacent)	MALW61-Rodbourne Bottom alternative routes affected by direct interactions with the Scheme. Rodbourne: selection of alternatives towards Startley and Great Somerford

2.3 Observations and Likely Effects from Displacement

Lime Down A

- 2.3.1 Use of PRoWs at Lime Down A is largely dictated by users following promoted circular (Ref 1), or there-and-back routes from Sherston, with a smaller number of immediate users coming from farmsteads around Ladyswood. Lime Down A also lies between Sherston and Norton, and therefore may lie on the route of users moving between these two settlements. Notably, the PRoWs on Lime Down A all connect to the local highway network for onward travel. The only exception is the eastern end of SHER15 which connects to the Fosse Way at

SHER37, which forms a link with minimal motor traffic (as a byway open to all traffic) between this footpath, NORT5, SHER13 and SHER11.

- 2.3.2 Evidence of PRow use as observed from a site visit on June 2026, and from publicly available aerial and street-level photography, has shown there is a low or intermittent volume of use on PRowS on Lime Down A, based on observations of vegetation overgrowth at PRow entrances that have not been pushed back or trampled by users, and relatively little evidence of tracks on the ground. The most notable use was observed by two-way hoof tracks on the 'unsurfaced road' section of bridleway SHER16, immediately south of Bustlers Hill. This appeared to stop at the point of leaving the tree-lined 'lane' where SHER16 becomes a field-edge route, indicating users may turn around at this point rather than continue on. Cyclists were observed in-person on the public highway, but not on bridleways at this location.
- 2.3.3 During construction of Lime Down A, the Applicant considers that where users may be discouraged from using the PRowS, it is anticipated that this will predominantly be spread across other PRowS surrounding Sherston, particularly those promoted by Sherston Parish Council as circular walking routes away from the Scheme which utilise a mix of PRowS and rural roads. Given the apparent low volume of use at present, the Applicant does not consider that the additional use on other PRowS generated by a displacement effect would have a material change to the use of, and therefore upkeep requirements of, PRowS around Sherston and in the Cotswolds National Landscape.

Lime Down B

- 2.3.4 Observations of use of NORT1 show that there may be some use from Norton, however this does not appear to lead to regular through use to Foxley, as observed onsite. Similarly, use of NORT5 appears greater at the Norton end than the Fosse Way/Ladyswood end, both implying a 'there-and-back' type of use, or disparity in management between different landowners. As stated previously, alternative routes from Norton either run through different parts of the Scheme, or commit users to the local highway network for walking (such as to access NORT4 or NORT11). The Applicant considers it most likely that users would prefer Honey Lane to the Norton-Easton Grey road due to lower through movements for traffic, wide verges, and construction activities on Lime Down B being largely at a greater distance away from the road. Opportunities for improvements to NORT4 or NORT11 may therefore be most pertinent, however use is likely to be limited to residents of Norton and some patrons of the Vine Tree Inn.
- 2.3.5 The section of the Fosse Way designated byway open to all traffic SHER37 is observed to provide a significant recreational function, both as part of a through route for cyclists and equestrians, and as observed, a stretch of high-quality limited-traffic route for walking and wheeling. Users were observed making use of room to park at both ends of the Fosse Way to allow for recreational use,

including for those with limited mobility. Dissuasion of use during construction is anticipated to be different for users approaching from the north and east versus the south and west. The northeast end of the Fosse Way is unlikely to be physically affected by construction works, with impacts limited to the extent to which construction works at Lime Down B are perceived. Use of the Fosse Way itself would be affected by the experience of parallel HGV haul route and cable construction works approximately 100 m away to one side. Users approaching the southwest end are likely to be more directly affected by the access route to Lime Down B and the associated construction compound being located in the area currently used for parking up. This is therefore far more likely to dissuade users who would specifically drive to this location. Alternative provision for a like-for-like alternative is limited, with parking areas elsewhere on the Fosse Way (between Alderton and Grittleton, or the Foxley road) limited to small road-side spaces. Alternatives away from the Scheme that would have a similar level of accessibility may include the Sherston to Luckington Ford road, for users coming from Luckington or Sherston, or byway open to all traffic MALW46/NORT6 past Gorsey Leaze for those coming from Hullavington or Norton. In either location, parking provision is limited. Where available and at the relevant landowner's discretion, additional parking provision may be suitable in these locations to provide alternative countryside access to people who require mobility aids.

Lime Down C

- 2.3.6 Apparent use of PRowS on and around Lime Down C varies significantly. Byway open to all traffic LUCK57/SHER35 appears to be well used, including by vehicles, likely from landowners or residents on Commonwood Lane using this link as a short-cut to the Fosse Way. Walking use may be more limited as the termination of the byway onto the Fosse Way gives little opportunity for onward walking routes without using substantial segments of the local highway network. Conversely, footpaths SHER18, HULL25 and HULL26 show little or intermittent use, again largely as a result of location with routes terminating on the Fosse Way and a very small number of residents within walking distance of these routes. That notwithstanding, displacement of users in this area may have a larger effect due to the distance required to reach alternatives, albeit the quantity of users that are likely to be displaced are not anticipated to have a substantial effect on other PRowS or on the local highway network around Lime Down C.
- 2.3.7 The character of connection availability is however different towards Hullavington, where routes are more closely spaced, and promoted for recreation by Hullavington Parish Council (Ref 2). This is reflected on onsite observation of HULL23 and HULL24 which show a moderate quantity of use and middling quantity of maintenance. Users of these routes are therefore likely to be a combination of users from Farleaze, Townlease Farm, Surrendell, and the village of Hullavington. Users from this location are likely to be limited in

alternative routes due to the location of Lime Down C and Lime Down D, particularly in regard to users from Hullavington. As such, users dissuaded from using these routes are most likely to be displaced to PRoWs to the south and west of Hullavington (HULL9-HULL19) and the interconnecting highways.

Lime Down D

- 2.3.8 Whilst the number of connections across Lime Down D is relatively great, and many routes are promoted as parts of circular walks by Hullavington Parish Council (Ref 2), use of footpaths to the west of the Gauze Brook are limited due to them largely terminating at the road from Hullavington to Norton. This is particularly notable on HULL2, HULL4, and HULL5 which show very low levels of use. A contributing factor is that users from Hullavington village using these routes have to navigate a long distance of road-side walking where there are no footways and very limited verges. Furthermore, existing residential construction works have closed HULL29 and severely restricted access to HULL1 since summer 2025. The location of the Scheme is likely to add to these reasons for poor patronage on these routes. Where users are potentially further displaced by the Scheme, it is likely this would be to other routes to the south and west of Hullavington, or to the north and east of Gorsey Leaze (King's Heath) used instead.
- 2.3.9 The PRoWs to the south and east of the Gauze Brook (between Hullavington and Corston) are much more closely related to settlements, and as such, have a greater patronage, as observed onsite on HULL7 and Down Road, and the western end of HULL6. Displaced users dissuaded from using these routes during construction are likely to use other routes to the south and west of Hullavington, or to the north and west of Corston (King's Heath) used instead. Users walking, wheeling or cycling between Corston and Hullavington would not have access to an alternative route that would not have some view of construction works on the Scheme, as it is not considered that use of the A429 for non-motorised users would be any preferable.

Lime Down E

- 2.3.10 PRoWs on Lime Down E include footpaths, bridleways, and unsurfaced roads that are evidently used for recreation by a wide variety of type of user, even if the absolute volume of users is relatively modest. Users appear to use routes on Lime Down E as there-and-back routes both from Rodbourne and Lower Stanton St Quintin, with far less visual evidence of through-traffic by PRoW users. Usage of PRoWs in the northwest section of Lime Down E is demonstrably poor due to extremely little 'on-the-ground' evidence of use on MALW53, MALW54, MALW55 and MALW60. This is not surprising given these predominantly connect to the A429, which has no footway and no onward PRoW connections that would be considered desirable for users. As such, it is considered that there is likely to be a minimal quantum of displacement due to

construction on these routes given their apparent poor desirability for recreational use.

- 2.3.11 Recreational users of the unsurfaced roads from Rodbourne are anticipated to have a distinct change in character on these routes due to their use for HGV movements during construction within Lime Down E, as assessed in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**. This would also extend to users of the footpaths between 'Cabbage Lane' and Rodbourne Bottom as these are well suited for short circular walks for residents in Rodbourne and Rodbourne Bottom. As such, there may be a displacement effect onto other routes around Rodbourne. This is likely to be spread amongst footpaths (such as MALW55 (east), MALW56, MALW57 and MALW69-71. For users currently benefiting from the gravel surface on the unsurfaced roads at Lime Down E, an alternative quiet route may be Angrove Lane, albeit with the acknowledgement that this is a highway and access road to Angrove Farm.
- 2.3.12 Finally, within the southern part of Lime Down E, the greatest evidence of recreational use is that of equestrian users on bridleway MALW61/SSTQ4, largely using this route for there-and-back riding from Lower Stanton St Quintin – particularly from large equestrian facilities on Avil's Lane. Given the additional sensitivity of horse riders, displacement on to other nearby bridleways such as SSTQ4 south of Avil's Lane, or SSTQ7 and SEAG23 towards Seagry Wood, are considered to be likely alternatives used. Bridleway MALW59 has not been considered as a desirable route for most users given it terminates at the A429 without any onward walking, wheeling or riding infrastructure.

Overall Network Effects

- 2.3.13 The above observations and resultant likely effects of displacement on the PROW network is not anticipated to induce a substantial change to the use of the PROW network surrounding the Scheme. Whilst there are locations with limited alternative provision for users who do not wish to walk, ride or cycle near to construction works being undertaken, there is generally substantial provision in alternative locations for recreational users of PROWs due to the density and connectivity of the PROW network in this area of Wiltshire. As such, where the Applicant has assessed impacts on individual PROWs during the construction of the Scheme in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**, the Applicant is confident that displacement would not have any additional effects to PROWs on the surrounding network.

3 Assessment of the Cable Route Corridor During Construction and Decommissioning

3.1 Considerations

- 3.1.1 This assessment builds upon the assessment of directly and indirectly affected PRowS as assessed in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**, which identifies the likely impacts to individual PRowS on and adjacent to Cable Route Corridor, both for construction and decommissioning.
- 3.1.2 The Cable Route Corridor has a substantially different character to the Solar PV Sites due to its linear geography. This mean that PRowS affected are those that cross the Cable Route Corridor, and thus alternative routes that serve a similar purpose with respect to connections between settlements will also be equally affected.
- 3.1.3 Construction, and decommissioning works on the Cable Route Corridor are also more likely to be undertaken in phases, with periods of activity near PRowS more likely to be limited to distinct packages of works. This include laying down of haul routes, trenching, laying of ducting and cabling, and remediation.

3.2 PRow Routes Affected

- 3.2.1 Due to the linear nature of the Cable Route Corridor, the affected PRowS have been set out in the table below in order of their location north to south on the Cable Route Corridor.

Table 6 PRowS on the Cable Route Corridor

PRow Designation	Route	Impact	Alternatives
Sites-M4			
Footpath HULL20	East Dunley Cottage Road to Surrendell Cottage (byway open to all traffic HULL19)	Near views of cabling works including HDD works, and a construction compound.	None for similar route East Dunley Farm: alternatives west towards Luckington Surrendell: selection of alternatives south and east towards Hullavington
Bridleway GRIT22	East Dunley Cottage Road to Track to Roberts Berry Farm, Grittleton	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route East Dunley Farm: alternatives west towards Luckington Roberts Berry Farm: selection of alternatives east towards Hullavington
Footpath GRIT20	Grittleton to East Foscote	Direct impacts from cabling works and a	By local highway only: potential for HGV

PRoW Designation	Route	Impact	Alternatives
		construction compound. Medium-term diversion likely to be required.	movement associated with Scheme Grittleton: alternatives to northwest towards Fosse Way and Littleton Drew East Foscote: alternatives towards Leigh Delamere
M4-A4			
Footpath YKEY6	Park Farm to Southview	Direct impacts from cabling works. Potential for short-term diversions or closures.	By local highway only: potential for HGV movement associated with Scheme. Alternative routes towards Castle Combe
Footpath YKEY8	Easton Piercy to Yatton Keynell	Direct impacts from cabling works. Potential for short-term diversions or closures.	By local highway only: potential for HGV movement associated with Scheme. Easton Piercy: selection of alternatives to east towards Kington St Michael Yatton Keynell: selection of alternatives around village centre and to west
Footpath YKEY9	Lower Easton Piercy to Yatton Keynell	Direct impacts from cabling works. Potential for short-term diversions or closures.	By local highway only: potential for HGV movement associated with Scheme. Easton Piercy: selection of alternatives to east towards Allington and Kington St Michael Yatton Keynell: selection of alternatives around village centre and to west
Footpath BIDD16	A420 to Yatton Road	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Yatton Road: selection of alternatives south around Biddlestone Lanhill: limited alternatives (CHIW4, CHIW15, CHIW13)
Bridleway BIDD17 (dead end for bridleway users)	Biddlestone to Lanhill	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Biddlestone: alternatives by local highway only for non-footpath users

PRoW Designation	Route	Impact	Alternatives
			Lanhill: limited alternatives (CHIW2, local highways)
Footpath BIDD18/23	Biddlestone to Lanhill	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Biddlestone: selection of alternatives south around village Lanhill: limited alternatives (CHIW4, CHIW15, CHIW13)
A4-Melksham National Grid Substation			
Byway open to all traffic CORM122	Chippenham Road to Easton Lane	Immediate views of cabling works including HDD works.	None for similar route Chippenham: selection of alternatives as urban/suburban routes Easton: limited alternatives by local highway towards Corsham and Easton
Footpath CORM7	Easton to Thingley	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Easton: limited alternatives (CORM3, CORM4) west towards Corsham Thingley: limited alternatives by local highway
Footpath CORM9	Thingley to The Roebuck	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Thingley: limited alternatives (CORM3, or by local highway)
Footpath CORM13	Corsham to Thingley Bridge	Immediate views of cabling works including HDD works.	None for similar route Corsham: limited alternatives (CORM43, CORM46) south towards Neston Thingley: limited alternatives (CORM14, CORM15, CORM16)
Footpaths CORM32, CORM33, CORM34, CORM35	Gastard to Monk's Lane	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Gastard: alternatives to east towards Lacock Monk's Lane: selection of alternatives towards Corsham and Neston

PRoW Designation	Route	Impact	Alternatives
Footpaths CORM30, CORM31, CORM24	Chapel Knapp to Boyd's Farm/ Monk's Park	Direct impacts from cabling works. Potential for short-term diversions or closures.	None for similar route Chapel Knapp: limited alternatives (CORM17, CORM18, CORM22) to east towards Lacock Boyd's Farm/ Monk's Park: selection of alternatives west and south toward Atworth and Whitley
Footpath CORM23	B3353 Chapel Knapp to Whitley	Direct impacts from cabling works. Potential for short-term diversions or closures.	Similar routes also affected by Cable Route. Chapel Knapp: limited alternatives (CORM22) to east towards Lacock Whitley: selection of alternatives around Whitley and surroundings
Footpath MELW77	B3353 to Whitley	Direct impacts from cabling works. Potential for short-term diversions or closures.	By local highway only: potential for HGV movement associated with Scheme. B3353: alternatives to north towards Gastard and Lacock Whitley: selection of alternatives around Whitley and surroundings
Footpaths MELW84, MELW85	Beanacre to Whitley	Direct impacts from cabling works and immediate views of construction compounds. Potential for short-term diversions or closures.	Alternative route by MELW92, MELK37 and roadside footway. Beanacre: alternatives around village Whitley: selection of alternatives around Whitley and Shaw

3.3 Observations and Likely Effects from Displacement

- 3.3.1 Impacts to PRoW users on the Cable Route Corridor are anticipated to be as a result of temporary works, that may occur as distinct events in some locations, whereas construction compounds are anticipated to be in place for more extended periods of time during the construction period. As such, the experience for PRoW users is likely to significantly vary by location, and as such, so too is the anticipated level of discouragement users may perceive or experience. While in all locations where construction impacts would require closure of PRoWs, diversions would be signposted, this is only applicable for

users on through-routes. Users on there-and-back recreational trips are likely to want to find alternatives that are not subject to closures or diversions.

- 3.3.2 In most locations, communities on the Cable Route Corridor are well served by PRowS away from the Cable Route Corridor, and as such, the effect of displacement is likely to be spread across these alternative routes and over a short- to medium-term duration.
- 3.3.3 In contrast, footpaths GRIT20 and MELW85 may be more notably impacted by the presence of construction compounds (and at GRIT20 the need for a full-time diversion during the compound being in use). From Grittleton, users of GRIT20 are likely to be displaced to GRIT8, GRIT11 and GRIT12/23, albeit it should be acknowledged that these routes are also affected by Highway Improvement Areas on Alderton Road, and the use of Alderton Road for HGV movements. From Whitley and Beanacre, users of MELW85 are likely to be displaced onto other footpaths to the west of Whitley, or the east of Beanacre respectively. It should also be noted that an alternative route to MELW85 between Whitley and Beanacre via Bath Road (A365), MELK37, MELW92 and Beanacre Road (A350) would be a usable alternative that has a continuous footpath and roadside footway.

4 Assessment of Solar PV Sites During Operation

4.1 Considerations

- 4.1.1 The assessment of operational impacts has concentrated solely on the Solar PV Sites, as during operation, no impacts to PRowS are anticipated as a result of the Cable Route Corridor.
- 4.1.2 This assessment builds upon the assessment of directly and indirectly affected PRowS as assessed in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**, which identifies the likely impacts to individual PRowS on and adjacent to the Solar PV Sites, during the operational lifetime of the Scheme.
- 4.1.3 The assessment of operational impacts has furthermore taken into consider the proposed landscaping and ecological mitigation scheme associated with the Scheme, and the provision of permissive access routes associated with the Scheme. These are shown together on **ES Volume 2, Figures 3-4-1 to 3-4-5.2 [REP1-029 to REP1-031]** and are secured through the **Design Principles and Parameters [REP3-083]**, **Outline Landscape and Ecological Management Plan [REP3-100]** and **Outline Public Rights of Way and Permissive Paths Management Plan [REP1-104]** by Requirements 5, 7, and 16 respectively in Schedule 2 to the **Draft DCO [REP3-005]**.

4.2 PRow Routes Affected

Lime Down A

Table 7 PRowS on Lime Down A

PRow Designation	Route	Impact	Alternatives
Footpath SHER15	Sherston (Southfields) to Fosse Way towards Norton	Routing through ecological mitigation area. Improved access to PRow through enhanced permissive paths.	Sherston-Norton by SHER11, SHER13, or SHER14. All onward routes to Norton affected by the Scheme. Sherston: selection of alternatives towards Luckington, Willesley and Pinkney avoiding the Scheme. Norton: limited alternatives not affected by the Scheme.
Bridleway SHER16	Sherston (Bustlers Hill) to Fosse Way towards Farleaze	Direct views of Solar PV arrays on Lime Down A. Onsite maintenance track crossing points.	Sherston-Farleaze and Hullavington by SHER35 or local highway. All onward routes to

PRoW Designation	Route	Impact	Alternatives
		Improved access to PRoW through enhanced permissive paths. Enhanced PRoW experience through ecological mitigation areas.	Hullavington affected by the Scheme. Sherston: selection of alternatives towards Willesley avoiding the Scheme, or by local highways. Farleaze: alternatives by local highways only.
Footpath SHER17	Commonwood Farm to Lordswood Farm	Views of Lime Down A and C	Alternatives affected by the Scheme.

Lime Down B

Table 8 PRoWs on Lime Down B

PRoW Designation	Route	Impact	Alternatives
Footpath NORT1	Norton to Foxley	Direct views of Solar PV arrays on Lime Down B. Onsite maintenance track crossing points. Improved access to PRoW through enhanced permissive paths.	Foxley-Norton by local highways only. All routes to Norton affected (to some extent) by the Scheme. Sherston: selection of alternatives towards Easton Grey and Corston. Norton: limited alternatives not affected by the Scheme.
Footpath NORT5	Norton to Ladyswood Farm	Crossing point for maintenance access to Lime Down B.	Norton-Ladyswood by local highways only. All routes to Norton affected (to some extent) by the Scheme. Norton: limited alternatives not affected by the Scheme. Ladyswood: alternatives to north affected only by visual impacts of the Scheme.
Byway open to all traffic SHER37	Norton-Easton Grey road to Ladyswood	Views of Solar PV arrays on Lime Down B at north end. Some improved access to PRoW through enhanced permissive paths.	None for similar route Alternatives affected by the Scheme.

Lime Down C

Table 9 PRowS on Lime Down C

PRow Designation	Route	Impact	Alternatives
Footpath SHER18	Part of Luckington to Farleaze	Direct views of Solar PV arrays on Lime Down C. Onsite maintenance track crossing points. Improved access to PRow through enhanced permissive paths. Enhanced PRow experience through ecological mitigation areas.	Luckington-Farleaze routes affected (to some extent) by the Scheme. Luckington: selection of alternatives around village. Farleaze: limited alternatives.
Byway open to all traffic SHER35 / LUCK57	Part of Sherston to Grittleton (to Fosse Way)	Direct views of Solar PV arrays on Lime Down C. Onsite maintenance track crossing points. Improved access to PRow through enhanced permissive paths.	Norton-Ladyswood by local highways only. All routes to Norton affected (to some extent) by the Scheme. Sherston: selection of alternatives towards Luckington and Sopworth avoiding the Scheme. Grittleton (Fosse Way): limited alternatives
Footpath HULL23	Farleaze (Pig Lane) to Hullavington	Direct views of Solar PV arrays on Lime Down C. Onsite maintenance track crossing points.	Farleaze-Hullavington routes (HULL24, or Pig Lane and HULL13) affected (to some extent) by the Scheme. Farleaze: limited alternatives. Hullavington: alternatives to southwest towards Leigh Delamere
Footpath HULL24	Farleaze South railway bridge to Hullavington	Some views of Solar PV arrays on Lime Down C at north end.	Farleaze-Hullavington routes (HULL23, or Windmill Hill) affected (to some extent) by the Scheme. Farleaze: limited alternatives. Hullavington: alternatives to southwest towards Leigh Delamere
Footpath HULL25	Part of Luckington to Farleaze	Some views of Solar PV arrays on Lime Down C at west end.	Farleaze-Luckington routes by local highways affected (to some extent) by the Scheme.

PRoW Designation	Route	Impact	Alternatives
		Some improved access to PRoW through enhanced permissive paths.	Farleaze: limited alternatives.
Footpath HULL26	within Farleaze	Some views of Solar PV arrays on Lime Down C at west end. Enhanced PRoW experience through ecological mitigation areas.	Routes by local highways affected (to some extent) by the Scheme. Farleaze: limited alternatives.

Lime Down D

Table 10 PRoWs on Lime Down D

PRoW Designation	Route	Impact	Alternatives
Footpath HULL1/ NORT10	Hullavington to Norton	Direct views of Solar PV arrays on Lime Down D. Onsite maintenance track crossing points. Improved access to PRoW through enhanced permissive paths.	Hullavington-Norton by local highways affected (to some extent) by the Scheme. Norton: limited alternatives not affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere
Footpaths HULL2, HULL4, HULL5	Hullavington (Bradfield) to Gorsey Leaze towards Foxley	Direct views of Solar PV arrays on Lime Down D. Onsite maintenance track crossing points. Improved access to PRoW through enhanced permissive paths. Enhanced PRoW experience through ecological mitigation areas.	Hullavington-Gorsey Leaze by local highways and NORT4 affected (to some extent) by the Scheme. Bradfield: alternatives to southwest towards Leigh Delamere Gorsey Leaze: selection of alternatives to north east towards Foxley, Corston, and Malmesbury.
Footpath HULL6	Hullavington to West Park, Corston	Direct views of Solar PV arrays on Lime Down D. Onsite maintenance track crossing points. Improved access to PRoW through enhanced permissive paths. Enhanced	Hullavington-Corston routes (HULL4/HULL5, HULL7, HULL8) affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere Corston: selection of alternatives to north and

PRoW Designation	Route	Impact	Alternatives
		PRoW experience through ecological mitigation areas.	southeast towards Foxley, Malmesbury, and Rodbourne
Bridleway HULL7	Hullavington to Corston	Direct views of Solar PV arrays and 132kV substation on Lime Down D. Onsite maintenance track crossing points. Improved access to PRoW through enhanced permissive paths.	Hullavington-Corston routes by local highways only affected by the Scheme. Hullavington: limited alternatives to southwest towards Leigh Delamere Corston: selection of alternatives to north towards Foxley and Malmesbury
Footpath HULL8	Hullavington to Corston	Elevated views of Solar PV arrays on Lime Down D, and near views of 132kV substation. Onsite maintenance track crossing points.	Hullavington-Corston routes (HULL6, HULL7) affected by the Scheme. Hullavington: alternatives to southwest towards Leigh Delamere Corston: selection of alternatives to north and southeast towards Foxley, Malmesbury, and Rodbourne

Lime Down E

Table 11 PRoWs on Lime Down E

PRoW Designation	Route	Impact	Alternatives
Footpath MALW53	Footpath MALW60 to A429 towards Corston	Views towards Lime Down E. Maintenance access track crossing point.	Kingsway-Corston route (MALW55 or A429) affected by the Scheme. Limited other alternatives due to location.
Bridleway MALW54	Rodbourne to A429	Direct views of Lime Down E. Use for maintenance access.	None for similar route Rodbourne: alternatives limited to local highways
Footpath MALW55	Rodbourne to Bridleway MALW54	Views towards Lime Down E. Maintenance access track crossing point.	Rodbourne-Kingsway route towards Hullavington (MALW60 and unsurfaced road) affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford

PRoW Designation	Route	Impact	Alternatives
Footpath MALW60	Rodbourne to Kingsway Barn (A429) towards Hullavington	Direct views of Lime Down E. Maintenance access track crossing point.	Rodbourne-Kingsway route towards Hullavington (MALW53 and MALW55) affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford
Unsurfaced road: track parallel to railway	Rodbourne to Bridleway MALW54	Direct views of Lime Down E and 132kV substation. Use for maintenance access.	Rodbourne-Kingsway route towards Hullavington (MALW53 and MALW55) affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford MALW54/Kingsway: limited other alternatives due to location
Unsurfaced road: track crossing to railway (Cabbage Lane)	Part of Rodbourne to Lower Stanton St Quinton	Direct views of Lime Down E and 132kV substation. Use for maintenance access. Improved access to PRoW through enhanced permissive paths.	Rodbourne-Lower Stanton St Quinton by local highways substantially greater distance Rodbourne and Lower Stanton St Quintin: alternatives limited to local highways
Footpath MALW68	Within Rodbourne	Views towards Lime Down E.	Alternative access to 'Cabbage Lane' also affected by the Scheme. Rodbourne: selection of alternatives around village and towards Great Somerford
Bridleway MALW59	Rodbourne to A429 (Hangar Farm)	Direct views of Lime Down E. Maintenance access track crossing points. Improved access to PRoW through enhanced permissive paths.	Rodbourne-Lower Stanton St Quinton by MALW61 also affected by Scheme. Rodbourne: limited alternatives towards Great Somerford Lower Stanton St Quintin: alternatives to east and south towards Seagry and Kington St Michael
Footpath MALW62	Part of Rodbourne to	Direct views of Lime Down E.	Rodbourne-Lower Stanton St Quinton by

PRoW Designation	Route	Impact	Alternatives
	Lower Stanton St Quinton	Maintenance access track crossing points. Improved access to PRoW through enhanced permissive paths.	MALW61 also affected by Scheme. Rodbourn: selection of alternatives around village and towards Great Somerford Lower Stanton St Quintin: alternatives to east and south towards Seagry and Kington St Michael
Bridleway MALW61	Part of Rodbourne to Lower Stanton St Quinton	Direct views of Lime Down E. Maintenance access track crossing points. Improved access to PRoW through enhanced permissive paths.	Rodbourn-Lower Stanton St Quinton by SSTQ7 GSOM9 and highways substantially greater distance. Rodbourn: limited alternatives towards Great Somerford Lower Stanton St Quintin: alternatives to east and south towards Seagry and Kington St Michael
Footpaths MALW63, MALW64, MALW65	Bridleway MALW61 to Rodbourne Bottom	Views towards Lime Down E.	MALW61-Rodbourn Bottom routes affected by the Scheme. Rodbourn: selection of alternatives towards Startley and Great Somerford

4.3 Observations and Likely Effects from Displacement

Lime Down A

- 4.3.1 During the operational lifetime of the Scheme, only bridleway SHER16 is located amongst the Solar PV Array areas on Lime Down A. As such, displacement of users on SHER15 and SHER17 is not considered to be likely, particularly with improvements to SHER15 in regard to habitat management and increased permissive access in these fields.
- 4.3.2 Likewise, SHER16 is to benefit from increased management under the Scheme, and increased connectivity through permissive routes across to the Sherston to Ladyswood road. Whilst some users may not wish to use SHER16 as a result of the Solar PV Arrays, it is considered that this is a preferable route in this area to using the local highway (partiality for equestrians). Alternatively, users may opt to ride on the Luckington Ford road and LUCK53, Commonwood Lane, or byway SHER37 (the Fosse Way), none of which would directly be affected by the Solar PV Array areas.

Lime Down B

- 4.3.3 Operational effects from the Scheme and Lime Down B would be in the majority limited to NORT1, as NORT 5 would only be crossed by a single maintenance track, and byway SHER37 would only have views of the Solar PV Array at its very northeasternmost end. As such, displacement of users from NORT5 and SHER37 is likely to be minimal during the operational lifetime of the Scheme.
- 4.3.4 Where users may be dissuaded from using NORT1, alternative use from Norton may include NORT4, NORT5, and using Honey Lane to access NORT 6 and NORT11, to avoid both Lime Down B and D. For users approaching from Foxley, alternative PRowS are located away from the Scheme to the north and east. That notwithstanding, a permissive route across Lime Down B would provide pedestrian access from NORT 1 both east and west, improving connectivity, albeit within close distance of the Solar PV Array infrastructure on site.

Lime Down C

- 4.3.5 Users of all PRowS on Lime Down E are likely to experience direct or near views of Solar PV Arrays, as such, for those that would be discouraged from using these PRowS as a result, this is a large area over which a displacement factor would be felt, even if the absolute number of users is not. Users of SHER18 and SHER35 would be located directly next to Solar PV infrastructure on either side of Cream Gorse. For pedestrians, an alternative route between the Fosse Way and Commonwood Lane would be available at SHER17. For cyclists or equestrian users, avoiding Lime Down C would entail a significant diversion due to no other nearby bridleway or byway provision. That notwithstanding, both SHER18 and SHER35 are proposed to benefit substantially from permissive access for pedestrians, cyclists and equestrians, linking Cream Gorse to Alderton and to further points on the Fosse Way, albeit also alongside Solar PV infrastructure.
- 4.3.6 In the southeast of Lime Down C, footpath HULL23 is due to have Solar PV Arrays on both sides. As such, users wanting to avoid this experience are likely to divert onto HULL13 towards Surrendell Cottage, or on HULL24 to travel between Hullavington and Farleaze.

Lime Down D

- 4.3.7 As with Lime Down C, users of on all PRowS routes interacting with Lime Down D are likely to experience close proximity to Solar PV Arrays. The displacement effect from this is likely to push recreational users onto PRow south of Hullavington, or northwest of Corston (King's Heath). That notwithstanding, pedestrians in this area are proposed to be substantially benefitted by permissive access routes to join up HULL1 and HULL2, and HULL2, 4 and 5 to HULL6. Together, these should materially improve PRow network connectivity

in the area, providing options for linkage and circular walks avoiding the Hullavington-Norton road. It is considered that removing the need for substantial walking distances on road will be a greater improvement to user experience than walking alongside Solar PV arrays. This may also have the benefit of improving walking route options for patrons of The Vine Inn PH in Norton and the Flying Monk Café and Tap at Bradfield Cottages.

- 4.3.8 Notably both HULL7 and HULL8 pass the proposed location of a 132 kV substation, which may have an additional discouraging effect for some users moving between Hullavington and Corston.

Lime Down E

- 4.3.9 Users of PRoWs within Lime Down E are likely only to have Solar PV infrastructure to one side in most scenarios, with only footpath MALW62/SSTQ5 passing between solar infrastructure for a substantial distance. Users on this route could divert to MALW61/SSTQ4 to have a better screened experience while travelling broadly the same route. Only users of the unsurfaced roads in the north of Lime Down E would experience 132 kV substation infrastructure near to recreational routes. As during construction, displacement effects can largely be accommodated in the expansive footpath network around Rodbourne and Rodbourne Bottom, or for equestrians and cyclists, through alternative routes through Seagry Wood or to the south of Upper Seagry. That withstanding, the users of MALW59, MALW61 and MALW62 are proposed to benefit from permissive link routes, providing greater opportunity for circular routes, including improving use of MALW59 without having to access through Hangar Farm to the A429.

Overall Network Effects

- 4.3.10 The above observations and resultant likely effects of displacement on the PROW network is not anticipated to induce a substantial change to the use of the PROW network surrounding the Scheme. Whilst there are locations with limited alternative provision for users who do not wish to walk, ride or cycle alongside Solar PV Infrastructure, there is generally substantial provision in alternative locations for recreational users of PROWs due to the density and connectivity of the PROW network in this area of Wiltshire. As such, where the Applicant has assessed impacts on individual PROWs during the operational phase of the Scheme in **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]**, the Applicant is confident that displacement would not have any additional effects to PROWs on the surrounding network.

5 Conclusions

- 5.1.1 Whilst the Applicant acknowledges that there may be a displacement effect from PRow users who are deterred from using affected PRowS during construction, the Applicant is committed to ensuring that those who do continue to use affected PRowS are able to do so safely and comfortably. As such, and with the prevalence of suitable alternative routes for recreation, the Applicant is confident that the assessment of effects to PRowS and the overall PRow network in **ES Volume 1: Socio-Economics, Tourism and Recreation [APP-068]** and its supporting **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]** includes for any effects of displacement during construction. Construction mitigation measures to protect directly affected PRow users are primarily secured through the **Outline Public Rights of Way and Permissive Paths Management Plan [REP1-104]** by Requirement 18 of Schedule 2 to the **Draft DCO [REP3-005]**. Additional measures to control construction environmental effects, and to control construction HGV and traffic movements are secured through the **Outline Construction Environmental Management Plan [REP3-092]** and **Outline Construction Traffic Management Plan [REP3-108]** by Requirements 13 and 15 respectively of Schedule 2 to the **Draft DCO [REP3-005]**.
- 5.1.2 The Applicant considers that the displacement effect from PRow users who are deterred from using affected PRowS during the operation of the Scheme is likely to be considerably lower than during construction, due to the far more passive nature of the Solar PV Arrays during their operational use. Furthermore, the Applicant considers that the provision of additional landscape screening and planting, ecological enhancement areas, the provision of new permissive access links, and the Applicants commitments to maintaining PRowS throughout the Scheme will have some degree of beneficial effects to PRow users. This includes making them easier to navigate due to commitments to improved signage, removal of stiles, and having a clear maintenance schedule uninterrupted by crop planting or animal movements as at present. Whilst this does not necessarily counteract changes in the perception or enjoyment of the countryside for PRow users who may not wish to walk alongside a Solar PV Array, these benefits are anticipated to result in a minimal 'displacement' factor to surrounding PRowS. Resultantly, the Applicant is confident that the assessment of effects to PRowS and the overall PRow network in **ES Volume 1: Socio-Economics, Tourism and Recreation [APP-068]** and its supporting **ES Volume 3, Appendix 16-2: Tourism and Recreation Receptor Tables [APP-241]** includes for any effects of displacement during the operational phase of the Scheme.
- 5.1.3 The Applicant's commitments to protective and enhancement measures to PRowS are secured through the following documents by the relevant requirements in Schedule 2 to the **Draft DCO [REP3-005]**:

- **Design Principles and Parameters [REP3-083]** – Requirement 5;
- **Outline Landscape and Ecological Management Plan [REP3-100]** – Requirement 7;
- **Outline Operational Environmental Management Plan [REP3-094]** – Requirement 14; and
- **Outline Public Rights of Way and Permissive Paths Management Plan [REP1-104]** – Requirement 18.

6 **References**

- Ref 1 Sherston Parish Council (2025). Sherston Footpath Group: Sherston Walks and Village Guide. Available at: sherston.org.uk/community/walks/ [Accessed 22 June 2026].
- Ref 2 Hullavington Village Community Group (2026). Hullavington Walks: Explore Hullavington on Foot. Available at hullavington.org/hullavington-walks/ [Accessed 22 June 2026].