Meridian Solar Farm

EN010169

Volume 7

Other Documents

7.15 Outline Public Rights of Way Management Plan (Rev 2) (Tracked)

APFP Regulation 5(2)(q)

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

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1. Introduction

1.1. Background

1.1.1. This **Outline Public Rights of Way Management Plan** (PRoW-MP) (Doc Ref. 7.15) has been commissioned by Meridian Solar Limited ('the Applicant') in relation to an application for a Development Consent Order (DCO) for the construction, operation and maintenance, and decommissioning of Meridian Solar Farm (hereafter referred to as 'the Scheme').

1.1.2. The Scheme would comprise the construction, operation (including maintenance) and decommissioning of a solar PV electricity generating station with associated infrastructure, including co-located Battery Energy Storage System (BESS), Inter-Array Connections to link the land parcels that form the Solar Development Areas, and an up to 13km overhead line Grid Connection (with one short undergrounded section) which would run north towards a point of connection (PoC) at the proposed Weston Marsh B National Grid Electricity Transmission (NGET) substation, to the north of Weston.

1.1.3. The Solar PV generating station, associated BESS, on-site substations and other associated infrastructure would be located within four land parcels (A, B, C and D) referred to collectively as the Solar Development Area, as shown in **ES Figure 1-1** (Doc Ref. 6.2).

1.1.4. The Inter-Arrays would be the areas within which 132kV connection cables (the 'Inter-Array Connections') would link the land parcels of the Solar Development Area. The configuration of the Inter-Array Connections (132kV) would comprise underground cabling between Land Parcels A and B ('the Underground Inter-Array') and an overhead line between Land Parcels C and D ('the Overground Inter-Array').

1.1.5. The Grid Connection Route would be the area between the Solar Development Area and the National Grid Weston Marsh B Substation in which a 400kV overhead line (the 'Grid Connection') would be located. There is one section where the Grid Connection would route underground to avoid conflicts with an existing 132kV overhead line. Cable Sealing End Compounds (CSECs) would join the proposed underground cable at that section with the proposed overhead line.

1.1.6. The Scheme is located within the administrative area of Lincolnshire County Council (LCC), within the South Holland District. The Site primarily consists of agricultural fields under arable production, with some small land parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm

access tracks. The Scheme for which a DCO is sought has been carefully developed following a detailed iterative design process. The design process has considered relevant national and local design policy and guidance, information from site appraisals and field work and feedback from stakeholders.

1.2. Purpose and Structure of this Document

1.2.1. This **Outline PRoW-MP** (Doc Ref. 7.15) outlines how the Applicant will manage Public Rights of Way (PRoW) within the Site to ensure they have been suitably considered and will continue to operate effectively throughout the construction, operation and decommissioning of the Scheme. This management plan reviews both user safety and accessibility, during the complete life cycle of the Scheme, considering the potential interaction and impact on PRoW associated with the construction works, as well as the day-to-day operation of the Scheme.

1.2.2. This **Outline PRoW-MP** (Doc Ref. 7.15) has been prepared with regard to the National Policy Statement (NPS) for Renewable Energy Infrastructure (EN-3)[1]. The most relevant paragraphs for the purposes of this **Outline PRoW-MP** (Doc Ref. 7.15) are as follows:

- Paragraph 2.10.32 - *"Proposed developments may affect the provision of public rights of way of networks"*;
- Paragraph 2.10.33 – *"Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site"*.
- Paragraph 2.10.34 - *"Applicants are encouraged to design the layout and appearance of the site to ensure continued recreational use of public rights of way where possible during construction, and in particular during operation of the site"* and,
- Paragraph 2.10.37 – *"Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan"*.

[1] Department for Energy Security and Net Zero (2025) *National Policy Statement for Renewable Infrastructure (EN-3)* (E03028327). London: HMSO Available at: https://assets.publishing.service.gov.uk/media/695d1368b5c46330350ed9a2/national-policy-statement-for-renewable-energy-infrastructure-en-3-web-accessible.pdf [Accessed 22 January 2026]

1.2.3. The South East Lincolnshire Local Plan[2] also emphasises the importance of keeping existing PRoW open and minimising disruption to these during construction (when referring to policies associated within accessibility and transport, walking and cycling infrastructure and the green and blue infrastructure network):

- Policy 32: Community Health and Well-Being; and
- Policy 33: Delivering a More Sustainable Transport Network.

1.2.4. As such, the Applicant is proposing management measures to allow the various PRoW within and adjacent to the Site to continue to be used by the local community during the construction, operation, and decommissioning phases, with minimal disruption to PRoW users, whilst maintaining public safety.

1.2.5. This document has been prepared in support of the Applicant's DCO application to demonstrate a planned approach to the management of PRoW throughout the life cycle of the Scheme. The **Draft DCO** (Doc Ref. 3.1) grants all necessary powers to temporarily stop up, alter or divert PRoW affected by the Scheme. The majority of the PRoW within the Order Limits would only be subject to either management or temporary diversions for short durations in the vicinity of the construction works and proposed construction routes.

1.2.6. Details relating to permissive paths during the operational phase are provided within the **Outline Landscape and ~~Ecological~~Ecology Management Plan** (OLEMP) (Doc Ref. 7.16) and are also shown on the Outline Landscape Masterplans included in Annex A of the **OLEMP** (Doc Ref. 7.16).

[2] **Error! Reference source not found.**

2. Baseline Conditions

2.1. Introduction

2.1.1. Details of PRoW which are within the Order Limits, or within 500m of the Order Limits, have been obtained from LCC's PRoW Interactive Map[3]. The PRoW (in the form of footpaths, bridleways, byways and restricted byways) are also shown on **ES Figure 15-2: Existing Walking and Cycling Network** (Doc Ref. 6.2).

2.1.2. Table 2-1 lists PRoW which pass within 500m of the Order Limits but do not enter the Order Limits itself. These PRoW will all be unaffected by the Scheme and will therefore not need to be subject to any PRoW management measures.

Table 2-1: PRoW Within 500m of Order Limits Unaffected by Scheme

PRoW Name	PRoW Type	Description
PRoW Cowb/1/2	Footpath	A footpath which runs west of Peak Hill and east of Welland Bank. The footpath is approximately 350m in length, running in a north-south direction, in the north joining with PROW DeeN/4/2 and in the south joining with PROW Cowb/1/1 outside the Order Limits.
PRoW Cowb/1/3	Footpath	A footpath which runs east of Welland Bank. The footpath is approximately 350m in length, running in an east-west direction, in the east joining with PROW Cowb/1/1 and in the west joining with PROW Cowb/1/3 outside the Order Limits.
PRoW Cowb/9/3	Footpath	A footpath which runs west of the perimeter of the Order Limits and Crowland Bypass and to the west of Welland Bank. The footpath is approximately 850m in length, running in a north-south direction, in the north joining with PROW Cowb/9/2 and in the south joining with PROW Cowb/9/4 outside the Order Limits.
PRoW Cowb/9/4	Footpath	A footpath which runs west of the perimeter of the Order Limits and Crowland Bypass and to the west of Welland Bank. The footpath is

[3] **Error! Reference source not found.**

PRoW Name	PRoW Type	Description
		approximately 5m in length, running in a north-south direction, in the north joining with PROW Cowb/9/3 and in the south joining with PROW DeeN/5/1 outside the Order Limits.
PRoW Crow/7/1	Footpath	A footpath which runs along the perimeter of the Order Limits to the west of Cloot Drove. The footpath is approximately 4400m in length, running predominantly in a north-south direction, in the north joining with PROW Crow/17/1 and in the south joining with West Bank extending outside the Order Limits.
PRoW Crow/13/1	Footpath	A footpath which runs west of the perimeter of the Order Limits to the east of Welland Bank. The footpath is approximately 3260m in length, running predominantly in a north-south direction, in the north joining with PROW DeeN/5/1 and in the south joining with PROW Crow/10/1 on Gravel Causeway outside of the Order Limits.
PRoW DeeN/5/1	Footpath	A footpath which runs north of the perimeter of the Order Limits and Wash Bank and south of Welland Bank. The footpath is approximately 2480m in length, running in an east-west direction, in the east joining with PROW Cowb/9/4 and in the west joining with PROW Crow/13/1 outside of the Order Limits.
PRoW Crow/11/2	Bridleway	A bridleway which runs north of the perimeter of the Order Limits. The bridleway is approximately 2m in length, running in a north-south direction, in the south joining with PROW Crow/11/1 and PROW Crow/12/1 outside of the Order Limits.
PRoW GedH/4/1	Footpath	A footpath which runs east of the perimeter of the Order Limits. The footpath is approximately 360m in length, running in an east-west direction, in the east joining with Mole Drove and, in the west, joining with North Road outside of the Order Limits.

PRoW Name	PRoW Type	Description
PRoW Holb/14/2	Bridleway	A bridleway which runs west of perimeter of the Order Limits and New River Gate. The bridleway is approximately 450m in length, running in an east-west direction, in the east joining with PROW Holb/14/1 and New River Gate and in the west joining with PROW Holb/14/3 and Little Dog Drove outside of the Order Limits.
PRoW Holb/15/2	Bridleway	A bridleway which runs west of the perimeter of the Order Limits and New River Gate. The bridleway is approximately 450m in length, running in an east-west direction, in the east joining with PROW Holb/14/1 and New River Gate and in the west joining with PROW Holb/14/3 and Little Dog Drove outside of the Order Limits.
PRoW Holb/15/3	Bridleway	A bridleway which runs west of the perimeter of the Order Limits and east of Holbeach Drove Gate. The bridleway is approximately 150m in length, running in an east-west direction, in the east joining with PROW Holb/15/1 and in the west joining with PROW Holb/15/3 outside of the Order Limits.
PRoW SuSJ/2/3	Bridleway	A bridleway which runs north of the perimeter of the Order Limits. The bridleway is approximately 1270m in length, running in a north-south direction, in the north joining with Old Fen Dike and in the south joining with Gedney Hill Gate outside of the Order Limits.
PRoW Spal/1064/1	Bridleway	A bridleway which runs west of the perimeter of the Order Limits and east of the A16. The bridleway is approximately 2m in length, running in an east-west direction, in the east joining with Stumps Lane outside of the Order Limits.
PRoW Spal/986/1	Footpath	A footpath which runs west of the perimeter of the Order Limits and the A16 and south of Stumps Lane. The footpath is approximately

PRoW Name	PRoW Type	Description
		350m in length, running in a north-south direction outside of the Order Limits.
PRoW Cowb/2/2	Bridleway	A bridleway which runs west of Barrier Bank. The bridleway is approximately 870m in length, running in a north-south direction, in the north joining with PROW Cowb/2/3 and in the south joining with PROW Cowb/2/1 outside of the Order Limits.
PRoW Cowb/2/3	Bridleway	A bridleway which runs west of Barrier Bank. The bridleway is approximately 330m in length, running in a north-south direction, in the north joining with PROW Cowb/2/4 and in the south joining with PROW Cowb/2/2 outside of the Order Limits.
PRoW Cowb/7/1	Bridleway	A bridleway which runs west of Barrier Bank. The bridleway is approximately 560m in length, running in an east-west direction, in the east joining with PROW Cowb/2/2 and PROW Cowb/2/3 outside of the Order Limits.
PRoW Cowb/8/1	Bridleway	A bridleway which runs west of the perimeter of the Order Limits and Barrier Bank. The bridleway is approximately 100m in length, running in an east-west direction, in the east joining with Barrier Bank and in the west joining with PROW Cowb/8/2 outside of the Order Limits.

2.1.3. The PRoW which pass through the Site are summarised in Table 3-1.

2.2. Common Land

2.2.1. Common land in the UK is land owned by one or more parties but subject to traditional, legally protected rights of use by others, known as 'commoners'. These rights can include grazing livestock (pasturage), taking peat for fuel (turbary), or gathering wood (estover). While common land is not owned by the public, the

Countryside and Rights of Way Act 2000[4] grants the public a right to roam, allowing activities like walking and climbing on most registered common land.

2.2.2. A strip of registered Common Land runs along the eastern verge of Martins Road crossing the access to Solar Development Area Land Parcel C. This strip of Common Land has been assumed to provide a public access way between Queen's Bank and B1166 Hull's Drove. The Common Land is registered on the Lincolnshire County Council register as unit No. CL54. It seems likely, due to its location and layout, that this strip of Common Land was originally designated for the purpose of accessing Postland Railway Station (which is now decommissioned) and therefore there would be a common right to access and walk over the Common Land. Since it performs a similar function to a PRoW, it has been included in this assessment and is included in Table 3-1Table 3-~~.~~. It is also shown on **ES Figure 15-2: Existing Walking and Cycling Network** (Doc Ref. 6.2).

Definitive Map Modification Orders (DMMO)

2.2.3. At the time of writing this Outline Management Plan, the Applicant was not aware of any Definitive Map Modification Orders (DMMOs) within the vicinity of the Scheme which have been submitted to LCC for consultation. If any such modification orders are confirmed by LCC, where practicable, they will be managed during construction in a similar manner to the existing PRoW listed below. Where the locations of these future PRoW have not yet been decided, and the details of any future proposed DMMO applications are unknown, it may be necessary to close and/or divert any new PRoW during the construction phase to ensure the deliverability of the Scheme whilst maintaining safe access for PRoW users.

2.2.4. Prior to construction, the PRoW Management Plan, when submitted for approval, will subsequently include appropriate mitigation measures for any new PRoW that have been confirmed by LCC.

2.2.5. The PRoW which intersect with identified construction traffic routes and proposed work areas and will therefore be directly impacted by the Scheme have been assessed in further detail as part of **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

[4] HM Government (2020). The Countryside and Rights of Way Act 2000. Available at: Countryside and Rights of Way Act 2000. [Accessed: 05 February 2026].

3. The Scheme

3.1. Purpose of PRoW Management

3.1.1. Access and connections to all existing PRoW will be maintained during the construction phase, with the exception of two locations where it is anticipated that temporary PRoW closures of 4-6 weeks will be required where works intersect with the PRoW. The details of these closures are discussed in Table 3-1. It is also anticipated that a temporary diversion is required for the Common Land along Martin's Road. The proposed diversion route is shown on the **Streets Rights of Way and Access (SRoWA) Plans** (Doc Ref. 2.6), but is indicative and so remains subject to change, as explained below.

3.1.2. No permanent PRoW diversions will be required as part of the Scheme.

3.1.3. The PRoW will be managed throughout the construction phase to ensure that existing routes can continue to be used as safely as possible throughout the duration of the proposed works. Existing widths will be maintained for all PRoW throughout the construction phase. The proposed PRoW diversion and management measures are shown on the **SRoWA Plans** (Doc Ref. 2.6).

3.1.4. The **SRoWA Plans** (Doc Ref. 2.6) identify the locations where powers for temporary management of the PRoW may need to be exercised under the **Draft DCO** (Doc Ref. 3.1). The **SRoWA Plans** (Doc Ref. 2.6) are based on the design as presented at the time of producing this Outline Management Plan, the limits of deviation and **Design Parameters** (Doc Ref. 7.4). As such, this document sets out the expected PRoW interactions, based on the Scheme at the time of DCO submission.

3.1.5. For example, the locations where 'Temporary Authorisation of the use of motor vehicles over the PRoW' are expected to be required are generally crossing points where vehicles will need to cross the PRoW to access different parts of the Site. Management measures will be implemented to ensure the safety of users of the PRoW's in these locations. These are shown on the **SRoWA Plans** (Doc Ref. 2.6) as being along the entire length of the PRoW within the Order Limits, as it is not currently known exactly where those crossing points will be.

3.1.6. Whilst the proposed construction routes and crossing point locations within the Site may be subject to minor changes during the detailed design phase, these changes are not expected to affect the principles presented in this **Outline PRoW-MP** (Doc Ref. 7.15) or result in any additional adverse impacts once the proposed management and mitigation measures have been implemented. Any

changes will be agreed with the relevant local authority with regards to the proposed management of such changes during the construction phase of the Scheme.

3.2. Proposed PRoW Management Measures in Relation to the Scheme

3.2.1. The following sections set out the proposed PRoW management measures which are to be implemented through exercise of the powers in the **Draft DCO** (Doc Ref. 3.1). Where applicable, details of proposed mitigation measures are also included to set out how the Applicant intends to minimise disruption to, and ensure the safety of, PRoW users.

3.2.2. The following list outlines the proposed mitigation and management measures relating to PRoW which will be implemented during the construction and operational phases of the Scheme:

- Temporary PRoW diversion routes which are clearly marked out with appropriate signage will be provided to avoid PRoW closures, where practicable, and these diversion routes will be agreed with LCC prior to construction;
- Where practicable, PRoW will be physically separated from the proposed construction routes and works areas in order to maximise the safety of members of the public utilising the PRoW;
- Speeds of any motor vehicles crossing or driving along PRoW will be limited to 5-10 mph;
- Manned controls (including marshals/banksperson and gates) when vehicles are using the crossing points over the PRoW, with the default being for construction traffic to give-way to other users; and
- A communications strategy will be developed, which will include regular meetings with contractors to review and address any issues associated with PRoW usage through the Scheme, and to relay information between parties in respect of the PRoW management.

3.2.3. All proposed vehicular crossing points over PRoW/managed use of PRoW will be carefully controlled with various measures implemented to allow all users to pass through safely. Such measures may include, but are not limited to:

- Site fencing, such as Mesh, Heras or other similar types;
- Crossing gates~~;~~ (if deemed appropriate and necessary);

- Signage at the crossing points themselves, as well as on approach to provide advance warning of the potential presence of construction vehicles and PRoW users; and
- Safety scaffolding and netting where necessary (such as for works along the haul road).
- Any temporary diversions of bridleways will be 3m in width and contained within a 10m buffer from the edge of the works in a similar manner.
- No new gates, barriers or restrictions will be installed that unnecessarily restrict lawful public use of a PRoW. Where vehicle access controls are required, these will be designed to maintain public access and reinforce the priority of PRoW users.

3.2.4. Where physical separation is not feasible, measures will be used to segregate motor vehicles from other PRoW users through management of vehicle movements. These measures may include, but are not limited to:

- Stop/Go boards to manage vehicle movement;
- Construction traffic to give-way to other PRoW users; and
- Maximising visibility between construction vehicles and other users at the crossing points.

3.2.5. The PRoW where such measures will need to be implemented are shown on the **SRoWA Plans** (Doc Ref. 2.6) as 'Public Rights of Way to be managed'.

3.2.6. In addition to the above, signage or fencing may be required for any PRoW which joins another PRoW which will be managed and physically separated from proposed construction routes and works areas as detailed above.

Temporary PRoW Closures

3.2.7. It is anticipated no PRoW within the Order Limits of the Scheme will require temporary closure or diversions with the exception of PRoW Wstn/3/1 and PRoW Crow/12/1.

3.2.8. The **SRoWA Plans** (Doc Ref. 2.6) show the proposed indicative locations of these temporary PRoW closures.

3.2.9. The Applicant will engage and consult with LCC's Public Rights of Way Team in advance of any temporary PRoW closure or diversion. Consultation will include the proposed timing, duration, extent and management arrangements associated with the closure.

3.3. Management of PRoW during the Construction Phase

3.3.1. The specific proposed management measures for each existing PRoW and Common Land within the Scheme during the construction phase are set out in Table 3-1 below, with reference to the detailed measures explained in Section 3.2.

Table 3-1: PRoW and Areas of Common Land within the Order Limits

Location	PRoW ID	PRoW/Land Type	SRoWA Plan Reference	Impact of Scheme on PRoW	Management Approach
Order Limits – Solar Development Area (Land Parcel A)	PROW Crow/7/1	Footpath	Sheets 1 and 2 of 12	None	Will not require the implementation of any measures beyond minimal management works such as signing, fencing or those set out in Section 3.2. Any such measures will be applied within the Order Limits of the Solar Development Area and outside of the footprint of the public right of way, in order to secure safe offset from the Solar Development Area to the public right of way users.
Order Limits – Solar Development Area (Land Parcel A)	PROW Crow/17/1	Bridleway	Sheets 1 and 3 of 12	None	No management required.

Location	PRoW ID	PRoW/Land Type	SRoWA Plan Reference	Impact of Scheme on PRoW	Management Approach
Order Limits – Solar Development Area (Land Parcel A)	PROW Crow/17/2	Bridleway	Sheets 1 and 2 of 12	None	Will not require the implementation of any measures beyond minimal management works such as signing, fencing or those set out in Section 3.2. Any such measures will be applied within the Order Limits of the Solar Development Area and outside of the footprint of the public right of way, in order to secure safe offset from the Solar Development Area to the public right of way users.
Order Limits – Solar Development Area (Land Parcel C)	Martins Road Common Land	Common Land	Sheets 5 and 6 of 12	Construction of Access across land, OHL and cable crossing	To remain open and to be managed. Drivers to stop and give-way to any PRoW user that they encounter. A Common Land Diversion Corridor will be provided in the event of any overhead line or cabling works.
Order Limits – Solar Development Area (Land Parcel C)	PROW Crow/11/1	Bridleway	Sheets 5 and 7 of 12	None	No management required.

Location	PRoW ID	PRoW/Land Type	SRoWA Plan Reference	Impact of Scheme on PRoW	Management Approach
Order Limits – Solar Development Area (Land Parcel D)	PROW Flee/6/1	Bridleway	Sheet 12 of 12	None	To remain open. Will not require the implementation of any measures beyond minimal management works such as signing, fencing or those set out in Section 3.2. Any such measures will be applied within the Order Limits of the Solar Development Area and outside of the footprint of the public right of way, in order to secure safe offset from the Solar Development Area to the public right of way users. Drivers to stop and give-way to any PRoW user that they encounter.
Order Limits – Solar Development Area (Land Parcel D)	PROW Flee/7/1	Bridleway	Sheet 12 of 12	None	Will not require the implementation of any measures beyond minimal management works such as signing, fencing or those set out in Section 3.2. Any such measures will be applied within the Order Limits of the Solar Development Area and outside of the footprint of the public right of way, in order to secure safe offset from the Solar Development Area to the public right of way users.

Location	PRoW ID	PRoW/Land Type	SRoWA Plan Reference	Impact of Scheme on PRoW	Management Approach
Order Limits – Solar Development Area (Land Parcel D)	PROW Flee/8/1	Bridleway	Sheet 12 of 12	None	To remain open. Will not require the implementation of any measures beyond minimal management works such as signing, fencing or those set out in Section 3.2. Any such measures will be applied within the Order Limits of the Solar Development Area and outside of the footprint of the public right of way, in order to secure safe offset from the Solar Development Area to the public right of way users. Drivers to stop and give-way to any PRoW user that they encounter.
Order Limits – Solar Development Area (Land Parcel D)	PROW Flee/8/2	Bridleway	Sheet 12 of 12	None	To remain open and to be managed. Drivers to stop and give-way to any PRoW user that they encounter.
Order Limits – Solar Development Area (Land Parcel D)	PROW Holb/14/1	Bridleway	Sheet 12 of 12	None	Isolated from construction works and therefore no management required.
Order Limits – Solar Development Area (Land Parcel D)	PROW Holb/15/1	Bridleway	Sheet 12 of 12	None	Isolated from construction works and therefore no management required.
Order Limits – Inter-Array Connection	PROW Crow/12/1	Footpath	Sheets 5 to 8 of 12	OHL Crossing	Temporary closure of 4-6 weeks.

Location	PRoW ID	PRoW/Land Type	SRoWA Plan Reference	Impact of Scheme on PRoW	Management Approach
Order Limits – Inter-Array Connection	PROW Whap/1/1	Footpath	Sheet 8 of 12	None	Isolated from construction works and therefore no management required.
Order Limits – Grid Connection Route	PROW Wstn/3/1	Footpath	Sheet 5 of 5	OHL Crossing	Temporary closure of 4-6 weeks.

3.4. PRoW Management during Operational Phase of the Scheme

3.4.1. The majority of existing PRoW which pass through the Site or run adjacent to the Order Limits are expected to be unaffected during the operational phase of the Scheme and as such, will at most require minor ongoing management measures post-construction.

3.4.2. During the operational phase, the Applicant will maintain access to all existing PRoW within the Site, with existing width retained, if not increased. There will be at least 5 metres spacing either side of the centreline of each PRoW, creating a minimum width of 10 metres, to avoid the perception of being 'channelled' into narrow passages between PV panels.

3.4.3. Details relating to a permissive path proposed during the operational phase are set out within the **Outline LEMP** (Doc Ref. 7.16) which includes details relating to the proposals for the management of this during operation of the Scheme.

Permanent Authorisation of the Use of Motor Vehicles Over PRoW

3.4.4. During the operational phase, permanent authorisation of use of motor vehicles over PRoW will be required along Wstn/3/1 (Sheet 5B of **SRoWA Plans** (Doc Ref. 2.6)) in order to facilitate occasional maintenance vehicle movements to operational access points as well as facilitating vehicle movements to emergency access points.

3.4.5. In addition, during the operational phase, permanent authorisation of use of motor vehicles over PRoW will be required across Common Land which runs along the east side of Martins Road (Sheet 5A of **SRoWA Plans** (Doc Ref 2.6)) in order to facilitate occasional maintenance vehicle movements to operational access points as well as facilitating vehicle movements to emergency access points.

3.5. PRoW Management During Decommissioning Phase of Scheme

3.5.1. During the decommissioning phase, it is anticipated that the PRoW will be managed in a similar manner to the construction phase as set out in Sections 3.3 and 3.4 of this **Outline PRoW-MP** (Doc Ref. 7.15), with reference to the detailed management measures set out in Section 3.2. No permanent PRoW closures will be required during the decommissioning phase, but it is possible that some temporary closures will be required to provide safe access across the Site whilst decommissioning activities are taking place. These closures are expected to be similar in nature and duration to those proposed for the construction phase.

3.5.2. An **Outline Decommissioning Environmental Management Plan (DEMP)** (Doc Ref. 7.12) has been prepared which sets out that proposed mitigation measures relating to PRoW during the decommissioning phase. These will be further developed in the detailed DEMP to be prepared in consultation with the Local Planning Authority (LPA).

4. Consultation, Notification and Management of PRoW Closures and Diversions;

- The Applicant shall maintain regular liaison with LCC's Public Rights of Way Team throughout the construction and decommissioning periods and shall provide advance information regarding anticipated PRoW closures and diversions.
- The Applicant shall provide LCC with an updated schedule of anticipated PRoW closures and diversions as construction and decommissioning planning progresses and in advance of the relevant works.
- Temporary diversion routes, associated works and signage arrangements shall be developed in consultation with LCC and implemented prior to any closure taking effect.
- Any PRoW affected by the Scheme shall be reinstated to a condition no less favourable than that which existed prior to the commencement of the relevant works, unless otherwise agreed with LCC.
- At least four weeks' notice will be provided prior to the closures of footpaths Crow/12/1 and Wstn/3/1, and appropriate signage showing diversion information will be provided.
- The rights and safe passage of pedestrians, cyclists, equestrians and other lawful PRoW users shall take priority over construction traffic movements where PRoW remain open for public use.
- Information regarding the timing and duration of any PRoW closures and temporary diversions will be appropriately managed, communicated and agreed with LCC as soon as reasonably practicable to minimise disruption to users of the PRoW network.
- The Applicant shall provide LCC with sufficient advance notice of all proposed closures to enable the timely publication of restrictions on One.Network and any associated public communications.
- PRoW closures will be limited to the minimum duration reasonably necessary and routes will be reopened as soon as practicable where works are not actively taken place, when it is safe to do so.

~~4.~~5. Summary and Conclusions

~~4.1.1.~~5.1.1. This document outlines the existing PRoW which pass through or run adjacent to the Site and demonstrates how safe access will be maintained along and across these during the construction, operation and decommissioning of the Scheme in accordance with Paragraph 2.10.37 of NPS EN-3.

~~4.1.2.~~5.1.2. An **Outline LEMP** (Doc Ref. 7.16) and **Outline DEMP** (Doc Ref. 7.12) have also been prepared and are submitted with the DCO application to provide details of the proposed management measures and related mitigation for PRoW during the operational and decommissioning phases of the Scheme.