

Byers Gill Solar
EN010139

6.4.2.15 Environmental Statement Appendix 2.15 Public Rights of Way (PRoW) Management Plan

Planning Act 2008

APFP Regulation 5(2)(a)

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1. Introduction

1.1. Purpose of Document

- 1.1.1. This document provides the Outline Public Rights of Way (PRoW) Management Plan for the construction, operation and decommissioning of Byers Gill Solar (the Proposed Development). RWE (the Applicant) has prepared this document as part of an application for a Development Consent Order (DCO) for the construction, operation and decommissioning of the Proposed Development. It demonstrates how the mitigation measures identified in the Environmental Impact Assessment (EIA) process will be implemented and has been prepared with the objective of compliance with the relevant guidance.
- 1.1.2. An EIA has been undertaken for the Proposed Development and an Environmental Statement (ES) (Volume 6 of the DCO application) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). In accordance with the requirements of the EIA Regulations, the ES contains the assessment of the likely significant effects on the environment that may be caused during construction, operation and decommissioning of the Proposed Development and describes proposed mitigation measures.
- 1.1.3. Prior to commencing construction, a PRoW Management Plan will be produced by the Principal Contractor (PC) for the Proposed Development. The PRoW Management Plan will be prepared in accordance with the Outline PRoW Management Plan as set out through Requirement 14 of the draft DCO. This will include relevant engagement with statutory consultees.
- 1.1.4. This Outline PRoW Management Plan includes the overall approach to managing PRoW impacted by the Proposed Development. It provides the outline structure of the PRoW Management Plan and mitigation measures which may be included within the PRoW Management Plan to deliver the Proposed Development. It also summarises the likely works required to the PRoWs as part of the Proposed Development in line with Schedule 5 of the draft DCO.
- 1.1.5. A number of complementary management plans have also been produced to support the construction of the Proposed Development and these are listed in Table 1-1. This Outline PRoW Management Plan should be read in conjunction with this suite of management plans where further management proposals are relevant.

Table 1-1 Construction specific management plans to support the DCO application

Management Plan	Purpose	Document reference
Outline Construction Environmental Management Plan (CEMP)	Sets out how negative environmental impacts will be minimised during construction.	ES Appendix 2.6 (Document Reference 6.4.2.6)
Outline Construction Traffic Management Plan (CTMP)	Sets out how construction traffic and staff vehicles will be managed during construction.	ES Appendix 2.8 (Document Reference 6.4.2.8)
Outline Pollution and Spillage Response Plan	Sets out methods to manage pollution and spillage incidents on site during construction.	ES Appendix 2.9 (Document Reference 6.4.2.10)
Outline Materials Management Plan (MMP)	Sets out how excavated materials that will be generated in the course of constructing the Proposed Development will be re-used in a manner that is compatible with the Waste Framework Directive and associated regulations.	ES Appendix 2.10 (Document Reference 6.4.2.10)
Outline Site Waste Management Plan (SWMP)	Sets out how the Proposed Development will manage resources efficiently, and measures to prevent and minimise waste.	ES Appendix 2.11 (Document Reference 6.4.2.11)
Outline Soil Resources Management Plan (SRMP)	Sets out the overall approach to managing soil resources affected by the Proposed Development.	ES Appendix 2.12 (Document Reference 6.4.2.12)
Archaeological Management Strategy (AMS)	Sets out the management of archaeological remains, both known and currently unknown, during construction.	ES Appendix 8.5 (Document Reference 6.4.8.5)
Landscape and Ecological Management Plan (LEMP)	Sets out the management of the landscape and ecological features of the Proposed Development.	ES Appendix 2.14 (Document Reference 6.4.2.14)
Outline Public Rights of Way (PRoW) Management Plan	Sets out how PRoWs would be managed to ensure they remain safe to use, and disruption to users of the PRoW is minimised.	ES Appendix 2.15 (Document Reference 6.4.2.15)
Arboricultural Impact Assessment (AIA)	Sets out the protection measures to be implemented during the construction phase, including activity supervision by a suitably qualified arboriculturist where appropriate.	ES Appendix 7.7 (Document Reference 6.4.7.7)

1.2. Structure of the Public Rights of Way Management Plan

1.2.1. The remainder of this Management Plan includes:

- Section 2, The Proposed Development: provides a summary of the Proposed Development, including likely construction activities, programme and standard management measures;
- Section 3, Methodology: provides a description of the method of identifying the PRoWs and the associated stakeholder engagement activities; and
- Section 4, Management measures: provides a list of the PRoWs and a description of the management measures for each RoW which will be directly impacted by the Proposed Development.

2. The Proposed Development

- 2.1.1. The Proposed Development is a renewable energy scheme, covering an area of approximately 490 hectares (ha), and comprising solar photovoltaic (PV) panels, on-site Battery Energy Storage Systems (BESS), associated infrastructure as well as underground cable connections between panel areas and to connect to the existing National Grid Substation at Norton. The Proposed Development will have the capacity to generate over 50 Megawatts (MW) of electricity. The Proposed Development is located in the north-east of England.
- 2.1.2. A full description of the Proposed Development and a detailed description of the design and environmental mitigation is provided in ES Chapter 2 The Proposed Development (Document Reference 6.2.2).

2.2. Proposed Development Location

- 2.2.1. The majority of the Proposed Development, including the panel areas, substation and on-site BESS are located within the administrative area of Darlington Borough Council. The eastern part of the cable routes crosses into the administrative area of Stockton-on-Tees Council. The northern extent of the planning boundary (the 'Order Limits') borders Durham County Council's administrative area.
- 2.2.2. The Order Limits and surroundings are comprised of agricultural fields, interspersed with individual trees, hedgerows, farm access tracks, woodlands and local farmholdings. There are several local villages located within close proximity to the Proposed Development, including Brafferton, Newton Ketton, Great Stainton, Bishopton and Old Stillington.
- 2.2.3. The Order Limits for the Proposed Development are shown in ES Figure 1.1 Location Plan (Document Reference 6.3.1.1).

2.3. Construction programme

- 2.3.1. It would take approximately 12-18 months to construct the Proposed Development all at once, or 18-24 months to undertake the construction of each Panel Area in phases following the DCO being made.
- 2.3.2. The final programme will be dependent on the detailed layout design and any potential environmental constraints that impact on the timing of construction activities.
- 2.3.3. The installation of solar PV modules does not involve any complex construction process or practices and therefore risk of delay beyond the programme is to be included within the ES and would largely be driven by adverse weather conditions. Many component parts of the Proposed Development would arrive on-site ready to be installed. As identified in ES Chapter 12 Traffic and Transport (Document Reference

6.2.12), two Abnormal Indivisible Loads (AILs) would be required to enable construction.

2.4. Project team roles and responsibilities

2.4.1. The following roles in Table 2-1 below will have key responsibilities in supporting the implementation of this plan and progressing a more detailed plan prior to the construction phase of the Proposed Development.

2.4.2. The roles outlined below should also be involved in the development of future iterations of this Management Plan.

Table 2-1 Roles and responsibilities

Role	Responsibility
The Applicant – ‘Undertaker’ in the draft DCO	Overall compliance with the DCO
Construction Project Manager	Overall responsibility for ensuring all elements of the DCO, PRoW Management Plan and all environmental and other requirements are implemented, and appropriately resourced, managed, reviewed and reported.
Site Manager	Overall responsibility for activity onsite with a presence onsite full time. Also responsible for the safety of the workers and local communities
Community Liaison Officer	Appointed to lead discussions with local communities, and also act as the primary point of contact should there be queries or complaints.
Local Planning Authority(s) Public Rights of Way Officer (Darlington Borough Council and Stockton-on-Tees Borough Council)	Responsibility for the discussion of, and agreement to matters during detailed design and future iterations of this Management Plan, and overseeing the appropriate implementation at the relevant stages

2.4.3. These roles and responsibilities are indicative and will be confirmed in the final PRoW Management Plan. It is noted that ultimate responsibility for the implementation of this Management Plan under the draft DCO rests with the undertaker.

3. Methodology

3.1. Public Rights of Way and Routes with Public Access Rights

3.1.1. A Public Right of Way (PRoW) is defined as one of the following¹

- *A footpath, being a highway over which the public have a right of way on foot only, not being a footway,*
- *A bridleway, being a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway,*
- *A cycle track, being a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot,*
- *A byway open to all traffic (BOAT), being a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used, or*
- *restricted byway, being a highway over which the public have restricted byway rights, with or without a right to drive animals of any description along the highway, but no other rights of way.*

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

3.1.3. Any works required to the routes described in this Outline Management Plan are consented by the draft DCO (Document Reference 3.1) and are described and shown in the draft DCO documents as changes to the Public Rights of Way in Schedule 5 (Parts 1 and 2) and shown on the Street Works, Rights of Way and Access Plans (Document Reference 6.3).

3.2. Assumptions made in this document

3.2.1. The PRoWs have been identified using the local authority Definitive Mapping [1] and stakeholder consultation.

3.2.2. Safety has been an important consideration to stopping up proposals, for example, where existing routes are considered to pose public safety risks and would be affected by the Proposed Development.

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

- 3.2.3. Where PRowS would be stopped up for construction and subsequently reinstated or diverted, a condition survey would ensure that any reinstated route would be of similar or better quality.
- 3.2.4. For diverted and new PRow, classifications seek to help ensure improved connectivity and public safety.
- 3.2.5. Any surface finishes, interpretation boards or signage would be agreed between the Applicant and the relevant Local Planning Authority prior to implementation.

3.3. Identification of PRow

- 3.3.1. PRow mapping data has been collected via Darlington Borough Council's Definitive Mapping and through engagement with Stockton-on-Tees Borough Council, and as such has been taken to represent the most up to date and accurate record of PRow within the study area. PRow potentially affected by the Proposed Development were identified through examination of this data and a site walkover undertaken by the consultant team.
- 3.3.2. Routes have also been identified through engagement with the Public Rights of Way Officer and responses received to the statutory consultation which took place in the summer of 2023.

3.4. Stakeholder engagement

- 3.4.1. A statutory public consultation was held between 5 May and 16 June 2023 which sought feedback on the Proposed Development's preliminary environmental information.
- 3.4.2. A series of further engagement exercises were subsequently carried out between November and December 2023, which informed local communities, landowners and wider stakeholders of the design changes made to the Proposed Development following statutory consultation, inviting their feedback on the changes made.
- 3.4.3. A Consultation Report (Document Reference 5.1) has also been prepared and submitted in support of the draft DCO Application which sets out how local communities, landowners and stakeholders' feedback has fed into the PRow proposals.
- 3.4.4. As set out in ES Appendix 2.6 Outline Construction Environmental Management Plan (Document Reference 6.4.2.6), a Community Liaison Officer will be responsible for communications with the public during all stages of the Proposed Development. Additionally, information signs containing the relevant contact information for the Community Liaison Officer will be available across the site during construction.
- 3.4.5. Prior to the commencement of the construction of the Proposed Development, a programme for the relevant PRow management measures (e.g. diversions or short-term closures) will be produced and subject to agreement with both Darlington and

Stockton-on-Tees Borough Council PRow Officers. If required, landowners and/or their agents will be notified at least seven days in advance of any management works.

- 3.4.6. A standard form of signage relating to temporary closures or management would be used across the Proposed Development. The location of these signs will be discussed with both Darlington and Stockton-on-Tees Borough Council PRow Officers. Where applicable, maps showing temporary diversions and alternative rights of way will be provided at locations affected by the works and hosted on the Councils websites where this is feasible and considered necessary.

3.5. Locations and value

- 3.5.1. PRowS that interact with the Proposed Development and are therefore directly affected by the Proposed Development are described in Table 3-1 below, and also shown on the Street Works, Rights of Way and Access Plans (Document Reference 2.3). These are shown in two categories, the first being PRow which are likely to require temporary management or short-term closures during construction of the Panel Areas or laying of cables, and the second including those PRow which have been identified as requiring a diversion to enable construction of the Proposed Development.

- 3.5.2. In total, the Proposed Development has the potential to effect those Footpaths and Bridleways listed in Table 3-1 below. These PRow connect across the parishes of Brafferton (Bfn), Great Stainton (GtStn), Little Stainton (LtStn), Bishopton (Btn), Redmarshall (Rml) and Carlton (Ctn). Footpaths and bridleways may be attributed the same number in a different parish, for example Footpath No. 2 in Bishopton (FP-Btn.2) and Footpath No. 2 in Little Stainton (FP-LtStn.2). For clarity, these are different Rights of Way and do not necessarily relate or connect to one another. The Proposed Development also interacts with a cycle track which runs along a disused railway line in Stockton-on-Tees and a short section of highway in Carlton which has been identified by Stockton-on-Tees Borough Council as an important connection between Footpath No. 4(FP-Ctn.4) and Footpath No. 7 (FP-Ctn.7). Reference should be made to the Street Works, Rights of Way and Access Plans to confirm the location of the Rights of Way listed below.

Table 3-1 Existing PRow that interact with the Proposed Development

Area	Potential temporary effects	Potential permanent diversion
Brafferton (Bfn)	<ul style="list-style-type: none"> • Footpath No.7 (FP-Bfn.7) • Re-provided Footpath No. 8 (FP-Bfn.8) • Footpath No. 9 (FP-Bfn.9) • Footpath No. 10 (FP-Bfn.10) • Footpath No. 12 (FP-Bfn.12) • Footpath No. 15 (FP-Bfn.15) • Footpath No. 20 (FP-Bfn. 20) • Bridleway No. 11 (BR-Bfn.11) • Bridleway No. 13 (BR-Bfn.13) • Bridleway No. 14 (BR-Bfn.14) 	<ul style="list-style-type: none"> • Footpath No. 8 (FP-Bfn.8) • Footpath No.10 (FP-Bfn.10)

Area	Potential temporary effects	Potential permanent diversion
Great Stainton (GtStn)	<ul style="list-style-type: none"> • Footpath No. 4 (FP-GtStn.4) • Footpath No. 3 (FP-GtStn.3) • Footpath No. 6 (FP-GtStn.6) • Re-provided Footpath No. 8 (FP-GtStn.8) • Footpath No. 12 (FP-GtStn.12) 	<ul style="list-style-type: none"> • Footpath No. 8 (FP-GtStn.8) • Footpath No. 3 (FP-GtStn.3)
Little Stainton (GtStn)	<ul style="list-style-type: none"> • Footpath No. 1 (FP-LtStn.1) • Footpath No. 2 (FP-LtStn.2) 	<ul style="list-style-type: none"> • Footpath No. 1 (FP-LtStn.1)
Bishopton (Btn)	<ul style="list-style-type: none"> • Re-provided Footpath No. 2 (FP-Btn.2) • Footpath No. 3 (FP-Btn.3) • Re-provided Footpath No. 4 (FP-Btn.4) • Footpath No. 7 (FP-Btn.7) 	<ul style="list-style-type: none"> • Footpath No. 2 (FP-Btn.2) • Footpath No. 4 (FP-Btn.4)
Redmarshall (Rml)	<ul style="list-style-type: none"> • Footpath No. 1 (FP-Rml.1) • Footpath No. 2 (FP-Rml.2) 	<ul style="list-style-type: none"> • N/A
Carlton (Ctn)	<ul style="list-style-type: none"> • Footpath No. 6 (FP-Ctn.6) • Footpath No. 7 (FP-Ctn.7) 	<ul style="list-style-type: none"> • N/A
Stockton-on-Tees	<ul style="list-style-type: none"> • Cycle track on disused railway line 	<ul style="list-style-type: none"> • N/A

4. Management measures

4.1. General provisions

- 4.1.1. The DCO would grant the necessary powers to manage and alter the PRow network within the Order Limits as follows:
- Article 13 of the draft DCO provides powers to temporarily stop-up and divert PRow;
 - Article 14 of the draft DCO provides for the extinguishment and re-provision of PRow as shown on the Street Works, Rights of Way and Access Plans. This requires that any alternative PRow must be provided before the extinguishment takes place;
 - Article 17 of the draft DCO provides powers to temporarily permit, prohibit, or restrict the use by vehicular traffic or non-vehicular traffic of any road, subject to the provisions of the Article. This would authorise the proposed temporary management measures along the short section of highway in Carlton which links Footpath No. 4 (FP-Ctn.4) and Footpath No. 7 (FP-Ctn.7);
 - As a requirement of the draft DCO (14), the measures described in this Outline PRow Management Plan will inform a detailed Management Plan which must be submitted to and approved by the relevant planning authority, in consultation with the relevant highway authority; and
 - The Management Plan provides the securing mechanism through which any new Permissive Paths committed to will be implemented.
- 4.1.2. The Applicant is committed to minimising disruption to the public along the PRow network wherever possible but this needs to be balanced with the Applicant's commitments to safety for the construction and operation of the Proposed Development.
- 4.1.3. Where a potential conflict between these two objectives has been identified, a pragmatic approach to safety will be taken, balancing the risks to the public and users of PRow against the disruption that removing the risk will cause.
- 4.1.4. This Management Plan has been prepared based on an application of professional judgement given the current understanding of the Proposed Development. As such, this plan would be further developed to a Detailed PRow Management Plan prior to the construction of the Proposed Development by the appointed PC, to help ensure the safety of users during construction.
- 4.1.5. This Management Plan has sought to retain access for the public through phasing/timing of works based on the current understanding and assumptions. Where an alternative approach to PRow management emerges, this would be developed at the detailed design stage and would be subject to agreement with the local planning authority under requirements of the draft DCO (14).

4.2. Signage and information

- 4.2.1. At all points where PRowWs intersect the Proposed Development, appropriate signage will be erected to advise of planned works and dates of any planned closures.
- 4.2.2. Signage will also, where applicable, provide information on any alternative routes/diversions and new routes. The location and details of these signs would be discussed and agreed with both Darlington and Stockton-on-Tees Borough Council's PRowW and Highways officers.
- 4.2.3. Information signs detailing works and giving the project Community Liaison Officers contact number details will be maintained across the site during construction.
- 4.2.4. As part of the Detailed PRowW Management Plan, a programme of PRowW closures and alternative/new routes will be produced by the Applicant and its PC, and both Darlington and Stockton-on-Tees Borough PRowW and Highways Officers, affected parish councils and if required, landowners and/or their agents will be notified at least seven days in advance of any closure.

4.3. Forms of managed closure

- 4.3.1. The exact details of the forms of closure will be developed by the appointed PC and subject to further discussions and agreements with both Darlington and Stockton-on-Tees Borough Council.
- 4.3.2. The Applicant will make every reasonable effort to minimise disruption along the PRowW network and follow the hierarchy of actions listed below:
- use of signage where PRowW can remain open, but users need to be warned of the presence of construction vehicles or activities (local management). This may be possible for example where the fence line has been erected and the PRowW runs outside of this boundary.
 - implementation of short, temporary closures where local works might affect safety of users (local closures).
 - closure/extinguishment of a PRowW following the early implementation of an alternative/new route (e.g. via a new but similar length and location of route) (early re-provision)
 - provision of new routes as part of the Proposed Development (new routes)
- 4.3.3. Any short term, temporary closures will be for as short a duration as possible and would likely be linked to specific work items. Where short term, temporary closures along sections of the PRowW network are required, the detail of these would be discussed and agreed with both Darlington and Stockton-on-Tees Borough Council PRowW Officers as part of the Detailed PRowW Management Plan secured under Requirement 14 of the draft DCO.

- 4.3.4. All interventions will be developed in liaison with both Darlington and Stockton-on-Tees Borough Council PRow and Highways Officers.

Local management

- 4.3.5. Where it is considered safe to do so, PRow in close proximity to construction works or that adjoin roads that may be affected by works will remain open with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists or other non-motorised users. It would be disproportionately disruptive to close PRow in this instance, particularly when works may only be taking place for short periods of time and risk to the public is likely to be low.
- 4.3.6. It is envisaged that local management would be principally used during the laying of cable routes and where PRow run in between Panel Areas and a safe zone between the fence line can be established. This will be subject to a future iteration of this Management Plan prior to the construction of the Proposed Development.

Local closures

- 4.3.7. Where works are predicted to affect the safety of PRow users to an extent that cannot be controlled by local management, local closures will be sought. Such closures will be temporary and short-term to facilitate periods of construction works that are discrete in nature and can be completed in a matter of days/weeks, rather than months.
- 4.3.8. Where it is not considered safe to keep PRow open with appropriate signage during construction works, the need for a diversion, signage and other relevant details will be discussed and agreed with both Darlington and Stockton-on-Tees Borough Council, as secured through Requirement of the draft DCO. The draft DCO, through Article 13 provides the mechanism for the temporary stopping up of PRow to facilitate the Proposed Development.

Early re-provision

- 4.3.9. Where possible, the Applicant has embedded measures into the design of the Proposed Development for those sections of PRow which would be permanently affected by the Proposed Development (e.g. during operation).
- 4.3.10. These embedded measures include the stopping-up of short sections of PRow as described in Schedule 5 of the draft DCO, and shown on the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3), with the provision of a safe, alternative PRow route in advance of construction works.
- 4.3.11. This early re-provision would therefore overcome potential construction effects as well as seeking to provide a new section of PRow permanently into the operational phase of the scheme. The draft DCO through Article 14 ensures that the alternative route must be established in advance of the permanent stopping up. This would be

further discussed with Darlington Borough Council following the appointment of the contractor and further consideration in relation to construction phasing.

New routes

- 4.3.12. The provision of new routes is to enhance the current PRow network or provide new routes to facilitate access across the Proposed Development.
- 4.3.13. The Applicant is proposing to provide an additional ~3600m of permissive paths in order to create an enhanced and better-connected network in the local area. These new permissive routes are secured through this Outline PRow Management Plan and Schedule 5 of the draft DCO which links to the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).
- 4.3.14. It is proposed that these permissive routes are provided during the operational phase of the Proposed Development, to minimise impact during the construction phase, and result in a reduced need for temporary diversions to allow for construction activities.

4.4. Proposed PRow management

- 4.4.1. This section of the Management Plan details the proposed management of the PRow during the construction, operational and decommissioning stages of the Proposed Development.
- 4.4.2. A summary of the types and number of proposed measures is set out in Table 4-1.
- 4.4.3. The proposed changes to the PRow are illustrated on the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3), and the proposed measures are described in Table 4-2 and Table 4-3 where the reference numbers correlate with those shown on the aforementioned Plans.

Table 4-1 Summary of proposed PRow management

Type of management	Number of proposed changes
Sections of PRow subject to temporary stopping up or subject to management (Schedule 5, Part 1)	29
Stopping up of PRow for which a substitute is to be provided (Schedule 5, Part 2)	7
New sections of permissive routes	5

Construction

- 4.4.4. The construction phase of the Proposed Development is anticipated to lead to a variety of effects on the PRow network, including increased construction traffic in close proximity to the PRow and the need to extinguish some routes to enable construction works.

- 4.4.5. In total, 7 PRow will be partly or wholly extinguished as result of the construction stage of the Proposed Development, all of which will have suitable and similar alternatives provided. The Applicant will provide the diversion / alternative routes prior to construction, so that local communities can continue to enjoy the local area during this stage of the Proposed Development.
- 4.4.6. Specific and more detailed management measures for these provisions will be subject to agreement with both Darlington and Stockton-on-Tees Borough Councils PRow Officers and will be detailed in a future iteration of this Management Plan, prior to the commencement of the construction works.

Operation

- 4.4.7. Whilst it is proposed that the majority of PRow management takes place prior to or as part of the main construction in order to facilitate ongoing and safe access, there are also post construction management measures which bring further enhancements to the PRow network, including the provision of 5 permissive routes across the operational site.
- 4.4.8. The Applicant and its PC will provide appropriate signage for the new permissive routes, subject to agreement with both Darlington and Stockton-on-Tees Borough Council.
- 4.4.9. Details and specifications including maintenance agreements for the new permissive routes, surface materials, access features/means of enclosure and signage will be agreed between the Applicant and both Darlington and Stockton-on-Tees Borough Council as part of the detailed PRow Management Plan, prior to implementation.

Decommissioning

- 4.4.10. It is the intention of the Applicant to, wherever possible, keep the PRow network open during the decommissioning phase, with appropriate management and safety measures put in place. Similar to the construction phase, an updated PRow Management Plan will be prepared and agreed with the LPA prior to the decommissioning phase.
- 4.4.11. It is considered likely that the PRow diverted as part of the Proposed Development, will remain on their operational alignment and therefore will not revert back to the previous – or baseline – alignment. This will be discussed and agreed on an individual basis with the landowner(s) at the appropriate time.

- 4.4.12. The following table provides details of PRow which are likely to be subject to temporary management during the construction of the Proposed Development. Whilst the draft DCO seeks powers to temporarily stop up these PRow through Article 13, as set out in Section 4.3 of this Management Plan, it is the intention of the Applicant to limit the need for temporary closures wherever possible. The final type of management will therefore be discussed and agreed at detailed design stage with the relevant local planning authority.

Table 4-2 PRow subject to temporary management

PRoW / Ref no.	Area	Timing	Summary and Purpose of Management Measure	Extent of Measure*
Footpath 7 (FP-Bfn.7)	Brafferton	Construction	Footpath runs through proposed Panel Area and will be subject to temporary management or short-term temporary closure.	320m as shown between points marked 1 and 2 on sheet 1.
Footpath 8 (FP-Bfn.8)	Brafferton	Construction	New section of footpath which may be subject to short term temporary management following its implementation given the location of the proposed diversion in between panel areas.	150m as shown between points marked 1 and 3 on sheet 1.
Footpath 9 (FP-Bfn.9)	Brafferton	Construction	A short section of the PRow may be temporarily affected to accommodate on-road cable laying to connect panel areas.	15m as shown between points marked 5 and 6 on sheet 1.
Footpath 10 (FP-Bfn.10)	Brafferton	Construction	A short section of the PRow may be temporarily affected to accommodate off-road cable laying to connect panel areas.	50m as shown between points marked 7 and 8 on sheet 1.
Footpath 9 (FP-Bfn.9)	Brafferton	Construction	Footpath runs through proposed Panel Area and will be subject to temporary management or short-term temporary closure.	135m as shown between points marked 11 and 12 on sheet 1.
Bridleway 14 (BR-Bfn.14)	Brafferton	Construction	Bridleway runs through the centre of Panel Area A, south of Brafferton and will be subject to temporary management or short-term temporary closure. The Bridleway could also be affected by an on-road cable option.	1,635m as shown between points marked 9 and 10 on sheet 3.
Footpath 20 (FP-Bfn.20)	Brafferton	Construction	Footpath runs along a short section of the proposed construction access into Panel Area A from Brafferton Lane and will be subject to temporary management to avoid conflict between construction traffic and users.	50m as shown between points marked 13 and 14 on sheet 3.

PRoW / Ref no.	Area	Timing	Summary and Purpose of Management Measure	Extent of Measure*
Footpath 15 (FP-Bfn.15)	Brafferton	Construction	Footpath will be crossed by the off-road cable route connection between panel areas and therefore will be subject to temporary management or short-term temporary closure.	140m as shown between points marked 16 and 17 on sheet 4.
Bridleway 11 (BR-Bfn.11)	Brafferton	Construction	Bridleway is crossed by the proposed off-road cable route between panel areas and will therefore be subject to temporary management or closure during the cable laying process.	65m as shown between points marked 19 and 20 on sheet 4.
Footpath 12 (FP-Bfn.12)	Brafferton	Construction	Footpath runs along the proposed off-road cable route for a short section and will therefore be subject to temporary management or closure during the cable laying process.	260m as shown between points marked 21 and 22 on sheet 3.
Bridleway 13 (BR-Bfn.13)	Brafferton	Construction	Bridleway crosses proposed off-road cable route between panel areas and will therefore be subject to temporary management or closure during the cable laying process.	55m as shown between points marked 25 and 26 on sheet 4.
Footpath 12 (FP-Bfn.12)	Brafferton	Construction	Footpath is crossed by the proposed off-road cable route between panel areas and will therefore be subject to temporary management or closure during the cable laying process.	80m as shown between points marked 23 and 24 on sheet 5.
Footpath 4 (FP-GtStn.4)	Great Stainton	Construction	Footpath runs along the proposed off-road cable route between panel areas and will therefore be subject to temporary management or closure during the cable laying process.	315m as shown between points marked 27 and 28 on sheet 5.
Footpath 6 (FP-GtStn.6)	Great Stainton	Construction	Footpath runs through proposed panel area and will therefore be subject to temporary management or short-term temporary closure.	300m as shown between points marked 29 and 30 on sheet 5.
Footpath 12 (FP-GtStn.12)	Great Stainton	Construction	Short section of footpath will be crossed by proposed off-road cable route between panel areas and therefore subject to temporary management or closure during the cable laying process.	30m as shown between points marked 30 and 31 on sheet 5.
Footpath 2 (FP-LtStn.2)	Little Stainton	Construction	Footpath runs through proposed panel area and will therefore be subject to temporary management or short-term temporary closure.	430m as shown between points marked 32 and 33 on sheet 6.

PRoW / Ref no.	Area	Timing	Summary and Purpose of Management Measure	Extent of Measure*
Footpath 1 (FP-LtStn.1)	Little Stainton	Construction	Footpath runs through proposed panel area and will therefore be subject to temporary management or short-term temporary closure.	485m as shown between points marked 34 and 35 on sheet 6.
Footpath 1 (FP-LtStn 1)	Little Stainton	Construction	Short section of footpath will be crossed by proposed off-road and/or on-road cable route between panel areas and therefore subject to temporary management or closure during the cable laying process.	45m as shown between points marked 37 and 38 on sheet 7.
Footpath 8 (FP-GtStn.8)	Great Stainton	Construction	Section of realigned footpath running along the boundary of proposed panel area and therefore may be subject to temporary management or short-term temporary closure.	876m as shown between points marked 39 and 40 on sheets 7 and 8.
Footpath 3 (FP-GtStn.3)	Great Stainton	Construction	Section of realigned footpath and section of current footpath running through proposed panel area and will therefore be subject to temporary management or short-term temporary closure.	375m of realigned footpath between points marked 42 and 43, as well as 430m as shown between points marked 43 and 44 on sheet 8.
Footpath 2 (FP-Btn.2)	Bishopton	Construction	Section of realigned footpath running along the boundary of proposed panel area and therefore may be subject to temporary management or short-term temporary closure.	960m of realigned footpath as shown between points marked 45 and 46 on sheet 9.
Footpath 3 (FP-Btn.3)	Bishopton	Construction	Short section of footpath will be crossed by proposed off-road cable route between panel areas and therefore subject to temporary management or closure during the cable laying process.	60m as shown between points marked 47 and 48 on sheet 9.
Footpath 4 (FP-Btn.4)	Bishopton	Construction	Section of realigned footpath running along the boundary of proposed panel areas and therefore may be subject to temporary management or short-term temporary closure.	610m as shown between points marked 49 and 50 on sheets 10 and 11.
Footpath 7 (FP-Btn.7)	Bishopton	Construction	Short section of footpath will be crossed by proposed off-road cable route between the onsite substation and the Norton Substation and therefore subject to temporary management or closure during the cable laying process.	40 as shown between points marked 51 and 52 on sheet 11.

PRoW / Ref no.	Area	Timing	Summary and Purpose of Management Measure	Extent of Measure*
Footpath 1 (FP-Rml.1)	Redmarshall	Construction	Short section of footpath will be crossed by proposed off-road cable route between the onsite substation and the Norton Substation and therefore subject to temporary management or closure during the cable laying process.	40m as shown between points marked 53 and 54 on sheet 12.
Footpath 2 (FP-Rml.2)	Redmarshall	Construction	Short section of footpath will be crossed by proposed off-road cable route between the onsite substation and the Norton Substation and therefore subject to temporary management or closure during the cable laying process.	30m as shown between points marked 55 and 56 on sheet 12.
Footpath 4 (FP-Ctn.4)	Carlton	Construction	Short section of highway connecting Footpath 4 to Footpath 7 potentially effected by on-road cable works and identified by Stockton-on-Tees Borough Council as an important connection for the wider PRoW network. Therefore, the connection would be subject to temporary traffic regulation measures during the cable laying process.	75m of Carlton Vlg Road, as shown between points 61 and 62 on sheet 12.
Footpath 7 (FP-Ctn.7)	Carlton	Construction	Short section of footpath will be crossed by proposed off-road cable route between the onsite substation and the Norton Substation and therefore subject to temporary management or closure during the cable laying process.	55m as shown between points marked 57 and 58 on sheet 12.
Footpath 6 (FP-Ctn.6)	Carlton	Construction	Short section of footpath will be crossed by proposed off-road cable route between the onsite substation and the Norton Substation and therefore subject to temporary management or closure during the cable laying process.	35m as shown between points marked 59 and 60 on sheet 13.
Cycle track along dismantled railway line	Carlton	Construction	Short section of the cycle track would be crossed by the proposed off-road cable route between the onsite substation and the Norton Substation. As identified within the Design Approach Document, the Applicant has committed to keeping the route open either through management or use of HDD cabling technique.	15m as shown between points 63 and 64 on sheet 13.

* Where 'Sheet' is referenced in the table above, this refers to the relevant sheet of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3)

4.4.14. In addition to the above temporary measures, Table 4-3 below set out those PRow which are being permanently stopped up as part of the Proposed development, and details the proposed re-provision, as shown on the relevant sheet of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).

Table 4-3 PRow to be stopped up and re-provided

PRow / Ref no.	Area	Timing	Extent and purpose of Stopping Up	Summary of re-provision
Footpath 8 (FP-Bfn.8)	Brafferton	Prior to construction	Footpath currently runs diagonally across a field which is to form a panel area. Therefore, it is proposed to stop up 205m between points marked 3 and 4 on sheet 1 and 3 with a diversion provided around the field boundary.	The footpath is proposed to be re-provided along Footpath 7 (FP-Bfn.7) heading north and then via a new section of Footpath over 150m between points marked 1 and 3 on sheet 1.
Footpath 10 (FP-Bfn.10)	Brafferton	Prior to construction	Footpath currently runs across a field which is to form a panel area. Therefore, it is proposed that the route is stopped up over 460m between points marked 15 and 18 on sheet 4, with a diversion provided around the field boundary.	The footpath is proposed to be re-provided along the field boundary over 235m between points marked 15 and 16 on sheet 4 where it would connect into Footpath 15 (FP-Bfn.15).
Footpath 1 (FP-LtStn.1)	Little Stainton	Prior to construction	Footpath currently runs within a field proposed as a panel area. Therefore, it is proposed to stop up 185m between points marked 34 and 36 on sheet 4, with a diversion provided adjacent along the field boundary.	The footpath is proposed to be re-provided over 200m as shown between points 34 and 36 on sheet 4. This would take the footpath outside of the proposed panel area whilst retaining connectivity.
Footpath 8 (FP-GtStn.8)	Great Stainton	Prior to construction	Footpath currently runs diagonally through a proposed panel area, and it is therefore proposed to stop up the footpath over its entire length between points marked 40 and 41 on sheet 8.	The footpath is proposed to be re-provided to the west of the existing, running alongside Little Stainton Beck over 870m, as shown between points marked 39 and 40 on sheet 8.
Footpath 3 (FP-GtStn.3)	Great Stainton	Prior to construction	Footpath currently runs diagonally across a field proposed as a panel area. Therefore, it is proposed to stop up 290m between points marked 42 and 43 on sheet 8 and divert the footpath around the field boundary.	The footpath is proposed to be re-provided around the field boundary over 375m as shown between points 42 and 43 on sheet 8.

PRoW / Ref no.	Area	Timing	Extent and purpose of Stopping Up	Summary of reprovision
Footpath 2 (FP-Btn.2)	Bishopton	Prior to construction	Footpath currently runs across the centre of a field proposed as a panel area., Therefore, it is proposed to stop up 490m between points 45 and 46 on sheet 9 and divert the footpath south, along the field boundary.	The footpath is proposed to be re-provided along the field boundary over 960m between points marked 45 and 46 on sheet 9.
Footpath 4 (FP-Btn.4)	Bishopton	Prior to construction	Footpath currently runs across the centre of a field proposed as a panel area. Therefore, it is proposed to stop up 415m between points 49 and 50 on sheet 10 and divert the footpath to the edge of panel areas.	The footpath is proposed to be re-provided to the west of it's currently alignment over 610m as shown between points marked 49 and 50 on sheet 10.

4.4.15. Table 4-4 provides a summary of the Permissive Routes proposed as part of the Proposed Development which aim to provide increased connectivity across the area. These have been discussed and agreed in principle with the relevant landowners and would be implemented following construction of the Proposed Development. These are shown on the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).

Table 4-4 Proposed Permissive Routes

Ref no.	Area	Description
PR-GtStn.1	Great Stainton	A new section of permissive route over circa 1,215m and running in the northern extent of Panel Area B, as shown on Sheet 2 (also on Sheet 5) of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3). This route would provide a new connection between Footpaths 4 and 12 (FP-GtStn.4 and FP-Bfn.12) and Salters Lane, allowing access onto Lodge Lane or onto Bridleway No 11 (BR-Bfn.11).
PR-GtStn.2	Great Stainton	A new section of permissive route over circa 500m to provide a connection north south from the village of Great Stainton and between realigned Footpaths 3 (FP-GtStn.3) and 8 (FP-GtStn.8) as shown on Sheet 8 of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3). This provides an alternative route from the village which is off-road and allows access south to the wider footpath network.
PR-LtStn.1	Little Stainton	A new section of permissive route over circa 835m of new route to connect into Footpath No.2 (FP-LtStn.2) and Footpath No.6 (FP-GtStn.6), providing an alternative route and adding access to the existing PRoW network, as shown on Sheets 5 and 6 of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).

PR-Btn.1	Bishopton	A new section of permissive route over circa 400m to connect to realigned Footpath 2 (FP-Btn.2) and Footpath 3 (FP-Btn.3) and provide a new route into the proposed Amenity Recreational Area as shown on the Landscape Concept Masterplan (Document Reference 6.3.2.20) and Sheet 9 of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).
PR-Btn.2	Bishopton	A new section of permissive route over circa 700m to provide an alternative connection between Footpath 4 (FP-Btn.4) and the realigned section of Footpath 4, following Bishopton Beck and shown on Sheet 10 of the Street Works, Public Rights of Way and Access Plans (Document Reference 2.3).

Additional closures

- 4.4.16. Table 4-2 sets out the PRow closures, the replacement PRow routes, potential temporary management and network enhancements which are proposed by the Applicant. However, if any additional temporary or permanent diversions are later identified as necessary in connection with the Proposed Development, these will be agreed with both Darlington and Stockton-on-Tees Borough Council and the landowners prior to implementation as required by Article 14 the draft DCO.

Safety measures

- 4.4.17. Where appropriate, suitable safety measures such as temporary fencing or distancing tactics will be put in place by the PC to form safe corridors for users of PRow, especially where it is proposed to retain access to PRow in areas adjacent to construction works.
- 4.4.18. The exact nature (including the type and size) of these measures will be outlined in a future iteration of this Management Plan prior to the commencement of construction, and will be agreed between the PC, the affected landowners and both Darlington and Stockton-on-Tees Borough Council PRow Officers.
- 4.4.19. Where construction routes adjoin a PRow or where a PRow crosses a construction access, appropriate signage will be installed as necessary to ensure the safety of the public, road users and workforce. Appropriate traffic management measures for all works affecting highways will be covered in a future iteration of the Construction Traffic Management Plan, as secured via a Requirement of the draft DCO.

Inspections

- 4.4.20. Inspections of any installed temporary diversions will be undertaken on a regular basis and any required remedial works to undertaken to ensure that diversions remain in good condition during the construction period.
- 4.4.21. During construction, the Applicant will also operate a Community Liaison team and contact details would be provided on any signs located along the PRow network. Any concerns around PRow management proposals can therefore be flagged through this facility and the Applicant and its PC will explore any short-term reinstatement work where necessary. Any concerns raised would be shared with both Darlington and Stockton-on-Tees Borough Council PRow Officers.