

West Burton Solar Project

Environmental Statement Appendix 14.3: Outline Public Rights of Way Management Plan Revision **DE**

Prepared by: Transport Planning Associates

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APFP Regulation 5(2)(a)



A Planning Application by
WEST BURTON SOLAR PROJECT LIMITED

In respect of
**West Burton Solar Project,
LINCOLNSHIRE AND NOTTINGHAMSHIRE**

Outline Public Rights of Way Management Plan

February-April 2024



Document Management

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~~Figure 2.1 Public Rights of Way~~

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~~A Location Plan~~

~~B Public Rights of Way Core Plan~~

1 Introduction

- 1.1 This Outline Public Rights of Way (PRoW) Management Plan has been prepared by Transport Planning Associates (TPA) on behalf of West Burton Solar Project Ltd (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for West Burton Solar Project (hereafter referred to as the 'Scheme').
- 1.2 The Scheme is predominantly situated within the jurisdiction of West Lindsey District Council, who are the relevant planning authority. Lincolnshire County Council is the highway authority. A small section of the Cable Route Corridor is located within the jurisdiction of Bassetlaw District Council. Nottinghamshire County Council is the highway authority here.

The Scheme

- 1.3 The Scheme will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic (PV) array electricity generating station and energy storage system with a total capacity exceeding 50 megawatts (MW), and export connection to the National Grid. The grid connection point will be at the National Grid substation at West Burton Power Station.

This Document

- 1.4 This Outline PRoW Management Plan provides a framework for the management of PRoWs throughout the Site. The key aim is to ensure that PRoWs remain open, accessible and safe at all times throughout the Scheme's construction, operational and decommissioning phases.
- 1.5 This Outline PRoW Management Plan is structured as follows:
- Public Rights of Way within the Order Limits;
 - Management of Public Rights of Way during the Construction Phase;
 - Management of Public Rights of Way during the Operational Phase; and
 - Management of Public Rights of Way during the Decommissioning Phase.
- 1.6 It will be the responsibility of the undertaker to ensure that the appointed contractor complies with all statutory regulations and guidelines in relation to construction and movement activities.
- 1.7 This Outline PRoW Management Plan has been prepared following various stages of consultation, and through discussions with officers at Lincolnshire County Council. It should be read in conjunction with **Chapter 14** of the **Environmental Statement [APP-052]**, and the **Transport Assessment** at **Appendix 14.1 [EX4/WB6.3.14.1_C]**.

2 Public Rights of Way within the Order Limits

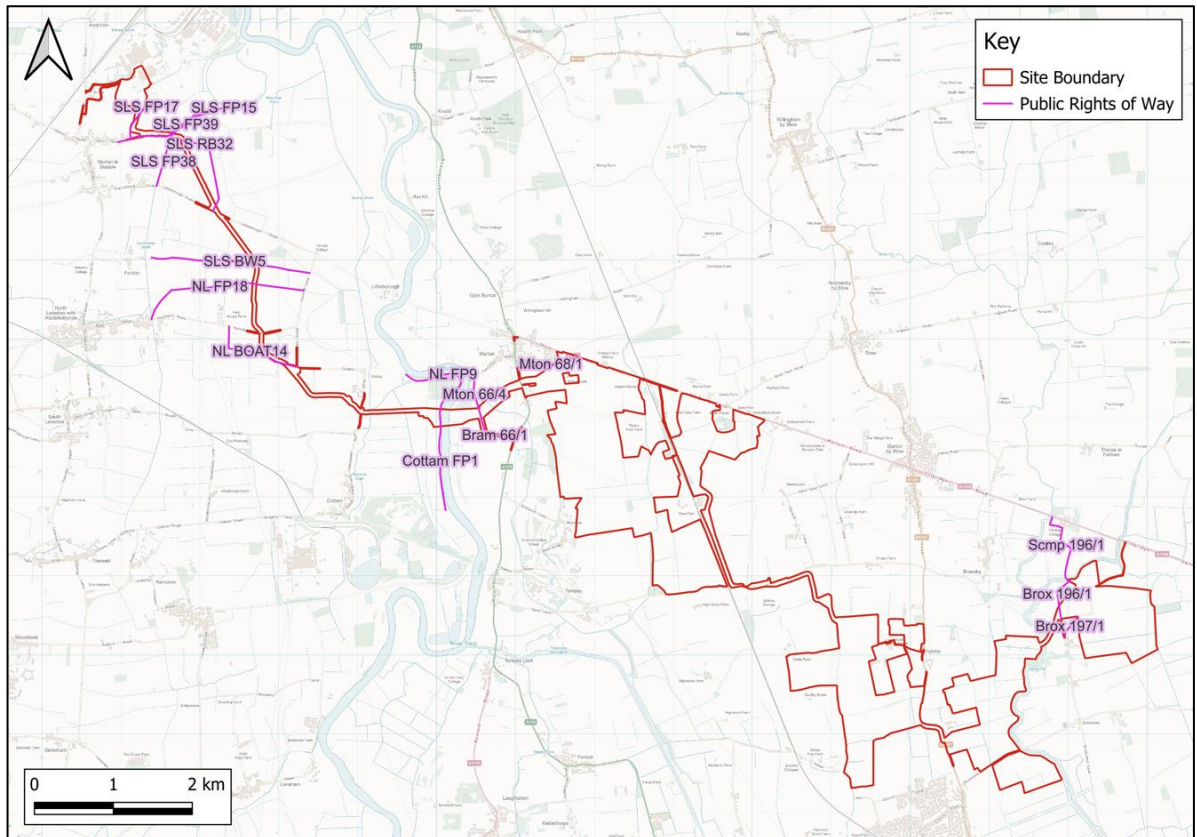
Overview of the Scheme

- 2.1 The Order Limits are shown in the **Location Plan** [EX4/WB2.1_B], included at **Appendix A**.
- 2.2 The main element of the Scheme comprises three Sites that will accommodate the solar arrays, energy storage and substations and one Site for the main substation. These are referred to as:
- **West Burton 1** – 91.32 ha, made up of a tight cluster of fields within an area of countryside to the northeast of the village of Broxholme;
 - **West Burton 2** – 306.98 ha, located to the west of West Burton 1 and within an area of countryside to the north of Saxilby; and
 - **West Burton 3** – 370.78 ha, located to the northwest of West Burton 2 and is split over the Lincoln to Gainsborough railway line. West Burton 3 is bounded by the A1500 to the north.
- 2.3 The electricity generated by the Scheme will be exported to the National Grid Substation at West Burton Power Station via underground electrical cables sited within the Cable Route Corridor. These connections will also facilitate the import of electricity to be stored within the energy storage system at West Burton Substation.
- 2.4 The Cable Route Corridor will be approximately 21.3km in length and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, PRowS and roads.

Public Rights of Way within the Order Limits

- 2.5 There are a number of PRowS that run through or nearby the Order Limits. These are shown in **Figure 2.1** and on the Public Rights of Way Plan [EX4/WB2.4_C] submitted with the DCO application and shown in **Appendix B**.

Figure 2.1 Public Rights of Way



2.6 PROWs that are within the Order Limits are described in **Table 2.1**.

Table 2.1 Public Rights of Way

Public Right of Way	Nearest West Burton Site	Route
Scmp 196/1	West Burton 1	A1500 south to a footbridge.
Brox 196/1	West Burton 1	Connects from Scmp 196/1 to Main Street
Brox 197/1	West Burton 1	Connects diagonally from Main Street to Main Street
Mton 68/1	West Burton 3	High Street to Stow Park Road
Bram 66/1	Cable Route	High Street to Mton 66/4
Mton 66/4	Cable Route	Connects from Bram 66/1 to Trent Port Road
Cottam FP1	Cable Route	Parallel to River Trent and connects onto North Leverton with Hablesthorpe FP9
North Leverton with Hablesthorpe FP9	Cable Route	Connects from Cottam FP1 continues north parallel to River Trent
North Leverton with Hablesthorpe BOAT14	Cable Route	Coates Road to Northfield Road
North Leverton with Hablesthorpe FP18	Cable Route	Northfield Road to Thornhill Lane
Sturton Le Steeple BW5	Cable Route	Fenton Lane to Thornhill Lane
Sturton Le Steeple FP38	Cable Route	Church Lane to Common Lane
Sturton Le Steeple RB32	Cable Route	Littleborough Lane to Common Lane
Sturton Le Steeple FP39	Cable Route	Common Lane to Ferry Lane
Sturton Le Steeple FP15	Cable Route	Common Lane towards Burton Round
Sturton Le Steeple FP17	Cable Route	Common Lane, near North Street Farm and connects to West Burton 1

2.7 The following Chapters set out the measures for the management of the PROWs within the Order Limits during the Construction, Operational and Decommissioning phases of the Scheme.

3 Management of Public Rights of Way during the Construction Phase

West Burton 1, 2 and 3

3.1 The construction phase for the Scheme will last approximately 24 months in total. An indicative construction programme is shown in **Table 3.1**.

Table 3.1 Indicative Construction Programme

Site/Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
West Burton 1																								
West Burton 2																								
West Burton 3																								
BESS																								
Grid Connect																								

3.2 The construction period will include the delivery of equipment to the Sites by HGVs. Equipment will be transported throughout the Sites via an internal access track. There are instances where the proposed internal access 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, to ensure the safety of all users.

3.3 Whilst some PRoWs are situated within close proximity of West Burton 1, 2 and 3, none cross the Sites themselves. Therefore, these PRoWs will operate as normal during the construction phase.

Cable Route Corridor

3.4 The electricity generated by the Scheme will be exported to the National Grid substation at West Burton Power Station via underground electrical cables sited within the defined cable route corridor. The Cable Route Corridor will be approximately 21.3km in length and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, Public Rights of Way (PRoW) and roads.

3.5 The Cable Route Corridor will be built out in sections over a 20-month period, with each section requiring a number of site accesses which will be in use simultaneously. It has been estimated that

each section will be approximately 4.4km. Each section will take approximately 90 working days to construct.

3.6 The following PRoWs will be crossed by the Cable Route Corridor:

- PROW Brox/196/1
- PROW Bram/66/1
- PROW Mton/66/4
- PROW Mton/68/1
- PROW NT|Cottam|FP1
- PROW NT|North Leverton|FP9
- PROW NT|North Leverton|FP18
- PROW NT|North Leverton|BOAT14
- PROW NT|Sturton Le Steeple|BW5
- PROW NT|Sturton Le Steeple|RB32
- PROW NT|Sturton Le Steeple|FP15
- PROW NT|Sturton Le Steeple|FP17
- PROW NT|Sturton Le Steeple|FP39

3.7 The PRoWs will be crossed by the proposed haulage road. Management measures will be put in place to ensure the safe movement of PRoW users. The measures to be employed where the PRoW is crossed by the haulage road are as follows:

- The provision of banksmen to hold vehicles if a PRoW user is present and advise all PRoW users of the potential for construction vehicles to be present;
- Speeds to be limited to 10mph;
- Drivers will stop and give-way to any PRoW user that they encounter. In particular, allowing equestrians to fully pass the vehicle and ensuring they are a safe distance away before continuing;
- Appropriate signage will be installed along the PRoW to make PRoW users aware of the construction activity. This will include information on construction times;
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so;
- Any damage to the surface of the footpath or bridleway will be repaired as soon as practical. The surface will be returned to its original condition following construction.

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

3.9 Where a temporary stopping up/diversion of a PRoW is required, [the Applicant will consult the local highway authority.](#) ~~prior notices to the PRoW officers at the local highway authority will be provided so far as possible.~~

3.10 All PRoWs within the Cable Route Corridor will be reinstated once the cable has been installed at each location.

PRoW Diversions

3.11 As stated above, 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.

3.12 It is not anticipated that any temporary PRoW diversions will be required for the Sites. However, in the unlikely case that a temporary diversion is required for health and safety reasons, areas within the Order Limits for a potential diversion have been identified. These are shown on the Public Rights of Way Plan [EX4/WB2.4_C]. Where the details of the required diversion are known, [the Applicant will consult](#) ~~advanced notice will be provided to~~ the local highway authority. In addition, details of the diversion will be advertised along the PROW for the local community to view.

3.13 In some cases, diversions of the PRoW will not be possible and the PRoW will be temporarily stopped up. This is the case where PRoWs span the width of the Cable Route Corridor within the Order Limits. As stated above, where there is a requirement to temporarily close a PRoW for the installation of underground cables, work will be undertaken overnight so far as is practicable to do so when there is unlikely to be any users.

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

Definitive Map Modification Orders (DMMO)

3.15 There are currently no Definitive Map Modification Order (DMMO) applications for areas within the Site. However, if future applications are submitted and orders made, they will be managed during construction in a similar manner to other PRoWs where practicable to do so. As the final location of any future proposed PRoW is not currently known, it may be necessary to close and/or divert any new PRoW during construction if required to ensure deliverability of the Scheme.

- 3.16 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRowWs.

4 Management of Public Rights of Way during the Operational Phase

Existing PRowS

- 4.1 As stated, whilst some PRowS are situated within close proximity of West Burton 1, 2 and 3, none cross the Sites themselves. Therefore, these PRowS will operate as normal.
- 4.2 Operational and maintenance vehicles may cross PRowS during visits to the Site, on an infrequent basis. During the Scheme's operational phase, there is anticipated to be less than one visit per day per Site for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. These movements will not generate any material effect PRowS, however, in the unlikely circumstance that there is damage to the surface of the PRow, it will be repaired as soon as practical and returned to its existing condition. Not all of these visits will require vehicles to cross a PRow.

Permissive Paths

- 4.3 A permissive footpath is incorporated into the Scheme design, in the vicinity of Saxilby, as shown as Work No. 11 on the Work Plans [EX4/WB2.3_D]. The path runs from the track off Sykes Lane along the Coder Lane Belt and then south and west to rejoin Sykes Lane opposite Hardwick Scrub. This permissive path will contribute to the wider network of footpaths in the area and facilitate greater public access to the countryside.

Definitive Map Modification Orders (DMMO)

- 4.4 There are currently no Definitive Map Modification Order (DMMO) applications for areas within the Site. However, if future applications are submitted and orders made, any new PRow will be managed during operation of the Scheme where practicable to do so. However, as the final location of any future proposed PRow is not currently known, it may be necessary to close and/or divert any new PRowS during operation if required to ensure deliverability of the Scheme.
- 4.5 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRowS.

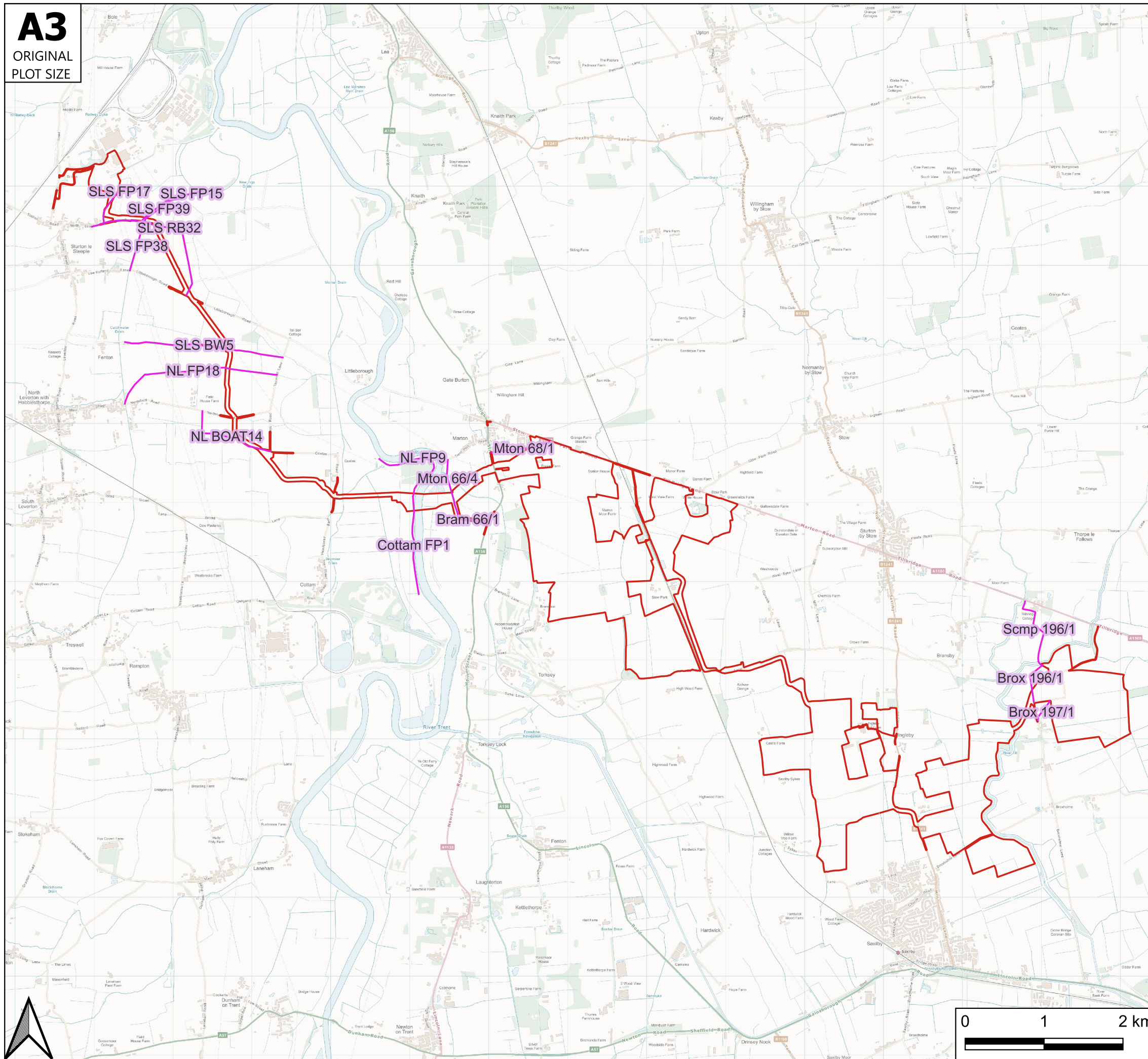
5 Management of Public Rights of Way during the Decommissioning Phase

- 5.1 The Scheme has a maximum operational life of 60 years. At the end of the Scheme's operational life it will be decommissioned.
- 5.2 A Decommissioning Statement [REP3-026] has been prepared and a final Decommissioning Plan will be submitted to the local planning authority for approval prior to decommissioning. This will be secured by a requirement of the DCO.
- 5.3 During the Decommissioning Phase, PRoWs will be managed in a similar way as the Construction Phase, as set out in Chapter 3. There are likely to be instances where access tracks cross PRoWs. 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.

Figures

A3

ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- Public Rights of Way

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
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Welwyn Garden City

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Bristol
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0117 925 9400
www.tpa.uk.com



CLIENT:
West Burton Solar Project Limited

PROJECT:
West Burton Solar Project

TITLE:
Public Rights of Way Plan

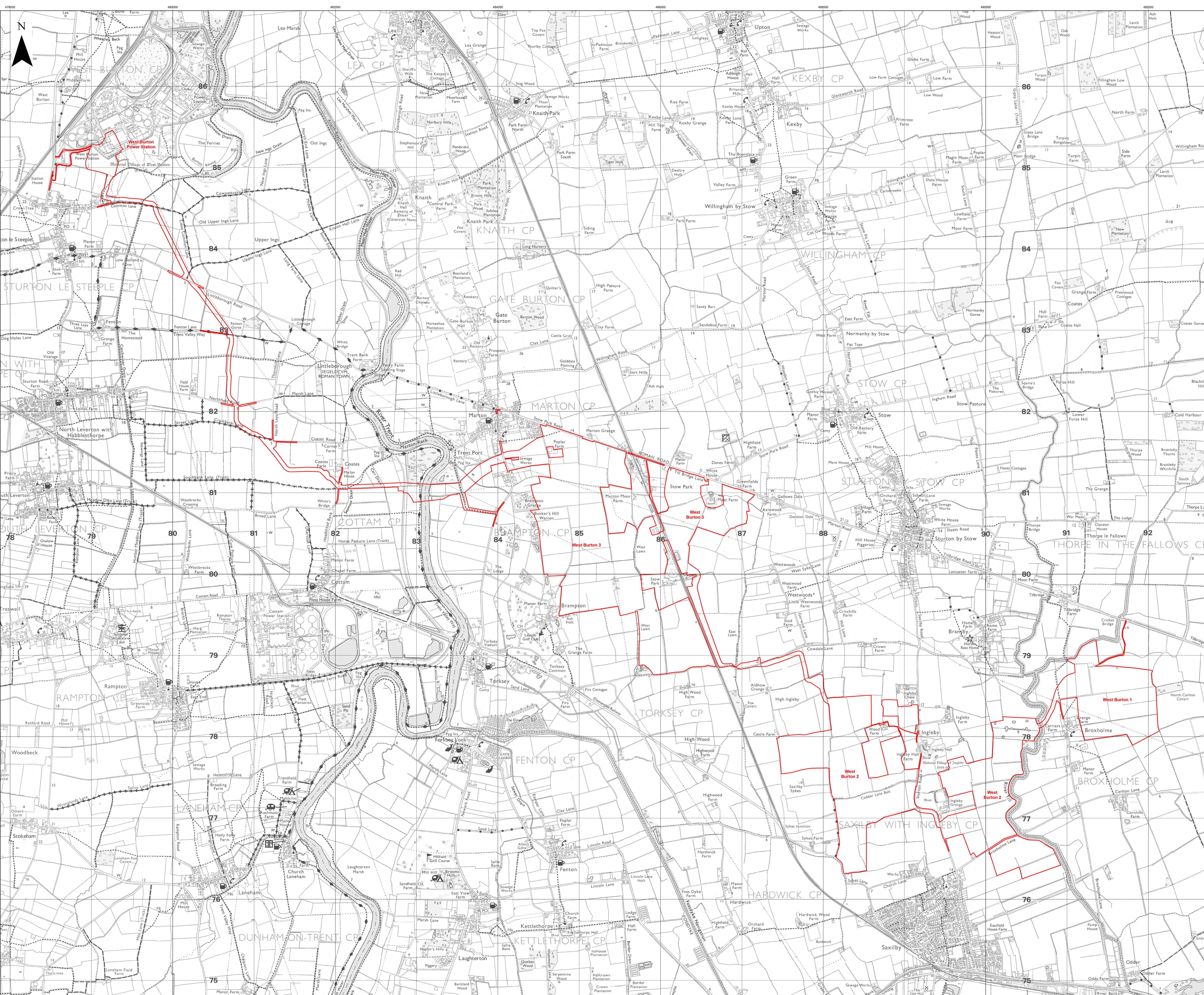
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SCALE: As Shown	DATE: 11.01.24	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-061	DRAWING NO: Figure 2.1		REVISION: -	



APPENDIX A

Key
 Order Limits



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 Eir, CGM, USG, Eir, UK, Eir, TomTom, Garmin, FAO, NOAA, USGS



0 1 2 Kilometres
 Scale: 1:15,000@A0

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Ref: P2983_LPR_ZZ_ON_DR_Z_0207	Date: 19/01/2024
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Location Plan (Change Request Version)

WEST BURTON SOLAR PROJECT

APPENDIX B

- Key**
- Order Limits
 - Sheet Index
 - Potential PROW Diversion Area
 - Public Right of Way (PROW)
 - Footpath
 - Bridleway
 - Byway
 - Byway Open to All Traffic
 - PROW to be temporarily stopped up
 - Footpath
 - Bridleway
 - Byway
 - Byway Open to All Traffic

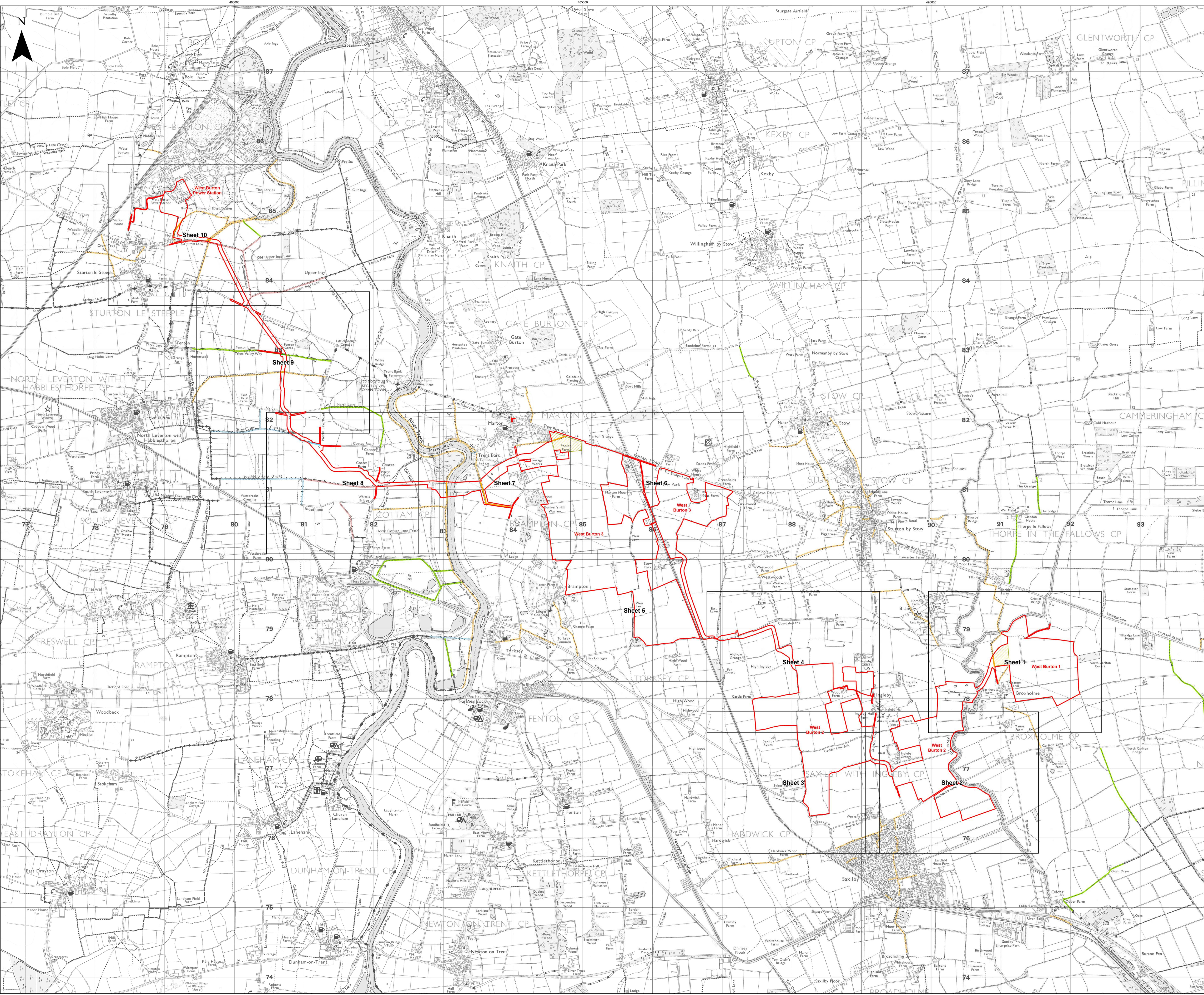
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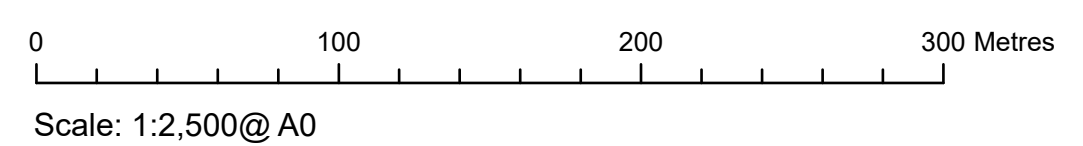
Public Rights of Way Plan
 Index Sheet
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WEST BURTON SOLAR PROJECT



- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PRoW Diversion Area
 - Public Right of Way (PRoW)**
 - Footpath
 - PRoW to be temporarily stopped up**
 - Footpath
 - PRoW to be temporarily stopped up - start and end points**
 - Footpath

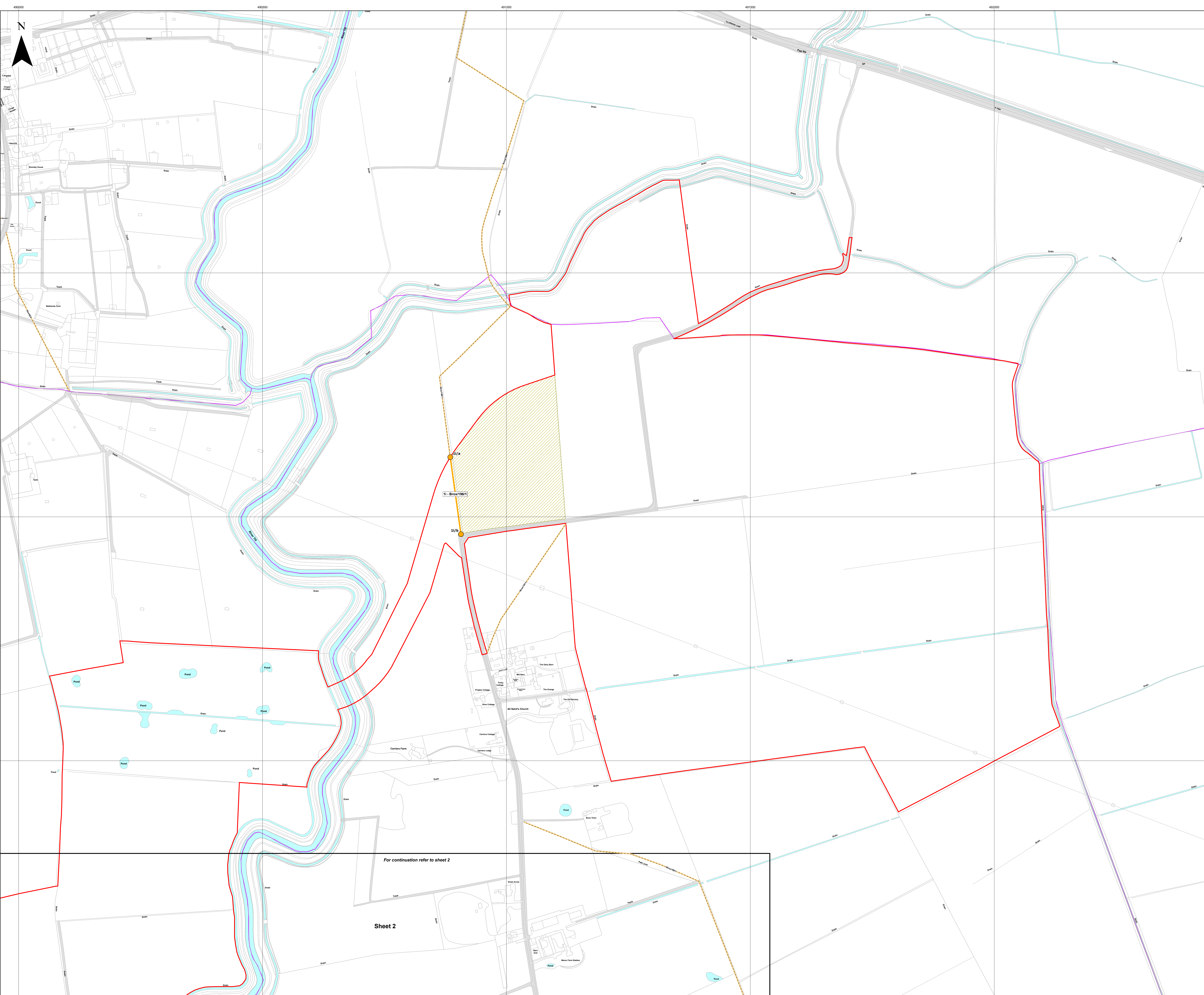
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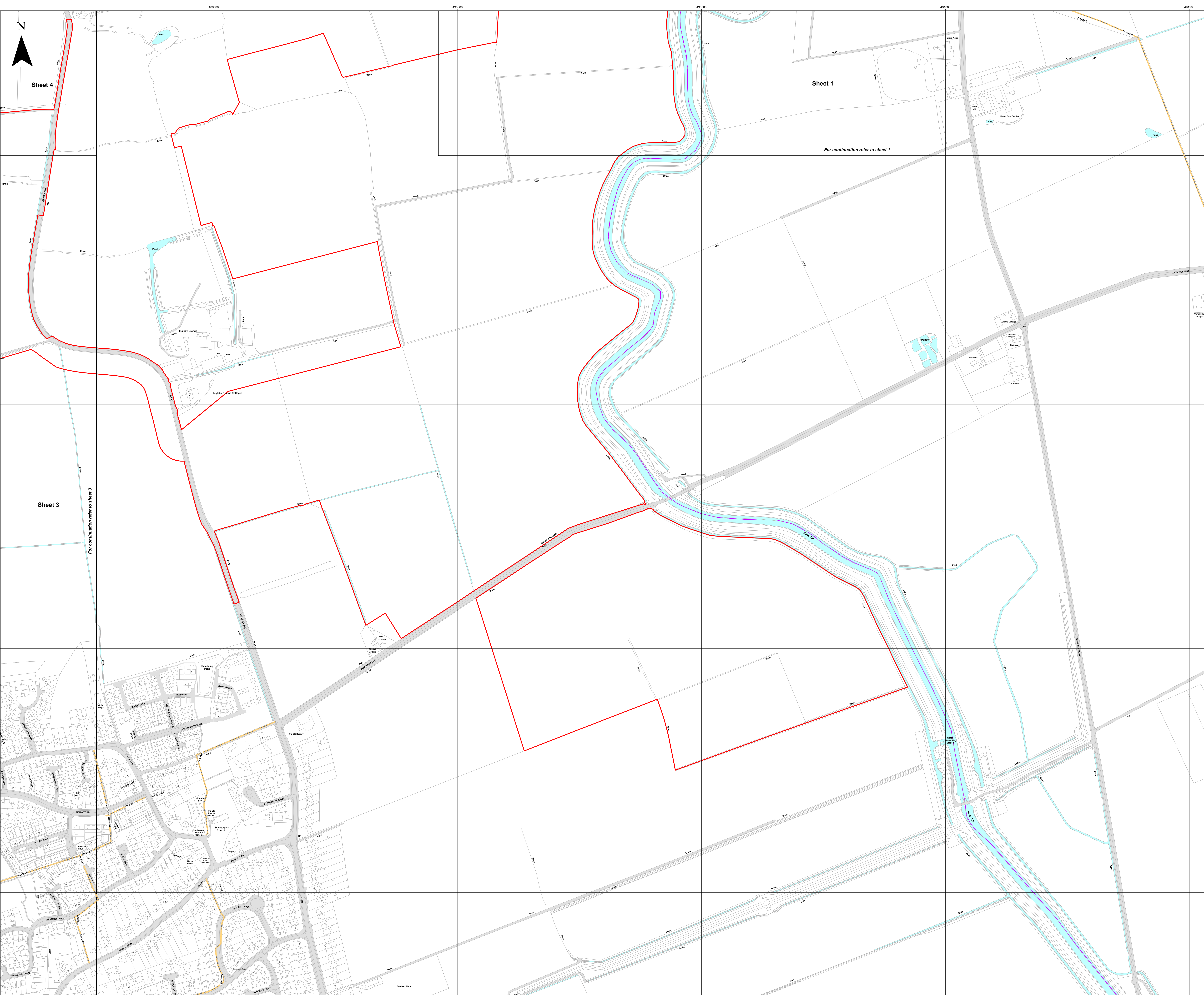
Public Rights of Way Plan
 Sheet 1 of 10
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WEST BURTON SOLAR PROJECT



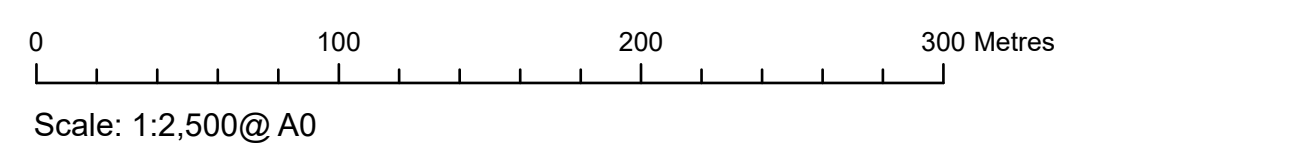
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Sheet 2



- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PRoW Diversion Area
 - Public Right of Way (PRoW)
 - Footpath

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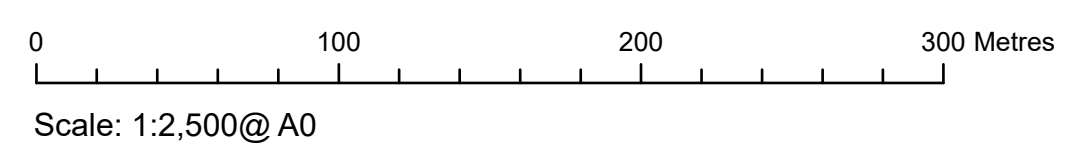
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- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PRow Diversion Area
 - Public Right of Way (PRow)
 - Footpath

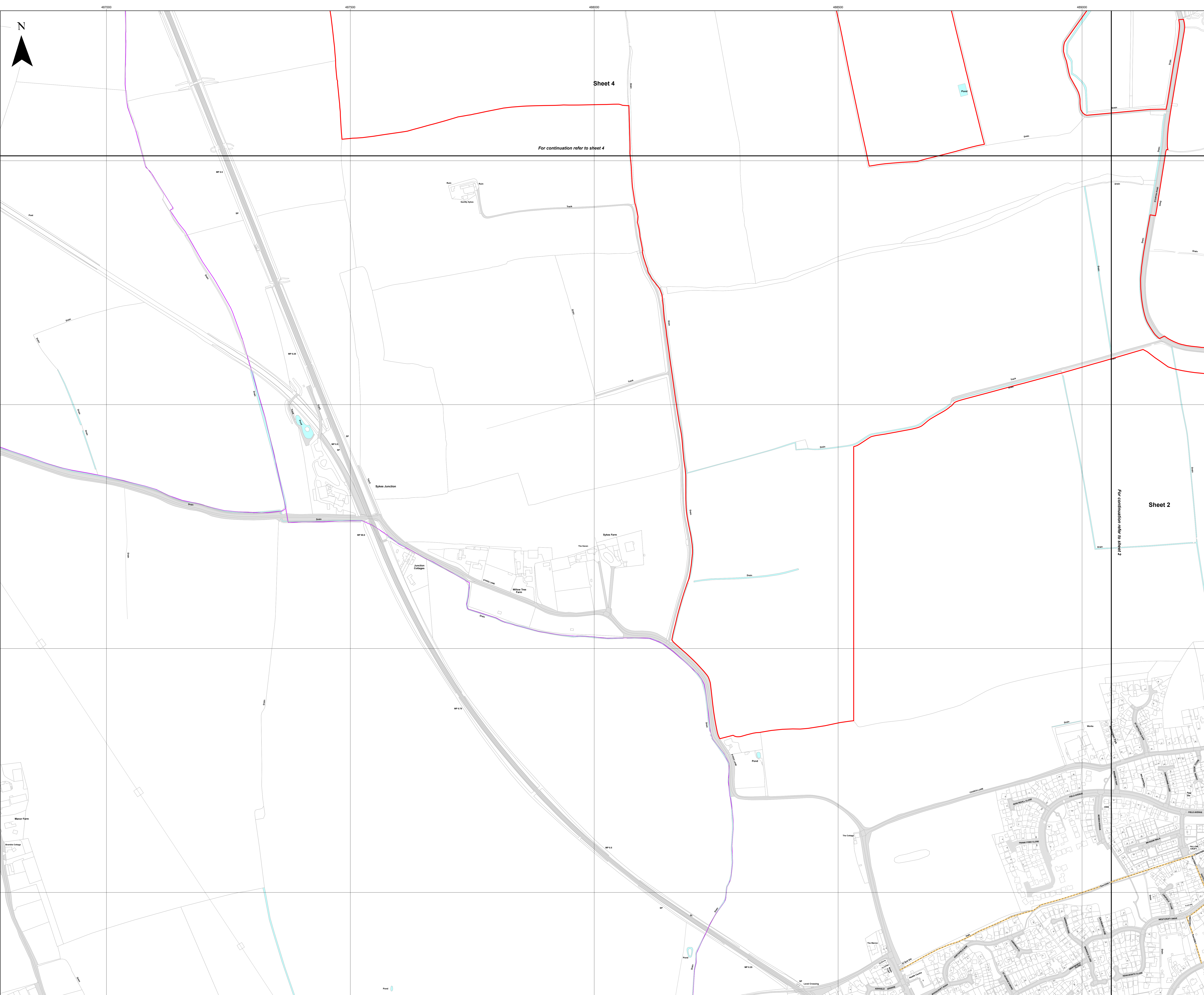
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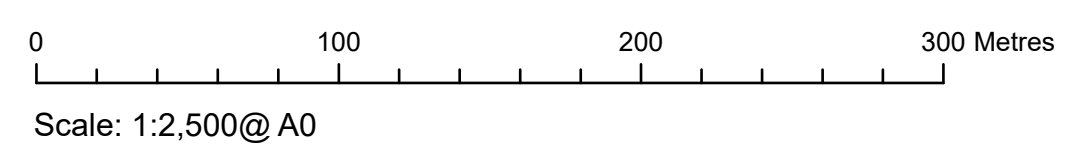
Public Rights of Way Plan
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WEST BURTON SOLAR PROJECT



- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PTOW Diversion Area
 - Public Right of Way (PROW)
 - Footpath

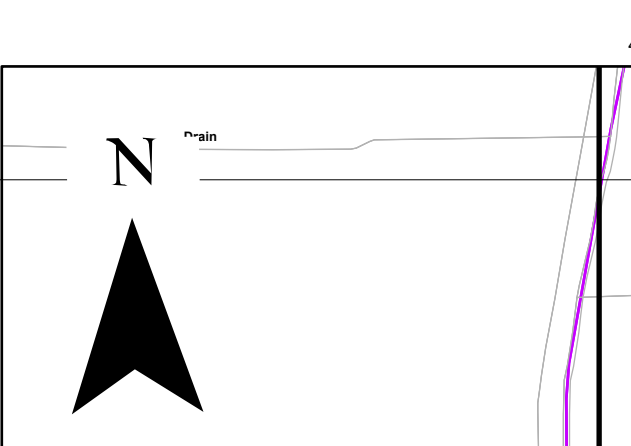
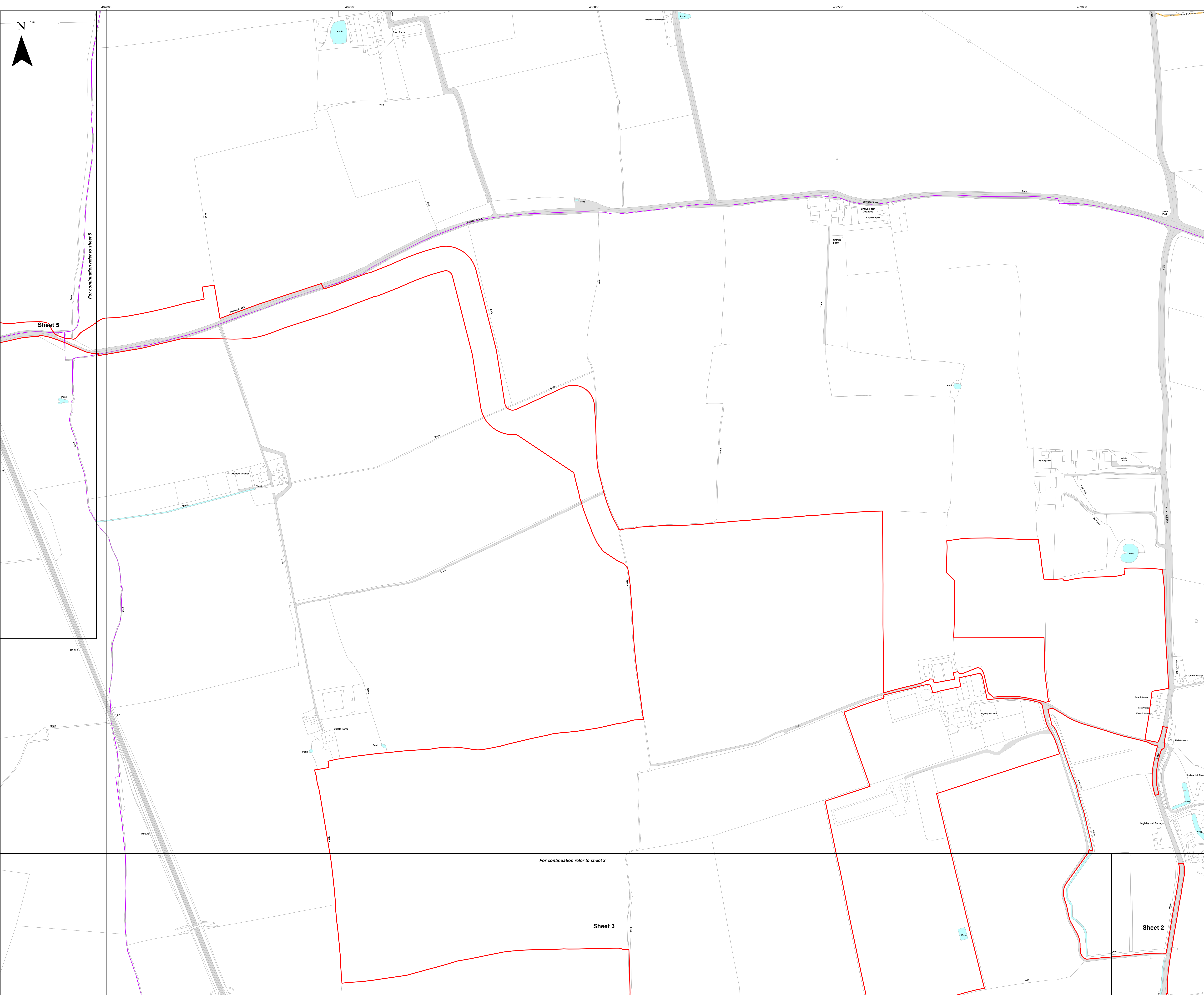
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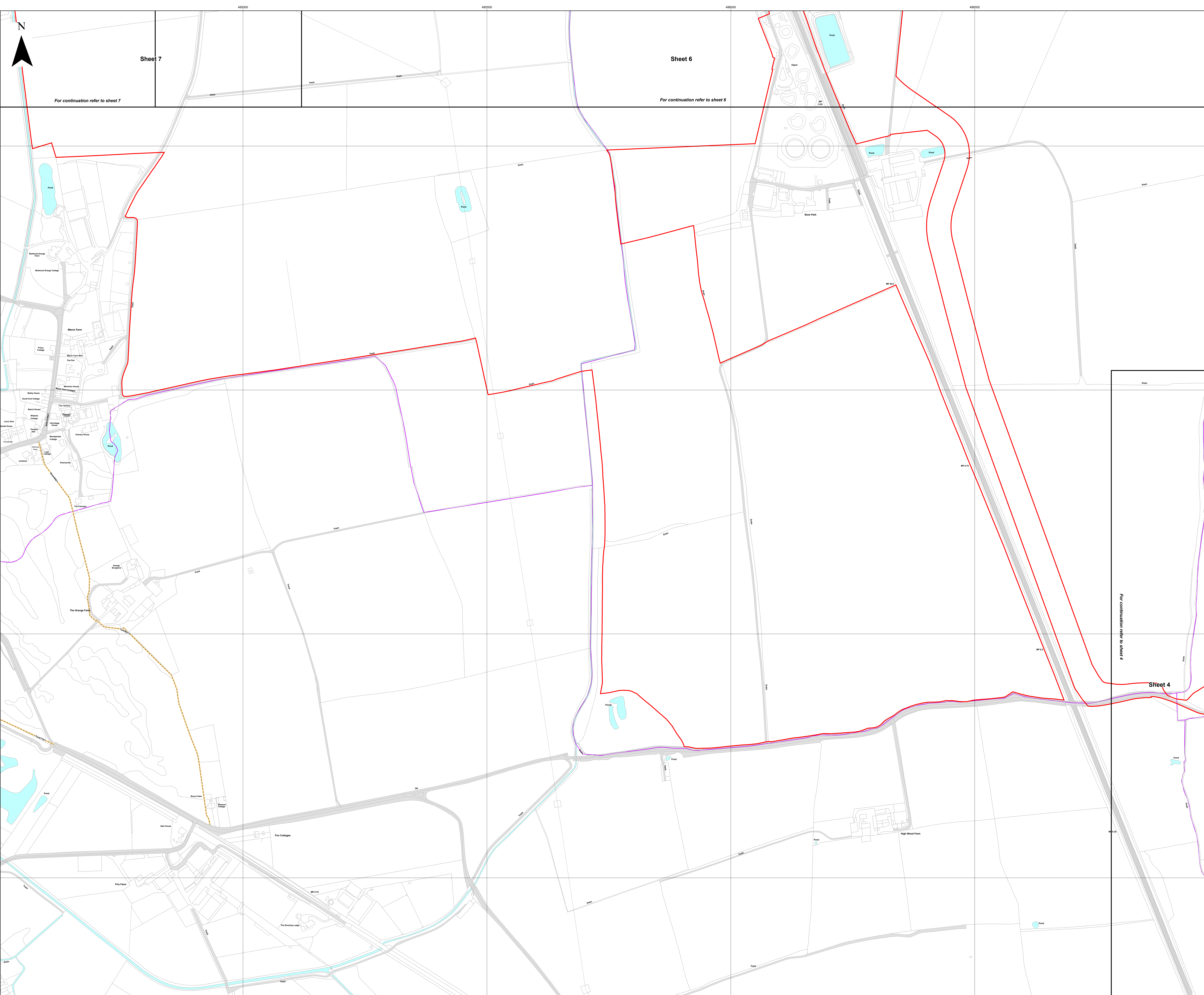


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Public Rights of Way Plan
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WEST BURTON SOLAR PROJECT





Sheet 7
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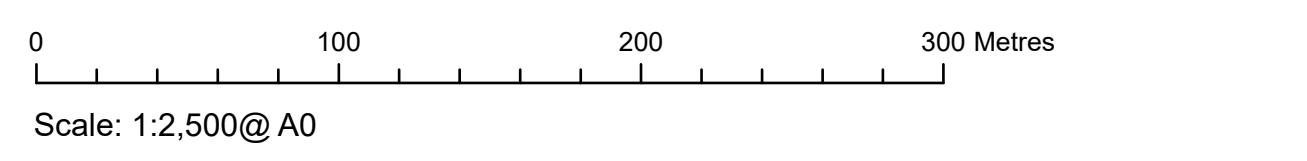
Sheet 6
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For continuation refer to sheet 4



- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PRow Diversion Area
 - Public Right of Way (PRow)
 - Footpath

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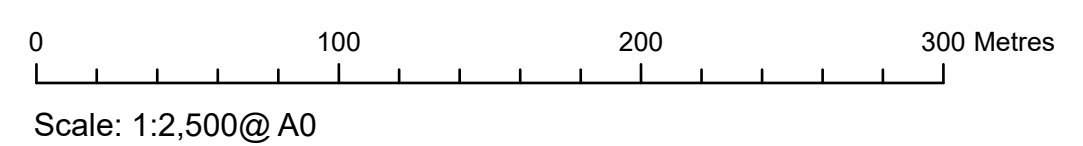
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Public Rights of Way Plan
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WEST BURTON SOLAR PROJECT

- Key**
- Order Limits
 - Sheet Index
 - Civil Parish Boundary
 - Potential PtO/W Diversion Area

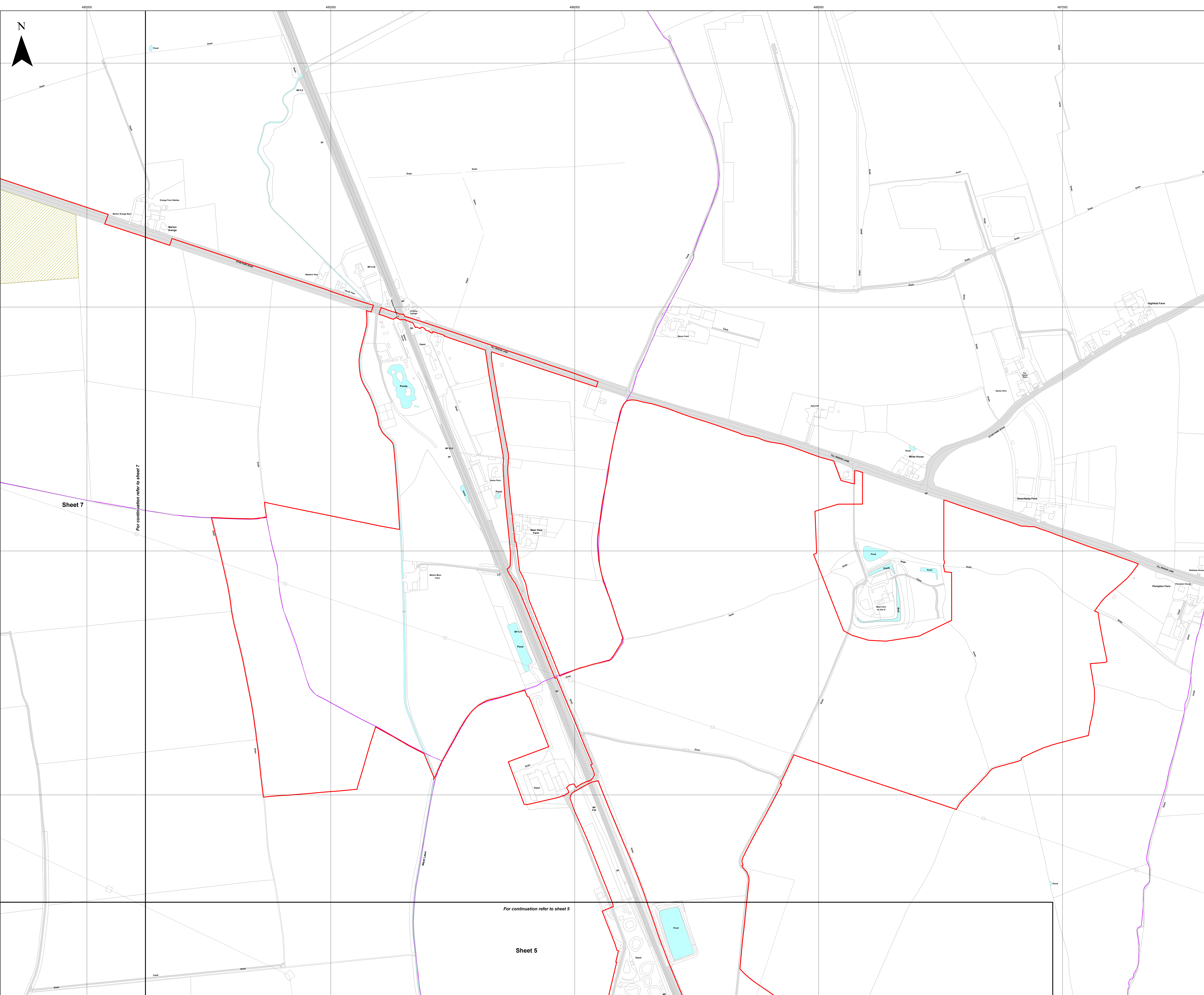
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









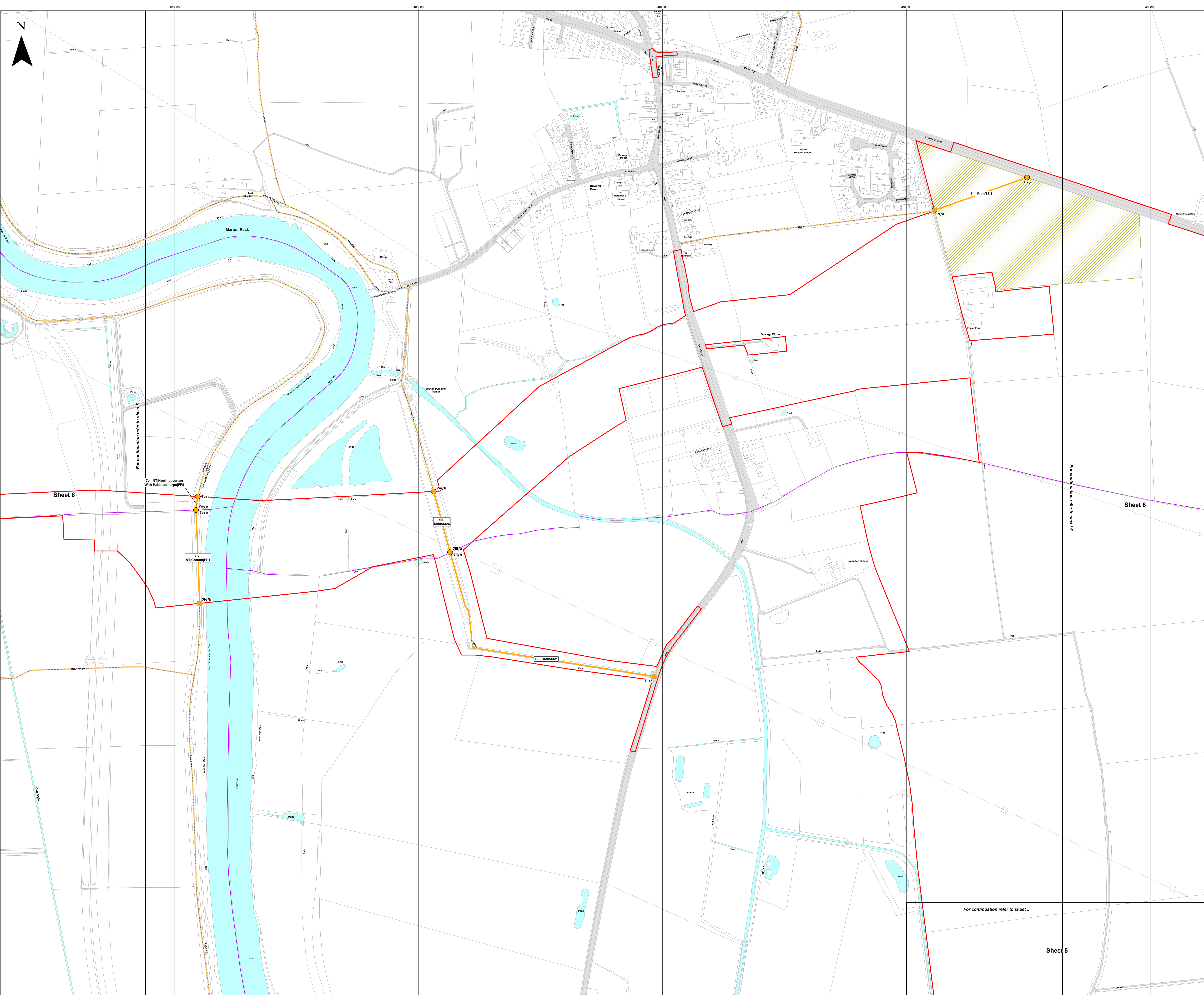
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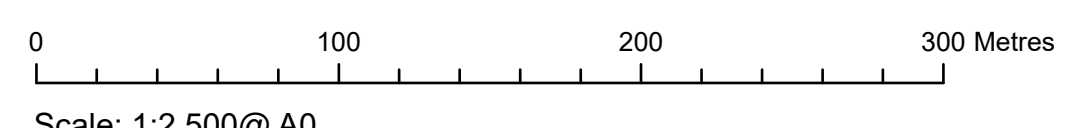
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 -  Footpath



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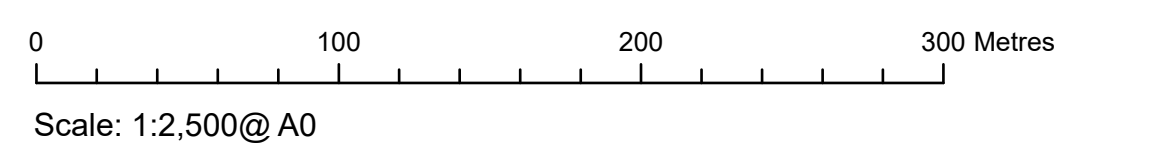
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Ref: P2963_LPR_ZZ_ON_DR_Z_0210	Date: 09/01/2024
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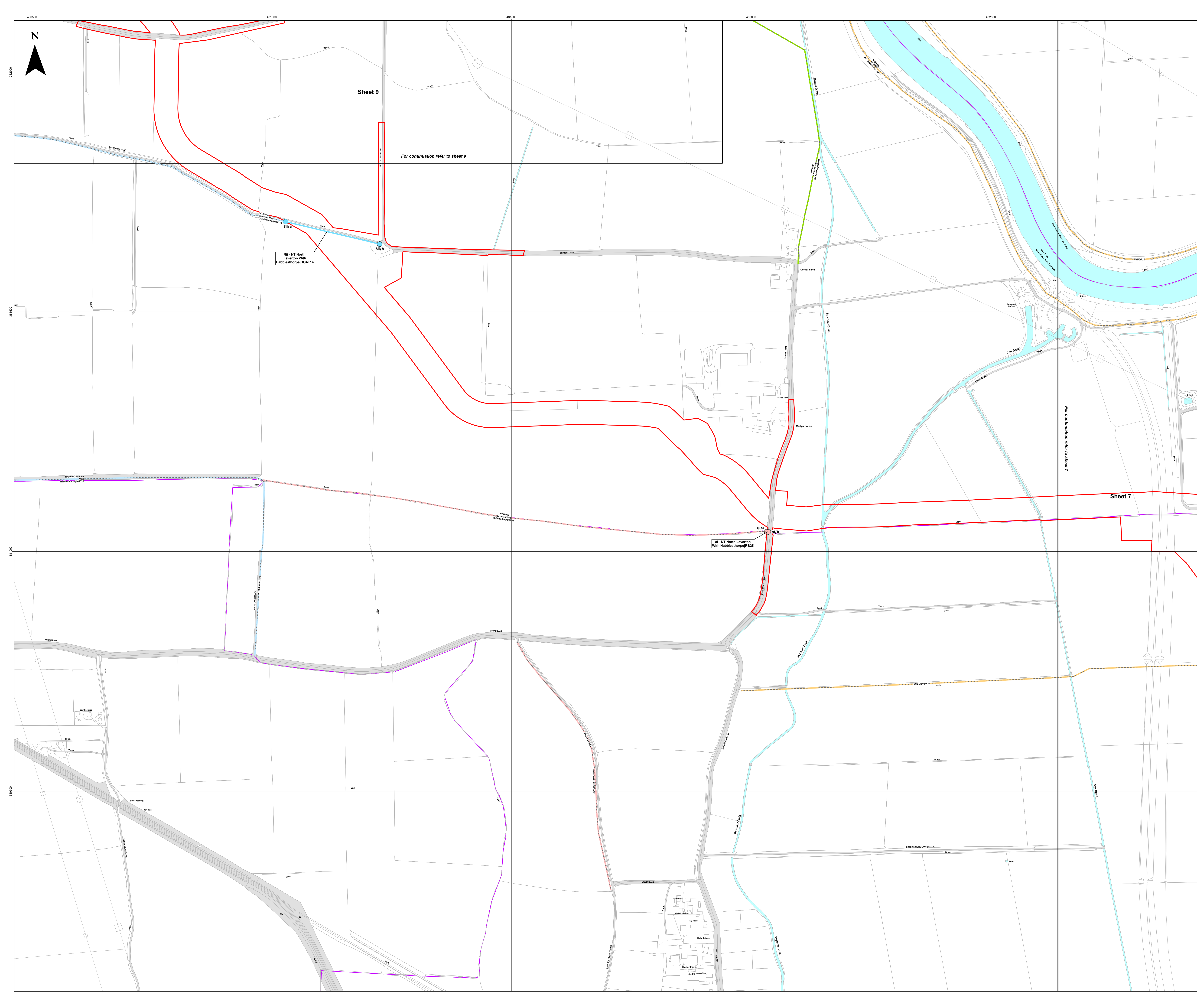
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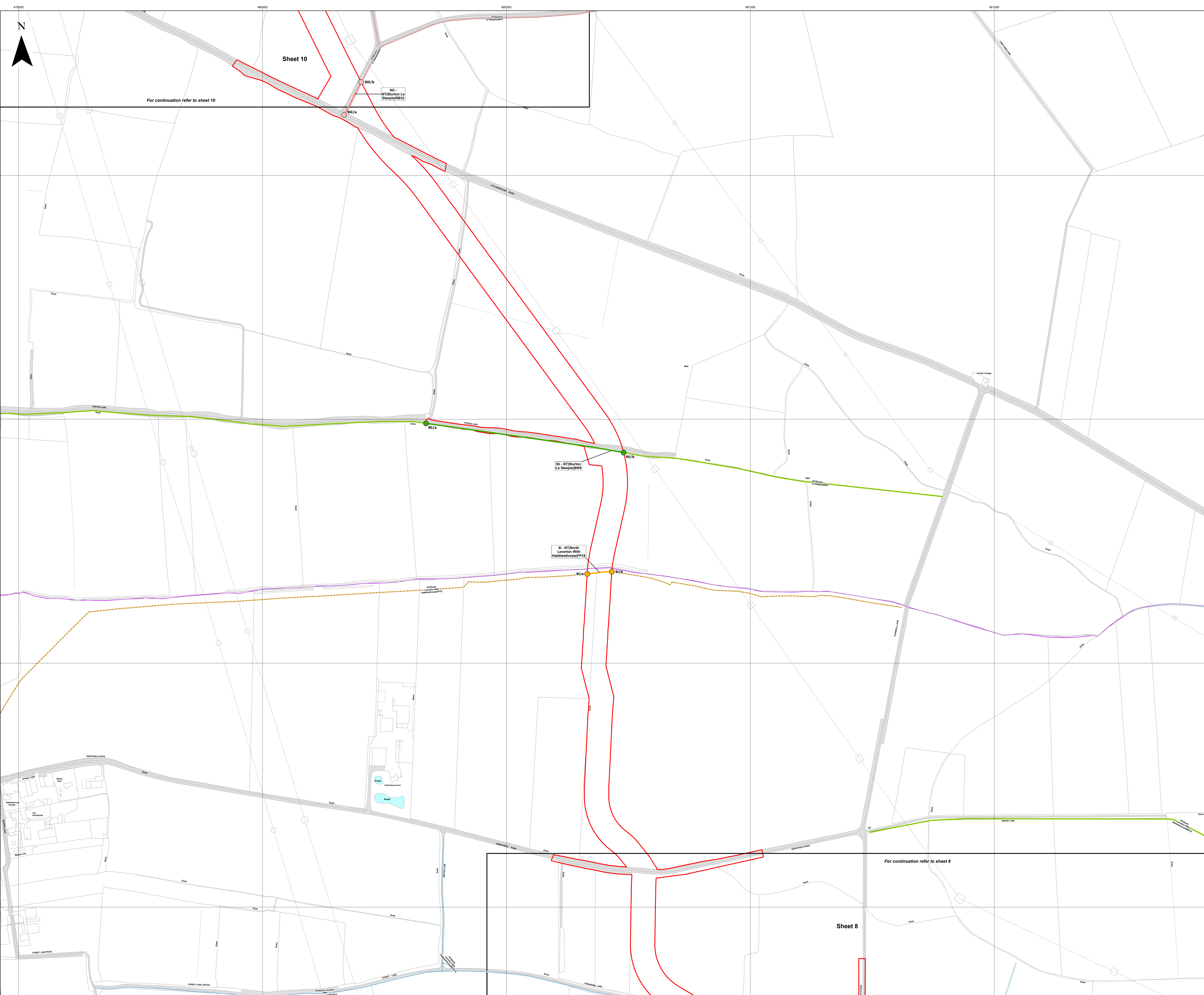


APFP Regulation: 5(2)(k)	Application Doc No. WB2.4_A
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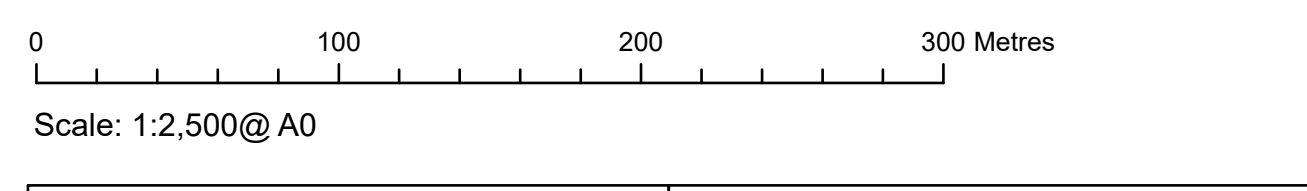
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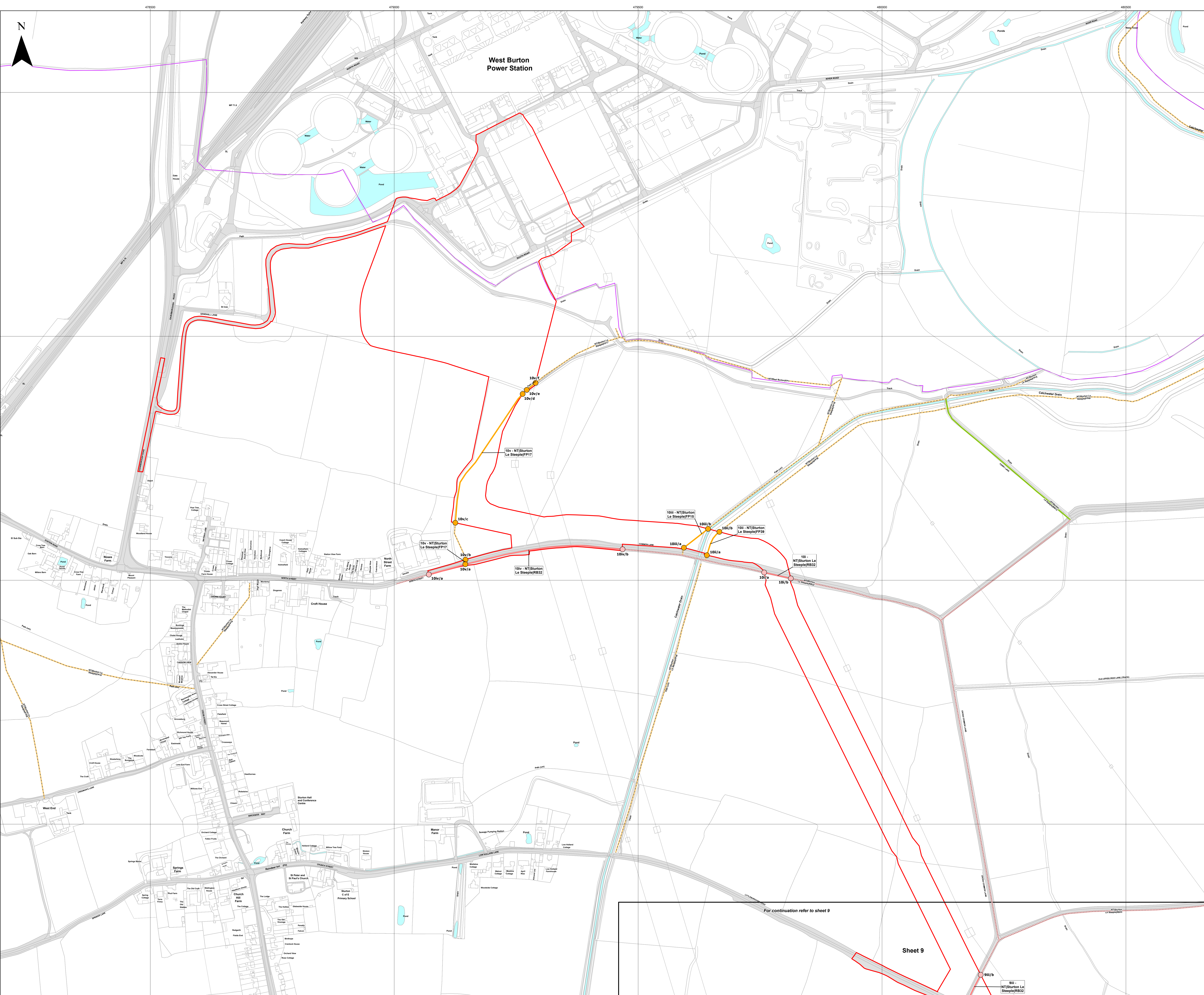
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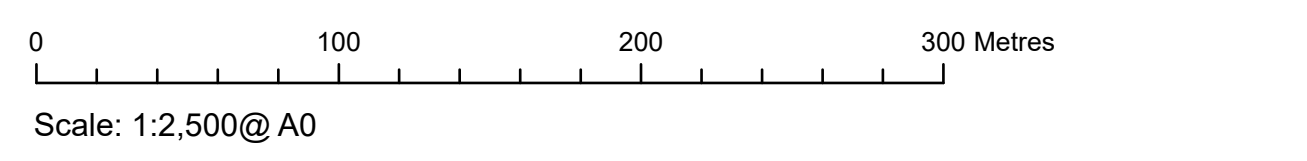
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