Light Valley Solar

Outline Public Rights of Way Management Plan

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Light Valley Solar

DCO Submission

Outline Public Rights of Way Management Plan

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1 Introduction

1.1 Outline

1.1.1 This Outline Public Rights of Way (PRoW) has been prepared by Arup on behalf of Light Valley Solar Limited (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for the Light Valley Solar (hereafter referred to as the 'Proposed Development').

1.1.2 The Proposed Development sits to the north and west of Selby in the county of North Yorkshire.

1.1.3 This Outline PRoW Management Plan provides a framework for the management of walking, cycling and horse riding and other public access routes throughout the Proposed Development. The key objective is to ensure PRoWs remain open, and safe at all times throughout the Proposed Development's construction, operational and decommissioning phases, with the same applying to permissive paths during the operational phase.

1.1.4 This Outline PRoW Management Plan considers both PRoWs and permissive paths:

1) Currently or proposed within the Proposed Development;
2) During the Construction Phase;
3) During the Operation Phase; and
4) During the Decommissioning Phase.

1.2 Purpose of the PRoW Management Plan

1.2.1 This Outline PRoW Management Plan provides a framework for the management of PRoWs throughout the Proposed Development. The key aim is to ensure that PRoWs remain open, accessible and safe at all times throughout the Proposed Development's construction, operational and decommissioning phases.

1.2.2 It also provides a framework for the management of impacts to users of the permissive paths provided as part of the Proposed Development during the operational phase.

1.2.3 Prior to initiating construction, the Principal Contractor (PC) will develop a detailed PRoW Management Plan for the Proposed Development. That will be prepared substantially in accordance with this Outline PRoW Management Plan, as required by the draft DCO **[EN0110012/APP/LVS/03.01]** and will involve engagement with statutory consultees as appropriate.

1.2.4 This Outline PRoW Management Plan details the overarching strategy for managing PRoWs affected by the Proposed Development. It provides a preliminary structure for the detailed PRoW Management Plan and identifies potential mitigation measures to facilitate delivery of the Proposed Development.

1.2.5 This Outline PRoW Management Plan is to be reviewed alongside to the Outline Construction Environmental Management Plan (oCEMP) [**EN0110012/APP/LVS/07.02**] and Outline Construction Traffic Management Plan (oCTMP) [**EN0110012/APP/LVS/07.12**].

1.3 Structure of the PRoW Management Plan

1.3.1 The remainder of this Management Plan includes:

1) **Section 2:** The Proposed Development: provides a summary of the Proposed Development, including likely construction activities, programme and PRoWs within the Order Limits;
2) **Section 4:** Management measures during the construction stage;
3) **Section 5:** Management measures during the operational stage; and
4) **Section 6:** Management measures during the decommissioning stage.

2 The Proposed Development and Public Rights of Way within the Order Limits

2.1 Overview of the Proposed Development

2.1.1 The Proposed Development comprises a solar photovoltaic (PV) electricity generating station of over 100 megawatts (MW) and 'associated development' comprising Battery Energy Storage System (BESS), grid connection infrastructure and other infrastructure integral to the construction, operation and maintenance, and decommissioning phases.

2.1.2 The Proposed Development is in an area of countryside to the west and north of Selby as shown in Figure 1 Proposed Development Overview and Highway Network Context (Annex A.1).

2.1.3 The main element of the Proposed Development comprises of seven Solar Development Sites that will accommodate the Solar PV Panels. The Solar Development Sites are referred to as:

1) **Solar Development Site 1** – Accessed from Wheldrake Lane & Skipworth Road / Mill Hill
2) **Solar Development Site 2** – Accessed from the A63, and from Fryston Common Lane via Site 2
3) **Solar Development Site 3** – Accessed from Hilliam Common Lane
4) **Solar Development Site 4** – Accessed from Haddlesey Road
5) **Solar Development Site 6** – Accessed from Common Lane
6) **Solar Development Site 7** – Accessed from Common Lane
7) **Solar Development Site 8** – Accessed from Phillip Lane, an unnamed road and level crossing on the Hambleton South Curve section of the railway, or from Scalm Lane.

2.1.4 Figure 1 Proposed Development Overview and Highway Network Context (Annex A.1) shows the location of these Solar Development Sites and the associated Highway Network.

2.1.5 An Energy Storage Facility (also referred to as a Battery Energy Storage System (BESS) is proposed. The BESS is located within Solar Development Site 2. Three 275kV substations are proposed on Solar Development Sites 1, 2 and 4.

2.1.6 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 Monk Fryston Substation (hereafter referred to as the 'Existing National Grid Monk Fryston Substation') and the area within which cables connecting the Solar Development Sites would be located (hereafter referred to as 'Interconnecting Cables') (refer to Figure 2.1: Illustrative Site Layout Plan (ES Volume 2) **[EN0110012/APP/LVS/06.02.02.01].** Cable Route Corridors (CRCs) run between the Solar Development Sites as follows:

1) CRC 1-4 – runs from Solar Development Site 1 to Solar Development Site 4.
2) CRC 1-4a – is an alternative route from Solar Development Site 1 to Solar Development 4
3) CRC 2-4 – runs from Solar Development Site 2 to Solar Development Site 4
4) CRC 2-6 – runs from Solar Development Site 2 to Solar Development Site 6
5) CRC 3-4 and 3-4a – runs from Solar Development Site 3 to Solar Development Site 4
6) CRC 6-7 - runs from Solar Development Site 6 to Solar Development Site 7
7) CRC 2-8 – runs from Solar Development Site 2 to Solar Development Site 8
8) CRC 4-POC - runs from the point of connection at Monk Fryston Substation to Solar Development Site 4

2.2 Programme

2.2.1 Subject to being granted development consent and following a final investment decision, the earliest construction could start is in 2028. Construction work is unlikely to start on the Solar Development Sites in all locations at the same time. Each individual Solar Development Site 1-4 and 6-8 and the Cable Route Corridors would likely require different lengths of construction given their variance in size, and therefore there would be some overlap between them. Construction works within the Cable Route Corridor would commence with multiple teams spread evenly along the route. It is estimated that the construction period would require approximately 36 months in total. The Proposed Development is anticipated to have an operational life of up to 60 years.

2.2.2 An indicative construction programme is show in Table 2-1.

Table 2-1 Indicative construction programme

Aspect	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	25	26	27	28	29
Bird Mitigation Area																													
Solar Development Site (SDS) 1																													
SDS 2																													
SDS 3																													
SDS 4																													
SDS 6																													
SDS 7																													
SDS 8																													
Point of Connection Works																													
BESS and Substations																													
Cable Route Corridor																													

2.3 Project team roles and responsibilities

2.3.1 Named individuals will have key responsibilities in supporting the implementation of the PRoW Management Plan prior to the construction phase of the Proposed Development.

2.3.2 The roles outlined below should be involved in the development of future iterations of this Management Plan:

1) The Applicant – 'Undertaker' in the draft DCO: Overall compliance with the DCO
2) Construction Project Manager: Overall responsibility for ensuring all elements of the DCO, PRoW Management Plan and all environmental and other requirements are implemented, and appropriately resourced, managed, reviewed and reported.
3) Site Manager: Overall responsibility for activity on site with a presence on site full time. Also responsible for the safety of the workers and local communities.
4) Community Liaison Officer: Appointed to lead discussions with local communities and also act as the primary point of contact should there be queries or complaints.
5) Local Planning Authority(s) PRoW Officer(s): Responsibility for the discussion of, and agreement to matters in future iterations of this Management Plan and overseeing the appropriate implementation at the relevant stages.

2.3.3 These roles and responsibilities are provisional and will be finalised in the PRoW Management Plan.

2.4 Public Rights of Way within the Order Limits

2.4.1 There are a number of PRoWs that run through the Proposed Development, and this includes both the Solar Development Sites and the Cable Route Corridor.

2.4.2 PRoWs are defined as the following[1]:

1) A *footpath*, being a highway over which the public have a right of way on foot only, not being a footway;
2) A *bridleway*, being a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot, a right of way on bicycle and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway;

[1] Definitions follow those created in Section 329 of the Highways Act 1980 except for a byway open to all traffic, which is defined by Section 66 of the Wildlife and Countryside Act 1981

3) A *byway open to all traffic* (BOAT), being a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used; or

4) *A restricted byway*, being a highway over which the public have restricted byway rights, with or without a right to drive animals of any description along the highway, but no other rights of way. This is set out in the Countryside Right of Way Act (CROW) (Ref 2).

5) *A cycle track*, being a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot.

2.4.3 Restricted byway rights mean (a) a right of way on foot, (b) a right of way on horseback or leading a horse, and (c) a right of way for vehicles other than mechanically propelled vehicles. It is also acknowledged that non-motorised users have a right to use highways which are also 'classified' roads under section 12 of the Highways Act 1980.

2.4.4 The only types of PRoWs within boundaries of the Proposed Development are 1, *A footpath*, and 2, *A bridleway*.

2.4.5 Unsurfaced Unclassified Roads (UURs) are other routes, which while often used by vehicles, they have public access rights, and are typically public highways maintained at public expense that often lack a sealed surface. They are part of the public highway network but are not classified as formal PROW and do not feature on the Definitive Maps. The minimum recognised right is usually that of a footpath, yet many are used by walkers, cyclists and horse riders. UURs have been identified as part of the consideration of the PRoW network in this document when they are relevant for the purposes of use for recreation (e.g. where users of PRoW are likely to also utilise UURs for their journeys).

2.4.6 This Outline PRoW Management Plan also considers impacts to the permissive paths that are being created as part of the Proposed Development as a way to enhance public access during the operational phase. Permissive paths are not PRoW, so the public has no legal right to use them, but are permitted to do so by the Applicant as part of the Proposed Development

2.4.7 This document should be read alongside the DCO and the Public Rights of Way Plans [**EN0110012/APP/LVS/02.04**]

2.4.8 Public Rights of Way (PRoWs) have been identified through a review of the local authority's Definitive Map and engagement with landowners and stakeholders, including Statutory Consultation (held between 26th June and 7th August 2025). Engagement with stakeholders, including representatives from North Yorkshire paths, has confirmed their support for the proposed enhancements and diversions. They have also expressed satisfaction with the embedded mitigation measures incorporated into the design.

2.4.9 Hilliam, Monk Fryston, and Wistow Parish Councils raised concerns about pedestrian safety and amenity during construction through Statutory Consultation. They requested that access along existing footpaths and bridleways be maintained, and where this is not possible, adequate diversions should be provided to ensure continued safe use.

2.4.10 The existing PRoWs are presented on the Public Rights of Way Plans.

2.4.11 The PRoWs within the Proposed Development Order Limits are presented in Table 2-2 and Figure 2 – PRoWs Associated with the Proposed Development (Annex A.2)

Table 2-2 PRoWs within the Proposed Development Order Limits

PRoW Name	Description	Relevant Solar Development Site or Cable Route
35.67/6/1	Bridleway	Solar Development Site 1
35.28/1/1	Bridleway	Solar Development Site 1
35.28/3/1	Footpath	Solar Development Site 1
35.10/7/1	Footpath	Solar Development Site 4
35.10/2/1	Footpath	Solar Development Site 4
35.10/3/1	Footpath	Solar Development Site 4
35.37/8/1	Footpath	Solar Development Site 4
35.37/U8108/50	UUR	Solar Development Site 4
35.59/5/1	Footpath	Solar Development Site 6
35.59/6/1	Footpath	Solar Development Site 6
35.59/1/1	Footpath	Solar Development Site 8
35.32/2/1	Footpath	Solar Development Site 8
35.32/3/1	Footpath	Solar Development Site 8
35.59/4/1	Footpath	Solar Development Site 8
35.57/17/1	Footpath	Solar Development Site 8
35.57/20/1	Footpath	Solar Development Site 8
35.57/20/2	Footpath	Solar Development Site 8
35.57/21/2	Footpath	Solar Development Site 8
35.57/21/3	Footpath	Solar Development Site 8
35.57/22/1	Footpath	Solar Development Site 8
35.15/1/1	Footpath	CRC 4
35.30/1/1	Footpath	CRC 4-POC
35.56/13/1	Footpath	CRC 1-4
35.56/13/2	Footpath	CRC 1-4
35.56/12/1	Footpath	CRC 1-4
35.53/11/1	Footpath	CRC 1-4
35.58/U793/50	UUR	CRC 1-4

PRoW Name	Description	Relevant Solar Development Site or Cable Route
35.58/2/2	Footpath	CRC 1-4
35.58/3/1	Footpath	CRC 1-4
35.58/5/1	Footpath	CRC 1-4
35.74/11/1	Footpath	CRC 1-4
35.74/17/1	Footpath	CRC 1-4
35.53/2/3	Footpath	CRC 1-4
35.53/2/2	Footpath	CRC 1-4
35.53/15/1	Footpath	CRC 1-4
35.53/18/1	Footpath	CRC 1-4
35.53/17/1	Footpath	CRC 1-4
35.53/12/1	Footpath	CRC 1-4
35.53/14/1	Bridleway	CRC 1-4
35.53/19/1	Footpath	CRC 1-4
65	National cycle network	CRC 1-4
35.32/7/1	Footpath	CRC 1-4a
35.32/1/1	Bridleway	CRC 2-8
35.37/11/1	Footpath	CRC 3-4
35.10/9/1	Footpath	CRC 4-POC
35.10/1/1	Footpath	CRC 4-POC
35.10/1/2	Footpath	CRC 4-POC
35.37/4/1	Footpath	CRC 4-POC
35.37/5/1	Footpath	CRC 4-POC

2.5 Definitive Map Modification Orders

2.5.1 A review of Definitive Map Modification Orders (DMMO) has been undertaken. The following DMMO applications have been identified as awaiting investigation or action by North Yorkshire Council (NYC).

Table 2-3 Definitive Map Modification Orders

DMMO reference	Description	Date	PRoWs affected	Nearest Solar Development Site	Impact of Proposed Development on DMMO and management
SEL/2023/06/DMMO	Add bridleway connection between SE517275 and SE516280	June 2023	35.10/9/1, 35.10/10/1	Solar Development Site 4	The proposed bridleway would navigate through a Cable Route Corridor (CRC 4). This DMMO will be managed in such a way there will be no conflict in users should the DMMO go ahead during construction. Should the DMMO application be accepted, it will be managed as a PRoW and kept open as far as practicable, following the established hierarchy of actions set out in Section 2.6.8
SEL/2023/07/DMMO	Add bridleway	July 2023	N/A	Solar Development Site 4	The proposed bridleway would navigate along the edge of the solar development site 4, then through CRC 4 alongside Gateforth Wood. This DMMO will be managed in such a way there will be no conflict in users should the DMMO go ahead during construction. Should the DMMO application be accepted, it will be managed as a PRoW and kept open as far as practicable, following the established hierarchy of actions set out in Section 2.6.8

DMMO reference	Description	Date	PRoWs affected	Nearest Solar Development Site	Impact of Proposed Development on DMMO and management
SEL/2023/08/DMMO	Add bridleway	August 2023	N/A	Solar Development Site 4	The proposed bridleway would navigate along the edge of solar development site 4, along field edges. This DMMO will be managed in such a way there will be no conflict in users should the DMMO go ahead during construction. Should the DMMO application be accepted, it will be managed as a PRoW and kept open as far as practicable, following the established hierarchy of actions set out in Section 2.6.8
SEL/2023/10/DMMO	Add Bridleway	October 2023	N/A	CRC 4 - Point of Connection	The proposed bridleway would navigate through a Cable Route Corridor (CRC 4 to Point of Connection). This DMMO will be managed in such a way there will be no conflict in users should the DMMO go ahead during construction. Should the DMMO application be accepted, it will be managed as a PRoW and kept open as far as practicable, following the established hierarchy of actions set out in Section 2.6.8
SEL/2024/01/DMMO	Add restricted byway	January 2024	N/A	Solar Development Site 4	No interaction with order limits. No additional management needed during construction

DMMO reference	Description	Date	PRoWs affected	Nearest Solar Development Site	Impact of Proposed Development on DMMO and management
SEL/2018/03/DMMO	Add footpath connection between SE50083034 and SE50173063	March 2018	N/A	Solar Development Site 6	No interaction with order limits. No additional management needed during construction
SEL/2021/01/DMMO	Change of use to bridleway	January 2021	35.59/6/1	Solar Development Site 6	The proposed bridleway would navigate through the Solar Development Site 6, along field edges. However, the application only relates to a change of use, the route already exists. This DMMO will be managed in such a way there will be no conflict in users should the DMMO go ahead during construction. Should the DMMO application be accepted, it will be managed as a PRoW and kept open as far as practicable, following the established hierarchy of actions set out in Section 2.6.8 The route may also have a potential impact on the proposed permissive path as part of the Proposed Development, as if the DMMO is accepted, there is an option for the permissive path to change from work 10A to work 10C.

2.5.2 The identified DMMO requests will be managed through the DCO process, where for those which come forward in advance of the Proposed Development and directly interact with construction of the SDS and CRC, they may require local management or diversion, in the same way PRoWs have been considered in the remaining sections of this document. The effects are likely to be experienced

during construction and so the operation of the Proposed Development should have no impact on the DMMOs.

2.6 The DCO

2.6.1 The DCO would grant the necessary powers to manage and alter the PRoW network within the Order Limits including:

1) powers to temporarily close and divert PRoW;
2) powers relating to the extinguishment and reprovision of PRoW. This requires that any alternative/diverted PRoW route must be provided before the extinguishment takes place; and
3) the ability to drive HGVs on PRoWs (where otherwise this would be an offence).

2.6.2 A DCO Requirement requires a detailed PRoW Management Plan (PRoWMP) to be developed in substantial accordance with this outline, which must be submitted to and approved by the relevant planning authority, in consultation with the relevant highway authority.

2.6.3 The provision of permissive paths, including signage, maintenance and surfacing is secured in the DCO via the LEMP Requirement. The current approach is set out in the outline Landscape and Ecological Management Plan (oLEMP) **[EN0110012/APP/LVS/07.05]**.

2.6.4 The Applicant is committed to minimising disruption to the public along the PRoW network wherever practicable, while ensuring that safety considerations are carefully addressed throughout the construction and operational phases of the Proposed Development. In instances where there may be a conflict between these objectives, a balanced approach will be adopted, taking into account both public and PRoW user safety and the potential impacts of mitigation measures.

2.6.5 This Outline PRoW Management Plan has been prepared using professional judgement and reflects the current understanding of the Proposed Development.

2.6.6 To maintain public access, the oPRoWMP proposes a phased scheduling of works, based on existing knowledge and planning assumptions. Should an alternative PRoW management strategy be required, this will be set out in the detailed PRoWMP, which will be based on the same management principles as set out in this oPRoWMP.

2.6.7 The specific details regarding closures will be determined by the Principal Contractor and will be subject to ongoing consultation and agreement with the Local Authority, ultimately being set out in the detailed PRoWMP and approved by the local authority.

2.6.8 The Applicant will take all reasonable steps to minimise disruption across the PRoW network and will adhere to the established hierarchy of actions outlined below:

1) use of signage where PRoW can remain open, but users need to be warned of the presence of construction vehicles or activities (local management). This may be possible for example where the fence line has been erected, and the PRoW runs outside of this boundary.

2) implementation of short, temporary closures where local works might affect safety of users (local closures).

3) closure/extinguishment of a PRoW following the early implementation of an alternative/new route (e.g. via a new but similar length and location of route) (early re-provision)

2.6.9 Any short-term and temporary closures will be related to specific work and if temporary closures of PRoW sections are needed, this will be set out in the Detailed PRoW Management Plan (and the mechanisms for agreeing variations/additions).

2.7 Signage and information

2.7.1 Signage will be placed at all PRoW intersections with the Proposed Development to inform the public about planned works, closures, and alternative routes. The location and content of signs (and the mechanisms for agreeing variations/additions) will be set out in the Detailed PRoW Management Plan. Information signs with project contact details will be posted during construction. The Detailed PRoW Management Plan will include a schedule of closures and permissive paths, and relevant parties will be notified at least seven days before any closure.

2.8 Permissive paths

2.8.1 The Applicant will create approximately 11km of permissive paths to improve local connectivity, of which 8km will be accessible to all users, 2km to pedestrians and cyclists only, and 1km to pedestrians only. Permissive paths will be provided during the operational phase of the Proposed Development. As such, Section 3 of this Outline PRoW Management Plan only considers PRoW, but Sections 4 and 5 relating to the operational and decommissioning stages of the Proposed Development respectively, also consider permissive paths.

3 Management of Public Rights of Way during the Construction Phase

3.1 PRoW Management

3.1.1 Safety is a key factor in any temporary closures, especially when existing routes may pose risks to public safety. Where PRoWs are proposed to be closed for construction and later reinstated or diverted, condition surveys will confirm the replacement route meets or exceeds previous standards. Surface finishes, and signage of reinstated and diverted PRoWs will be agreed upon with the Local Planning Authority before installation. This will be secured through the LEMP, and principles have been set out in the oLEMP **[EN0110012/APP/LVS/07.05]**.

3.1.2 The construction period will include the delivery of equipment to the Solar Development Sites by HGVs together with the movement of worker and other equipment, largely by vans and smaller vehicles. Equipment will be transported across the Solar Development Sites via internal access tracks and along the Cable Route Corridor via a construction haul road.

3.1.3 There are instances where the works and associated tracks cross PRoWs within the Order Limits. In these instances, public access to PRoWs will be retained so far as is practicable to do so. However, the PRoWs will be managed throughout the construction period through the use of techniques such as widening paths, providing banksmen, appropriate signage and reduced speed limits to ensure the safety of all users.

Solar Development Sites

3.1.4 The majority of the Solar Development Sites and the Cable Route Corridor have been designed in such a way so as to ensure that construction vehicles will not need to cross PRoWs, as detailed in the Design Approach Document **[EN0110012/APP/LVS/05.05]**. However, solar array equipment will be installed within fields across each Solar Development Site. In many cases, PRoWs lie between these fields and coincide with site access points. Therefore, construction vehicles will need to cross PRoWs (as currently occurs with farming activities) and as such this interaction will need to be managed.

3.1.5 For some PRoWs measures such as fencing or wider ecology measures are proposed. Some minor movements to facilitate these works may need to cross a PRoW and will be managed in the same way as those detailed below. Temporary Solar Development Site Construction Compounds have been located in places that avoid PRoWs

3.1.6 There may be a requirement for vehicles to use short sections of the PRoWs during construction, but for the purposes of this document these are proposed to be managed in the same way as crossings due to the short term nature of such usage. The PRoWs which will need to be crossed by internal access tracks and construction vehicles are presented in Table 3-1.

Table 3-1 PRoWs required to be crossed during site construction

PRoW Name	PRoW Type	Solar Development Site	Section of PRoW effected
35.67/6/1	Bridleway	Solar Development Site 1	Western Tip of the PRoW overlaps with Order limits
35.28/1/1	Bridleway	Solar Development Site 1	Southern Section of PRoW has the highest likelihood of crossings
35.28/3/1	Footpath	Solar Development Site 1	The entire PRoW is within Order limits, so crossing by construction vehicle traffic may take place at any section
35.10/7/1	Footpath	Solar Development Site 4	The Northern Section of the PRoW is most likely to be impacted
35.10/2/1	Footpath	Solar Development Site 4	The entire PRoW is within Order limits, so crossing by construction vehicle traffic may take place at any section
35.10/3/1	Footpath	Solar Development Site 4	Northern Section of PRoW overlaps with Order limits
35.37/8/1	Footpath	Solar Development Site 4	Central Section of PRoW overlaps with Order limits
35.37/U8108/50	UUR	Solar Development Site 4	Southern Tip overlaps with Order limits
35.59/6/1	Footpath	Solar Development Site 6	Central Section along Turpin Lane overlaps with Order limits
35.59/1/1	Footpath	Solar Development Site 8	Northern Section by the Selby Dam overlaps with Order limits
35.32/2/1	Footpath	Solar Development Site 8	Access point at the Southern Tip of the PRoW
35.32/3/1	Footpath	Solar Development Site 8	Southern Section of the PRoW overlaps with Order limits
35.59/4/1	Footpath	Solar Development Site 8	Eastern Tip of the PRoW overlaps with Order limits
35.57/20/1	Footpath	Solar Development Site 8	Eastern Tip of the PRoW overlaps with Order limits
35.57/20/2	Footpath	Solar Development Site 8	Northern Tip of the PRoW overlaps with Site Access point
35.57/21/2	Footpath	Solar Development Site 8	Eastern Tip of the PRoW overlaps with Order limits
35.57/21/3	Footpath	Solar Development Site 8	Entire PRoW is within order limits, so crossing by construction vehicle traffic may take place at any section
35.57/22/1	Footpath	Solar Development Site 8	Southern Section of the PRoW overlaps with Order limits

3.1.7 The outline Construction Traffic Management Plan [**EN0110012/APP/LVS/07.12]** sets out the number of construction vehicles that are anticipated to visit each site

on a daily basis during the construction period. The number of vehicle movements is provided on an individual Site basis, and this confirms that numbers are low.

3.1.8 It is anticipated that the PRoW presented in Table 3-1 will remain open to users throughout the construction period although there may be instances where temporary closures may be necessary, due to practical and safety purposes while work is ongoing. The PRoWs will need to be managed, and a range of proposed measures have been identified as follows:

1) Wider access tracks will be considered to ensure vehicles can pass all PRoW users safely or temporary fences will be put in to segregate PRoW users;
2) 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 the Site Manager;
3) The provision of banksmen to hold vehicles if a PRoW user is present and advise PRoW users of the presence of construction vehicles;
4) Vehicle speeds across and on the approach to the PRoW to be limited to 10mph;
5) Drivers will stop at all PRoW crossings; and
6) The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable.

Cable Route Corridor

3.1.9 The electricity generated by the Proposed Development will be exported to the National Grid substation at Monk Fryston via underground electric cables sited within the defined Cable Route Corridor. The Cable Route Corridor will require crossings of a number of PRoWS.

3.1.10 The Cable Route Corridor will be built out in sections over a 36-month period; construction traffic associated with each section could use a number of site accesses.

3.1.11 The PRoWs presented in Table 3-2 will be crossed by the Cable Route Corridor and will require management during construction.

Table 3-2 PRoWs Requiring management associated with Cable Route Corridor

PRoW Name	PRoW Type	Location
35.15/1/1	Footpath	CRC 4
35.30/1/1	Footpath	CRC 4-POC
35.56/13/1	Footpath	CRC 1-4
35.56/13/2	Footpath	CRC 1-4
35.56/12/1	Footpath	CRC 1-4
35.53/11/1	Footpath	CRC 1-4
35.58/U793/50	UUR	CRC 1-4
35.58/2/2	Footpath	CRC 1-4
35.58/3/1	Footpath	CRC 1-4
35.58/5/1	Footpath	CRC 1-4
35.74/11/1	Footpath	CRC 1-4
35.74/17/1	Footpath	CRC 1-4
35.53/2/3	Footpath	CRC 1-4
35.53/2/2	Footpath	CRC 1-4
35.53/15/1	Footpath	CRC 1-4
35.53/18/1	Footpath	CRC 1-4
35.53/17/1	Footpath	CRC 1-4
35.53/12/1	Footpath	CRC 1-4
35.53/14/1	Bridleway	CRC 1-4
35.53/19/1	Footpath	CRC 1-4
65	National cycle network	CRC 1-4
35.32/7/1	Footpath	CRC 1-4a
35.32/1/1	Bridleway	CRC 2-8
35.37/11/1	Footpath	CRC 3-4
35.10/9/1	Footpath	CRC 4-POC
35.10/1/1	Footpath	CRC 4-POC
35.10/1/2	Footpath	CRC 4-POC
35.37/4/1	Footpath	CRC 4-POC
35.37/5/1	Footpath	CRC 4-POC

3.1.12 The PRoWs will be crossed by the proposed haulage road associated with the Cable Route Corridor. Management measures will be put in place to ensure the safe movement of PRoW users.

3.1.13 The measures to be employed where the PRoW is crossed by the Cable Route Corridor haulage road are as follows:

1) 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 the Site Manager;
2) The provision of banksmen to hold vehicles if a PRoW user is present and advise PRoW users of the presence of construction vehicles;
3) Vehicle speeds across and on the approach to the PRoW to be limited to 5 to 10mph;
4) Drivers will stop at all PRoW crossings; and
5) The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable.

3.1.14 During the installation of the cable within the Cable Route Corridor, there may be some instances where the PRoW needs to be closed to users for a short period, where temporary diversion is not practicable. This will not occur at all PRoWs.

3.1.15 Open cut trenching will be primarily utilised for crossings in a reasonable worst-case scenario, where trenchless solutions are not practicable or have not been committed to in the oCEMP **[EN0110012/APP/LVS/07.02]**. Trenchless solutions will however be implemented in the Avoidance Areas. The open cut technique may require the temporary closure of PRoWs.

3.1.16 Where there is a requirement to temporarily close or divert the PRoW, short term localised diversions would be typically be implemented. The PRoW will remain open, and managed, during the daytime period wherever practicable.

3.1.17 Prior to commencement, the extent and duration of the closure will be reviewed depending on construction programming and sequencing, the final design of the Proposed Development and the time of year. Where practicable, access on foot will be maintained or diverted throughout the period of the temporary road closure. Advisory signage will be in place to notify users. Such signage will be provided as early as practicable (at a minimum of 7 days).

3.1.18 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 construction.

3.2 PRoW Diversion and Closures

3.2.1 It is expected that PRoWs will remain open throughout the construction period with management to ensure the safety of all PRoW users so far as is practicable to do so.

3.2.2 However, three permanent PRoW diversions are proposed as part of this Proposed Development, these proposals are outlined in Table 3-3 and Figure 3 Public Rights of Way and Permissive Paths Enhancements and Diversions (Annex A.3). All diversions are planned to be implemented prior to construction and involve permanent re-routing to accommodate site infrastructure.

3.2.3 Diversion of PRoWs on Solar Development Site 1will take place alongside the Bird Mitigation Area (BMA) works, as set out in the Outline Bird Mitigation Area

Management Plan **[EN0110012/APP/LVS/07.19]**. This is shown in Table 2-1 Indicative construction programme, indicating that PRoW Diversions will take place at the beginning of SDS construction, ensuring they are complete for the beginning of the construction phase.

3.2.4 This is also true for the PRoW which dissects the Bird Mitigation Area as set out in **[EN0110012/APP/LVS/07.19]**, which will be re-routed along the boundary of the adjoining BMA and Solar Development 1 footprint within Solar Development Site 1. The re-routing and any required installation of fencing will be completed during the bird breeding period (typically April-August, inclusive) during the construction of the BMA, alongside associated earth works; prior to the commencement of construction of the adjacent parts of Solar Development Site 1. This seeks to manage the potential interfaces between PRoW diversions and wider works during construction.

Table 3-3 PRoW Diversions and closures

PRoW /Ref no.	Solar Development Site (SDS)	Timing	Description	Extent of any stopping up and/or diversion	Summary of reprovision
35.28/1/1	SDS 1	Prior to construction	The existing bridleway follows a curved alignment around the field designated for solar panel installation.	A permanent diversion is proposed, stopping up approximately 523m.	The bridleway will be permanently re-routed along the South side of the field, extending approximately 688m.
35.67/6/1	SDS 1	Prior to construction	The existing bridleway connects from 35.28/1/1 to Pallion dike in a field designated for solar panel installation.	A short section of the existing bridleway approximately 227m will be replaced to accommodate site infrastructure.	A permanent diversion of the bridleway will be provided to the northwest of the existing path, running parallel to it and matching its length.
35.28/3/1	SDS 1	Prior to construction	The existing footpath runs South from Manor farm to Pallion dike and does not connect to any other PRoW. The footpath is within a field designated for solar panel installation.	A section of 900m will be stopped up and diverted to connect with the existing bridleway 36.67/6/1	A new footpath of 800m will be diverted to connect with the existing bridleway 36.67/6/1.

4 Management of Public Rights of Way and Permissive Paths during the Operational Phase

4.1 Existing PRoWs

4.1.1 The alignment of existing PRoWs across the various component parts of the Proposed Development Sites have been incorporated into the design of the Proposed Development layout. With the exception of three permanent diversions, all existing PRoW alignments will remain unaffected during the operation of the Proposed Development.

4.1.2 All PRoWs will have a 15 m buffer on either side to any infrastructure associated with the Proposed Development including fencing. Therefore, PRoWs will be located with an open corridor.

4.1.3 Day-to-day operational and maintenance vehicles may cross PRoWs during visits to the Site. These instances will be infrequent at less than 5 per month per Site for maintenance purposes, similar to existing farming activities. This is likely to be comparable to existing agricultural movements crossing PRoWs and therefore does not present any additional risk.

4.1.4 Operational and maintenance vehicles would typically comprise a van or 4x4 type vehicles. The vehicles will not cause any material effect to PRoWs.

4.1.5 In instances where there is damage to the surface of any PRoW caused by maintenance vehicles, it will be repaired as soon as practical and returned to its existing condition.

4.2 Permissive Paths

4.2.1 Six permissive paths are incorporated into the Proposed Development design. An overview of the proposed permissive paths is outlined below.

4.2.2 The permissive paths will complement the wider network of PRoWs facilitating, greater public access to the countryside. They provide new links between existing PRoW, create new loops, and seek to improve connectivity.

4.2.3 They will either allow pedestrian only, pedestrian and cyclist only or pedestrian, cyclist and equestrian use, taking into consideration their connectivity to existing types of PRoW (e.g. footbaths or bridleways) and associated permitted users.

4.2.4 Work no. 10A designates permissive paths where only pedestrians will be permitted to use, Work no. 10B designates permissive paths suitable for pedestrians and cyclists, and Work no. 10C designates permissive paths suitable for pedestrians, cyclists and equestrians.

4.2.5 Appropriate enclosures (e.g. gates or other barriers) will be installed at access points to control the type of users permitted on each path where appropriate. For example, gates will be designed to allow pedestrian access while preventing horse riders and cyclists where such users are not appropriate or permitted. Where equestrian access is permitted, gates will comply with British Horse Society standards.

4.2.6 Permissive Paths should always be available to users but may be closed temporarily (e.g. one day per year) to be managed and maintained appropriately.

4.2.7 As noted in the oLEMP **[EN0110012/APP/LVS/07.05],** the details such as surfacing materials and widths of the permissive paths will be agreed in advance of opening with the host authorities.

4.2.8 Below is a description of the Permissive Paths, setting out where they interact with current PRoW and Solar Development Sites. Figure 3 (Annex A.3) shows these mapped spatially against the Order Limits.

Solar Development Site 1

4.2.9 Permissive Path for pedestrians along the North West of the Site, connecting the following existing PRoWs: 35.28/3/1 and 35.28/1/1. These works will be Work no. 10B, allowing for cyclists but not equestrians on the North South aspect of the permissive path. The works will be Work no. 10B for the East West portion of the permissive path, allowing for pedestrians and cyclists. The bottom section of the permissive path would be Work no. 10A, as here it connects to the footpath 35.28/1/1, so will only be appropriate for pedestrians.

Solar Development Site 4

4.2.10 Permissive Path for pedestrians, cyclists and equestrians along the Maspin Moor drain along the North of the site towards Gateforth Wood Ancient woodland connecting the following existing PRoWs; 35.37/U1082/70, 35.10/7/1 and 35.10/2/1. These works are Work no. 10C, as in the locations where they interface with existing PRoWs, new paths run alongside rather than overlap so use does not need to be restricted.

4.2.11 Permissive Path for pedestrians, cyclists and equestrians Northeast of Birkin House parallel to Wood Lane. Connecting 35.10/2/1 and 35.1/U8105/50. These works are Work no. 10C, as in the locations where they interface with existing PRoWs, new paths run alongside rather than overlap so use does not need to be restricted.

4.2.12 Permissive Path for pedestrians, cyclists and equestrians South of Woodhouse farm and along Haddlesey Road. Connecting 35.37/U1082/70 and 35.10/3/1. These works are Work no. 10C, as in the locations where they interface with existing PRoWs, new paths run alongside rather than overlap so use does not need to be restricted.

Solar Development Site 6

4.2.13 Permissive Path for pedestrians connecting Turpin Lane (35.59/6/1) to Common Lane, creating two circular routes. These works will be Work no.10 A, as Turpin Lane is a footpath and this new permissive path relies on Turpin Lane to create a loop. Works to the Eastern Loop of the permissive path connect road to road so will be works no. 10C, appropriate for footpaths, cyclists and equestrians. There is a DMMO request to convert Turpin Lane into a bridleway, so should this go ahead there will be an option to convert the whole permissive path into Work no. 10C.

Solar Development Site 7

4.2.14 Permissive Path for pedestrians, cyclists and equestrians forming a loop around Solar Development Site 7, connecting Common Lane to PRoW 35.59/6/1. These works are Work no. 10C, as in the locations where they interface with existing PRoWs, new paths run alongside rather than overlap so use does not need to be restricted. The access points to this permissive path will be managed using gates to ensure safety.

Summary

4.2.15 As with formal PRoWs across the Proposed Development, day-to-day operational and maintenance vehicles may cross Permissive access routes during visits to the Site.

4.2.16 Vehicles movements will be largely infrequent. Any potential damage to access routes will be rectified as soon as is practical.

4.3 Replacement Period

4.3.1 During the operation phase, movements will generally be low in number and will largely result in limited effects across PRoWs and permissive paths.

4.3.2 During the lifetime of the Proposed Development of up to 60 years, replacement of equipment will be required. Further details are provided in Chapter 2: The Proposed Development (ES Volume 1) [**EN0110012/APP/LVS/ 06.01.02**]

4.3.3 It is not expected that an expensive replacement of all components will be required across the entirety of the Proposed Development during one period; instead, the programme for replacement of equipment across the Proposed Development is anticipated to be staged to maintain the electrical export to the National Grid. However the programme of replacements is conducted, the replacement activity would be considerably less intensive than during construction.

4.3.4 Replacement programming might reasonably compromise:

1) Solar PV Panels will be replaced once during the lifetime of the Proposed Development. The Solar PV Panels are anticipated to be replaced over a maximum 12-to-24-month period; and

2) The BESS and Conversion Units could be replaced up to five times inclusive of complete BESS Battery Container replacement up to three times.

4.3.5 The effects on PRoWs and the permissive paths will be managed in the same way as outlined for the construction phase. The clear objective will be to retain the operation of all PRoWs and permissive paths. The continued and safe operation of each will be the overriding aim. Signage will be put in place to notify users of the closure date for each permissive path.

4.3.6 It is intended that the Cable Route Corridor and PRoWs along its length will be unaffected during the solar array replacement. The cable is not expected to be replaced, but, if necessary, the effects on PRoWs and the permissive paths will be managed in the same way as outlined for the construction phase. The focus will once again be on continued and safe operation of all PRoWs and permissive paths, with appropriate signage displayed if any temporary closures are required.

5 Management of Public Rights of Way and Permissive Paths during the Decommissioning Phase

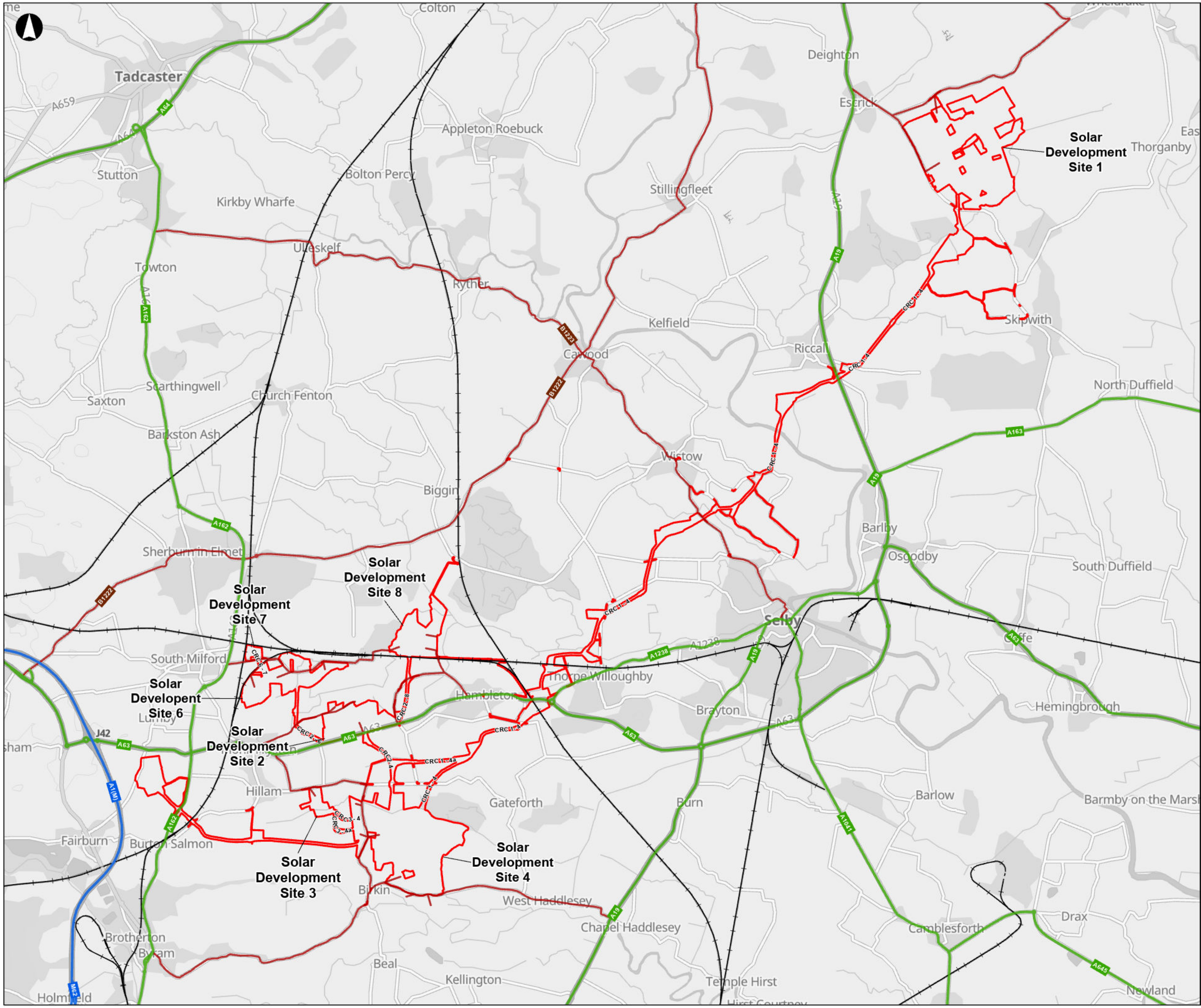
5.1.1 During the Decommissioning Phase, PRoWs will be managed in a similar way to the Construction Phase, as set out in Section 3.

5.1.2 As at the date of decommissioning, as defined in the DCO Application, the requirement to provide the permissive paths will cease in order that the land can be returned to its pre-development. Permissive Paths may be removed during decommissioning unless the landowner wishes to retain them, with the precise timing of any potential closure to be determined by the contractor(s) and communicated to the relevant local authority in the Decommissioning Environmental Management Plan **.** The DEMP will 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 PRoWs. Signage will be put in place to notify users of the closure date for each permissive path.

5.1.3 The decommissioning period will include the delivery of equipment to the Sites by HGVs together with the movement of worker and other equipment, largely by vans and smaller vehicles. Equipment will be transported across the Solar Development Sites via internal access tracks and along the Cable Route Corridor (if required). In these instances, public access to PRoWs will be retained so far as is practicable to do so. However, the PRoWs will be managed to ensure the safety of all users using measures similar to those set out in the Outline PROWMP.

Annex A Figures

A.1. Figure 1 – Proposed Development Overview and Highway Network Context



A3

Order Limits

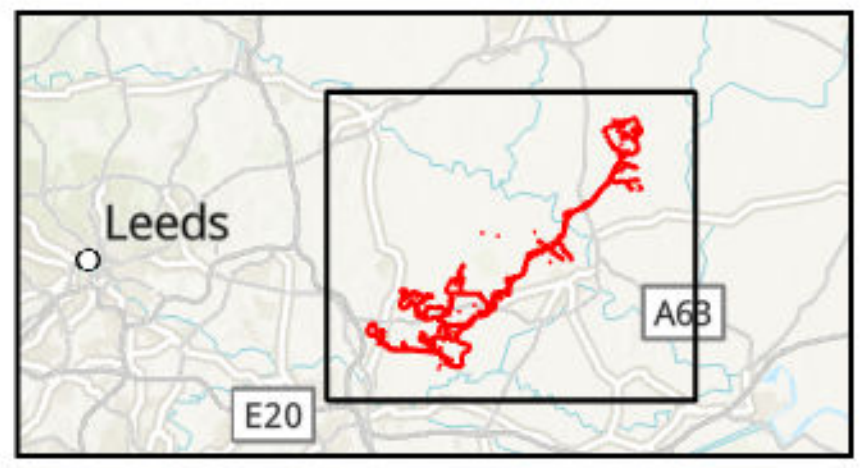
Road and Rail Networks

- Motorway
- A Road / Primary Road
- B-roads (and Minor Roads Accessing Sites)
- Railway

Coordinate System: British National Grid

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Drawing Title

Figure 1
Proposed Development Overview and Highway Network Context
Sheet Number 1 of 1

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

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Project Number

302939-00

Rev

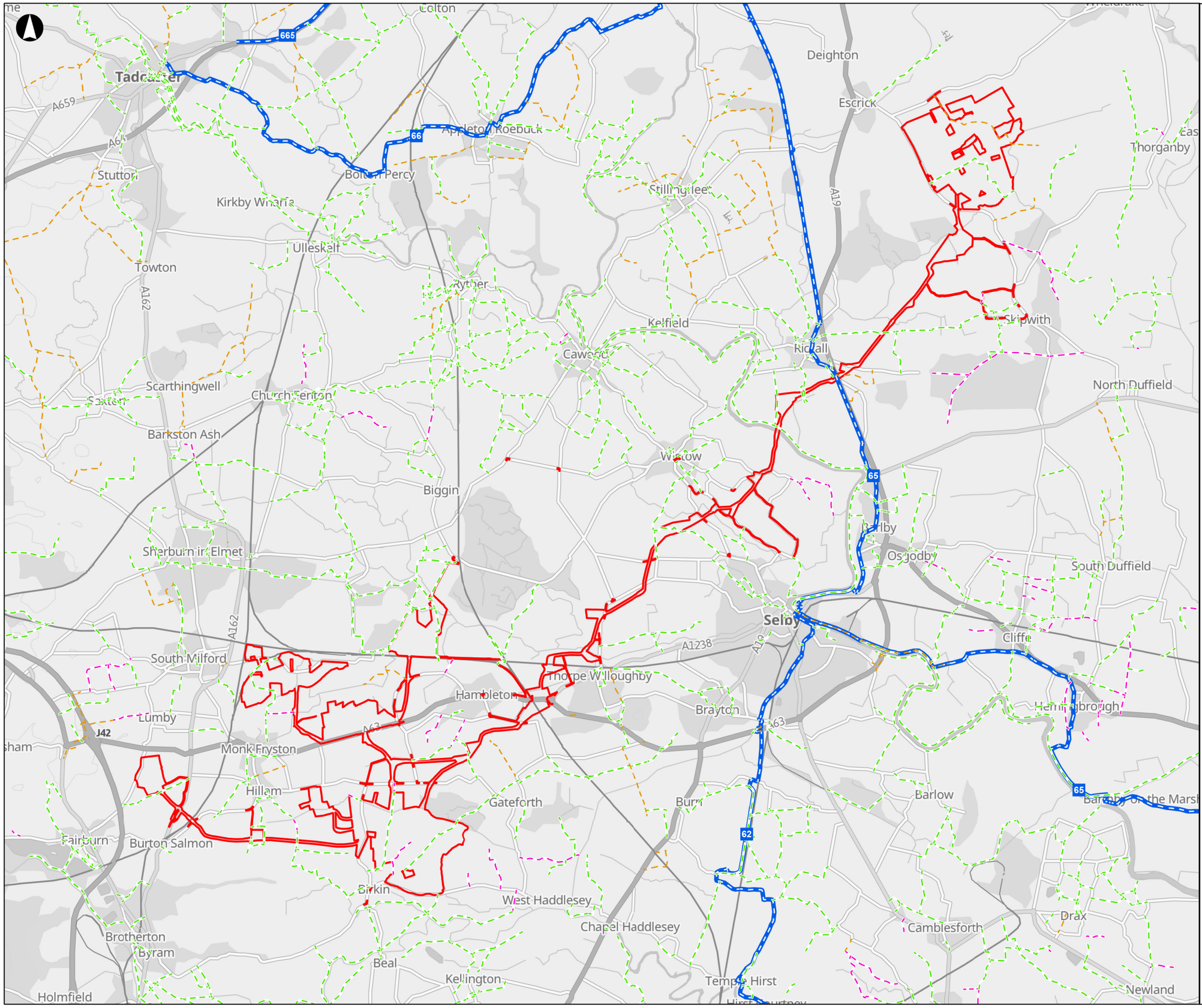
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A.2. Figure 2 – PRoWs Associated with the Proposed Development



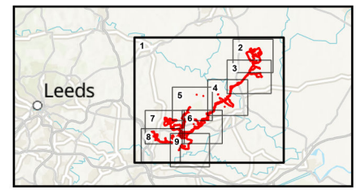
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Order Limits
Unsurfaced Unsealed Road (not a PRoW but shown for completeness)
Footpath
Bridleway
National Cycle Network

Coordinate System: British National Grid

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Figure 2
PRoWs Associated with the Proposed Development
Sheet Number 1 of 9

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Project Name

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Drawing Number

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Order Limits

Unsurfaced Unsealed Road (not a PRoW but shown for completeness)

Footpath

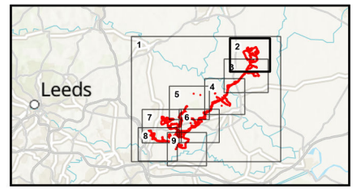
Bridleway

National Cycle Network

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Figure 2

PRoWs Associated with the Proposed Development

Sheet Number 2 of 9

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Order Limits

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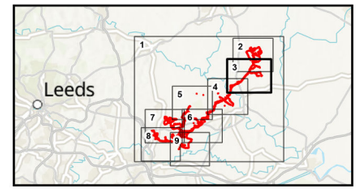
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National Cycle Network

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PRoWs Associated with the Proposed Development
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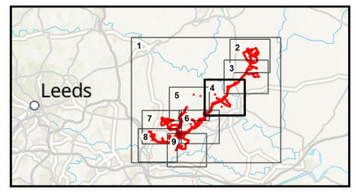
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National Cycle Network

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PRoWs Associated with the Proposed Development
Sheet Number 4 of 9

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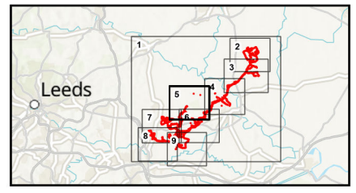
Bridleway

National Cycle Network

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PRoWs Associated with the Proposed Development
Sheet Number 5 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

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Project Number

302939-00

Rev

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Order Limits

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Footpath

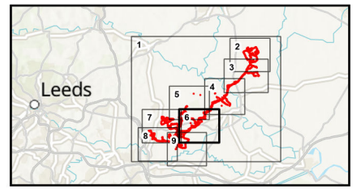
Bridleway

National Cycle Network

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PRoWs Associated with the Proposed Development
Sheet Number 6 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

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Project Number

302939-00

Rev

P02

Drawing Number

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Order Limits

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Footpath

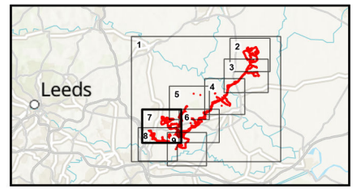
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National Cycle Network

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Client

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Project Name

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Project Number

302939-00

Rev

P02

Drawing Number

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Order Limits

Unsurfaced Unsealed Road (not a PRoW but shown for completeness)

Footpath

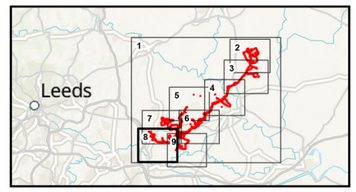
Bridleway

National Cycle Network

Coordinate System: British National Grid

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P01	22/10/2026	CMCK	ACAR	CFIE	KHAR

Rev	Date	By	Chkd	Appd	Authd

Light Valley Solar

Drawing Title

Figure 2
PRoWs Associated with the Proposed Development
Sheet Number 8 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

1:25,000

Project Number

302939-00

Rev

P02

Drawing Number

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Order Limits

Unsurfaced Unsealed Road (not a PRoW but shown for completeness)

Footpath

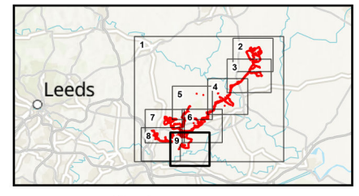
Bridleway

National Cycle Network

Coordinate System: British National Grid

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Light Valley Solar

Drawing Title

Figure 2
PRoWs Associated with the Proposed Development
Sheet Number 9 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

1:25,000

Project Number

302939-00

Rev

P02

Drawing Number

EN0110012/APP/LVS/07.09.02.09

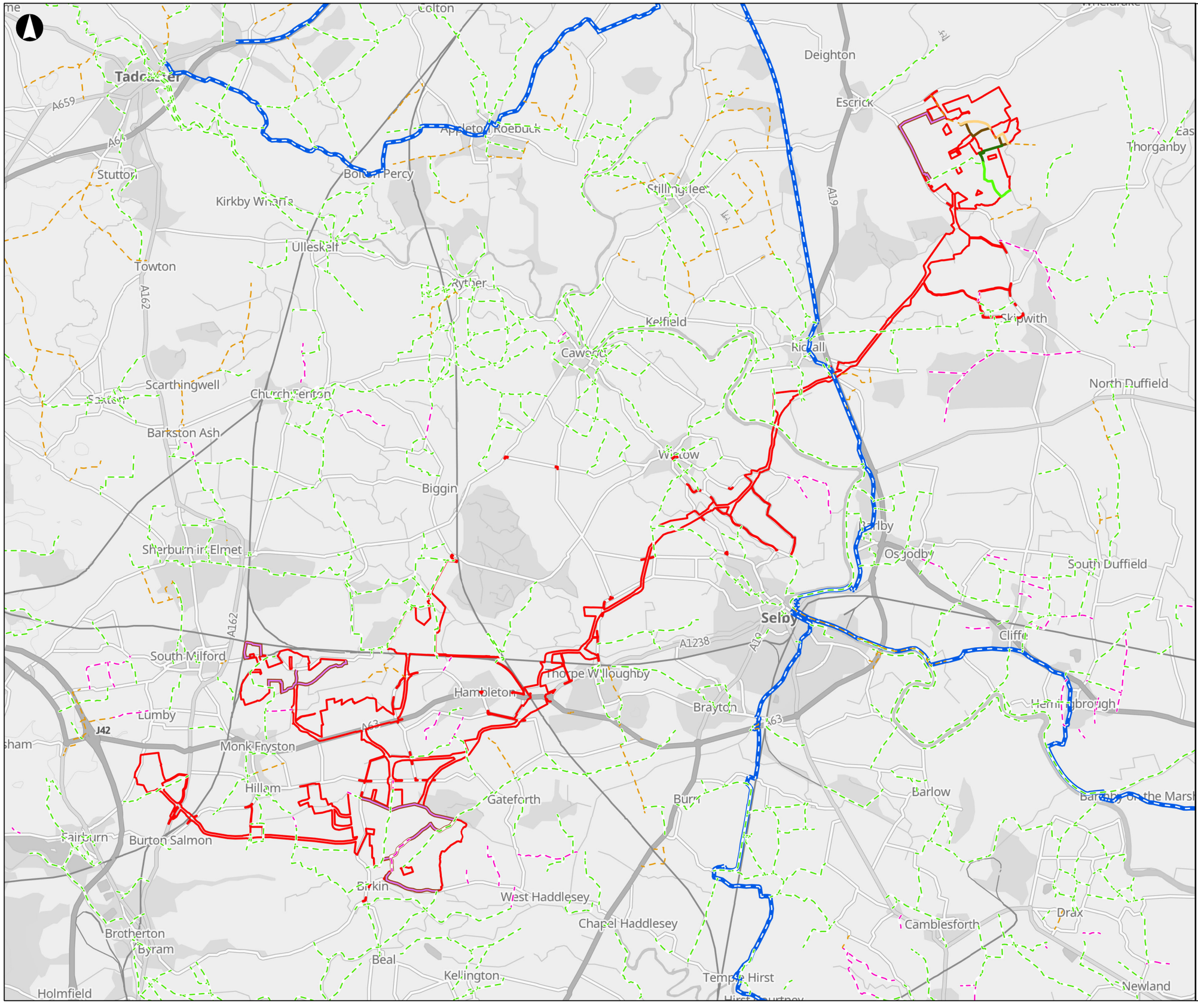
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A.3. Figure 3 – Public Rights of Way and Permissive Paths Enhancements and Diversions

References

Ref 1 North Yorkshire Council, “Public Rights of Way Map,” [Online]. Available at: https://maps.northyorks.gov.uk/connect/analyst/mobile/#/main?mapcfg=roads_footpaths [Accessed December 2025]

Ref 2 UK Government, “Countryside Right of Way Act 2000” [Online]. Available at: https://www.legislation.gov.uk/ukpga/2000/37/contents



A3

Order Limits

Project Info

Bridleway

Bridleway

Bridleway

National Cycle Network

Enhancements and Diversions

Proposed Permissive Paths

Bridleway - diverted

Bridleway - stopped up

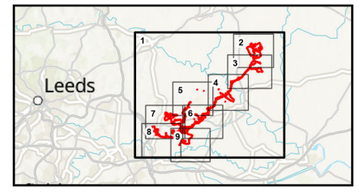
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Coordinate System: British National Grid

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Drawing Title

Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 1 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

1:75,000

Project Number

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Bridleway

Bridleway

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Enhancements and Diversions

Proposed Permissive Paths

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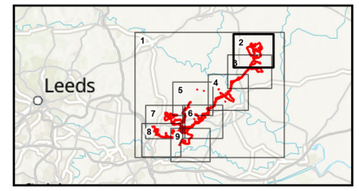
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Coordinate System: British National Grid

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Drawing Title

Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 2 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

1:25,000

Project Number	Rev
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Bridleway

Bridleway

Bridleway

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Enhancements and Diversions

Proposed Permissive Paths

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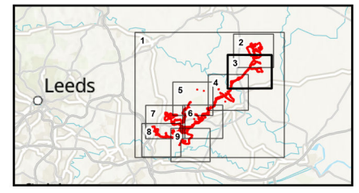
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 3 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

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Bridleway

Bridleway

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Enhancements and Diversions

Proposed Permissive Paths

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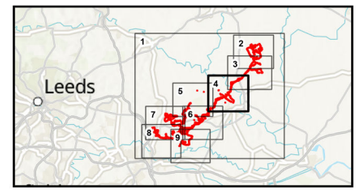
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 4 of 9

Client

Light Valley Solar Limited

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Bridleway

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Bridleway - stopped up

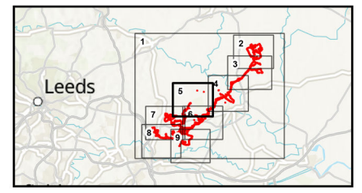
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 5 of 9

Client

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Proposed Permissive Paths

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Bridleway - stopped up

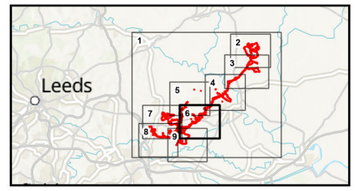
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 6 of 9

Client

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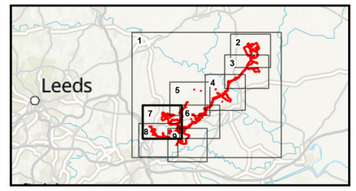
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 7 of 9

Client

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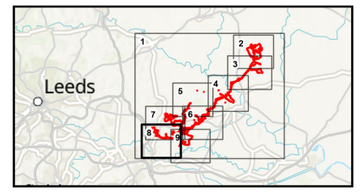
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Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 8 of 9

Client

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Bridleway

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Enhancements and Diversions

Proposed Permissive Paths

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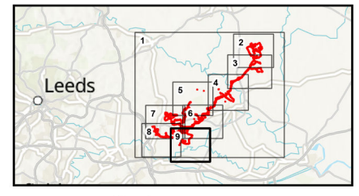
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Drawing Title

Figure 3
Public Rights of Way and Permissive Paths Enhancements and Diversions
Sheet Number 9 of 9

Client

Light Valley Solar Limited

Project Name

Light Valley Solar

Scale at A3

1:25,000

Project Number

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