

**Tillbridge Solar Project  
EN010142**

**Volume 7  
Framework Public Rights of Way  
Management Plan**  
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# 1. Introduction

## 1.1 Background

- 1.1.1 Tillbridge Solar Ltd (hereafter referred to as ‘the Applicant’) is applying for a Development Consent Order (DCO) for the proposed Tillbridge Solar Project (hereafter referred to as the ‘Scheme’).
- 1.1.2 The Scheme will comprise the construction, operation (including maintenance) and decommissioning of ground-mounted solar photovoltaic (PV) arrays. The Scheme will also include associated development to support the solar PV arrays.
- 1.1.3 The Scheme is made up of the Principal Site, the Cable Route Corridor and works to the existing National Grid Cottam Substation. The Principal Site comprises the solar PV arrays, electrical substations, grid balancing infrastructure, cabling and areas for landscaping and ecological enhancement.
- 1.1.4 The associated development element of the Scheme includes but is not limited to access provision; a Battery Energy Storage System (BESS), to support the operation of the ground mounted solar PV arrays; the development of on-site substations; underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement.
- 1.1.5 The Scheme also includes a 400kV underground Cable Route Corridor of approximately 18.5km in length connecting the Principal Site to the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Scheme will export and import electricity to the NETS.
- 1.1.6 A full description of the Scheme is included in **Chapter 3: Scheme Description** of the Environmental Statement (ES) [EN010142/APP/6.1]. An overview of the Scheme and its environmental impacts is provided in the Environmental Statement **Non-Technical Summary** [EN010142/APP/6.4].
- 1.1.7 The Scheme is split across the two administrative areas of Lincolnshire County Council and Nottinghamshire County Council, primarily consisting of agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks. The Scheme is also split across the administrative areas of West Lindsey District Council and Bassetlaw District Council.
- 1.1.8 The Scheme for which the development consent is sought has been carefully progressed following a thorough iterative design process. The design process has considered appropriate national and local design policy and guidance documents, information from site appraisals and field work and feedback from stakeholders.

1.1.9 This document has been updated at Deadline 3, in response to the Examining Authority’s First Written Questions. The document references have not been updated from the original submission. For the most up-to-date

documents, the reader should access these through the [Guide to the Application \[EN010142/APP/1.2\(Rev05\)\]](#) and [Schedule 13 of the draft DCO \[EN010142/APP/3.1\(Rev04\)\]](#).

## 1.2 Purpose and Structure of this Plan

- 1.2.1 This Framework Public Rights of Way Management Plan (FPRoW MP) outlines how Public Rights of Way (PRoW) will be managed by the Applicant for the Scheme to ensure they have been suitably considered and able to operate, in terms of both user safety and accessibility during construction, operation and decommissioning.
- 1.2.2 The FPRoW MP has been prepared in accordance with the National Policy Statement (NPS) for Renewable Energy EN-3 (Ref 1), which was designated in January 2024. The NPS states:
- a. Paragraph 2.10.41 – “Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site”.
  - b. Paragraph 2.10.42 – “Applicants are encouraged to design the layout and appearance of the site to ensure continued recreational use of public rights of way where possible during construction, and in particular during operation of the site”.
  - c. Paragraph 2.10.44 – “Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners”.
  - d. Paragraph 2.10.45 – “Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an Outline Public Rights of Way Management Plan”.
- 1.2.3 All of the Local Plans for authorities within the Principal Site and Cable Route Corridor emphasise the importance of ensuring existing PRoW are kept open and are minimally disrupted during construction works.
- 1.2.4 Lincolnshire County Council raised the matter of PRoW during statutory consultation (between 30 May 2023 and 11 July 2023), with regards to ensuring PRoW which link to or neighbour the Scheme are mapped in relevant plans for the DCO (rather than just those within the Order limits) where there is a risk the Scheme could affect the connectivity of the PRoW network in nearby areas.
- 1.2.5 Nottinghamshire County Council noted the potential to impact a number of PRoW within the Cable Route Corridor during the construction phase and requested that any potential closures are employed sensitively to optimise connectivity. Additionally, Nottinghamshire County Council acknowledged the collaborative approach being taken with other DCO schemes in the area, in terms of minimising impacts on the PRoW network.

- 1.2.6 Further to the above, both Bassetlaw District Council and West Lindsey District Council provided no additional comments and deferred to the response provided by the Local Highway Authorities (LHAs) with regard to these matters.
- 1.2.7 In light of the policy context and the above comments, the Applicant is keen to demonstrate the Scheme has taken appropriate measures to allow the various PRoW to continue to be used by the local community during the construction, operation, and decommissioning stages.
- 1.2.8 The effect on PRoW users are assessed within **Chapter 14: Socio-economics and Land Use** and **Chapter 16: Transport and Access** of the ES [EN010142/APP/6.1].
- 1.2.9 It should be noted that details relating to new permissive paths being provided by the Scheme are provided within the **Framework Landscape and Ecological Management Plan** [EN010142/APP/7.17].

## 2. Baseline Conditions

### 2.1 Introduction

- 2.1.1 There are a number of PRow and claimed PRow which pass through the Scheme which are summarised below. Discussion of PRow below should be taken to refer to both existing and claimed PRow. The details of the PRow have been obtained from the PRow Interactive Map on the Lincolnshire County Council website (Ref 4) for the part of the Scheme within Lincolnshire, and from the Rowmaps website (Ref 5) for the part of the Scheme within Nottinghamshire (in the absence of a definitive map on Nottinghamshire County Council's website). The PRow (footpaths, byways and bridleways) are also shown on **Figure 16-5** of the ES [EN010142/APP/6.3].
- 2.1.2 The PRow which pass through or border the Scheme and form part of a wider network of PRow in the surrounding area have been set out below for both the Principal Site and the Cable Route Corridor running progressively from north to south.

### 2.2 Principal Site

#### PRow within the Principal Site

- 2.2.1 Claimed Glentworth and Harpswell Public Bridleway 1209 – this is a claimed bridleway which is assumed to become a definitive route in due course. It will run through the eastern extent of the Principal Site, running in a north westerly direction for approximately 535m from Northlands Road in Glentworth to Hermitage Farm in Harpswell. It will link within PRow Harp|92/1 to the north and PRow Gltw|90/1 to the south.
- 2.2.2 PRow LL|Gltw|85/1 – a bridleway, a stretch of which runs for approximately 515m within the southern extent of the Principal Site running in a north-south direction between Kexby Road in the north and joining with PRow Fill|85/2 to the south along the Principal Site's southern boundary.

### 2.3 Cable Route Corridor

#### PRow within the Cable Route Corridor

- 2.3.1 Claimed PRow Kexby and Willingham DMMO (Definitive Map Modification Order) 680 – a restricted byway which runs within the northern extent of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 1km between Glentworth Road in the north and Fillingham Lane in the south, to the east of Willingham-by-Stow.
- 2.3.2 Claimed PRow DMMO 591 – a byway open to all traffic which runs through the central extent of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 1.5km between Marton Road in the north and Stow Park Road in the south along a field track. The PRow runs along the same route as PRow Stow/70/1, although for a longer

distance and is intersected by claimed PRoW DMMO 683 which runs in a northwest-southeast direction to the west of Stow.

- 2.3.3 Claimed PRoW DMMO 683 – a footpath which runs within the central extent of the Cable Route Corridor (within Lincolnshire), running in a northwest-southeast direction for approximately 2.5km between Marton Road in the northwest and Church Road in the southeast where it branches off into two routes, west of Stow. The footpath is intersected by claimed PRoW DMMO PRoW LL|Mton|68/1 - a footpath which runs through the western extents of the Cable Route Corridor (within Lincolnshire), running in an east-west direction for approximately 800m between the A156 High Street in the west and the A1500 Stow Park Road in the east, east of Marton.
- 2.3.4 PRoW LL|Mton|66/4 - a footpath which runs through the western extents of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 550m to the east of the River Trent and linking with PRoW Bram/66/1 in the south and PRoW Mton/823/1 in the north.
- 2.3.5 PRoW LL|Bram|66/1 - a footpath which runs through the western extent of the Cable Route Corridor (within Lincolnshire), running in a north-south direction for approximately 200m and in an east-west direction for approximately 400m to the east of the River Trent and linking with PRoW Mton/66/4 in the north.
- 2.3.6 PRoW NT|Cottam|FP1 - a footpath which runs through the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 900m along the western bank of the River Trent and linking with PRoW Cottam FP3 in the north and PRoW Treswell FP7 in the south.
- 2.3.7 PRoW NT|Cottam|FP3 – a footpath which runs in the vicinity of the western extent of the Cable Route Corridor (within Nottinghamshire), running in an east-west direction for approximately 1km between Headstead Bank and the River Trent and linking with PRoW Cottam FP1 in the east.
- 2.3.8 PRoW NT|Cottam|RB4 – a restricted byway which runs through the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 1.1km between Broad Lane in the north and Cottam Road in the south, linking with PRoW Cottam RB6 in between.
- 2.3.9 PRoW NT|SouthLeverton|BOAT16 - a byway open to all traffic which runs through the western extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 1.1km along Cow Pasture Lane to the north-west of Cottam Power Station, between Broad Lane in the north and Cottam Road in the south.
- 2.3.10 PRoW NT|Rampton|FP5 - a footpath which runs through the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 800m to the west of Cottam Power Station, through the fields to the north of Torksey Ferry Road and linking with PRoW Treswell FP4 to the south of Rampton Thorns.
- 2.3.11 PRoW NT|Rampton|FP6 - a footpath which runs through the southwestern extent of the Cable Route Corridor (within Nottinghamshire), running in a



north-south direction for approximately 500m, north of Torksey Ferry Road to the west of Cottam Power Station and linking with PRow Treswell FP5 in the north and PRow Rampton BOAT13 in the south.

- 2.3.12 PRow NT|Rampton|BOAT13 – a byway open to all traffic which runs through the southern extent of the Cable Route Corridor (within Nottinghamshire), running in an east-west direction for approximately 2.6km along the southern border of Cottam Power Station along Torksey Ferry Road and linking with PRow Rampton BW8 and FP7 in the east and PRow Rampton BOAT12, FP20 and FP6 in the west.
- 2.3.13 PRow Rampton FP20 – a footpath which runs within the vicinity of the southern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 380m along Nightleys Road and linking with PRow Rampton BOAT13 in the north along Torksey Ferry Road and PRow Rampton FP9 in the south.
- 2.3.14 PRow NT|Rampton|BOAT12 – a byway open to all traffic which runs within the vicinity of the southern extent of the Cable Route Corridor (within Nottinghamshire), running in a north-south direction for approximately 600m along Shortleys Road and linking with PRow Rampton BOAT13 along Torksey Ferry Road in the north and PRow Rampton FP9 in the south.

## 3. Management of Public Rights of Way

### 3.1 Construction

#### Introduction

- 3.1.1 Access to all existing PRowWs will be maintained during the construction phase, with no permanent PRowW closures and a limited number of temporary PRowW diversions along the Cable Route Corridor works area when the cables are installed. The PRowWs will be managed throughout the construction phase to ensure that routes can continue to be used as safely as possible. The existing PRowW widths will be maintained for all PRowWs throughout the construction phase. The proposed PRowW diversion and management measures are shown on the **Streets, Right of Way and Access Plans (SRoWA) [EN010142/APP/2.4]**.
- 3.1.2 It should be noted that whilst the proposed construction routes and crossing point locations within the Scheme may be subject to minor changes during detailed design, these changes are not expected to change the principles presented in this FPRoW MP or result in any additional adverse impacts. Any changes will be agreed with the relevant local authority in terms of how these changes are proposed to be managed throughout the construction phase of the Scheme. The likely impacts on PRowW during the construction phase are set out below.

#### Principal Site

##### Management/ Physical PRowW Separation from Construction Routes and Works

- 3.1.3 The following existing PRowW will be physically separated from the proposed construction routes and works areas using mesh, Heras, or other similar types of fencing where necessary, to maximise the safety of PRowW users within the Principal Site. In addition, suitable management of the PRowW will be explored; this could include, but is not limited to PRowW crossings, management by banksmen, etc:
- Claimed Glentworth and Harpswell Public Bridleway 1209 (claimed bridleway) (to be managed during the construction phase); and
  - PRowW Gltw/85/1 (bridleway) (to be managed during the construction phase).

##### Temporary PRowW Diversions

- 3.1.4 No temporary PRowW diversions are expected to be required within the Principal Site.

#### Cable Route Corridor

##### Management/ Physical PRowW Separation from Construction Routes and Works

- 3.1.5 The following existing PRowW will be physically separated from the proposed construction routes and works areas using mesh, Heras, or other similar types of fencing where necessary, to maximise the safety of PRowW users

within the Cable Route Corridor. In addition, some form of management of the PRow will be explored, these could include but are not limited to PRow crossings, management by banksmen, etc.:

- a. Claimed PRow Kexby and Willingham DMMO 680 (managed at up to two locations);
- b. Claimed PRow DMMO 591 (managed at up to two locations);
- c. PRow LL|Mton|68/1 (managed at one location)
- d. PRow NT|Cottam|FP1 (managed at one location)
- e. PRow NT|Rampton|BOAT13 (managed at one location)
- f. PRow NT|Rampton|FP20 (managed at one location); and
- g. PRow NT|Rampton|BOAT12 (managed at one location).

3.1.6 It is important that public safety is maintained when construction vehicles utilise/ cross PRows within the Cable Route Corridor. Any crossing points proposed to be implemented will be carefully managed to allow all users to safely pass through these areas, as follows:

- a. Providing manned controls at the crossing point (including marshals/ banksmen and gates) when vehicles are crossing the PRow, with a default priority that construction traffic will give-way to other users;
- b. Providing advanced signage to warn users of the potential presence of construction vehicles and PRow users; and
- c. Maximising visibility between construction vehicles and other users at the crossing point.

### **Temporary PRow Diversions**

3.1.7 The following PRow are expected to be temporarily (and locally) diverted around each works area when the cables are installed, for a short period (circa. six weeks each):

- a. Claimed PRow Kexby and Willingham DMMO 680 (restricted byway) (to be temporarily stopped up and diverted as well managed (up to two locations) during the construction phase);
- b. Claimed PRow DMMO 591 (byway open to all traffic) (to be temporarily stopped up (up to two locations) and diverted as well managed (up to two locations) during the construction phase);
- c. PRow LL|Bram|66/1 (footway) (to be temporarily stopped up and diverted during the construction phase);
- d. PRow NT|Cottam|FP3 (footway) (to be temporarily stopped up and diverted during the construction phase);
- e. PRow NT|Cottam|RB4 (restricted byway) (to be temporarily stopped up and diverted during the construction phase);
- f. PRow NT|SouthLeverton|BOAT16 (Byway open to all traffic) (to be temporarily stopped up and diverted during the construction phase);
- g. PRow NT|Rampton|FP5 (footway) (to be temporarily stopped up and diverted during the construction phase);

- h. PRow NT|Rampton|FP6 (footway) (to be temporarily stopped up and diverted during the construction phase);
  - i. PRow NT|Rampton|BOAT13 (byway open to all traffic) (to be temporarily stopped up and diverted as well managed during the construction phase);
  - j. PRow NT|Rampton|FP20 (footway) (to be temporarily stopped up and diverted as well managed during the construction phase); and
  - k. PRow NT|Rampton|BOAT12 (byway open to all traffic) (to be temporarily stopped up and diverted as well managed during the construction phase).
- 3.1.8 The construction works will be very localised at the above locations and the temporary PRow diversions will only reroute the existing PRow around the works area before re-joining the existing PRow. The temporary diversions are expected to allow a 5m buffer from the edge of each works area.
- 3.1.9 Each minor diversion will be clearly marked out, along with appropriate signage at either end of the diversion. The diversion routes will be agreed with the relevant local authority for each diversion prior to construction of the Scheme.
- 3.1.10 The existing PRow will be reinstated in each location once the Cable Route Corridor has been installed, noting that public access will be retained throughout the period of localised PRow diversions, with further detail provided within the Detailed Construction Traffic Management Plan (CTMP).

### **Temporary PRow Closures**

- 3.1.11 As part of the proposals to upgrade Torksey Ferry Road it will be necessary to close part of the approximately 1.7km section of PRow NT|Rampton|BOAT13 for a maximum period of four weeks. Prior to construction, the 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. A closure would be required where resurfacing work is being undertaken in areas of Torksey Ferry Road where there is no viable diversion possible. This would principally be in the area to the east of where the Seymour Drain passes underneath Torksey Ferry Road. Once the works necessitating temporary closure are completed, the PRow will be reinstated.
- 3.1.12 A closure would be required where resurfacing work is being undertaken in areas of Torksey Ferry Road where there is no viable local diversion possible. This would principally be in the area to the east of where the Seymour Drain passes underneath Torksey Ferry Road.

### **Mitigation and Management Measures**

- 3.1.13 **A Framework CTMP [EN010142/APP/7.11] and Framework Construction Environmental Management Plan (CEMP) [EN010142/APP/7.8]** during the construction phase will provide mitigation to effects. Proposed mitigation and management measures relating to PRow include:
- a. Maintaining access to/ along PRow during the construction phase, providing existing widths for PRow users;

- b. Providing temporary PRow diversion routes where necessary e.g. when the Cable Route Corridor is installed, to avoid any PRow closures. Each diversion will be clearly marked out, along with appropriate signage at either end of the diversion. The diversion routes will be agreed with the relevant local authority prior to the construction phase and the commencement of any works. In addition, details of the diversion will be advertised along the PRow for the local community to view;
  - c. Providing sufficient protection/ separation between existing PRow and the proposed construction route and works areas (providing physical separation where necessary);
  - d. Managing areas where the internal construction route crosses any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (pedestrians and cyclists), implementing traffic management e.g. advanced signage to advise other users of the works, as well as manned controls at each crossing point (marshals/ banksmen), with a default priority that construction traffic will give-way to other users. In particular, allowing equestrians to fully pass the vehicle and ensuring they are a safe distance away before continuing;
  - e. Managing the movements of construction staff to/ from the Cable Route Corridor compounds and along the haul road, to ensure construction staff park only within designated areas and travel along the designated access track (haul road). This will help minimise any impact on other users within the vicinity of the work areas and PRow (including managing the PRow interaction with construction staff vehicles and works at any of the affected locations); and
  - f. Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking or cycling to/ from the Scheme along PRow, as well as to relay information including any restrictions and requirements which should be followed.
- 3.1.14 Approximately 1.7km section of PRow NT|Rampton|BOAT13 will be closed for a maximum period of four weeks as referred to earlier within this report. Aside from this instance, pedestrian and cycle routes will be maintained and remain unobstructed at all times when in use, to ensure the continued safe passage of the public when using PRow within the Order limits.

### Definitive Map Modification Orders (DMMO)

3.1.15 If future applications for DMMO's are submitted and orders made, they will be managed during construction in a similar manner to other PRow's where practicable to do so. As the final location of any future proposed PRow is not currently known, it may be necessary to close and/or divert any new PRow during construction if required to ensure deliverability of the Scheme.

3.1.16 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRow's.

## **3.2 Operation**

3.2.1 The existing PRow which traverse the Principal Site and Cable Route Corridor will be unaffected during the operational phase.

- 3.2.2 It is not expected that any Temporary Traffic Management (TTM), PRow diversions or closures will be required and the majority of vehicles accessing the Order limits will be maintenance vehicles/ Light Goods Vehicles (LGVs) and will be nominal in number.
- 3.2.3 The Scheme will retain the existing links to adjacent PRow routes and highways as present. The operational phase of the Scheme will include the following measures:
- Maintaining access to all existing PRow within the Order limits, with no diversions or closures (any PRow temporarily diverted during the construction phase will be reinstated at the end of the construction phase); and
  - Controlling areas where the internal maintenance route crosses any existing PRow (such as by providing gates), permitting only operational traffic to utilise these internal routes within the Order limits. Operational traffic would give-way to other users when utilising the crossing points. Visibility will be maximised between operational vehicles and other users, with warning signage provided if required.
  - These internal maintenance movements will not generate any material effect on PRow, 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.
- 3.2.4 A minimum width has been incorporated into the Scheme design for PRow, as well as for the corridor in which they will be provided (between Scheme infrastructure).
- 3.2.5 It should be noted that two permissive paths are proposed during the operational phase within the Principal Site. The **Framework Landscape and Ecological Management Plan (LEMP) [EN010142/APP/7.17]** establishes their location during the operational phase.

### Definitive Map Modification Orders (DMMO)

- 3.2.6 If future applications for DMMO's are submitted and orders made, they will be managed during the operation of the Scheme in a similar manner to other PRow where practicable to do so. As the final location of any future proposed PRow is not currently known, it may be necessary to close and/or divert any new PRow during construction if required to ensure deliverability of the Scheme.
- 3.2.7 The final Public Rights of Way Management Plan submitted for approval will incorporate mitigation measures for any new PRow.

## 3.3 Decommissioning

- 3.3.1 During the decommissioning phase it is anticipated that the PRow will be managed in a similar way to the construction phase. There are not expected to be any PRow closures although some minor diversions are likely to be required to provide safe access across the Order limits whilst decommissioning activities are taking place. These diversions will be

temporary and are expected to be similar in nature and duration to those during the construction phase.

- 3.3.2 A **Framework Decommissioning Environmental Management Plan (DEMP) [EN010142/APP/7.10]** has been prepared in respect of the general management of environmental effects during decommissioning and also includes details of the proposed mitigation relating to PRow during the decommissioning phase (if required).

## 4. Summary and Conclusion

- 4.1.1 This document outlines the current PRow which pass through the Order limits or run adjacent to the Scheme and demonstrates how safe access will be maintained along and across these PRow during the construction, operation, and decommissioning of the Scheme, in accordance with Paragraph 2.10.45 of the NPS EN-3.
- 4.1.2 A separate **Framework CEMP [EN010142/APP/7.8]**, **Framework OEMP [EN010142/APP/7.9]** and **Framework DEMP [EN010142/APP/7.10]** have also been prepared in respect of the general management of environmental effects during the construction, operational and decommissioning phases, and also include details of the proposed management of PRow and any PRow mitigation.



## 5. References

- Ref 1 Department for Energy Security & Net Zero (November 2023). National Policy Statement for Renewable Energy Infrastructure (EN-3). Available at: <https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3> [Accessed 5 March 2024]
- Ref 2 Central Lincolnshire Strategic Planning Committee (2023) Adopted Local Plan 2023. Available at: [Adopted Local Plan 2023 | Central Lincolnshire Local Plan \(n-kesteven.gov.uk\)](https://www.n-kesteven.gov.uk/adopted-local-plan-2023) [Accessed 5 March 2024]
- Ref 3 Bassetlaw District Council (2022) Bassetlaw Local Plan 2020-2038: Publication Version Composite, July 2022. Available at: <https://www.bassetlaw.gov.uk/media/7007/sub-010.pdf> [Accessed 5 March 2024]
- Ref 4 Lincolnshire County Council (2023), Public Rights of Way Map. Available at: <https://www.lincolnshire.gov.uk/coast-countryside/public-rights-way/3> [Accessed 5 March 2024]
- Ref 5 Barry Cornelius (2022), rowmaps. Available at: [REDACTED] [Accessed 5 March 2024]