



**WHITESTONE**  
solar farm

# WHITESTONE SOLAR FARM

## Volume 5 - Reports and Statements

### 5.14: Outline Public Right of Way Management Plan

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## WHITESTONE SOLAR FARM

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# 1 GLOSSARY

**Table 1-1. Glossary**

| Term                                  | Meaning  |
|---------------------------------------|--|
| Long Lane 400kV Substation            | The new 400 kilovolt National Grid substation proposed on land immediately east of Long Lane, Brinsworth, S60 4JJ.   |
| Cable Corridors                       | Corridors within which the high voltage cables would be constructed.   |
| Compulsory Acquisition (CA)           | Compulsory acquisition refers to the legal power the applicant can seek to take ownership of land and rights over land to enable a project to be built and operated.   |
| Draft ES                              | Draft Environmental Statement which presents the preliminary environmental information relating to the Proposed Development. The Draft ES has been prepared to present information for formal consultation in accordance with current EIA regulation.  |
| Development Consent Order (DCO)       | A statutory order made by the relevant Secretary of State pursuant to The Planning Act 2008 to authorise a Nationally Significant Infrastructure Project which provides consent for the project and means that a range of other consents, such as planning permission and listed building consent, will not be required. A DCO can also include rights of compulsory acquisition.  |
| Environmental Impact Assessment (EIA) | A process, undertaken by the applicant, of identifying and assessing the significant effects likely to arise from a project.   |
| Environment Statement (ES)            | The Environmental Statement which presents the environmental information relating to the Proposed Development. The ES has been prepared to present information for formal consultation in accordance with current EIA regulation.  |
| Heritage Asset                        | A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).   |
| Heritage Significance                 | The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance. |

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| Term   | Meaning   |
|--|---|
| Listed Building                                      | <p>Designated assets being buildings or structures of special architectural and historic interest protected by legislation.</p> <p>There are three grades of listing, which are;</p> <ul style="list-style-type: none"> <li>• grade I (these are of exceptional interest);</li> <li>• grade II* (these are particularly important); and</li> <li>• grade II (these are of special interest).</li> </ul>   |
| Nationally Significant Infrastructure Project (NSIP) | <p>Nationally significant infrastructure projects are large scale major development projects in England or Wales which require permission under the Planning Act 2008. They can be projects such as:</p> <ul style="list-style-type: none"> <li>• power generating stations, offshore wind farms, electricity lines</li> <li>• new roads, railway lines, airports</li> <li>• hazardous waste facilities</li> <li>• waste-water treatment plants</li> <li>• reservoirs</li> </ul> <p>Projects are only defined as nationally significant if they meet the relevant threshold set out in the Planning Act 2008 and from 31 December 2025 The Infrastructure Planning (Onshore Wind and Solar Generation) Order 2025 onshore wind and solar projects</p> |
| Proposed Order Limits                                | Total area comprising the Site and Cable Corridors.   |
| Setting  | The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.   |
| Study Area   | This is an area which is defined for each environmental topic which includes the Proposed Order Limits as well as potential spatial and temporal considerations of the impacts on relevant receptors.   |
| The Applicant  | Whitestone Net Zero Ltd   |
| The Application                                      | The Application to be submitted to the Secretary of State for a Development Consent Order.  |
| The Proposed Development                             | The proposed Whitestone Solar Farm.   |

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| Term              | Meaning  |
|-------------------|--|
| The Site          | The land planned to be used for solar PV array and associated infrastructure, BESS, substations, and landscaping and habitat enhancement. The Site is split into W1, W2, and W3. |
| Whitestone 1 (W1) | The northern parcels of the Whitestone Solar Farm.   |
| Whitestone 2 (W2) | The middle parcels of the Whitestone Solar Farm.   |
| Whitestone 3 (W3) | The southern parcels of the Whitestone Solar Farm.   |

**Table 1-2. Acronyms**

| Term   | Meaning                                       |
|--------|---|
| AIL    | Abnormal Indivisible Load                     |
| BESS   | Battery Energy Storage System                 |
| CEMP   | Construction Environmental Management Plan    |
| CTMP   | Construction Traffic Management Plan          |
| DCO    | Development Consent Order                     |
| DEMP   | Decommissioning Environmental Management Plan |
| ES     | Environmental Statement                       |
| NPS    | National Policy Statement                     |
| NSIP   | Nationally Significant Infrastructure Project |
| OEMP   | Operational Environmental Management Plan     |
| PRoW   | Public Right of Way                           |
| PRoWMP | Public Right of Way Management Plan           |
| PV     | Photovoltaic                                  |
| W1     | Whitestone 1                                  |
| W2     | Whitestone 2                                  |
| W3     | Whitestone 3                                  |

## 2 INTRODUCTION

### 2.1 Background

#### Introduction

2.1.1 This Outline Public Rights of Way Management Plan (PRoWMP) has been prepared on behalf of Whitestone Net Zero Ltd (the Applicant) to outline how Public Rights of Way (PRoW) will be managed by the Applicant in relation to the Development Consent Order (DCO) Application for the construction, operation and maintenance, and decommissioning of Whitestone Solar Farm (hereafter referred to as the 'Proposed Development').

#### The Order Limits

2.1.2 The extent of the Proposed Order Limits are shown in **Location Plan [EN0110020/APP/2.1]** and the Proposed Development is described in full in **Environmental Statement (ES) Chapter 5: The Proposed Development [EN0110020/APP/6.5]** and shown spatially on the **Works Plans [EN0110020/APP/2.3]**.

#### The Proposed Development

2.1.3 The Proposed Development involves the construction, operation and maintenance, and decommissioning of more than 100MW of solar photovoltaic (PV) array, Battery Energy Storage System (BESS), onsite substations and supporting infrastructure, and grid connection infrastructure. The grid connection infrastructure would connect the Proposed Development to the National Grid at the new National Grid substation Brinsworth (Long Lane 400kV Substation), located east of Long Lane, Rotherham. National Grid have applied to Rotherham Metropolitan Borough Council for the development of this new substation which is intended by National Grid to be operational in time for the Proposed Development to connect in 2029. The Long Lane 400kV substation is therefore not included in the Proposed Development and is subject to a separate planning application taken forward by National Grid.

2.1.4 As the Proposed Development would have a generating capacity in excess of 100MW, it is considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

2.1.5 The Proposed Development would be located within the Proposed Order Limits. The Proposed Order Limits encompass the total area of the project comprising the Site and Cable Corridors. The Site is specifically the land that is planned to be used for solar PV array and associated infrastructure, BESS, substation, landscaping and habitat enhancement. The Site is split into Whitestone 1 (W1), Whitestone 2 (W2), and Whitestone 3 (W3) as described in **ES Volume 1, Chapter 3: The Site and Surrounding Area [EN0110020/APP/6.3]**.

2.1.6 A full description of the Proposed Development is included in **ES Volume 6, Chapter 5: The Proposed Development [EN0110020/APP/6.5]**.

## 2.2 Purpose and Structure of this plan

2.2.1 This Outline PRowMP summarises how Public Rights of Way (PRow) and proposed Permissive Paths will be managed by the Applicant for the Proposed Development to ensure they have been suitably considered and able to operate as well as possible, in terms of both user safety and accessibility.

2.2.2 The Outline PRowMP has been prepared in accordance with the Overarching National Policy Statement (NPS) for Energy EN-1<sup>[1-1]</sup>. The NPS states:

- a) *Paragraph 5.11.30 – “Public Rights of way, National Trails, and other rights of access to land are important recreational facilities for example for walkers, cyclists and horse riders. The Secretary of State should expect applicants to take appropriate mitigation measures to address adverse effects on coastal access, National Trails, other rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve or create new access. In considering revisions to an existing right of way, consideration should be given to the use, character, attractiveness, and convenience of the right of way.”*

2.2.3 The Outline PRowMP has been prepared in accordance with the National Policy Statement (NPS) for Renewable Energy EN-3<sup>[1-2]</sup>, (December 2025). The NPS states:

- a) *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.”*
- b) *Paragraph 2.10.36 – “Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners.”*
- c) *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.”*

2.2.4 The Outline PRowMP has taken the City of Doncaster Local Plan 2015-2035<sup>[1-3]</sup> into consideration. Policy 18: Development Affecting Public Rights of Way, sets out the following principles to be considered:

- a) *“Where new developments affect public rights of way, the public right of way should be retained and wherever possible be on the legally recorded alignment. Where a public right of way is affected, the development should be designed to accommodate the route following the principles outlined in Policy 19.*
- b) *Where development leads to the diversion of an existing right of way, a suitable alternative must be established, following the principles outlined in Policies 19 and 20.*
- c) *Development will not normally be allowed to lead to the closure of a public right of way unless a suitable replacement can be established.*

d) *Developers will be expected to consider any unrecorded public paths that cross development sites and treat them in the same way as definitive public rights of way.*

e)a) *Proposals will be supported that enhance the Trans Pennine Trail, particularly those that create off-road sections for all users.”*

2.2.5 Policy 19: Access, Design and Layout of Public Rights of Way sets out the following principles to be considered;

- a) *“Developers will be expected to incorporate the principles of least restrictive access in the design and layout of public rights of way as part of the development.*
- b) *Wherever possible, any existing or alternative route alignments through development sites should run through open, landscaped areas and should:*
  - i. *avoid the use of estate roads;*
  - ii. *avoid alignments enclosed by fencing with little or no surveillance from adjacent buildings;*
  - iii. *be free from sharp bends which could provide blind spots and hiding places;*
  - iv. *be suitably surfaced to a specification agreed with highway authority; and*
  - v. *be free from barriers. Barriers should be considered as a last resort and will only be authorised where there is clear justification. Agreed structures will need to be the least restrictive and conform to the British Standard for Gaps Gates and Stiles.*
- c) *Where paths are not enclosed, minimum widths of 2 metres for footpath and 4 metres for bridleway and restricted byways should be provided. If it is necessary for the path to be enclosed by fencing, hedging or buildings then minimum widths of 3 metres for footpaths, 5 metres for bridleways and 6 metres for restricted byways should be provided.*
- d) *Any new routes or altered alignments through development should link into the surrounding public rights of way network or adopted highway network to maintain and improve connectivity and ease of movement.*
- e) *New routes should have formal status and be recorded on the appropriate legal record. This will secure the long-term protection of the route and formalise responsibility for maintenance.”*

2.2.6 Policy 20: Public Rights of Way Crossing Roads, Railways, Canals and Rivers, sets out the following principles to be considered:

*“Development proposals that are expected to give rise to significant increase in the use of public rights of way where they cross roads, railway lines, canals and rivers must show that all safety and accessibility considerations have been taken into account to ensure the use of the crossing can be maintained. This should include consultation with the appropriate authority (for example, Network Rail).*

*Where it is not possible to make an existing level crossing safe, a fully accessible (Equality Act compliant) underpass or bridge should be provided in close proximity to the original crossing point.*

*Where necessary, existing structures (for example bridges or underpasses) should be assessed, and improvements made to meet the requirements of any projected increase in use of the public rights of way network.*

*Lengthy diversions of a public right of way, as an alternative to either a bridge or underpass, will not be supported. Diversion of a public right of way may be considered as a last resort but only where it does not detract from its use and enjoyment.*

*Where necessary, new crossing points should be provided across new roads, railway lines and waterways where there is a need to provide safe convenient access and to maintain connectivity.”*

2.2.7 In the Outline PRowMP has also taken the North East Derbyshire District Council Plan 2014-2034<sup>[1-4]</sup> into consideration. Policy ID8: Greenways and Public Rights of Way sets out the following principle to be considered;

*“Development proposals will be expected to maintain or improve the permeability of the built environment and access to the countryside for walkers, cyclists and horse riders. Proposals that would result in the loss of, or deterioration in the quality of existing Public Rights of Way (PRowWs) will not be permitted unless equivalent alternative provision is made. Where diversions are required, new routes should be direct, convenient and attractive, and should not have an unacceptable adverse impact on environmental or heritage assets.”*

2.2.8 This Outline PRowMP has also taken Rotherham Metropolitan Borough Council Local Plan Core Strategy 2013-2028<sup>[1-5]</sup> into consideration. Policy CS 14: Accessible Places and Managing Demand for Travel, sets out the following principle to be considered:

*“Implementing the Public Rights of Way Improvement Plan and maximising the use of the Public Rights Of Way network and other routes such as canal tow paths and disused railway lines for local transport connections on foot and by bicycle.”*

2.2.9 Policy CS 22: Green Space also sets out the following principle to be considered:

*“Retaining and enhancing green spaces that are easily accessible from strategically important routes as identified in the Public Rights of Way Improvement Plan, and those that adjoin one or more neighbouring green spaces to form a linear feature.”*

2.2.10 The Rotherham Metropolitan Borough Council Rights of Way Improvement Plan 2019-2024<sup>[1-6]</sup> has also been considered within this PRowMP. The Improvement Plan aims to achieve the following:

*“Provide a rights of way network which is correctly recorded, easy to follow, free from obstruction and safe to use.”*

*“Develop a network which meets the needs of local users and visitors to the borough whilst retaining the character of the countryside and reflecting the diverse nature of those users.”*

*“Ensure that proposals and schemes are prioritised and implemented to meet the needs and aspirations of the population to deliver maximum benefit within available resources.”*

2.2.11 The Derbyshire County Council policies have been reviewed. These policies are not relevant and instead defer to the North East Derbyshire District Council policies.

- 2.2.12 In light of the above policy context, the Applicant is demonstrating that the Proposed Development has taken appropriate measures to allow the various PRoWs to continue to be used by the local community during the Proposed Development's construction, operation and maintenance, and decommissioning phases. Appropriate measures for the continuous use of any proposed Permissive Paths during the operation and maintenance phase have also been demonstrated in this document.
- 2.2.13 It should be noted that no significant effects on PRoW users are anticipated following the assessment of the entire Proposed Development within **ES Volume 6 Chapter 15: Socio-Economics and Land use [EN0110020/APP/6.15]** and **ES Volume 6 Chapter 13: Transport and Access [EN0110020/APP/6.13]**, however the users of some PRoW may experience significant effects during construction, operation and decommissioning of the Proposed Development in terms of visual amenity (**ES Volume 6 Chapter 7: Landscape and Visual Impact Assessment [EN0110020/APP/6.7]**).
- 2.2.14 It should be noted that details relating to new Permissive Paths being provided by the Proposed Development are provided within the **Outline Landscape and Ecology Management Plan [EN0110020/APP/5.13]**.
- 2.2.15 The proposed routes for any new Permissive Paths have been illustrated in both figures contained in the **Outline Landscape and Ecology Management Plan [EN0110020/APP/5.13]** and within the **Streets, Rights of Way, and Access Plans [EN0110020/APP/2.4]**.

## 3 BASELINE CONDITIONS

- 3.1.1 There are several PRowS which are located within the Order Limits and within the immediate vicinity of the Order Limits. The details of the PRowS that fall within or intersect with the Order Limits have been obtained from Definitive Mapping from the City of Doncaster, Rotherham Metropolitan Borough Council, Sheffield City and Derbyshire County Councils.
- 3.1.2 The PRowS which pass through or border the Order Limits of the Site, and form part of a wider network of PRow in the surrounding area are presented in **Table 3-1**. The PRow described in this report are shown within **ES Volume 3 Figure 15.7: Public Rights of Way and Country Parks [EN0110020/APP/6.19]**.

**Table 3-1: PRow Within or Immediately Adjacent to The Site**

| PRoW Ref.                 | Whitestone Location | Length (Approx) | Description   |
|---------------------------|---------------------|-----------------|---|
| City of Doncaster Council |                     |                 |   |
| Conisbrough Parks-2       | Whitestone 1        | 830m            | A bridleway which runs in a north-south direction along the western boundary of the Proposed Order Limits. The Bridleway runs from Hill Top, west of Hill Top Farm and east of Atlanta House. |
| Conisbrough Parks-3       | Whitestone 1        | 1.3km           | A footpath which runs in an east-west direction from Conisbrough Parks-4 Farm Lane to Firsby Hall Farm, Arbour Lane, Intersecting Conisbrough Parks-14 within the Site.                       |
| Conisbrough Parks-4       | Whitestone 1        | 3.7km           | A bridleway which runs in a southern direction through the Site from Sheffield Road to Common Lane.   |
| Conisbrough Parks-5       | Whitestone 1        | 1.7km           | A footpath which runs in a north-south direction, joining Conisbrough-20 in the north and Conisbrough Parks-4 in the south, travelling within the Site.                                       |
| Conisbrough Parks-8       | Whitestone 1        | 740m            | A footpath which runs in an east-west direction, joining Common Lane in the east and Conisbrough Parks-6 in the west, travelling slightly within the eastern side of the Site.                |
| Conisbrough Parks-6       | Whitestone 1        | 100m            | A footpath which runs in an east-west direction, joining Conisbrough Parks-16 in the east and Conisbrough Parks-8 in the west, travelling slightly within the eastern side of the Site.       |
| Conisbrough Parks-14      | Whitestone 1        | 1.2km           | A bridleway which runs in an east-west direction, joining Conisbrough Parks-4 in the east and Conisbrough Parks-13 in the west, travelling within the Site.                                   |
| Conisbrough Parks-14      | Whitestone 1        | 1.4km           | A footpath which runs in an east-west direction, joining Braithwell-5 in the east and Conisbrough Parks-4 in the west, travelling within the Site.  |
| Conisbrough Parks-15      | Whitestone 1        | 400m            | A footpath which runs in a north-south direction, joining Conisbrough Parks Bridleway no.4 in the north and south, travelling within the Site.  |

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| PRoW Ref.                              | Whitestone Location | Length (Approx) | Description  |
|--|---------------------|-----------------|--|
| Rotherham Metropolitan Borough Council |                     |                 |  |
| Wickersley Footpath no.8B              | Whitestone 2        | 590m            | A footpath which runs in an east-west direction, joining Wickersley Footpath no.9 in the east and Second Lane in the west, travelling within the Site.                     |
| Wickersley Footpath no.9               | Whitestone 2        | 640m            | A footpath which runs in a north-south direction, joining Bramley Footpath no.6 in the north and Thurcroft Footpath no.4 in the south, travelling within the Site.         |
| Treeton Footpath no.4                  | Whitestone 2        | 1.2km           | A footpath which runs in an east-west direction, joining Whiston Footpath no.14 in the east and Bole Hill in the west, travelling through two sections of the Site.        |
| Whiston Footpath no.19                 | Whitestone 2        | 420m            | A footpath which runs in a north-south direction, joining Guilthwaite Common Lane in the north and Ulley Footpath no.3 in the south, travelling within the Site.           |
| Ulley Footpath no.4                    | Whitestone 2        | 650m            | A footpath which runs in a north-south direction, joining Whiston Footpath 21 in the north and Ulley Bridleway no.6 in the south, travelling within a section of the Site. |
| Ulley Bridleway no.6                   | Whitestone 2        | 230m            | A bridleway which runs in a north-south direction, joining Whiston bridleway no.20 in the north and Penny Hill Lane in the south, travelling within a section of the Site. |
| Ulley Footpath no.5                    | Whitestone 2        | 1.2km           | A footpath which runs in a north-south direction, joining Turnshaw Farm in the north and Aston footpath No.16 in the south, travelling within two sections of the Site.    |
| Thurcroft Footpath no.8                | Whitestone 2        | 570m            | A footpath which runs in a north-south direction, joining Common Lane in the north and Penny Hill Lane in the south, travelling within the Site.                           |

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| PRoW Ref.                | Whitestone Location | Length (Approx) | Description   |
|--------------------------|---------------------|-----------------|---|
| Thurcroft Bridleway no.9 | Whitestone 2        | 440m            | A footpath which runs in a north-south direction, joining Long Road in the north and Aston Bridleway no.18 in the south, travelling within the Site.  |
| Thurcroft Footpath no.10 | Whitestone 2        | 840m            | A footpath which runs in a north-south direction, joining Hawk Hill Lane in the north and Aston footpath no.17 in the south, intersecting Long Road, travelling within the Site.  |
| Aston Footpath no.16     | Whitestone 2        | 690m            | A footpath which runs in an east-west direction, joining Aston footpath no.20 in the east and Ulley Footpath no.5 in the west, travelling within a section of the Site.   |
| Aston Footpath no.20     | Whitestone 2        | 1.7km           | A footpath which runs in a north-south direction, joining Aston footpath no.19 in the north and Worksop Road in the south, intersecting Aston footpath no.21, travelling within the Site against the boundary west of the M1. |
| Aston Footpath no.17     | Whitestone 2        | 520m            | A footpath which runs in an east-west direction, joining Thurcroft footpath no.10 in the east and heading towards Hardwick Lane at the west, travelling through a section of the Site.  |
| Anston footpath no.5     | Whitestone 2        | 220m            | A footpath which runs in an east-west direction, joining Mill Lane in the east and Sheffield Road at the west, travelling through a small section of the Site.  |
| Harthill footpath no.15  | Whitestone 3        | 990m            | A footpath which runs in a north-south direction, joining Hard Lane in the north and Harthill Bridleway no.16 in the south, travelling along the boundary and then within the Site.   |
| Harthill Bridleway no.15 | Whitestone 3        | 920m            | A bridleway which runs in a north-south direction, joining Wales Bridleway 43 in the north and Harthill Bridleway no.16 in the south, travelling along the boundary and then within the Site.                                 |
| Harthill Bridleway no.29 | Whitestone 3        | 690m            | A bridleway which runs in a north-south direction, joining Wales Bridleway 18 in the north and Walseker Lane in the south, travelling within the Site   |

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| PRoW Ref.               | Whitestone Location | Length (Approx) | Description   |
|-------------------------|---------------------|-----------------|---|
| Harthill footpath no.20 | Whitestone 3        | 800m            | A footpath which runs in a north-south direction, joining Wales footpath no.16 in the north and Harthill Bridleway no.16a in the south, travelling along the boundary and then within the Site.                                 |
| Harthill footpath no.5  | Whitestone 3        | 1km             | A footpath which runs in a circular direction around the south of the Site, joining Wales footpath no.16 in the north and Rotherham Road in the south, travelling along the boundary within the Site.                           |
| Harthill Bridleway no.4 | Whitestone 3        | 680m            | A bridleway which runs in a circular direction around the south of the Site, joining Wales Harthill footpath no.5 in the north and Rotherham Road in the south, travelling along the boundary within the Site and alongside it. |

3.1.3 From the above, a number of PRoWs interact with the Order Limits at the proposed Site accesses and internal tracks for vehicles. These include the following:

- Conisbrough Parks-3
- Conisbrough Parks-5
- Conisbrough Parks-14
- Treeton Footpath no.4
- Whiston Footpath no.19
- Thurcroft Footpath no.8
- Thurcroft Bridleway no.9
- Ulley Footpath no.5
- Aston Footpath no.17
- Harthill Footpath no.15
- Harthill Bridleway no.15
- Harthill Bridleway no.4

3.1.4 Regarding the interaction with the Cable Corridor, the PRoWs include:

- Conisbrough Parks-4
- Conisbrough Parks-15
- Whiston Footpath no.6
- Harthill Bridleway no.4

3.1.5 There are 17 PRoWs located within the Cable Corridor Areas, six of which are a bridleway. The details of these PRoW are presented in **Table 3-2** below and shown in **ES Volume 3 Figure 15.7: Public Rights of Way and Country Parks [EN0110020/APP/6.19]**.

**Table 3-2. PRoW Within or Immediately Adjacent to the Cable Corridors**

| PRoW Ref.                 | Whitestone Location | Length (Approx) | Description  |
|---------------------------|---------------------|-----------------|--|
| Braithwell Bridleway no.4 | Whitestone 1        | 90m             | A bridleway which runs in a north-south direction, joining Conisbrough Parks Bridleway no.4 in the north and Common Lane in the south, travelling within a section of the Cable Corridors. |
| Bramley footpath no.7     | Whitestone 2        | 875m            | A footpath which runs in a north-south direction, joining Bawtry Road in the north and Sandy Lane in the south, travelling within a section of the Cable Corridors.                        |
| Whiston footpath no.24    | Whitestone 2        | 180m            | A footpath which runs in a north-south direction, joining Wickersley footpath no.11 in the north and Mothern Lane in the south, travelling through a section of the Cable Corridors.       |
| Whiston footpath no.23    | Whitestone 2        | 260m            | A footpath which runs in a north-south direction, joining Morthern Lane in the north heading towards York Lane in the south, travelling through a section of the Cable Corridors.          |
| Whiston footpath no.16    | Whitestone 2        | 1.1km           | A footpath which runs in a north-south direction, joining Royds Moor Hill in the north and Whiston bridleway no.27 in the south, travelling through a section of the Cable Corridors.      |
| Whiston footpath no.6     | Whitestone 2        | 1km             | A footpath which runs in an east-west direction, joining Dole Lane in the east and School Hill in the west, travelling through a section of the Cable Corridors.                           |
| Whiston bridleway no.27   | Whitestone 2        | 1.3km           | A bridleway which runs in a north-south direction, joining Rectory Drive in the north and Doles Lane in the south, travelling through a section of the Cable Corridors.                    |
| Whiston footpath no.12    | Whitestone 2        | 960m            | A footpath which runs in a north-south direction, joining The Green in the north and Long Lane in the south, travelling through two sections of the Cable Corridors.                       |

## WHITESTONE SOLAR FARM

| PRoW Ref.                | Whitestone Location | Length (Approx) | Description  |
|--------------------------|---------------------|-----------------|--|
| Whiston footpath no.10   | Whitestone 2        | 1.1km           | A footpath which runs in an east-west direction, joining Whiston footpath no.12 in the east and heading towards west Bawtry Road in the west, travelling into a section of the Cable Corridors.                      |
| Whiston footpath no.13   | Whitestone 2        | 600m            | A footpath which runs in an east-west direction, joining Pleasley Road in the east and Whiston footpath no.12 in the west, travelling into a section of the Cable Corridors.   |
| Whiston footpath no.14   | Whitestone 2        | 480m            | A footpath which runs in an east-west direction, joining Pleasley Road in the east and Treeton footpath no.4 in the west, travelling through a section of the Cable Corridors.                                       |
| Aston bridleway no.18    | Whitestone 2        | 1.3km           | A bridleway which runs in a north-south direction, joining Thurcroft Bridleway no. in the north and Aston footpath no.16 in the south, travelling through a section of the Cable Corridors.                          |
| Todwick footpath no.6    | Whitestone 2        | 1km             | A footpath which runs in a north-south direction, joining Todwick Road in the north and Kiveton Lane in the south, travelling through a section of the Cable Corridors.  |
| Anston Bridleway no.7    | Whitestone 2        | 780m            | A bridleway which runs in an east-west direction, joining Crowgate in the east and Todwick bridleway no.12 in the west, travelling through a section of the Cable Corridors.   |
| Anston Bridleway no.8    | Whitestone 2        | 670m            | A bridleway which runs in an east-west direction, joining Axel Lane in the east and Todwick bridleway no.10 in the west, intersected by Todwick footpath no.11, travelling through a section of the Cable Corridors. |
| Harthill Bridleway no.16 | Whitestone 3        | 1.1km           | A bridleway which runs in an east-west direction, joining Hard Lane in the east and Harthill Bridleway no.29 in the west, travelling along the boundary and through a small section of the Cable Corridors.          |
| Harthill footpath no.17  | Whitestone 3        | 1.1km           | A footpath which runs in an east-west direction, joining Union Street in the east and Walseker Lane, intersected by Harthill footpath no.21, travelling through a section of the Cable Corridors.                    |

## 4 CONSTRUCTION

### 4.1 Introduction

- 4.1.1 The objective of this section is to provide details of how the impact of the construction works on local communities would be minimised, by reducing traffic at highways and local PRowS, and where necessary implementing mitigation.
- 4.1.2 Access to all existing PRowS with two exceptions will be retained during construction with a number of temporary PRow diversions necessitated by the Proposed Development. There is no safe alternative in the immediate proximity to temporarily divert the alignment of PRow Whiston Footpath no.12. There is one instance where a permanent closure and diversion is required, due to PRow Aston Footpath no.16 interacting with the proposed solar layout. A permanent diversion will therefore be established during the construction phase and prior to the closure of the existing route.
- 4.1.3 The below provides details of how existing PRowS are expected to be managed during the construction phase. Mitigation and management measures are described in Section 4.2. This document will inform a PRowMP, which will be submitted to relevant Local Planning Authorities post-consent to discharge Requirement 10 in the **draft DCO [EN0110020/APP/3.1]**.

### 4.2 Embedded Mitigation

- 4.2.1 The following measures have been included as embedded mitigation within the ES for the construction phase and will be delivered to minimise the traffic impacts of the Proposed Development on any PRow users during construction and decommissioning. The measures will be secured by the requirements within the DCO consent, primarily through this document and the **Outline Construction Traffic Management Plan (oCTMP) [EN0110020/APP/5.12]**, and **Outline Construction Environmental Management Plan (oCEMP) [EN0110020/APP/5.9]** for construction and the **Outline Decommissioning Environmental Management Plan (oDEMP) [EN0110020/APP/5.11]** for decommissioning.
- 4.2.2 The embedded mitigation measures include:
- a) Maintaining access to/along PRowS during construction, including any minimum legal widths for PRow users, with one exception temporarily during adjacent construction works.
  - b) Providing temporary PRow diversion routes where necessary to avoid any PRow closures. Each diversion will be clearly marked out, along with appropriate signage at either end of the diversion. The diversion routes will be agreed with relevant local councils prior to the commencement of construction.
- 4.2.3 Providing sufficient protection/separation between existing PRowS and the Proposed Development infrastructure (Solar PV Arrays, BESS, and On-Site Substations) where necessary using perimeter fencing installed at a minimum distance of 15m on either side of the centre of the PRow.

- a) Managing areas where internal construction traffic routes cross any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (i.e. pedestrians, cyclists, equestrians), implementing traffic management (e.g. advanced signage to advise other users of the works), as well as manned controls at each crossing point (i.e. marshals or banksmen), with a default priority that construction traffic will give-way to other users
- b) Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking, cycling, or equestrian activity to/from/within the Proposed Order Limits, as well as to relay information including any restrictions and requirements which should be followed.
- c) Ensure that any hazards (e.g. overhanging branches, cables etc.) have a suitable clearance above any affected PRow.

4.2.4 Although it is considered unlikely that construction staff will access the Proposed Development on foot or bike, all pedestrian, cycle and equestrian routes will be maintained and remain unobstructed when in use, to ensure the continued safe passage of the public including when using the PRows through the Proposed Order Limits and at crossing points.

### 4.3 Permanent PRow Diversion

4.3.1 Table 4-1 lists the PRow that will be closed and require a permanent diversion during construction, operation and maintenance and decommissioning.

**Table 4-1. PRow associated with the Proposed Order Limits to be Permanently Diverted**

| PRow Ref.            | Diversion Route   |
|----------------------|---|
| Aston Footpath no.16 | The current alignment of this PRow would pass through a land parcel comprising of solar arrays. The proposed permanent diversion route would run in an east-west direction, joining Aston footpath no.20 in the east and Ulley Footpath no.5 in the west, travelling within an environmental mitigation area. The proposed diversion route is expected to be 276m in length (representing an additional 110m in length compared to the existing route for users travelling east and heading south, whereas users heading east and north will only have an additional 7m in comparison to the existing route). |

### PRoW Permanent Diversion Management

4.3.2 Where a permanent diversion route is implemented as shown between ‘PRow 18/05’ and ‘PRow 18/06’ on Sheet 18 of the **Streets, Rights of Way, and Access Plans [EN0110020/APP/2.4]**, the following measures would be applied where appropriate:

- a. The construction works will be localised at the above locations, and the PRow diversion will only reroute the existing PRow around the works area before re-joining the existing PRow.

- b. Advanced notice of the permanent diversion will be clearly signed at the PRow.
- c. The diversion will be clearly marked out, along with appropriate signage at either end of the diversion; and
- d. The local authority and local stakeholders will continue to be involved in consultation regarding any permanent diversions.

### 4.4 Temporary PRow Closures

4.4.1 There is one PRow where a section would require a temporary closure with no diversion. The alignment of Whiston Footpath no.12 includes utilising an underpass for the M1 motorway. During construction of the Cable Corridor there is not a suitable option for a diversion that would maintain a safe working distance between that of construction and PRow users. This closure is estimated to be up to one month, however the duration and need for a temporary closure would be investigated in more detail following the appointment of the Contractor prior to construction works commencing.

4.4.2 Where a temporary closure with no diversion routes is implemented, the following measures would be applied where appropriate:

- a. Advance notice of the PRow closure would be clearly signed at the PRow.
- b. Fencing or other sufficient barrier to be installed throughout closure.
- c. The local authorities and local stakeholders will continue to be involved in consultation regarding any temporary closures with no diversion.

### 4.5 Temporary PRow Diversions

4.5.1 Temporary PRow Diversions are only envisaged to be required to facilitate the construction of any proposed internal access tracks or cable installation works.

4.5.2 The following PRows will require a temporary PRow Diversion during the construction phase of the Proposed Development:

- Conisbrough Parks – 3
- Conisbrough Parks – 4
- Conisbrough Parks – 5
- Conisbrough Parks – 14
- Conisbrough Parks – 15
- Bramley Footpath – 7
- Whiston Footpath – 10
- Whiston Footpath – 12
- Whiston Footpath – 13
- Whiston Bridleway – 27
- Whiston Footpath – 6

- Whiston Footpath – 16
- Whiston Footpath – 23
- Whiston Bridleway 20
- Whiston Footpath – 14
- Whiston Footpath – 24
- Whiston Footpath – 19
- Treeton Footpath - 4
- Thurcroft Footpath – 8
- Thurcroft Bridleway – 9
- Ulley Footpath – 5
- Aston Footpath – 17
- Aston Bridleway – 18
- Todwick Footpath – 6
- Anston Bridleway – 7
- Anston Bridleway – 8
- Harthill Footpath – 15
- Harthill Bridleway – 15
- Harthill Footpath – 16
- Harthill Footpath – 17
- Harthill Bridleway – 4

4.5.3 The full extent of these temporary diversions are illustrated in the **Streets, Rights of Way, and Access Plans [EN0110020/APP/2.4]**. The proposed Cable Corridor will cross some existing PRow, and it is therefore proposed to temporarily (and locally) divert these around each works area, for a short period of approximately 2–3 weeks each, when the cables are installed. It should be noted that not all PRowS that cross the Cable Corridor areas would need to be diverted, where construction methods such as Horizontal Directional Drilling could be utilised. The method of construction will be finalised at detailed design.

### **PRow Temporary Diversion Management**

4.5.4 PRowS will be managed to ensure they are safe to use during the construction phase of the Proposed Development. Some of the measures that will be implemented where necessary are listed below:

- a) Giving advanced notice of where PRowS will be subject to management measures.
- b) Fencing to be installed around the Site at the first stage of construction to ensure preservation of PRow during construction.
- c) Where PRowS cross or are adjacent to the Site the fencing will be erected from the inside of the Site without impacting the PRowS or preventing its use

4.5.5 The PRowWs will be buffered from the perimeter fencing, with fencing being installed a minimum distance of 15m either side of the centre of the PRowW.

- a) Visibility of construction vehicles will be maximised (e.g. usage of flashing lights) where motorised vehicle use is planned for the PRowWs in question.
- b) Traffic management (e.g. advanced signage to advise other users of the works) will be implemented where motorised vehicle use is planned for the PRowWs in question.
- c) Use of manned controls and crossing points where the Proposed Development crosses PRowWs (i.e. marshals or banksmen), with a default priority that construction traffic will give way to other users; and
- d) The existing PRowWs will be reinstated during the operation and maintenance phase, albeit public access will be retained throughout.

## 4.6 PRowW Management

4.6.1 An **Outline Construction Traffic Management Plan (oCTMP) [EN0110020/APP/5.12]** and an **Outline Construction Environmental Management Plan (oCEMP) [EN0110020/APP/5.9]** will provide mitigation and management measures for PRowWs during construction.

4.6.2 PRowWs that do not need diversion, will still be managed to ensure they are safe to use during construction. Some of the measures that will be implemented where necessary are listed below:

- a) Giving advanced notice of where PRowWs will be subject to management measures.
- b) Fencing to be installed around the Site as the first stage of construction to ensure preservation of PRowWs during construction.
- c) The PRowWs will be buffered from the perimeter fencing, with fencing being installed a minimum distance of 15m either side of the centre of the PRowWs. This is proposed to minimise impact on recreational users and existing green infrastructure, which creates wider ecological corridors. The offset land is intended for environmental mitigation and enhancement, featuring a mix of native grasses or wildflowers to support local wildlife.
- d) Visibility of construction vehicles will be maximised (e.g. usage of flashing lights) where motorised vehicle use is planned for the PRowWs in question.
- e) Traffic management (e.g. advanced signage to advise other users of the works) will be implemented where motorised vehicle use is planned for the PRowWs in question.
- f) Temporary fencing will be installed along the length of any construction access track that lies within 10 metres of a PRowW. The fencing will serve to clearly demarcate the construction corridor, restrict unauthorised access to construction areas, and minimise potential conflict between construction traffic and public path users.
- g) Use of manned controls and crossing points where the Proposed Development crosses PRowWs (i.e. marshals or banksmen), with a default priority that construction traffic will give-way to other users.

- h) The existing PRowS will be reinstated during the operation and maintenance phase, albeit public access will be retained throughout.
- i) Where existing PRowS are to be upgraded to bridleways, appropriate signage would be introduced to denote the routes as bridleways and where required other measures such as widening (where possible) would be considered.

### **Crossing Point Details**

4.6.3 Where a PRow intersects with a proposed internal access track, a crossing point would be formed. It is essential that public safety is maintained where construction vehicles may utilise or cross the PRow identified above and within the Order Limits. Therefore, any crossing points that are proposed by the Proposed Development will need to be carefully managed to allow all users to safely pass. This will require such control measures as:

- a) "Access Track Crossing Ahead" signage for the PRow on either side of the crossing, located at least 20m in advance of the crossing.
- b) "Crossing Point" and "Please look in both directions" signage for the PRow on either side of the crossing.
- c) A 2m wide chicane to ensure that cyclists slow down for the crossing to ensure the safety of all users.
- d) "Crossing Ahead" and "Slow Down, 10mph" signs on access tracks, located 100m and 50m in advance of the crossing on both directions.
- e) "Give Priority to Footpath Users" on the Site access track.
- f) Providing manned controls at crossing point locations (including marshals, banks-person or gates) when vehicles are crossing the PRow, with a default priority that construction traffic gives way to PRow users.
- g) Reflective pole markers will be provided in advance of the crossing point to aid identification for access track users.
- h) A visibility splay in the access track verge will be created so that footpath users have good visibility in either direction at each crossing point. This will be maintained throughout the construction phase.

4.6.4 All signage would be kept and maintained during the operational phase of the Proposed Development.

### **Definitive Map Modification Orders (DMMO)**

4.6.5 The Applicant is aware of a number of DMMO's having been submitted for consultation with neighbouring Local Authorities within the vicinity of the Proposed Development. If any application orders are determined by these authorities, they will be managed during construction in a similar manner to the other PRow listed above where practicable. With the location of these future PRow's not decided, and any future proposed DMMO's applications unknown, it may be necessary to close and / or divert any new PRow during construction if required to ensure the deliverability of the Proposed Development.

## 5 OPERATION

- 5.1.1 The existing PRoWs and proposed Permissive Paths, which pass through or run adjacent to the Order Limits are expected to be unaffected during the operation phase, aside from Aston Footpath no.16 that will be permanently diverted.
- 5.1.2 Any proposed Permissive Path included within the Order Limits will be installed and active for public use throughout the operational phase of the scheme only, after which permitted public use will cease.
- 5.1.3 The Proposed Development will retain the existing links to adjacent PRoW routes and highways as at present, and the proposed Permissive Path Routes, and highways as at present. The operation and maintenance phase of the Proposed Development will include the following mitigation measures:
- a) Maintaining access to all existing PRoW and Permissive Paths within the Order limits; and
  - b) Controlling areas where the internal maintenance route crosses or uses any existing PRoW (such as by providing gates), permitting only operational traffic to utilise these internal routes within the Solar PV Site. Operational traffic would give way to other users when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.
- 5.1.4 A minimum of 15m offset from either side of paths, or 30m in total, is proposed to minimise impact on recreational users and existing green infrastructure, which creates wider ecological corridors. The offset land is intended for environmental mitigation and enhancement, featuring a mix of native grasses or wildflowers to support local wildlife.
- 5.1.5 Tables 3-7, 3-8 and 3-11 in the **Outline Operational Environmental Management Plan (oEMP) [EN0110020/APP/5.10]** provide details of proposed mitigation relating to PRoW during operation and maintenance.
- 5.1.6 Once operational, the Proposed Development includes enhancement measures including Permissive Paths to create new routes connecting nearby villages and to provide new connections within the existing PRoW network. During operation, due to the environmental measures, the effects are considered positive and likely significant.
- 5.1.7 It should be noted that details relating to any new Permissive Paths being provided by the Proposed Development during the operational phase are provided within the **Outline Landscape and Ecology Management Plan (oLEMP) [EN0110020/APP/5.13]** and discussed in **ES Volume 6, Chapter 15: Socio Economics and Land Use [EN0110020/APP/6.15]**.
- 5.1.8 The Permissive Paths will be made available to the public, 364 days a year, by permission of the Landowner. They will be managed by the Applicant and will include signs to make clear that its use is for the public by permission of the landowner. At the end of the Proposed Development's operation and maintenance phase, the area will be returned to the Landowner (with further detail to be included in the Decommissioning Environmental Management Plan (DEMP) which is secured via Requirement 16 of the **draft DCO [EN0110020/APP/3.1]**) when the land will be in private ownership and the permitted public use will cease.

## **Definitive Map Modification Orders (DMMO)**

5.1.9 If future applications are submitted to any of the neighbouring Local Authorities and orders made, they will be managed during the operation of the Proposed Development in a similar manner to the other PRow listed above where practicable. With the location of these future PRow not decided, and any future proposed DMMO's applications unknown, it may be necessary to close and/or divert any new PRow during operation if required to ensure the deliverability of the Proposed Development.

## 6 DECOMMISSIONING

- 6.1.1 During the decommissioning phase it is anticipated that the PRowWs will be managed in a similar way to how they were during the construction phase. There are not expected to be any PRowW closures, although some minor diversions are likely to be required to provide safe access across the Solar PV Site whilst decommissioning activities are taking place. These diversions will be temporary and are expected to be similar in nature and duration to those during construction.
- 6.1.2 An **Outline DEMP [EN0110020/APP/5.11]** has been submitted as part of this DCO Application, and a finalised version will be produced as per Requirement 16 of the **Draft DCO [EN0110020/APP/3.1]**, which further provides details of the proposed mitigation relating to PRowW and Permissive Paths during the decommissioning phase.
- 6.1.3 At the end of the Proposed Development's operation, the area will be returned to the Landowner (with further detail to be included in the detailed Decommissioning Environmental Management Plan) when the land will be in private ownership and the permitted public use of any Permissive Path will cease.

## 7 SUMMARY AND CONCLUSION

7.1.1 This document outlines the current PRowS which pass through or run adjacent to the Proposed Order Limits and demonstrates how safe access will be maintained along and across these PRowS and the proposed Permissive Paths during construction, operation (including maintenance) and decommissioning of the Proposed Development in accordance with NPS EN-3 (December 2025)<sup>[7-11]</sup>. Proposed Permissive Paths will only be available to the public, 364 days a year, by permission of the Landowner during the operational phase of the Proposed Development.

7.1.2 An **Outline CEMP [EN0110020/APP/5.9]**, **Outline OEMP [EN0110020/APP/5.10]** and **Outline DEMP [EN0110020/APP/5.11]** have also been submitted as part of this DCO Application to provide details of the proposed management of PRowS (including diversions) and any PRowS mitigation during the construction, operation and maintenance and decommissioning phases of the Proposed Development.

## 8 REFERENCES

- Ref 1 – 1 UK Government (2025). *Overarching National Policy Statement for energy (EN-1), 2025*. Available at: [Overarching National Policy Statement for energy \(EN-1\), 2025 - GOV.UK](#) (Accessed 22 April 2026)
- Ref 1 – 2 UK Government (2025). *National Policy Statement for renewable energy infrastructure (EN-3), 2025*. Available at: [National Policy Statement for renewable energy infrastructure \(EN-3\), 2025 - GOV.UK](#) (Accessed 3 March 2026)
- Ref 1 – 3 City of Doncaster Council (2021). *Doncaster Local Plan 2015-2035*.
- Ref 1 – 4 North East Derbyshire District Council (2021). *Adopted North East Derbyshire Local Plan*.
- Ref 1 – 5 Rotherham Metropolitan Borough Council (2014). *Rotherham Local Plan Adopted Core Strategy 2013-2028*.
- Ref 1 – 6 Rotherham Metropolitan Borough Council (2019). *Rights of Way Improvement Plan 2019 to 2024*.
- Ref 7 - 1 UK Government (2025). *National Policy Statement for renewable energy infrastructure (EN-3), 2025*. Available at: [National Policy Statement for renewable energy infrastructure \(EN-3\), 2025 - GOV.UK](#) (Accessed 3 March 2026)



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