

From: [Neil McBride](#)
To: [Cottam Solar Project](#)
Subject: Cottam Solar ExAs Questions
Date: 22 November 2023 13:28:57
Attachments: [image003.jpg](#)
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[image009.png](#)

Good afternoon,

Further to the Council's response to the ExAs first round of questions – in respect of Q1.12.26 further details are provided below

9.4: Claimed routes

The following claimed routes have been identified as potentially affecting the proposed development:

- DMMO 591: <https://www.lincolnshire.gov.uk/directory-record/70974/stow-dmmo-591>
- DMMO 680: <https://www.lincolnshire.gov.uk/directory-record/72656/kexby-and-willingham-dmmo-680>
- DMMO 688: <https://www.lincolnshire.gov.uk/directory-record/74625/stow-dmmo-688>
- DMMO 689: <https://www.lincolnshire.gov.uk/directory-record/74626/stow-dmmo-689>
- DMMO 692: <https://www.lincolnshire.gov.uk/directory-record/74677/willingham-dmmo-692>
- DMMO 695: <https://www.lincolnshire.gov.uk/directory-record/74702/willingham-dmmo-695>
- DMMO 696: <https://www.lincolnshire.gov.uk/directory-record/74703/willingham-dmmo-696>

The details of how these claims may affect the scheme, and also details of other PROW affected were detailed in the line by line review previously supplied (copied below):

Sheet by sheet review

Below is a sheet by sheet review. The sheet numbers relate to the Land Plan sheets for the project, but we have also been through the more detailed rights of way plans which have different sheet numbers. I have indicated where we discuss the detailed plans below and what sheet we are referring to.

Most of the issues raised are claimed paths which are currently an allegation, but they have the potential to impact the proposal if they are determined to be a PROW. Potentially these could be resolved within the DCO by dedicating new PROW where strategically valuable accompanied with extinguishing unrecorded PROW to reduce/mitigate the risk in the future of claims being successful. There are a few areas where there could be some enhancement offering as part of the application.

Sheet 1:

No issues

Sheet 2:

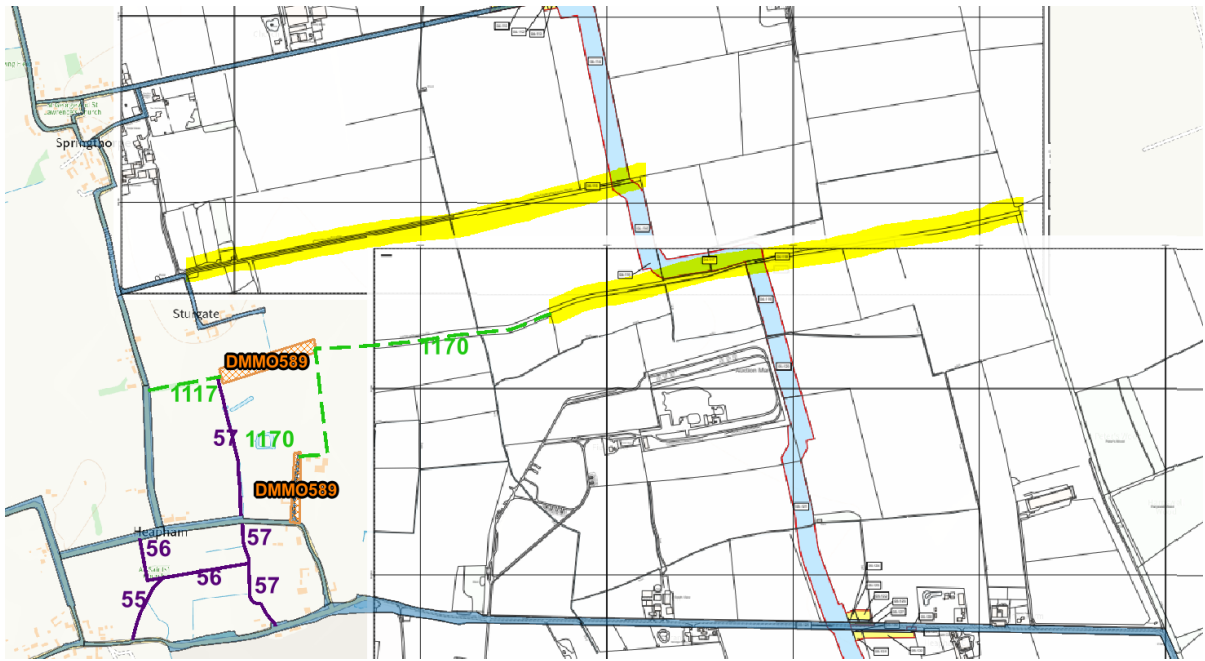
Pilh/20 impacted - No issues with mitigation proposed

Sheet 3:

No issues

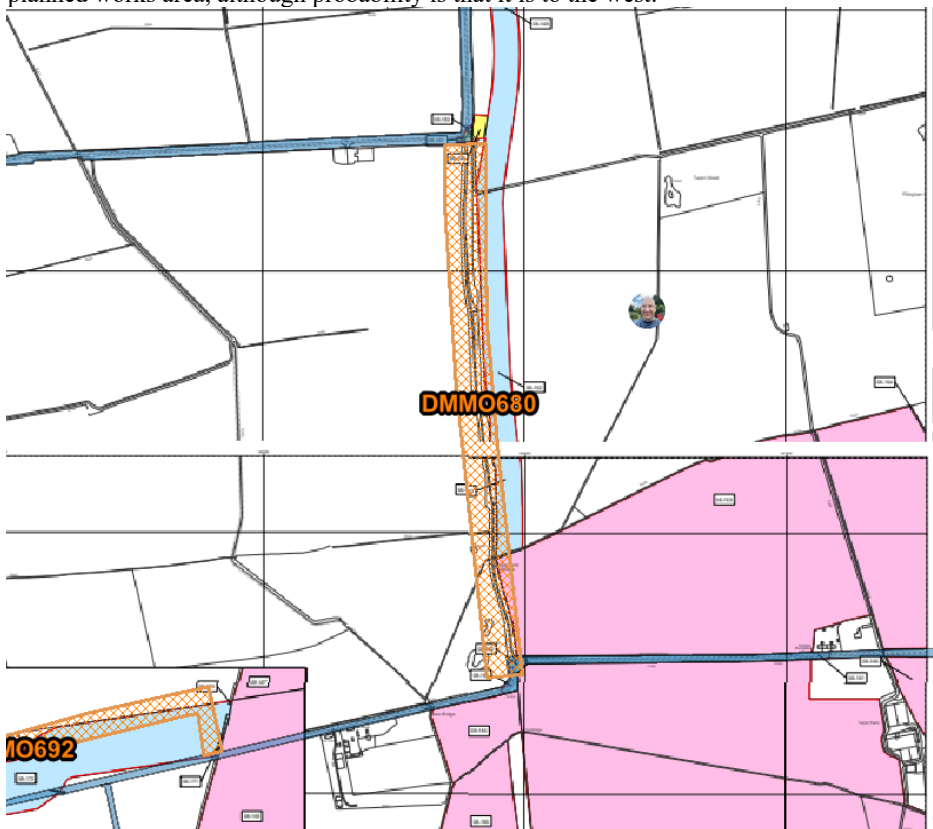
Sheet 4:

Potential unrecorded PROW east of Sturgate which potentially could be claimed in the future; No applications have been received regarding these at present however we are aware that an applicant who has been prolific in submitting historic claims has yet to examine this section of the County so there is a risk that further claims may be received here.



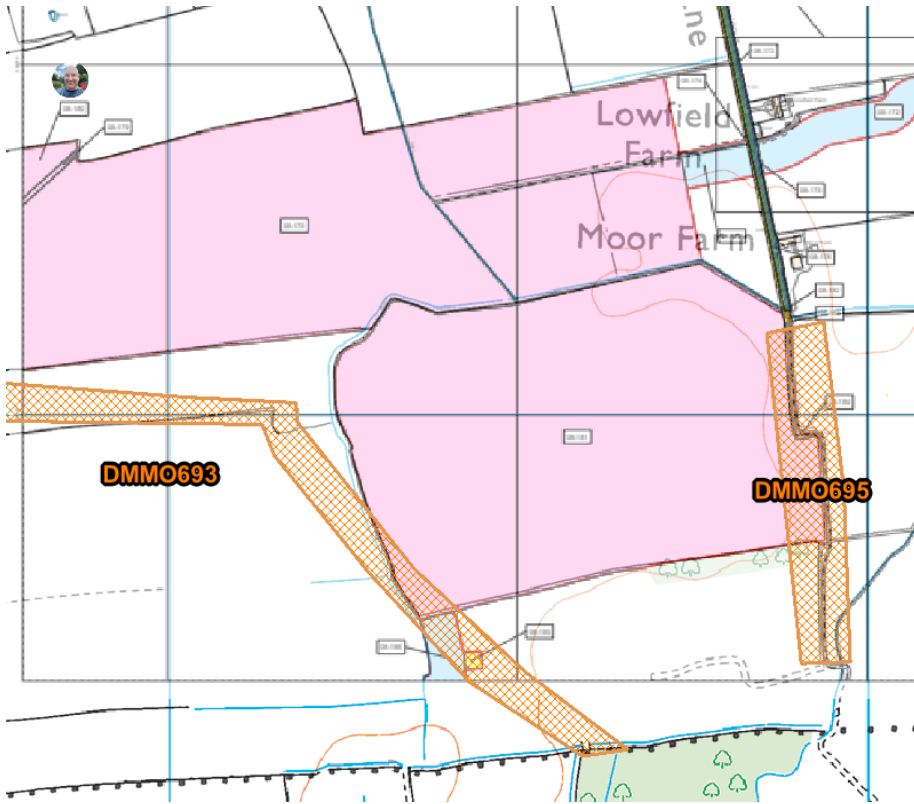
Sheet 5:
No issues

Sheet 6:
Claimed RB from Glentworth Road to Fillingham Lane - DMMO680 potentially might intersect with the planned works area, although probability is that it is to the west.



Sheet 7:
No issues

Sheets 8:
DMMO680, DMMO695 and DMMO693 are impacted by the proposal:



Sheet 9:

Fillingham 86 - Proposed to be temporarily stopped up. More details are needed here and the diversion area included in the plan. More details of how long they are proposing stopping up. As the bridleway is on the edge of the site we are not clear why it would need to be stopped up or diverted.

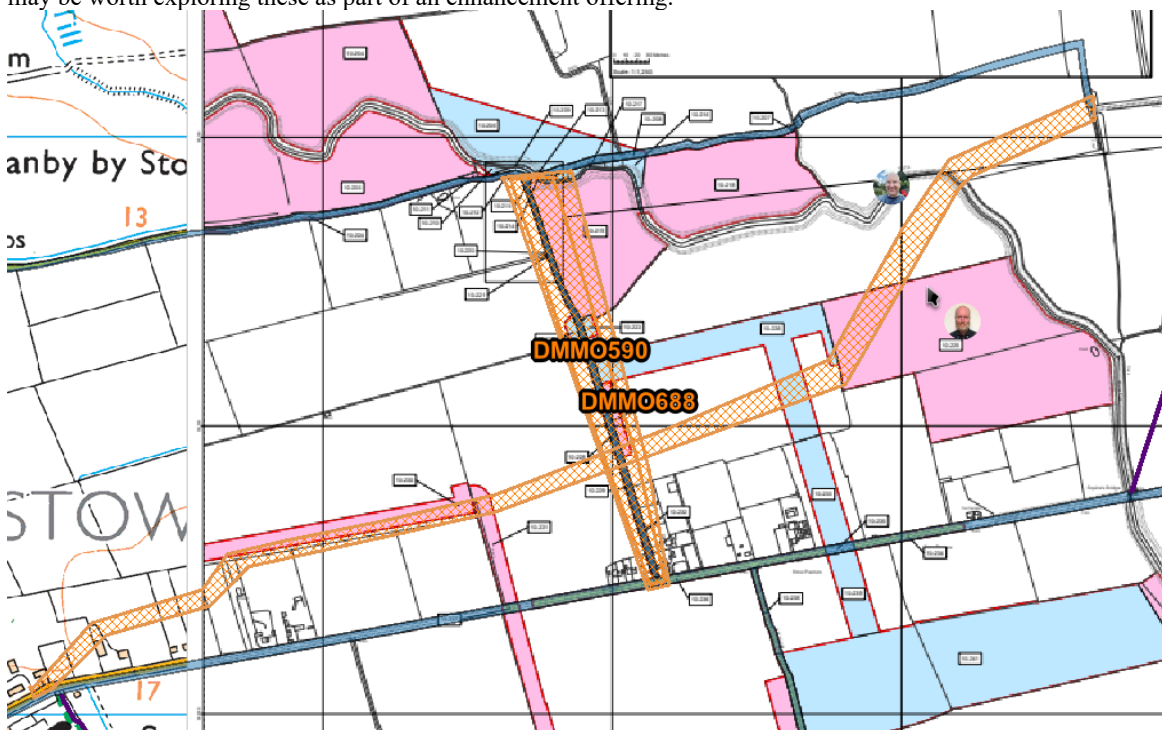
3.8 of plan sentence is not complete: *"Fill/86/1 will not be crossed by the proposed internal access track. Therefore no management of this PRoW is Y during the construction phase."*

Some issues with this proposal:

- No notice period
- No defined closure period
- No details of reinstatement

Sheet 10:

DMMO590 and DMMO688 impact the site. DMMO688 has strategic potential to create circular routes and it may be worth exploring these as part of an enhancement offering.



Sheets 11:

FP 83 - The proposal does not widen the route like Pilh/20 - is this sufficiently wide already to allow PROW users and traffic to pass? There is an extremely large diversion area included in the rights of way plan Sheet 9 - any deviation into that area would significantly negatively impact the utility of the route. The direct line should be preserved.

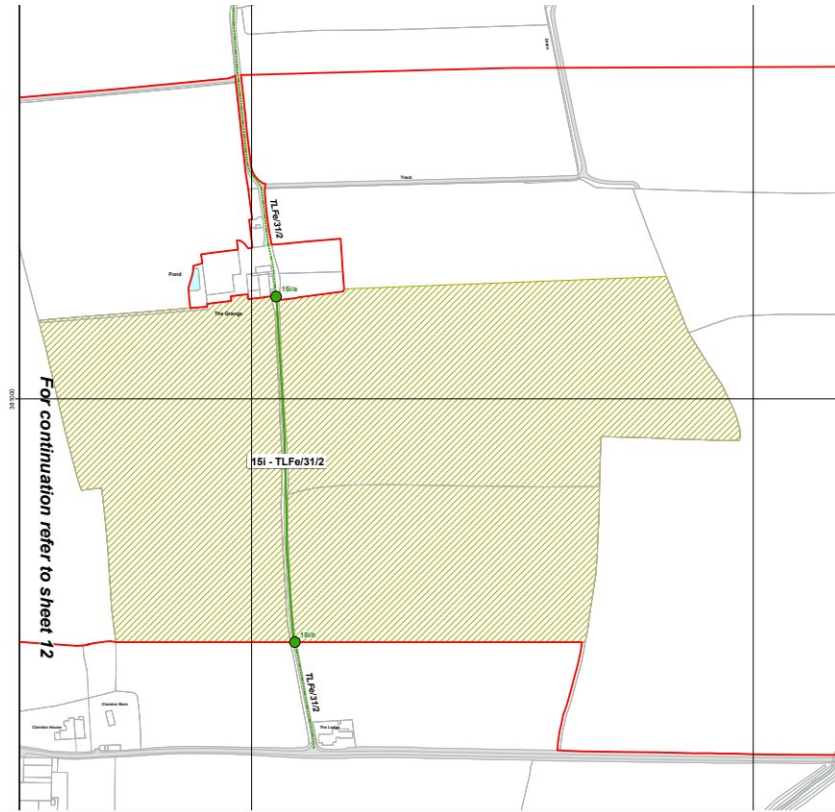
Sheet 12:

no comments

Sheets 13:

TFLe/31 impacted.

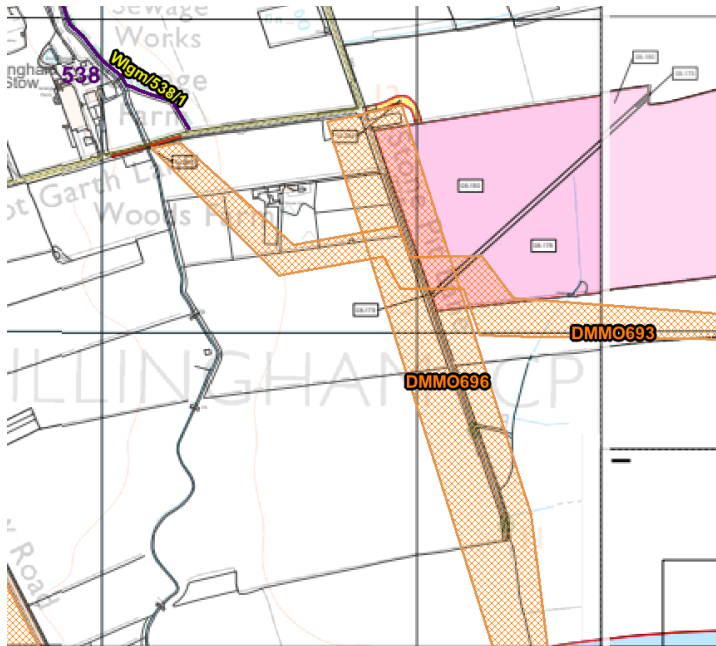
Extremely large diversion area included in the rights of way plan Sheet 11 - From a recreational point of view for users, horse riders in particular, there is a potential for a circular bridleway route to be included around this area as an enhancement to the scheme in this area instead of just a linear diversion.



Sheets 14:

DMMO 693 impacts the site

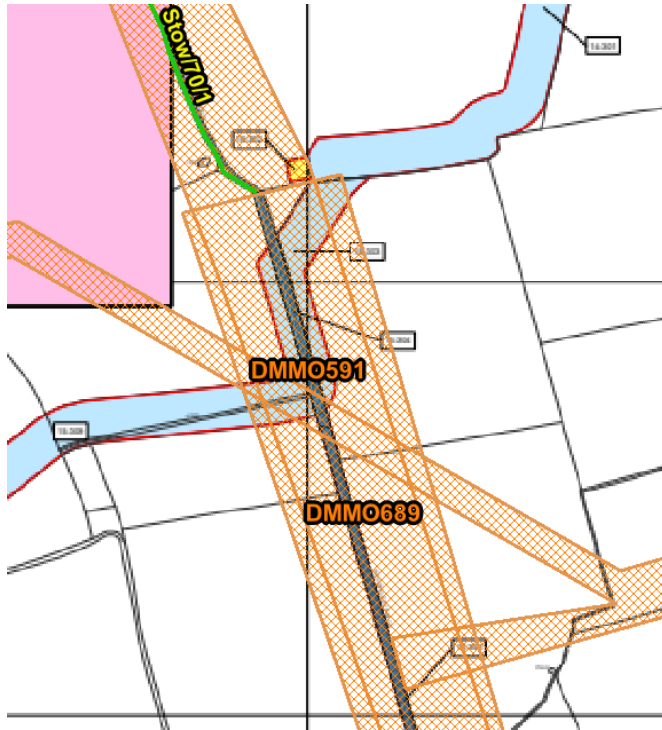
DMMO 696 runs to the east of the site



Sheets 15:

Part of DMMO688 can be potentially be realised by the application red line boundary.

DMMO591 and DMMO689 impact the site:



Sheets 16:

Morton 68 - there is potential for an enhancement by diverting the route to the north along the western edge of the field as part of the DCO. This would place the termination point of the path on the lower 30mph speed limit of the road rather than the higher 60mph limit, and closer to the residential site. This also means that the path would have greater potential benefit and utility as a short circular walk for Marton village

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