

Cottam Solar Project

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

Prepared by: Transport Planning Associates

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APFP Regulation 5(2)(a)



A Planning Application by
COTTAM SOLAR PROJECT LIMITED

In respect of
**Cottam Solar Project,
LINCOLNSHIRE**

Outline Public Rights of Way Management Plan

~~January-February~~ 2024



Document Management

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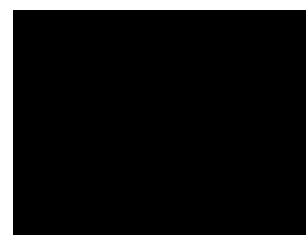
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Contents	Page
1 Introduction	1
2 Public Rights of Way within the Order Limits	2
3 Management of Public Rights of Way during the Construction Phase	7
4 Management of Public Rights of Way during the Operational Phase	12
5 Management of Public Rights of Way during the Decommissioning Phase	13

List of Figures

[Figure 2.1 Public Rights of Way](#)

~~Figure 2.1 Public Rights of Way~~

List of Appendices

[A Order Limits](#)

[B Public Rights of Way Core Plan](#)

[C PRow Surveys](#)

~~A Order Limits~~

~~B Public Rights of Way Core Plan~~

~~C PRow Surveys~~

1 Introduction

- 1.1 This Outline Public Rights of Way (PRoW) Management Plan has been prepared by Transport Planning Associates (TPA) on behalf of Cottam Solar Project Ltd (the 'Applicant') in relation to an application for a Development Consent Order (DCO) for Cottam 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 Cottam 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 developer 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-049EN010133/APP/C6.2.14](#)], and the **Transport Assessment** at **Appendix 14.1** [[EX5/C6.3.14.1 CEN010133/APP/C6.3.14.1](#)].

2 Public Rights of Way within the Order Limits

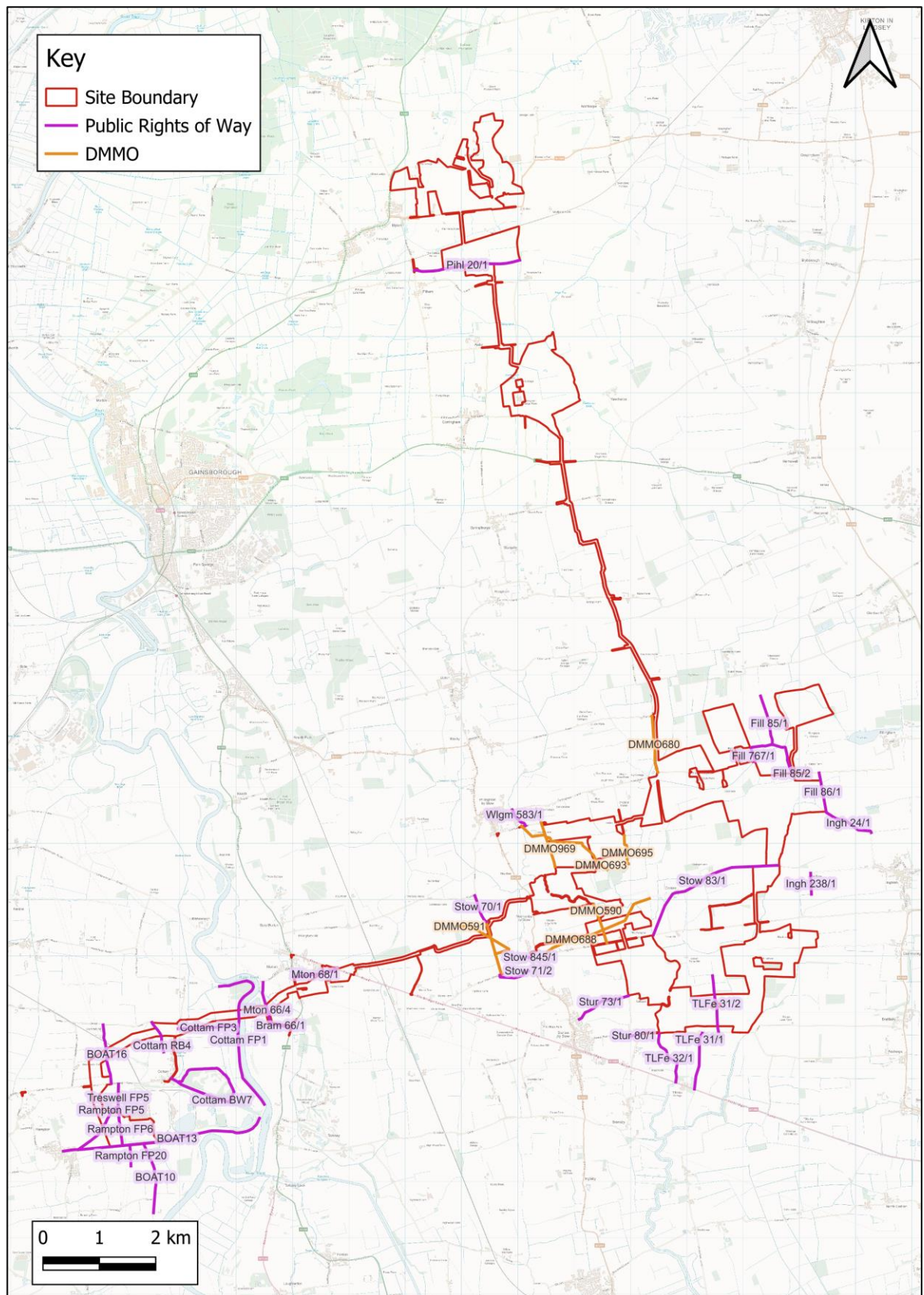
Overview of the Scheme

- 2.1 The Order Limits are shown in **DCO Core Plan 1** [[APP-005/EN010133/APP/C2.1](#)], included at **Appendix A**.
- 2.2 The main element of the Scheme comprises four Sites that will accommodate the solar arrays, energy storage and substations. These are referred to as:
- **Cottam 1** – 587ha, made up of a number of fields centred on the village of Coates. Split into Cottam 1 South, Cottam 1 North, and Cottam 1 West;
 - **Cottam 2** – 109ha, located to the north of Cottam 1 and to the east of the village of Corringham;
 - **Cottam 3a** – 139ha, located to the north of Cottam 2, to the north of the B1205, and to the east of the village of Blyton and to the north of the B1205 Kirton Road; and
 - **Cottam 3b** – 62ha, located to the south of Cottam 3a, and to the east of Station Road.
- 2.3 The electricity generated by the Scheme will be exported to the National Grid substation at Cottam 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 Cottam 1 (West).
- 2.4 The Cable Route Corridor will be approximately 27.5km 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. In addition, there are also a number of Definitive Map Modification Orders (DMMO) applications in the local area. PRowS and DMMO applications are shown in **Figure 2.1** and on the Public Rights of Way Plan [[EX5/C2.5/EN010133/APP/C2.5](#)] 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 Cottam Site	Route
Bridleway – TLF/31/2	Cottam 1	Ingham Road south towards Thorpe Lane.
Bridleway – Fill/86/1	Cottam 1	Willingham Road to Long Lane by Ingham.
Bridleway – Stow/83/1	Cottam 1	Ingham to Stow Pasture
Footpath – Pilh/20/1	Cottam 3b/Cable Route	Station Road to the unnamed rural road west of Bonsdale.
Footpath – Mton/66/1 and 4	Cable Route	A156 to Littleborough Lane
Footpath – Mton/68/1	Cable Route	South of Marton
NT Cottam FP1	Cable Route	Alongside River Trent
NT Cottam FP3	Cable Route	River Trent to Headsted Bank
NT Cottam RB4	Cable Route	Overcoat Lane
NT South Leverton BOAT16	Cable Route	Cow Pasture Lane
NT Rampton BOAT 13	Cable Route	Torskey Ferry Road
NT Rampton FP5/6	Cable Route	East of Cottam Power Station
NT Rampton FP20	Cable Route	South of Cottam Power Station
NT Treswell FP5	Cable Route	East of Cottam Power Station

2.7 DMMO applications that are within the Order Limits are described in **Table 2.2**

Table 2.2 Definitive Map Modification Orders

DMMO	Nearest Cottam Site	Route
DMMO695	Cottam 1	South Lane
DMMO693	Cottam 1	Diagonal route across Cottam 1 from Cot Garth Lane
DMMO696	Cottam 1	Stone Pit Lane
DMMO590	Cottam 1	Track from Ingham Road
DMMO688	Cottam 1	Diagonal route from Ingham Road near Stow and across River Till
DMMO680	Cable Route	Glentworth Road to Willingham Road
DMMO689	Cable Route	Stow Park Road to PRow Stow 70/1
DMMO591	Cable Route	Intersects with DMMO689 in a diagonal route

2.8 Surveys were undertaken at the three identified PRowS that run through the Site to give an indication of usage. The Public Rights of Way surveyed are:

- Bridleway TLFe/31/2,
- Bridleway Stow/83/1 , and
- Footpath – Pilh/20/1.

2.9 Surveys recorded the number of pedestrians, cyclists and equestrians to use the identified paths over the course of a seven-day period between 30th August 2022 and 5th September 2022. The results are summarised in **Table 2.3**, and are shown in **Appendix C**.

Table 2.3 Public Rights of Way (Two-Way Counts)

	TLFe/31/2		Stow/83/1		Pilh/20/1	
	Ped	Cycle	Ped	Cycle	Ped	Cycle
Tuesday 30/08/22	0	0	0	0	2	0
Wednesday 31/08/22	0	0	0	1	0	0
Thursday 01/09/22	3	1	4	0	0	0
Friday 02/09/22	0	0	0	0	0	0
Saturday 03/09/22	6	18	0	1	0	0
Sunday 04/09/22	0	0	0	0	0	0
Monday 05/09/22	0	0	4	0	0	0
Total	9	19	8	2	2	0

2.10 The survey indicates that the Public Rights of Way are not intensely used. Of the surveyed PROWs, TLFe/31/2 had the highest number of movements, with 28 movements over a seven-day period. There were no equestrians recorded on either of the bridleways across the survey period.

2.11 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

Cottam 1, 2 3a and 3b

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
Cottam 1 (N)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 1 (S)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 1 (W)	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 2	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam 3a	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Cottam3b	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
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 PRowWs within the Order Limits. In these instances, public access to PRowWs will be retained so far as is practicable to do so. However, the PRowWs will be managed throughout the construction period, to ensure the safety of all users.

Footpath – Pilh/20/1

3.3 The access to Cottam 3b forms a section of Footpath – Pilh/20/1. This runs from Station Road to an unnamed rural road to the west of Bonsdale.

3.4 Table 2.1 indicates that just two users were observed on this footpath over the course of the week long survey. Therefore, usage by pedestrians is recorded as being low. The Transport Assessment sets out the number of construction vehicles that will visit Cottam 3b on a daily basis during the nine-month construction period for this area. This indicates that there will be approximately 48 vehicle movements during a peak day. Of these, 14 will be HGV and 34 will be by car/LGV. This relates to approximately seven movements an hour assuming vehicles arrive between 09:30 and 16:30.

3.5 Due to the low number of PRoW users, and the relatively low number of construction vehicles, it is anticipated that Footpath – Pilh/20/1 will remain open to users throughout the construction period, but will be managed. The following management measures will be put in place:

- A widened access track to ensure vehicles can pass all PRoW users safely;
- The provision of banksmen at either end of the PRoW, to hold vehicles if a PRoW user is present and advise 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;
- 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 a public liaison officer;
- 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 will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction.

3.6 *Bridleway – TLF/31/2 and Bridleway Stow/83/1*

3.7 Bridleway – TLF/31/2 and Bridleway Stow 83/1, located within the Order Limits for Cottam 1, will be crossed by the proposed internal access track. The following management measures will be put in place where the internal access track crosses the PRoWs:

- The provision of banksmen to hold vehicles if any PRoW users are present and advise 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 – in particular, allowing equestrians to fully pass the vehicle and ensuring they are a safe distance away before continuing – that they encounter;
- 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 a public liaison officer;
- 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 practicable. The surface will be returned to its original condition following completion of construction.

Bridleway – Fill/86/1

3.8 Bridleway – Fill/86/1 will not be crossed by the proposed internal access track. Therefore, no management of this PRoW is required during the construction phase.

Cable Route Corridor

- 3.9 The electricity generated by the Scheme will be exported to the National Grid substation at Cottam Power Station via underground electrical cables sited within the defined cable route corridor. The Cable Route Corridor will be approximately 27.5km in length, and is directed across open countryside. It will require crossings of railways, watercourses, various utilities, Public Rights of Way (PRoW) and roads.
- 3.10 The Cable Route Corridor will be built out in sections over a 24-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.
- 3.11 The following PRoWs will be crossed by the Cable Route Corridor:
- PROW Mton/68/1
 - PROW Mton/66/4
 - PROW Bram/66/1
 - PROW NT|Cottam|FP1
 - PROW NT|Cottam|FP3
 - PROW NT|Cottam|RB4
 - PROW NT|South Leverton|BOAT16
 - PROW NT|Treswell|FP4
 - PROW NT|Treswell|FP5
 - PROW NT|Rampton|FP5/6
 - PROW NT|Rampton|FP20
 - PROW NT|Rampton| BOAT13
- 3.12 The PRoWs will be crossed by the proposed haulage road. As per within Cottam 1 and 3b, 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 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;
 - 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 a public liaison officer;
 - 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 PRoW will be repaired as soon as practical. The surface will be returned to its original condition following construction.

- 3.13 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.
- 3.14 For Torksey Ferry Road, works will require the temporary closure of part of a circa. 1.7km section of PRow NT|Rampton|BOAT13 for a maximum period of four weeks. [The temporary closure would be required where resurfacing work is being undertaken. This will principally be in the area at the eastern end of the Order limits near the Cottam Power Station access.](#) Prior to construction, the [extent and duration of the closure will be reviewed depending on existing road condition, construction sequencing, final design and weather conditions during the works, to reduce this as far as possible. 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. Notifications will be provided as early as possible. The contractor will work with local landowners to minimise disruption as much as possible.](#)
- 3.15 Where a temporary stopping up/diversion of a PRow is required, prior notices to the PRow officers at the local highway authority will be provided so far as possible.
- 3.16 All PRowS within the Cable Route Corridor will be reinstated once the cable has been installed at each location.

PRoW Diversions

- 3.17 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. The only exception to this is PRow NT|Rampton|BOAT13 which requires closure for a maximum period of four weeks.
- 3.18 It is not anticipated that any temporary PRow diversions will be required for the Sites (except PRow NT|Rampton|BOAT13). 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 [[EX5/C2.5 EEN010133/APP/C2.5](#)]. Where the details of the required diversion are known, 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.
- 3.19 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.

- 3.20 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)

- 3.21 It is acknowledged that there are several outstanding Definitive Map Modification Order (DMMO) applications for areas within and nearby the Site. If these orders are made, they will be managed during construction in a similar manner to other PRows where practicable to do so. However, as the final location of the 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.
- 3.22 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRows.

4 Management of Public Rights of Way during the Operational Phase

Existing PRowS

- 4.1 The alignment of existing PRowS within Cottam 1 and Cottam 3b has been incorporated into the design of the Scheme layout. Therefore, the alignment of PRowS will be unaffected during operation of the Scheme.
- 4.2 All PRowS will have a 5m buffer on either side to any infrastructure associated with the Scheme (such as fencing). Therefore, the PRow will be within a 10m corridor.
- 4.3 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

- 4.4 A permissive footpath is incorporated into the Scheme design, in the vicinity of Stow, as shown as Work No. 11 on the Work Plans [[REP4-005EN010133/APP/C2.4](#)]. 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)

- 4.5 It is acknowledged that there are several outstanding Definitive Map Modification Order (DMMO) applications for areas within and nearby the Site. If these orders are made, any new PRow will be managed during operation of the Scheme where practicable to do so. However, as the final location of the 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.
- 4.6 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRowS.

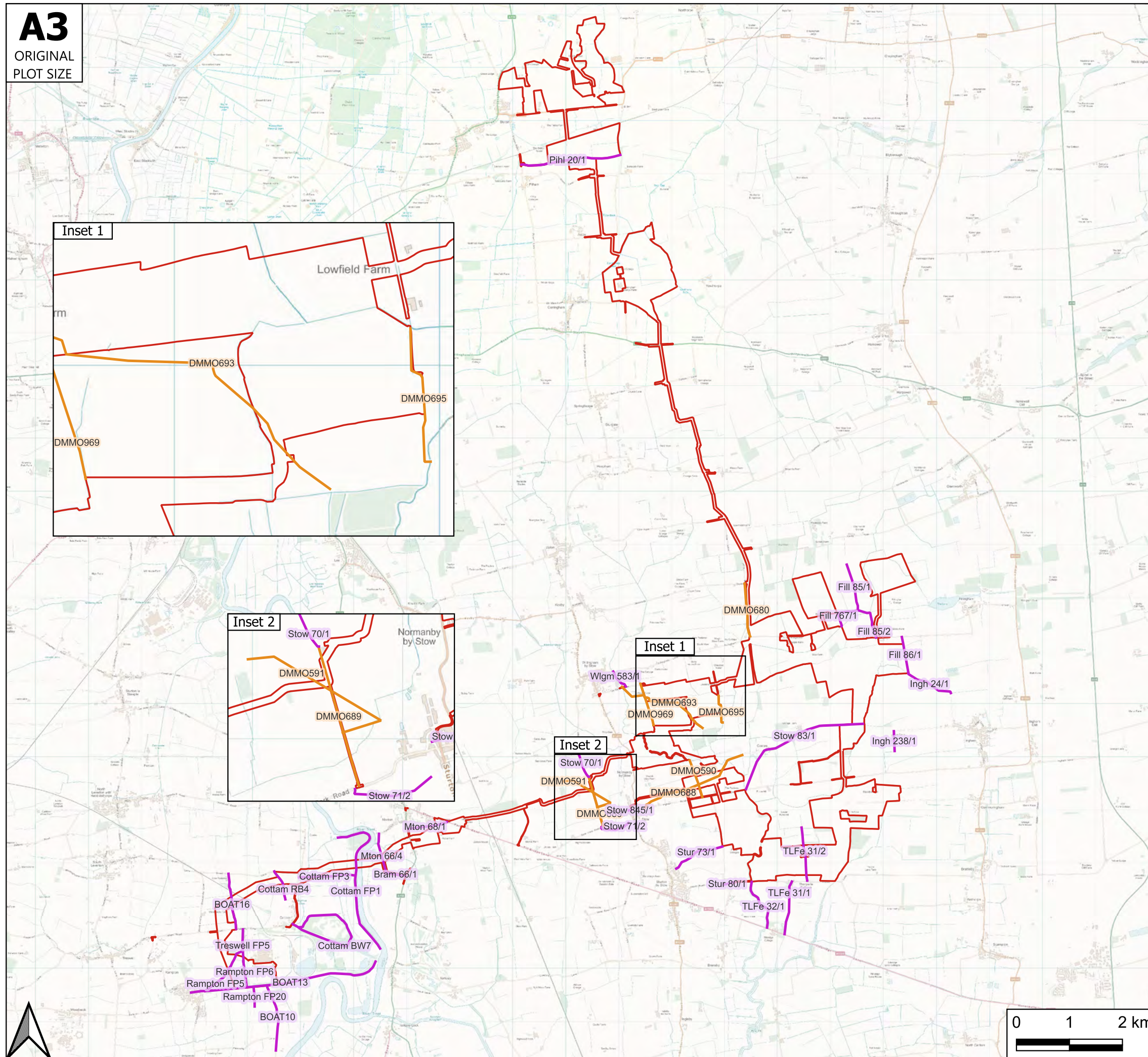
5 Management of Public Rights of Way during the Decommissioning Phase

- 5.1 The Scheme is anticipated to have a design life of approximately 40 years. At the end of the Scheme's operational life it will be decommissioned.
- 5.2 An Outline Decommissioning ~~Statement~~ ~~Plan~~ [REP3-014/EN010133/APP/APP/C7.2] 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
- DMMOs

Rev	Date	Details	Drawn by	Checked by	Approved by

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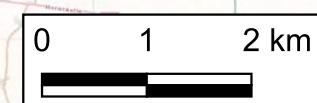
CLIENT:
Cottam Solar Projects Limited

PROJECT:
Cottam Solar Project

TITLE:
Public Rights of Way and DMMOs

STATUS:
FOR INFORMATION

SCALE: NTS	DATE: 11/10/23	DRAWN: AC	CHECKED: RR	APPROVED: JD
JOB NO: 2107-062		DRAWING NO: Figure 2.3		REVISION: -



APPENDIX A

Key
 Order Limits

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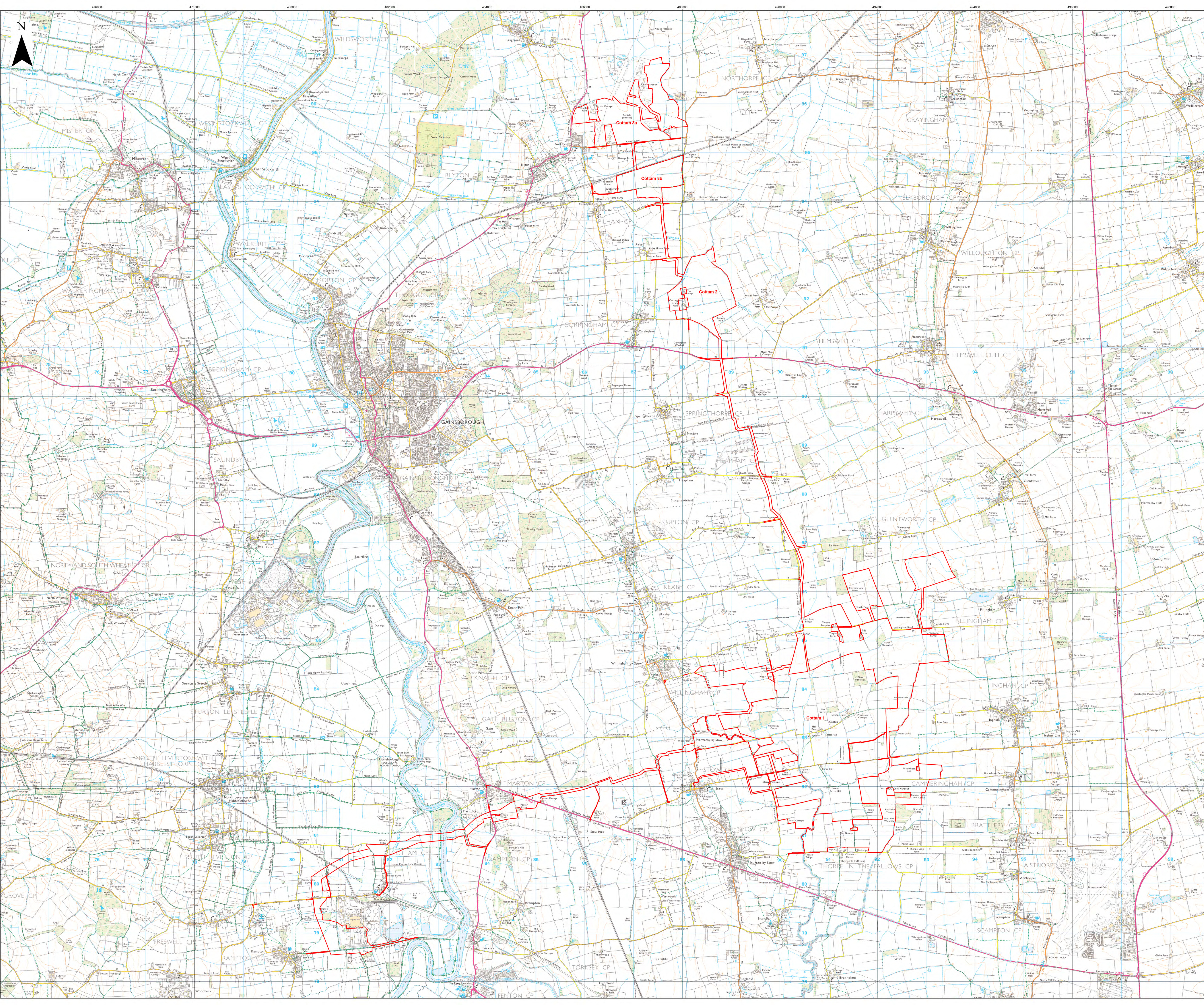


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Drawn by: AZ	Checked by: BR

Location Plan
Revision A

COTTAM SOLAR PROJECT



APPENDIX B

- Key**
- Order Limits
 - Sheet Index
 - DMMO route
 - DMMO route to be temporarily stopped up
 - Potential DMMO Diversion Area
 - Potential PROW Diversion Area
 - PROW**
 - Bridleway
 - Restricted Byway
 - Byway Open to All Traffic
 - PROW to be temporarily stopped up**
 - Bridleway
 - Footpath
 - Restricted Byway
 - Byway Open to All Traffic

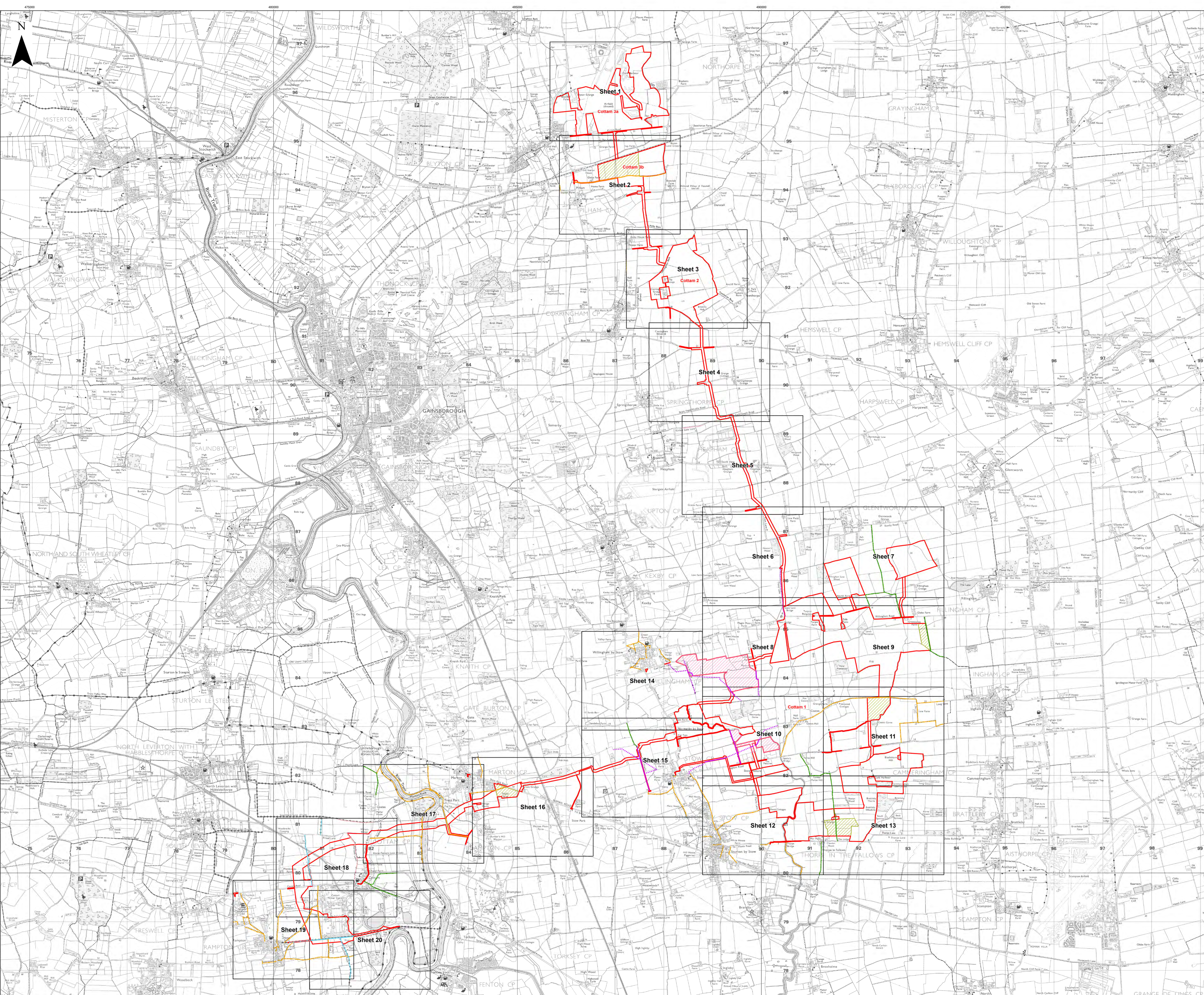
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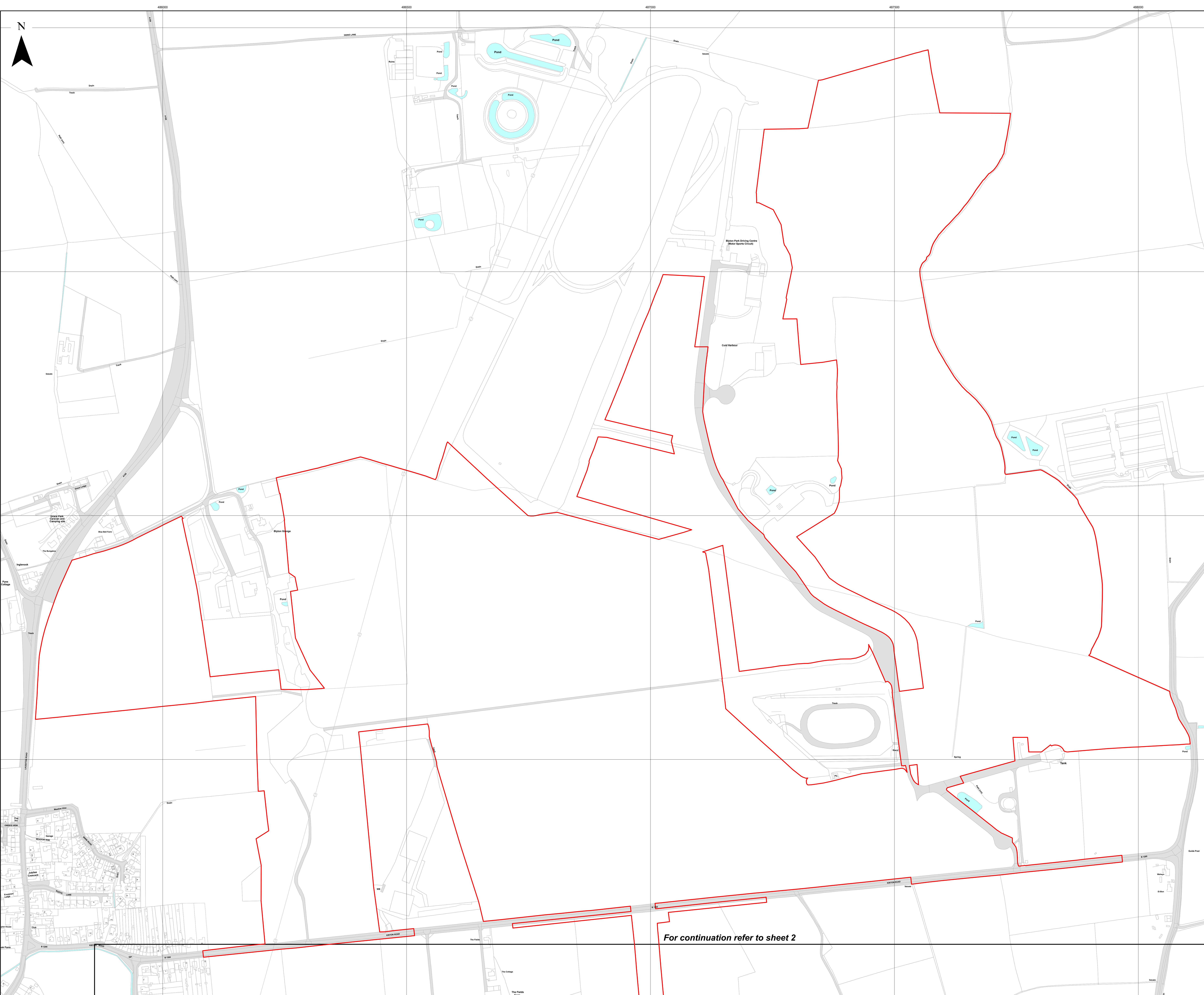
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Public Rights of Way Plan
 Index Sheet
 Revision C

COTTAM SOLAR PROJECT



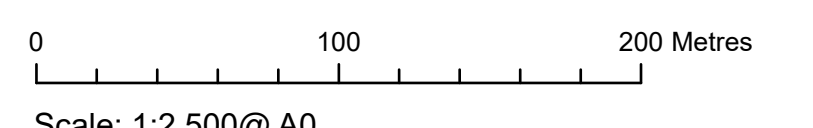


Key

- Order Limits
- Sheet Index

Note:
The Definitive Map Modification Order (DMMO) routes shown on the plan are not public rights of way but indicate routes where DMMO applications have been made for these routes to be recorded as public rights of way.
The temporary stopping up of the DMMO route is subject to approval and will only be considered once accepted within the rights of way definitive map.

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For continuation refer to sheet 2

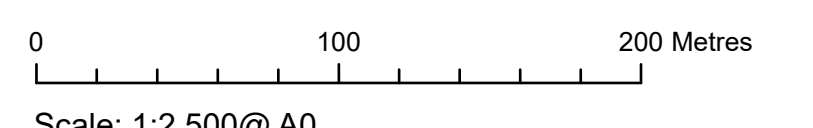
Public Rights of Way Plan
Sheet 1 of 20
Revision C

COTTAM SOLAR PROJECT

- Key**
-  Order Limits
 -  Sheet Index
 -  Potential PRow Diversion Area
 - PRow**
 -  Footpath
 -  PRow to be temporarily stopped up
 -  Footpath
 -  PRow to be temporarily stopped up - start and end points
 -  Footpath

Note:
The Definitive Map Modification Order (DMMO) routes shown on the plan are not public rights of way but indicate routes where DMMO applications have been made for these routes to be recorded as public rights of way.
The temporary stopping up of the DMMO route is subject to approval and will only be considered once accepted within the rights of way definitive map.

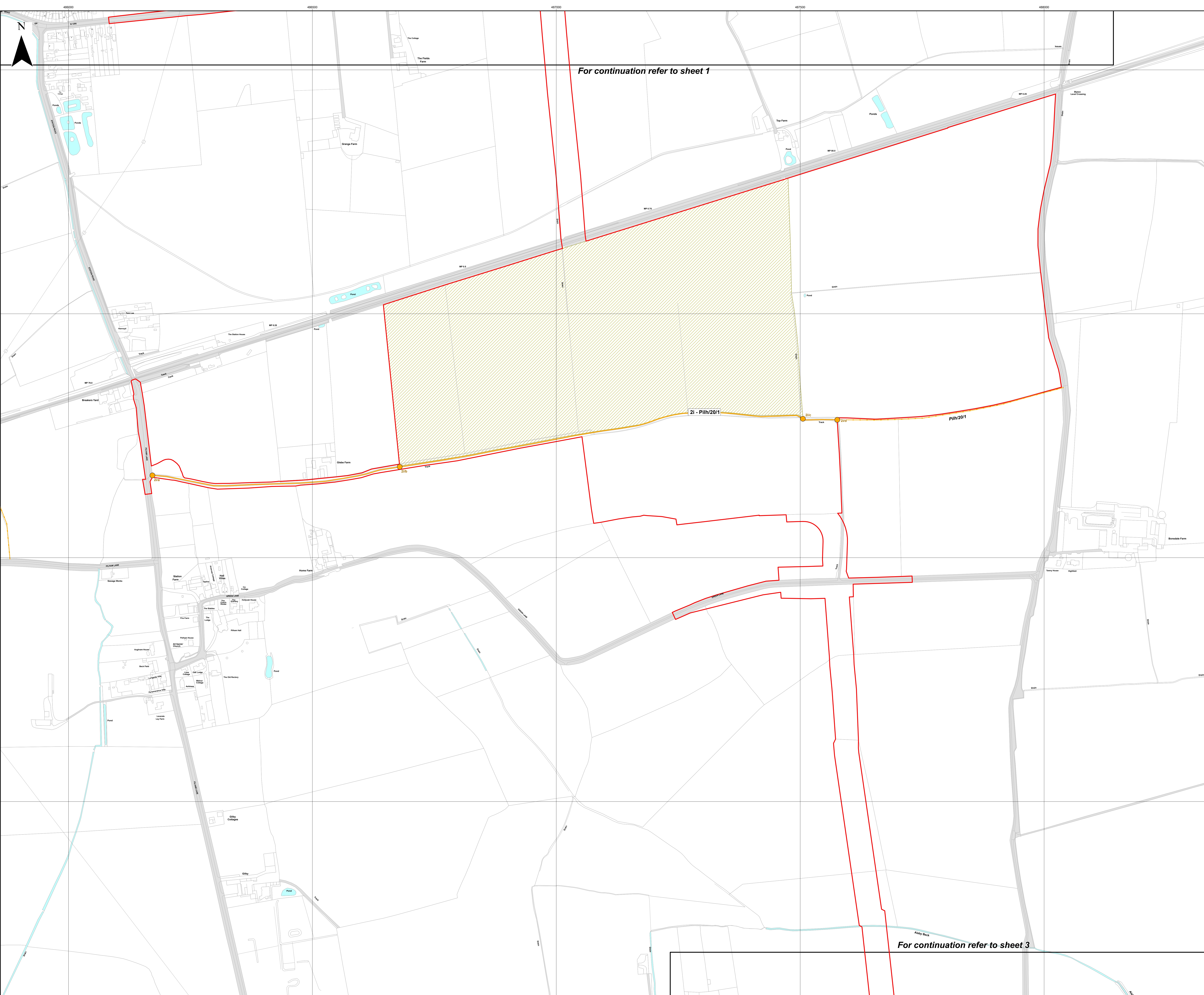
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Public Rights of Way Plan
Sheet 2 of 20
Revision C

COTTAM SOLAR PROJECT



For continuation refer to sheet 1

For continuation refer to sheet 3

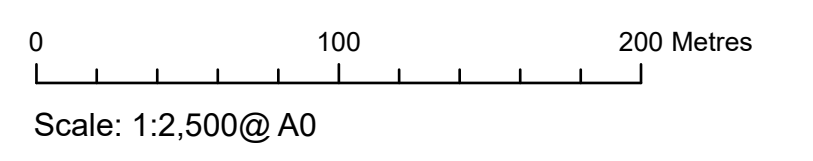


Key

- Order Limits
- Sheet Index

Note:
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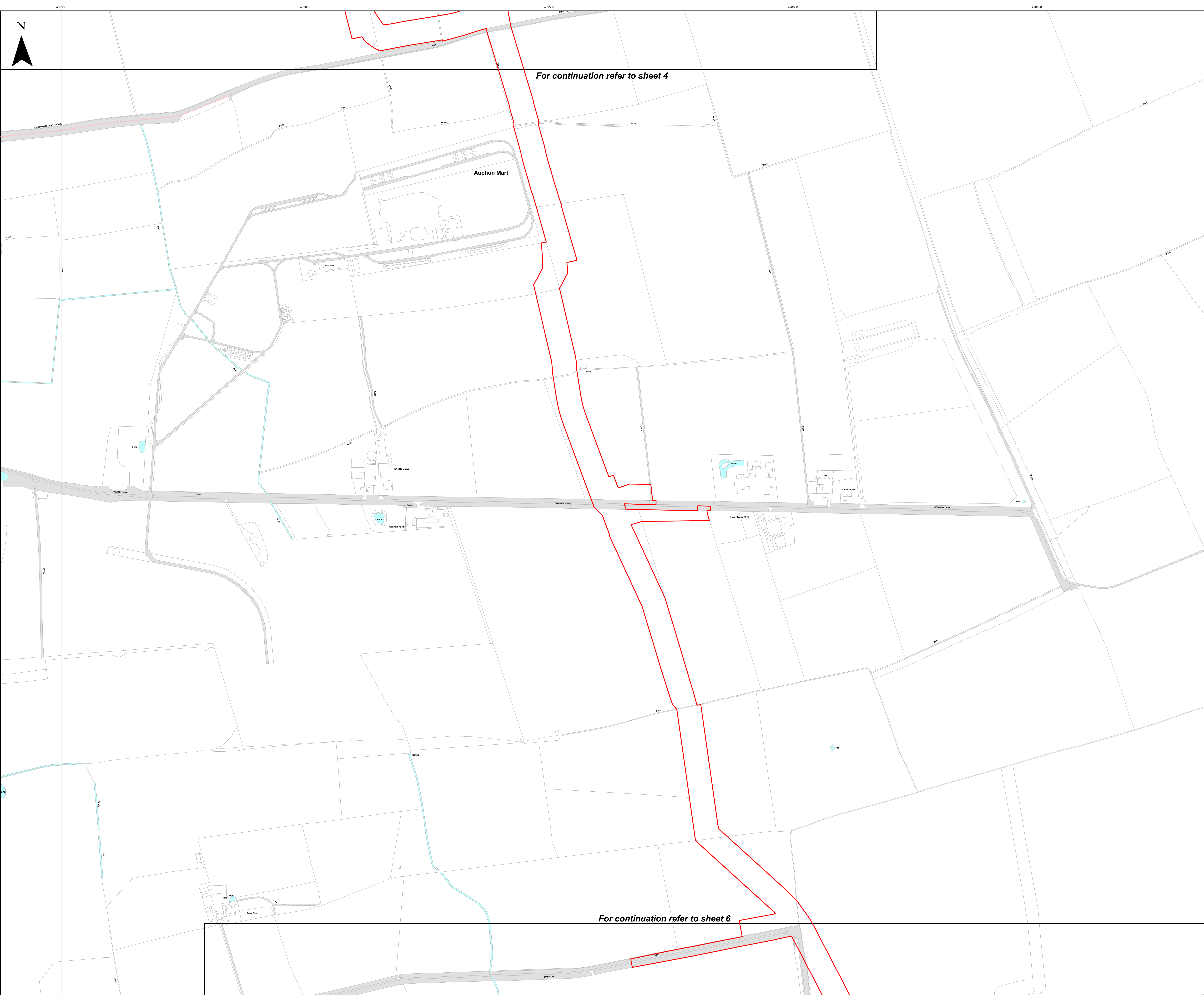
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Public Rights of Way Plan
Sheet 4 of 20
Revision C

COTTAM SOLAR PROJECT



For continuation refer to sheet 4

For continuation refer to sheet 6

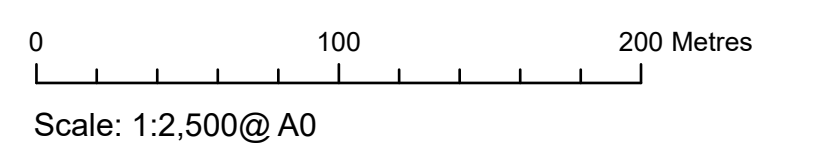


Key

- Order Limits
- Sheet Index
- P PRow
- Restricted Byway

Note:
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Public Rights of Way Plan
Sheet 5 of 20
Revision C

COTTAM SOLAR PROJECT

Key

- Order Limits
- Sheet Index
- DMMO route

Note:
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0 100 200 Metres
Scale: 1:2,500@ A0

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Public Rights of Way Plan
Sheet 6 of 20
Revision C

COTTAM SOLAR PROJECT



Key

- Order Limits
- Sheet Index
- PROW
- Bridleway

Note:
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0 100 200 Metres
Scale: 1:2,500@A0

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Public Rights of Way Plan
Sheet 7 of 20
Revision C

COTTAM SOLAR PROJECT



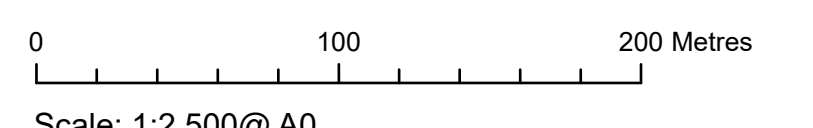
For continuation refer to sheet 6

For continuation refer to sheet 10

- Key**
-  Order Limits
 -  Sheet Index
 -  Potential DMMO Diversion Area
 -  DMMO route
 -  DMMO route to be temporarily stopped up
 -  DMMO to be temporarily stopped up - start and end points

Note:
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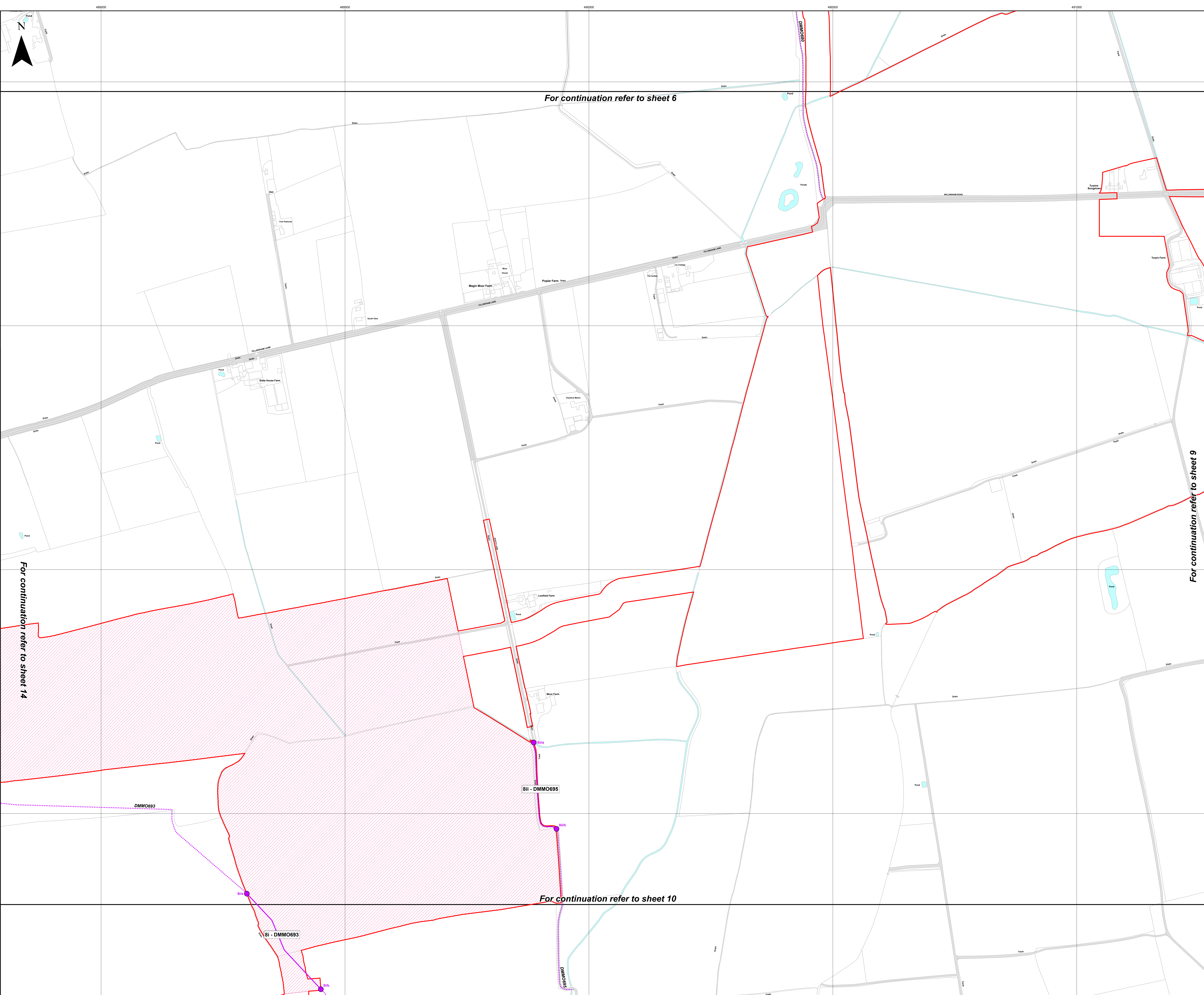
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Public Rights of Way Plan
Sheet 8 of 20
Revision C

COTTAM SOLAR PROJECT

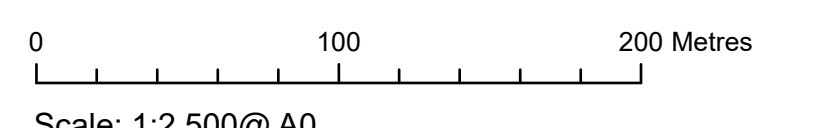


Key

-  Order Limits
-  Sheet Index
-  Potential PRow Diversion Area
- PRow**
-  Bridleway
-  PRow to be temporarily stopped up
-  PRow to be temporarily stopped up - start and end points
-  Bridleway

Note: The Definitive Map Modification Order (DMMO) routes shown on the plan are not public rights of way but indicate routes where DMMO applications have been made for these routes to be recorded as public rights of way.
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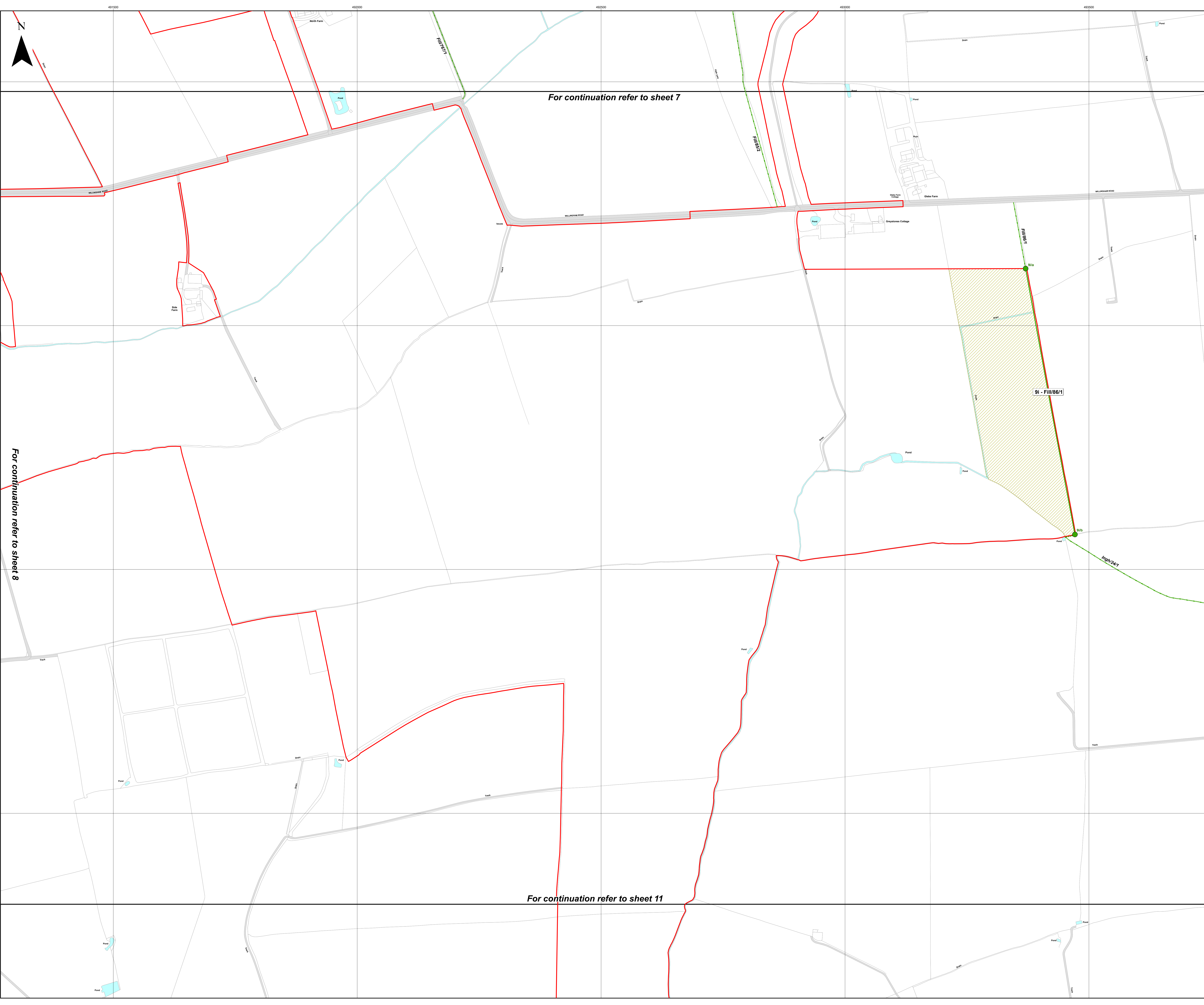
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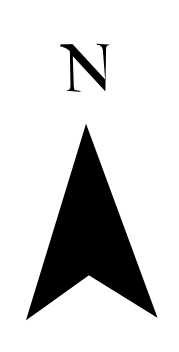
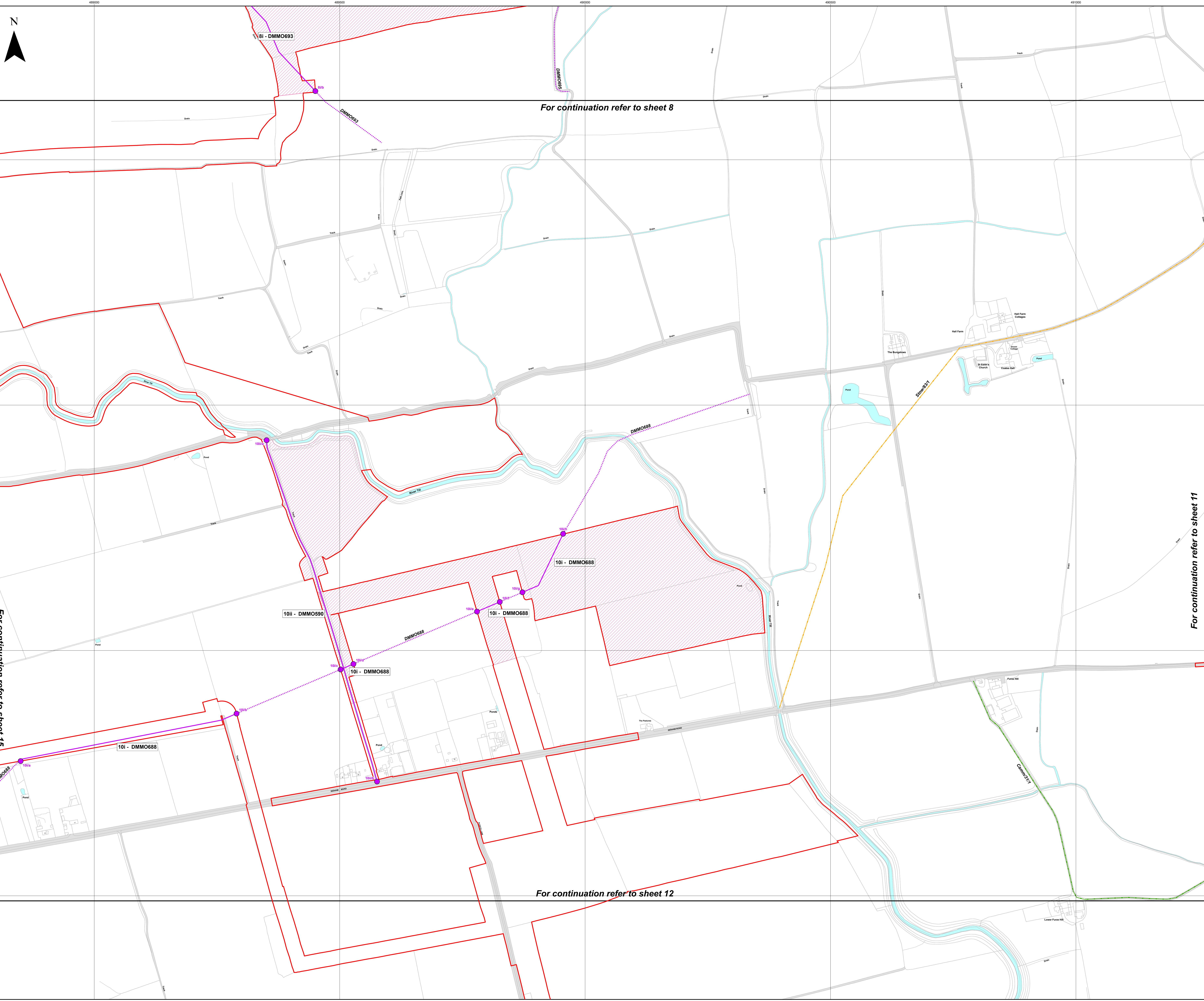


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Public Rights of Way Plan
Sheet 9 of 20
Revision C

COTTAM SOLAR PROJECT



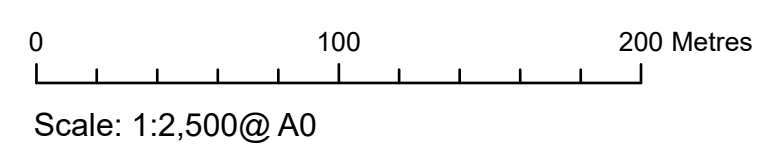


Key

- Order Limits
- Sheet Index
- Potential DMMO Diversion Area
- DMMO route
- DMMO route to be temporarily stopped up
- DMMO to be temporarily stopped up - start and end points
- PROW**
- Bridleway
- Footpath

Note:
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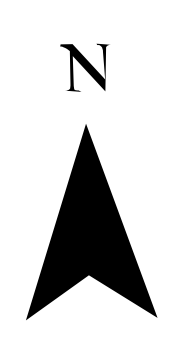
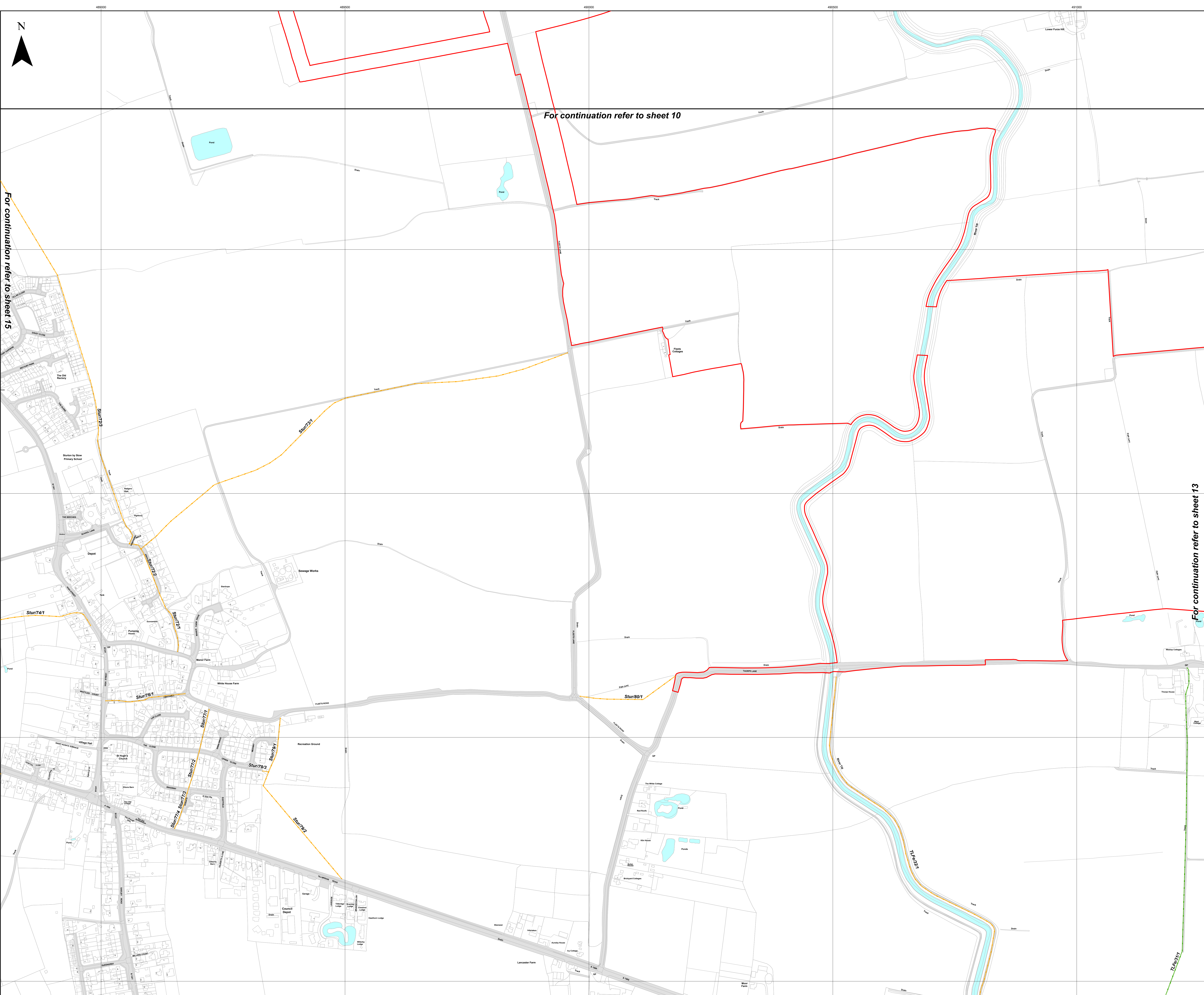
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Public Rights of Way Plan
Sheet 10 of 20
Revision C

COTTAM SOLAR PROJECT

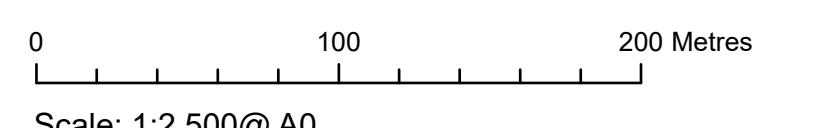


Key

- Order Limits
- Sheet Index
- PROW
- Bridleway
- Footpath

Note:
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Drawn by: AZ	Checked by: BR

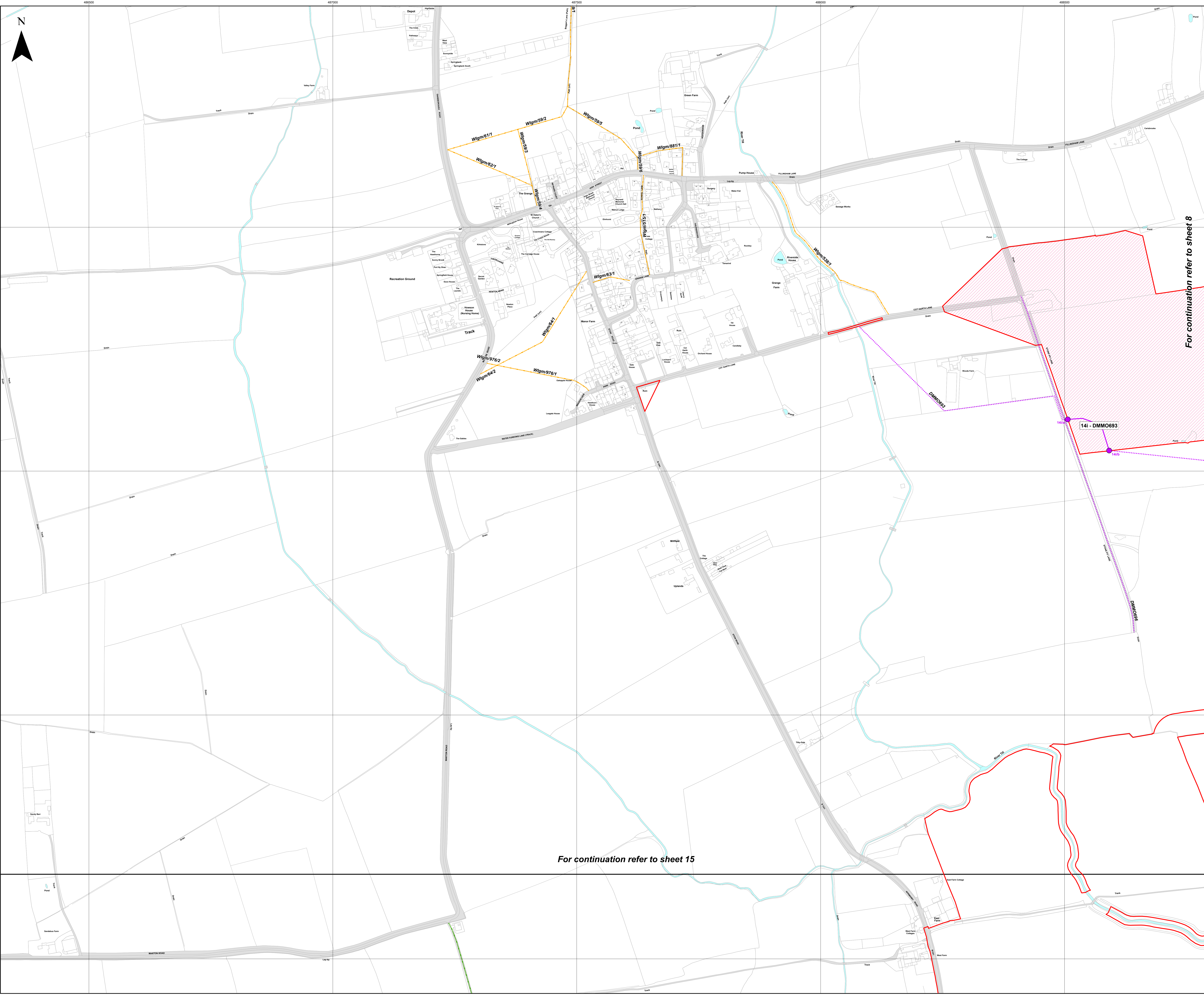
Public Rights of Way Plan
Sheet 12 of 20
Revision C

COTTAM SOLAR PROJECT

- Key**
- Order Limits
 - Sheet Index
 - Potential DMMO Diversion Area
 - DMMO route
 - DMMO route to be temporarily stopped up
 - DMMO to be temporarily stopped up - start and end points
 - PROW**
 - Bridleway
 - Footpath

Note: The Definitive Map Modification Order (DMMO) routes shown on the plan are not public rights of way but indicate routes where DMMO applications have been made for these routes to be recorded as public rights of way.

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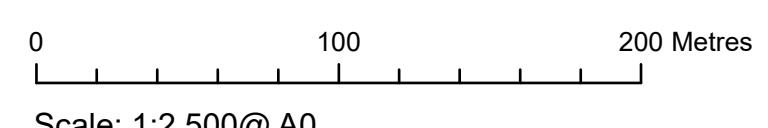


For continuation refer to sheet 8

For continuation refer to sheet 15

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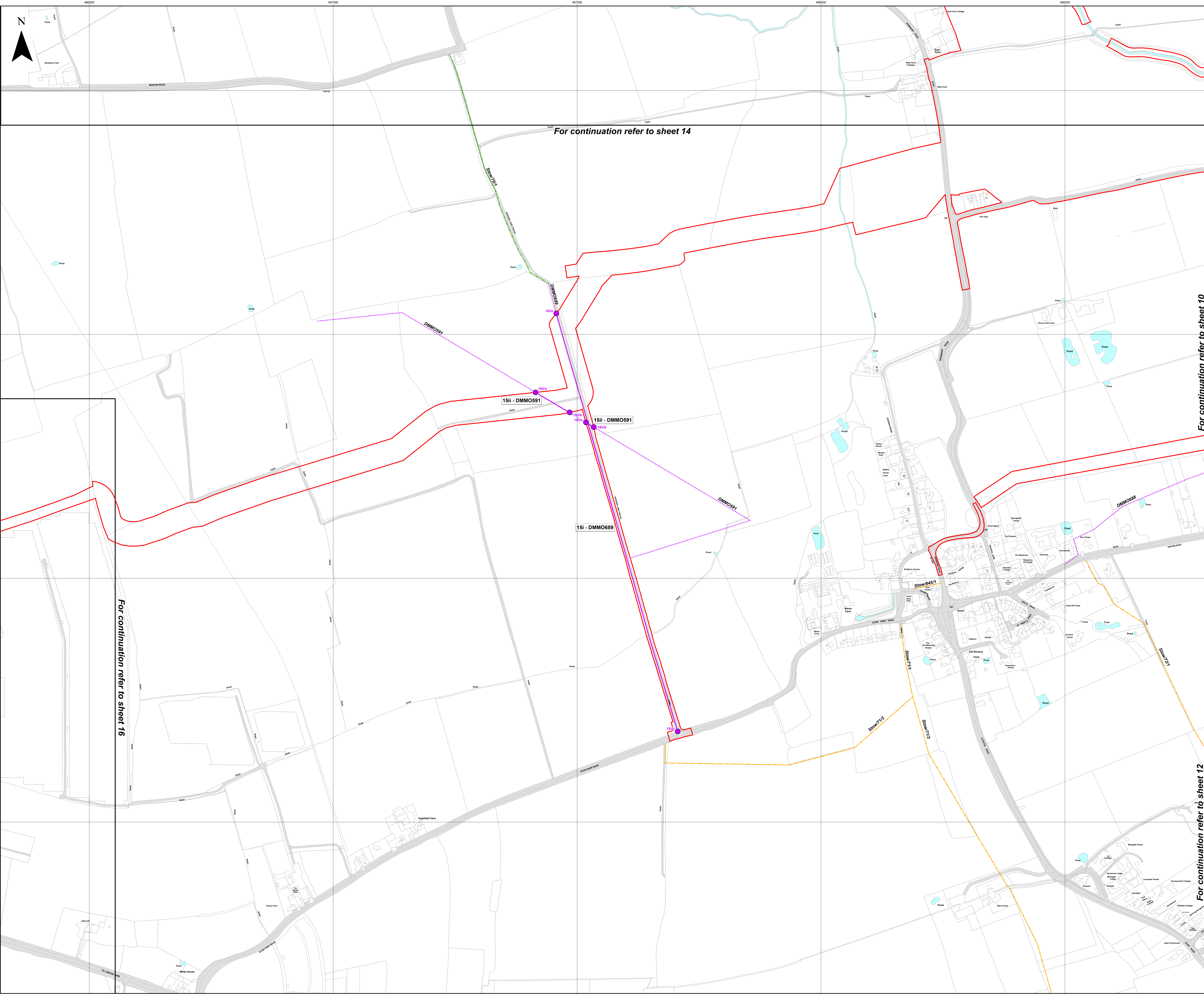
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Ref: P2961_LPR_ZZ_ON_DR_Z_0089	Date: 04/12/2023
Drawn by: AZ	Checked by: BR

Public Rights of Way Plan
Sheet 14 of 20
Revision C

COTTAM SOLAR PROJECT

- Key**
- Order Limits
 - Sheet Index
 - DMMO route
 - DMMO route to be temporarily stopped up
 - DMMO to be temporarily stopped up - start and end points
 - BRW
 - Bridleway
 - Footpath

Note:
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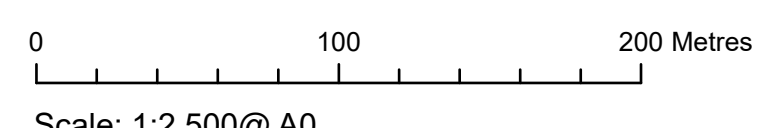


For continuation refer to sheet 14

For continuation refer to sheet 10

For continuation refer to sheet 16

For continuation refer to sheet 12



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Public Rights of Way Plan
Sheet 15 of 20
Revision C

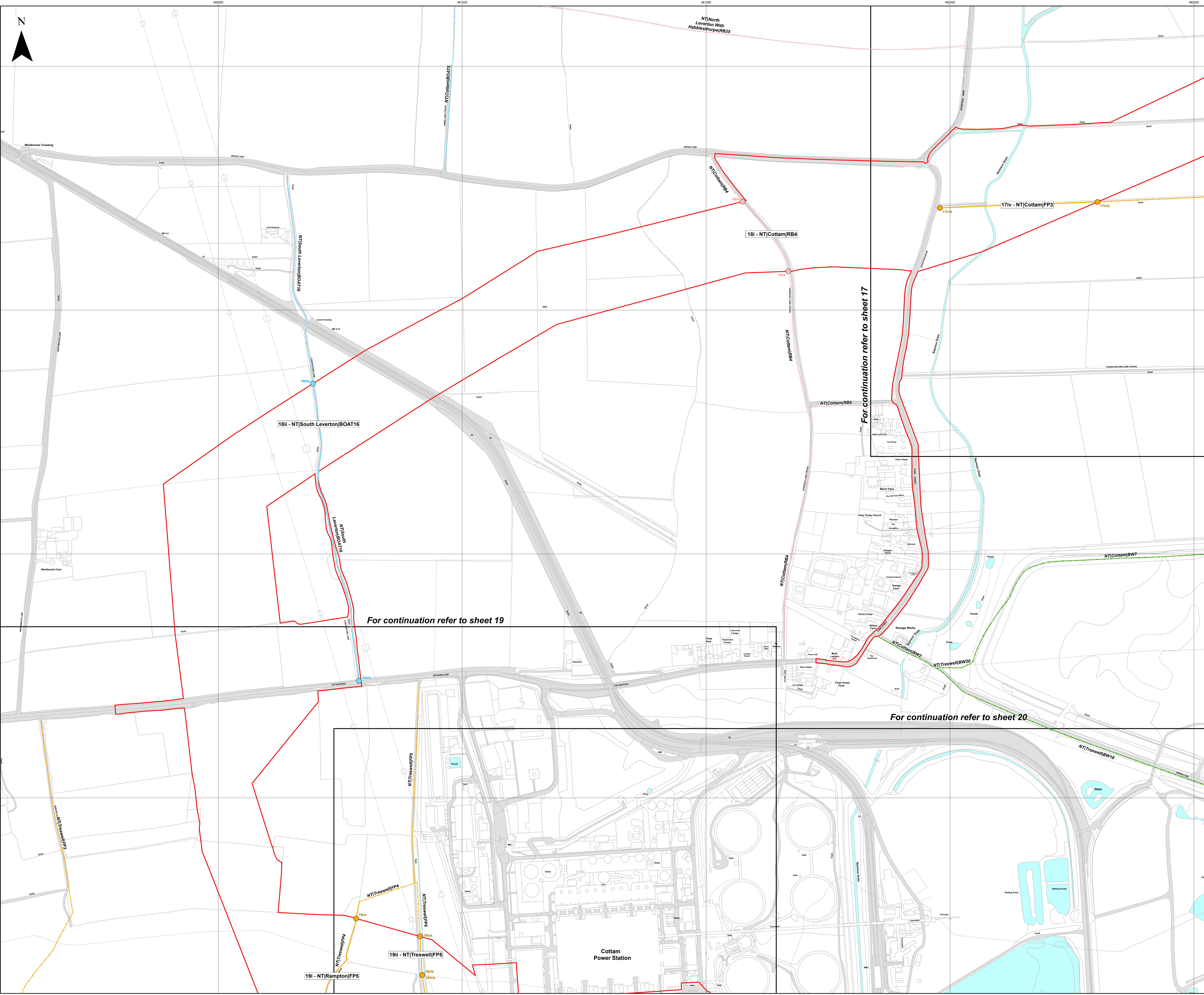
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Key

- Order Limits
- Sheet Index
- PROW to be temporarily stopped up
- Footpath
- Restricted Byway
- Byway Open to All Traffic
- PROW to be temporarily stopped up - start and end points
- Footpath
- Restricted Byway
- Byway Open to All Traffic

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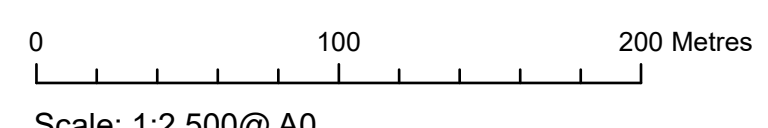


For continuation refer to sheet 19

For continuation refer to sheet 17

For continuation refer to sheet 20









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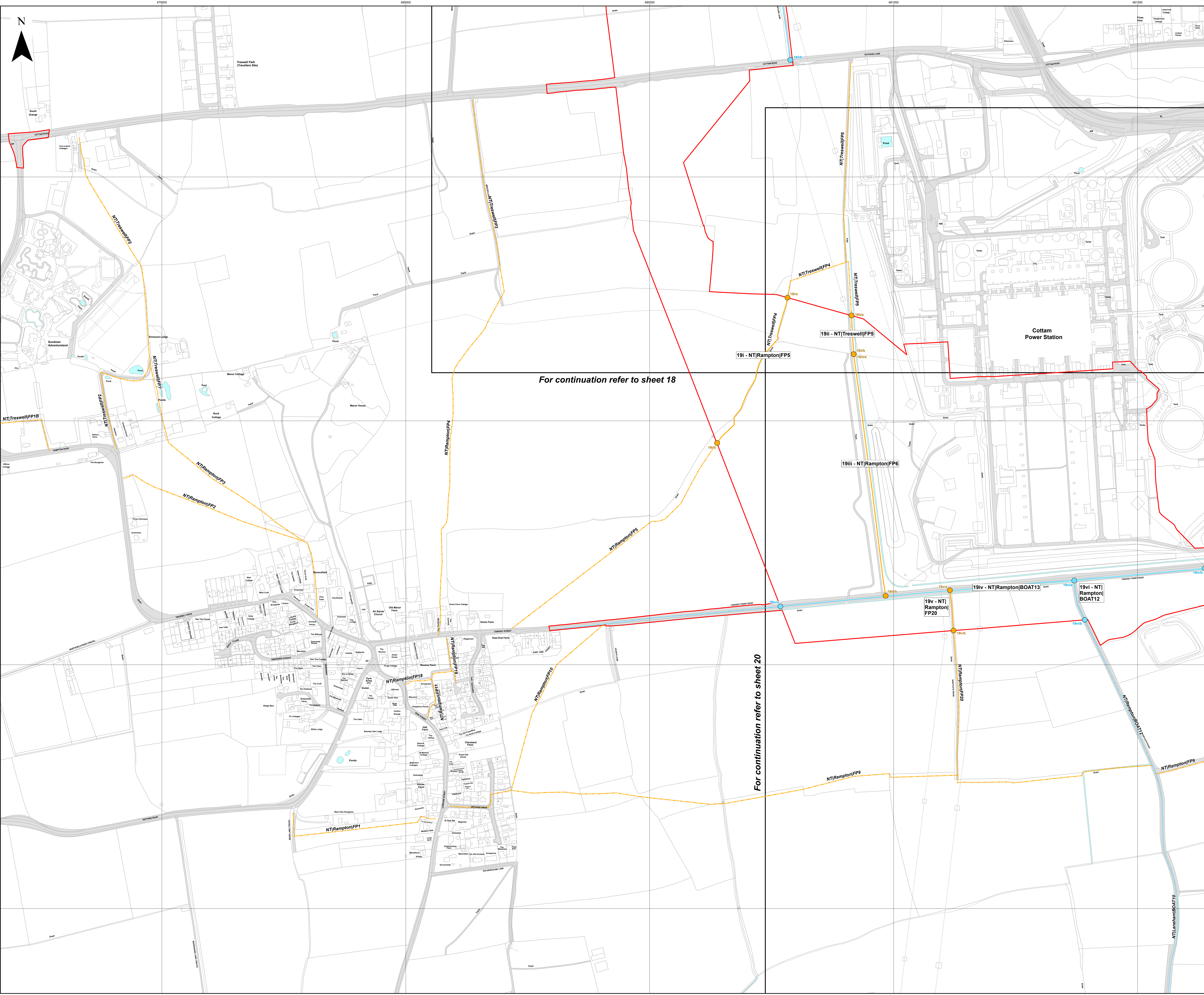
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Public Rights of Way Plan
Sheet 18 of 20
Revision C

COTTAM SOLAR PROJECT

- Key**
-  Order Limits
 -  Sheet Index
 -  PROW to be temporarily stopped up
 -  Footpath
 -  Byway Open to All Traffic
 -  PROW to be temporarily stopped up - start and end points
 -  Footpath
 -  Byway Open to All Traffic

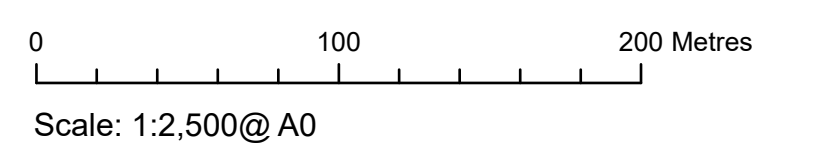
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For continuation refer to sheet 18

For continuation refer to sheet 20

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




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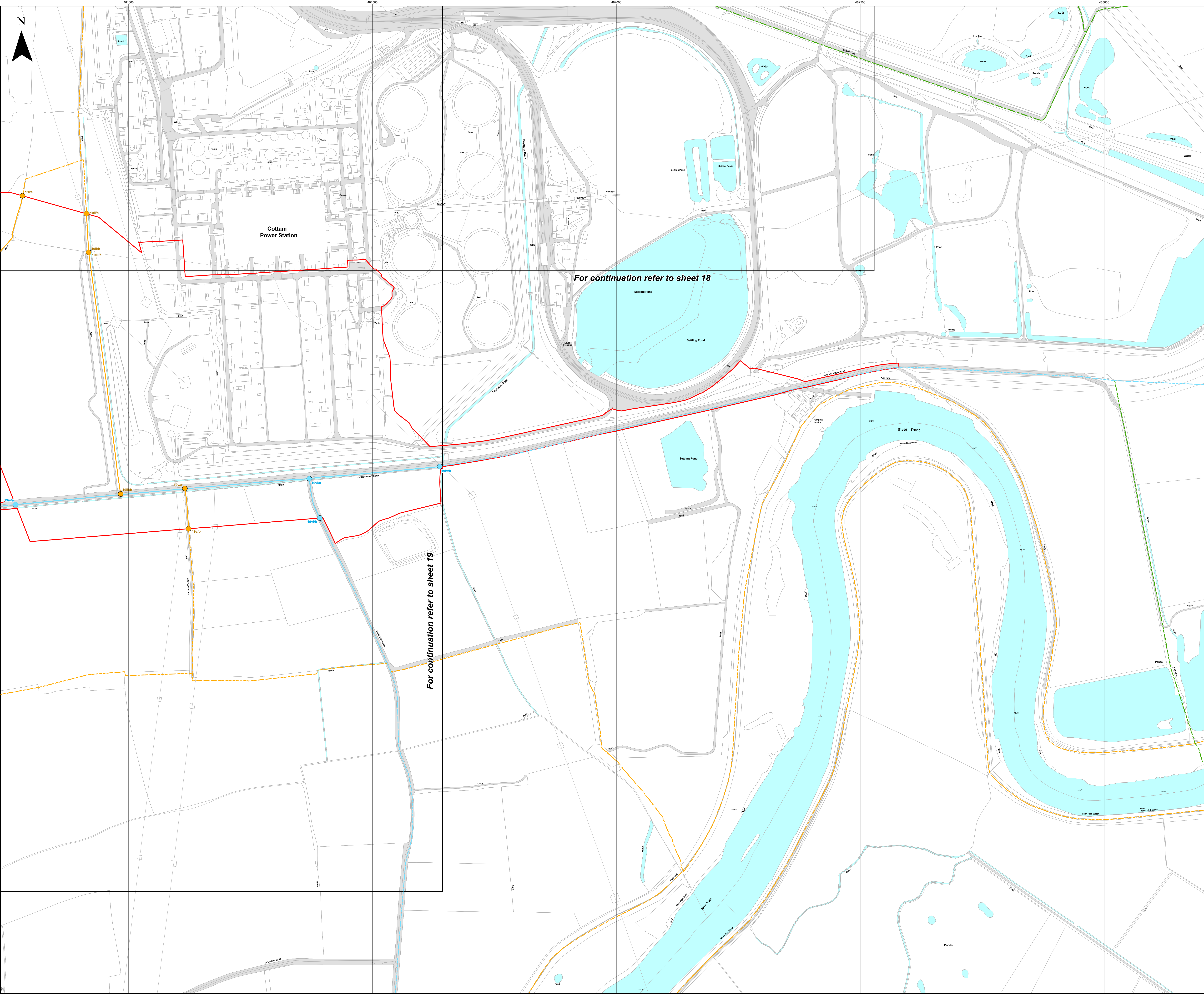
Public Rights of Way Plan
Sheet 19 of 20
Revision C

COTTAM SOLAR PROJECT

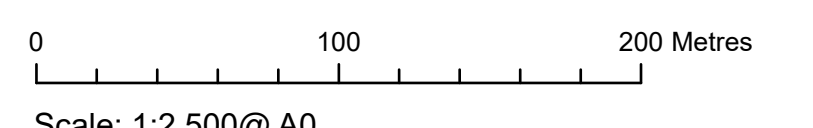
Key

-  Order Limits
-  Sheet Index
-  PRow
-  Footpath
-  PRow to be temporarily stopped up
-  Byway Open to All Traffic
-  PRow to be temporarily stopped up - start and end points
-  Footpath
-  Byway Open to All Traffic

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Public Rights of Way Plan
Sheet 20 of 20
Revision C

COTTAM SOLAR PROJECT

APPENDIX C



West Burton & Cottam PROW - Tuesday 30th August to Monday 5th September 2022

Westbound			
Date	Time	Peds	Cyclist
30/08/2022	17:00:14	1	-

Eastbound			
Date	Time	Peds	Cyclist
30/08/2022	17:15:32	1	-





West Burton & Cottam PROW - Tuesday 30th August to Monday 5th September 2022

Westbound			
Date	Time	Peds	Cyclist
31/08/2022	08:41	-	1
01/09/2022	15:40	2	-
05/09/2022	17:23	2	-

Eastbound			
Date	Time	Peds	Cyclist
01/09/2022	15:19	2	-
03/09/2022	11:47	-	1
05/09/2022	16:15	2	-





West Burton & Cottam PROW - Tuesday 30th August to Monday 5th September 2022

Northbound			
Date	Time	Peds	Cyclist
01/09/2022	07:29:07	1	-
03/09/2022	08:10:05	-	15
03/09/2022	08:58:41	-	1
03/09/2022	10:38:24	2	-
03/09/2022	11:29:18	-	1
03/09/2022	16:02:26	1	-

Southbound			
Date	Time	Peds	Cyclist
01/09/2022	07:29:44	1	
01/09/2022	17:48:32	1	1
03/09/2022	11:59:47	2	
03/09/2022	15:29:47	1	
03/09/2022	16:51:24		1

03/09/22 17:24 - Camera lens appears to be covered

