
EAST YORKSHIRE SOLAR FARM

**East Yorkshire Solar Farm
EN010143**

Framework Public Rights of Way Management Plan

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1. Introduction

1.1 Background

- 1.1.1 AECOM has been commissioned by East Yorkshire Solar Farm Limited (the 'Applicant') to prepare a Framework Public Rights of Way Management Plan (PRoW MP) in support of the proposed East Yorkshire Solar Farm (the 'Scheme') Development Consent Order (DCO) Application.
- 1.1.2 The Scheme will comprise: the construction, operation (maintenance), and decommissioning of solar photovoltaic (PV) generating panels (the 'Solar PV Site'), associated cables (comprising the 'Grid Connection Corridor' and 'Interconnecting Cable Corridor'), access points ('Site Accesses') and 'Ecology Mitigation Area'; collectively referred to as the 'Site'. The boundary of the Site is referred to as the 'Order limits'.
- 1.1.3 Further information on the Scheme and Site is provided in **Chapter 2: The Scheme, Environmental Statement (ES) Volume 1 [EN010143/APP/6.1]**.
- 1.1.4 The Order limits are approximately 1,276.5 hectares (ha) in size and straddle the boundary between the counties of North Yorkshire and the East Riding of Yorkshire. The Solar PV Site, Ecology Mitigation Area and Interconnecting Cable Corridor are solely located within the administrative area of East Riding of Yorkshire Council. The Grid Connection Corridor and Site Accesses are located within the administrative areas of East Riding of Yorkshire Council and the Unitary Authority of North Yorkshire Council.
- 1.1.5 The landscape features within the Solar PV Site consist predominately of agricultural fields mainly under arable production, with some areas of pasture, interspersed with individual trees, hedgerows, tree belts (linear) small woodland blocks and farm access tracks. The landscape features immediately surrounding the Solar PV Site comprise several small rural villages and hamlets and the market town of Howden.
- 1.1.6 The Scheme for which development consent is sought has been carefully developed following a detailed iterative design process. The design process has considered relevant national and local design policy and guidance, information from site appraisals and field work and feedback from stakeholders.

1.2 Purpose and Structure of this Plan

- 1.2.1 This Framework PRoW 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 as well as possible, in terms of both user safety and accessibility.
- 1.2.2 The Framework PRoW MP has been prepared in view of the draft National Policy Statement (NPS) for Renewable Energy EN-3 (Ref. 1), which was published in March 2023. The NPS states:
- a. Paragraph 3.10.26 – *“Public rights of way may need to be temporarily stopped 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 3.10.29 – *“Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the adoption of new public rights of way through site layout and design of access”.*
 - c. Paragraph 3.10.30 – *“Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use is set out in an outline Public Rights of Way Management Plan”.*
- 1.2.3 East Riding Local Plan 2012–2029 Strategy Document 2016 (Ref. 2), states in Policy 4A: Goole & Humberhead Levels sub area, that there should be a focus on enhancing connectivity within the sub area by supporting transport infrastructure improvements which includes improvements to the PRoW Network.
- 1.2.4 The East Riding Coasts and Countryside Public Rights of Way and Planning Guidance Document 2019 (Ref. 3) states that where feasible, PRoW should be retained, and where diversion of routes are necessary, the council will work with the developer following submission of a Public Path Order, to mitigate impacts efficiently.
- 1.2.5 Selby District Plan 2005 (Ref. 4), now falling under the authority of North Yorkshire Council, states in Policies T7 and T8 that promotion of active travel is part of the local plan, which includes the protection of cycling facilities and PRoW.
- 1.2.6 In light of the above, the Applicant is demonstrating that the Scheme has taken appropriate measures to allow the various PRoW to continue to be used by the local community during the Scheme’s construction, operation, and decommissioning.
- 1.2.7 It should be noted that no significant effects on PRoW users are anticipated following the assessment of the entire Scheme within **Chapter 12: Socio-Economics and Land use, ES Volume 1 [EN010143/APP/6.1]** and **Chapter 13: Transport and Access, ES Volume 1 [EN010143/APP/6.1]**, however the users of some PRoW may experience significant effects during construction and the beginning of operation of the Scheme in terms of visual amenity (**Chapter 10: Landscape and Visual Amenity [EN010143/APP/6.1]**) until the mitigation planting is established.

2. Baseline Conditions

- 2.1.1 There are several PRoW which are located within the Order limits and within the immediate vicinity. The details of the PRoW that fall within or intersect with the Order limits have been obtained from East Riding of Yorkshire Council’s PRoW Interactive Map (Ref. 5) and North Yorkshire Council’s website (Ref. 6) for the parts of the Site which fall under the respective boundaries of these local authorities.
- 2.1.2 The PRoW which pass through or border the Order limits and form part of a wide network of PRoW in the surrounding area are presented in **Table 1**, from north to south. The PRoW described in this report are shown within

Figure 2-2, ES Volume 3 [EN010143/APP/6.3] and in the Streets, Rights of Way and Access Plan [EN010143/APP/2.4].

Table 1. PRoW within or immediately adjacent to the Order limits

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
Solar PV Site and Interconnecting Cable Corridor			
FOGGF09	Sheet 2	East Riding of Yorkshire	A footpath which runs for 970 m along (but outside) the north-western extent of the Solar PV Area 1a, to the east of Willitoft Road. The footpath runs in a north to south direction between an intersection with FOGGB14 and FOGGB16 (which is outside of the Order limits) travelling south to BUBWF17. At the southern extent, the footpath intersects with Solar PV Area 1a for 0.3 m.
BUBWF17	Sheets 2 and 3 (PRoW-02/01 to PRoW-03/01)	East Riding of Yorkshire	A footpath which runs for 556 m within the northern extent of the Solar PV Area 1a, North of Willitoft. The footpath runs in an east to west direction between FOGGF09 (which is outside of the Order limits) and FOGGF13. This footpath forms part of the Howden 20 Route.
FOGGF13	Sheets 3 and 4 (PRoW-03/01 to PRoW-04/04)	East Riding of Yorkshire	A footpath which runs for 944 m within the eastern part of the Solar PV Area 1a, west of Gribthorpe. The footpath runs in a north to south direction between BUBWF17 and Tottering Lane. The footpath also intersects with the interconnecting cable in the path's south-eastern extent. This footpath forms part of the Howden 20 Route.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
FOGGF05	Sheets 5 and 6 (PRoW-05/01 to PRoW-06/01)	East Riding of Yorkshire	A footpath which runs for 384 m within the western part of the Solar PV Area 1e, South-East of Gribthorpe. At its southern end, it runs along the boundary of Solar PV Area 1c. The footpath runs in a north to south direction between Gribthorpe and SPALF14.
BUBWF15	Sheet 4	East Riding of Yorkshire	A footpath running for approximately 1.6 km in a north to south direction travelling from Willitof Road in the north to Wood Lane in the south, where it intercepts the Order limits. BUBWF15 does not cross the Order limits.
SPALF16	Sheet 4	East Riding of Yorkshire	A footpath which runs for 810 m to the south of Solar PV Area 1c. The footpath travels north to south commencing from Willitof Road and continuing southbound along the western edge of Fox Covert to the Foggathorpe Parish Boundary south of Tottering Lane (also known as Fox Covert Lane). SPALF16 does not cross the Order limits.
BUBWF10	Sheet 8 (PRoW PRoW-08/02 to PRoW-08/05)	East Riding of Yorkshire	A footpath which runs for 2.4 km crossing the Order limits through Solar PV Area 2a for 579 m and the Interconnecting Cable Corridor for 375 m travelling east to west. In the west, the footpath begins to the east of BUBWF09 (not within Order limits). In the east, the footpath ends when intersecting with the B1228 road.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
BUBWS11	Sheet 8 (PRoW-08/01 to PRoW-08/03)	East Riding of Yorkshire	A bridleway and footpath which runs for 1.3 km crossing into the Order limits to the west of the Solar PV Area 2a for 50 m. The footpath runs in an east to west direction between BUBWB21 and g BUBWF10 at the western edge of Order limits.
SPALF14	Sheet 6 (PRoW-06/02 to PRoW-06/04)	East Riding of Yorkshire	A footpath which runs for 518 m within the western part of the Solar PV Area 1e, north of Spaldington and south of Gribthorpe. The footpath runs in a north to south direction between FOGGF05 and SPALF01. SPALF14 runs perpendicular and then parallel to SPALF15.
SPALF15	Sheets 4 and 6 (PRoW-06/03 to PRoW-04/05)	East Riding of Yorkshire	A footpath which runs for 590 m within the western part of the Solar PV Area 1e, north of Spaldington. The footpath runs in a north to south direction between FOGGF05 to the north and the Londesborough Drain to the south. It ends when it meets an existing permissive path. SPALF15 runs perpendicular to SPALF14.
SPALF02	Sheet 10	East Riding of Yorkshire	A footpath which runs for 1 km travelling east to west along Park Sewer (Drain) running from a point of intersection with SPALF03 and SPALF04 to the eastern boundary of Solar PV Area 2e. This footpath forms part of the Howden 20 Route. SPALF02 does not cross the Order limits.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
SPALB08	Sheet 7 (PRoW-07/01 to PRoW-07/03)	East Riding of Yorkshire	A bridleway which runs for 685 m within the eastern part of the Solar PV Area 1e, north-east of Spaldington, near Johnson's Farm and the Operations and Maintenance Hub and crossing the Interconnecting Cable Corridor for 10 m at the eastern end of Ings Lane. The bridleway runs in a north to south direction between Johnson's Farm and SPALF07.
SPALF19	Sheets 6 and 7 (PRoW-06/05 to PRoW-06/06)	East Riding of Yorkshire	A footpath which runs for 210 m within the eastern boundary of Solar PV Area 1f and then along (but outside) the boundary of Solar PV Area 1e, north-east of Spaldington. The footpath runs in a north-west to south-east direction between Ings Lane and the Interconnecting Cable Corridor in the north and SPALF06 in the south.
SPALF06	Sheet 6	East Riding of Yorkshire	A footpath which runs for 860m from the southwestern boundary of Solar PV Area 1e where it intersects with footpath SPALF07 travelling south-east bound to Fir Tree house where it intersects with the footpath SPALF04 and bridleway SPALB05 (which do not intersect with the Order limits). SPALF06 does not cross the Order limits.
SPALF07	Sheet 7	East Riding of Yorkshire	A footpath which runs for 890 m from the southwestern boundary of Solar PV Area 1e where it intersects with footpath SPALF06 travelling south eastbound to intersect with SPALF09 south-west of Warham Farm (which does not intersect with the Order limits). SPALF07 does not cross the Order limits.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
SPALF17	Sheets 9 and 10 (PRoW-10/01 to PRoW-10/03)	East Riding of Yorkshire	A footpath which runs for 1.1km within the centre of the Solar PV Area, running within the northern boundary of Solar PV Area 2e for 236 m. The footpath runs in a north-east to south-west direction between Old Hall Farm and the Spaldington Airfield Wind Farm and crosses an interconnecting cable corridor area for 55 m.
SPALF18	Sheets 10 and 11 (PRoW-10/06 to PRoW-11/01)	East Riding of Yorkshire	A footpath which runs for 730 m within the western boundary of the Solar PV Area 2f, south of Spaldington. The footpath runs in a north to south direction along New Drain between an unnamed road to the north and Feathered Drain (EASTB17) to the south. The footpath meets sections of the interconnecting cable corridor to both the north and south of the route, crossing the corridor for 10 m in the south. This footpath forms part of the Howden 20 Route.
EASTB17	Sheet 10 (PRoW-11/02 to PRoW-11/03)	East Riding of Yorkshire	A bridleway which runs for 667 m within the Interconnecting Cable Corridor between the Solar PV Area 2f to the north and Solar PV Area 2g to the south, south of Spaldington. The bridleway runs in an east to west direction along Commonend Drain or Feathered Drain between the A614 and Wood Lane where it meets HOWDB17. This bridleway forms part of the Howden 20 Route.
WREFS03	Sheet 15	East Riding of Yorkshire	A footpath which runs perpendicular to the western boundary of Solar PV Area 3b. WREFS03 does not cross the Order limits.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
WRESF06	Sheet 15, 16 and 17 (PRoW-17/02 to PRoW-16/01)	East Riding of Yorkshire	A footpath which runs for 2.2 km within the Order limits, east of Newsholme. It runs along Green Lane, which will be used for site access before entering Solar PV Area 3c at its southern end. The footpath runs across Solar PV Area 3c in a north-east to south-west direction between the railway line and Newsholme.
WRESF07	Sheets 15 and 17 (PRoW-15/01 to PRoW-17/02)	East Riding of Yorkshire	A footpath which runs for 1.4 km between Solar PV Area 3b for the north and Solar PV Area 3c to the south, south-west of Brind. The footpath runs within Solar PV Area 3c in an east to west direction along the railway line between Brind Lane and Rowlandhall Lane.
WRESF08	Sheet 16 and 17 (PRoW-16/07 to PRoW-16/08)	East Riding of Yorkshire	A footpath which runs for 277 m within part of the Solar PV Area 3c, south-west of Brind. The footpath runs in a north to south direction between WRESF06 and WRESF10 continuing north east bound to WREFS09.
WRESF09	Sheet 17 (PRoW-17/01 to PRoW-17/03)	East Riding of Yorkshire	A footpath which runs for 289 m within part of the Solar PV Area 3c, south of Brind. The footpath runs in a north to south direction between WRESF07 and HOWDF03. This footpath forms part of the Howden 20 Route.
WRESF10	Sheet 16 (PRoW-16/05 to PRoW-16/06)	East Riding of Yorkshire	A footpath which runs for 130 m within part of the Solar PV Area 3c, south of Brind. The footpath runs in a north to south and then an east to west direction between WRESF06 and WREFS03.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
Grid Connection Corridor			
WRESF07	Sheets 15 and 17 (PRoW-15/01 to PRoW-17/02)	East Riding of Yorkshire	A footpath which runs in an east to west direction along the railway line between Brind Lane and Rowlandhall Lane and travels over the Grid Connection Corridor for the full extent of the PRoW.
WRESF12	Sheet 18 (PRoW-18/03 to PRoW-18/04)	East Riding of Yorkshire	A footpath which runs along the eastern bank of the River Derwent in a north to south direction between WRESF11 and WRESF13 and crosses the Grid Connection Corridor for 94 m. This footpath forms part of the Howden 20 Route.
35.35/9/1	Sheet 18 (PRoW-18/01 to PRoW-18/02)	North Yorkshire	A footpath which runs in a north to south direction, crossing the Grid Connection Corridor for 90 m, and follows the River Derwent between Woodhall and the A63 parallel to WRESF12 on the other side of the River Derwent.
35.35/6/1	Sheet 19, 20 and 21 (PRoW-21/01 to PRoW-21/02)	North Yorkshire	A footpath which runs along the Order limits, north-west of Barmby on the Marsh. The footpath runs in a north-east to south-west direction along the River Derwent and then west along the River Ouse, crossing the Grid Connection Corridor near the River Ouse.
35.47/2/1	Sheet 21	North Yorkshire	A footpath which runs along (but outside) the Grid Connection Corridor. The footpath runs in a north to south direction from an unnamed road south of the River Ouse to Pear Tree Avenue.

PRoW Ref.	Streets, Rights of Way and Access Plan Location [EN010143/APP/2.4] *	Local Authority	Description
35.47/6/1	Sheet 21	North Yorkshire	A footpath which runs to the north of Drax Power Station travelling west from footpath 35.6/12/1 southeast and then north east bound to the Order limits (nearby to 35.47/1/1) at the boundary of the Grid Connection Corridor.
35.47/1/1	Sheet 21 (PRoW-21/03 to PRoW-21/04)	North Yorkshire	A footpath which runs for 408 m within the south-western extent of the Grid Connection Corridor, south-east of Barmby on the Marsh. The footpath runs in a north to east direction between 35.47/6/1 and 35.47/1/2.
35.47/1/2	Sheets 21 and 22 (PRoW-22/01 to PRoW-22/02)	North Yorkshire	A footpath which crosses the south-western extent of the Grid Connection Corridor for 59 m, south-east of Barmby on the Marsh. The footpath runs in a north to south direction between 35.47/1/1 and Carr Lane.

* Information in brackets (...) shows the extents of managed sections of PRoW within the Order limits as per the **Streets, Rights of Way and Access Plans [EN010143/APP/2.4]**. For full extents of PRoW refer to **Figure 2-2, ES Volume 3 [EN010143/APP/6.3]**.

2.1.3 The following PRow intersect with points of Site Accesses to the Solar PV Areas, Grid Connection Corridor and Interconnecting Cable Corridor:

- a. FOGGF13;
- b. SPALF16;
- c. BUBWF10;
- d. SPALF19;
- e. SPALB08;
- f. SPALF02;
- g. WRESF03;
- h. WRESF07;
- i. WRESF06; and
- j. WRESF09.

2.1.4 There are no PRow that cross or intersect the Ecology Mitigation Area.

3. Construction

3.1 Introduction

3.1.1 The objective of this section is to provide details of how the impact of the construction works on local communities would be minimised, by reducing traffic at highways and local PRow, and where necessary implementing mitigation.

3.1.2 Access to all existing PRow will be retained during construction, with no PRow closures proposed and a limited number of temporary PRow diversions necessitated by the Scheme. The below provides details of how existing PRow are expected to be managed during construction (from north to south). Mitigation and management measures are described in section 3.7. This document will inform a final public rights of way management plan, which will be submitted to the relevant local authority post-consent to discharge the relevant DCO requirement.

3.1.3 The **Streets, Rights of Way and Access Plans [EN010143/APP/2.4]** also set out the management measures in drawings of the PRow in question.

3.2 Solar PV Site

PRow to be Managed

3.2.1 **Table 2** lists the PRow that will be managed, but not diverted, during construction.

Table 2. PRow associated with the Solar PV Site to be managed

PRoW Ref.	Extent of management
BUBWF17	Whole footpath.
FOGGF13	Approximately 820 m of the footpath within the Order Limits.
FOGGF05	Footpath within the Order limits.
BUBWF10	Footpath within the Solar PV Area (2a).
BUBWS11	Approximately 50 m of the footpath within the Order limits.
SPALF14	Footpath within the Order limits.
SPALF15	Footpath within the Order limits.
SPALB08	Bridleway within the Order limits.
SPALF19	Footpath within the Order limits.
SPALF17	Footpath within the Order limits.
SPALF18	Whole footpath.
EASTB17	Bridleway managed for extent of Solar PV Area 2f only for approximately 667 m.
WREFS06	Footpath managed within the Order limits to the east, for approximately 1.7 km.
WRESF07	Whole footpath.
WRESF08	Footpath within the Order limits.
WRESF09	Approximately 250 m, starting at the railway lines and then heading south.
WRESF10	Footpath within the Order limits.

3.2.2 The following PRow associated with the Solar PV Site will also see managed motorised vehicle use along the route during construction:

- a. FOGGF13;
- b. FOGGF05;
- c. BUBWF10;
- d. BUBWS11;
- e. SPALF14;
- f. SPALF15;
- g. SPALB08;
- h. WRESF06;
- i. WREFS08; and
- j. WREFS09.

Temporary PRow Diversions

3.2.3 **Table 3** lists the PRow that will require diversion during construction.

Table 3. PRow associated with the Solar PV Site to be diverted

PRow Ref.	Extent of diversion
FOGGF13	Approximately 130 m, commencing along the southern extent of the footpath to Tottering Lane. Diversion will run alongside current footpath.
WRESF06	Approximately 500 m starting west of Newsholme and heading east to Black Dyke. Diversion will run alongside current footpath.
Part of the Howden 20 Route along unmarked Spaldington Road between Spaldington Common and Great Committee Drain	Approximately 220 m commencing from Great Committee Drain (SPALF02) heading south alongside the road. Diversion will run alongside current footpath.
WRESF12	Approximately 100 m, starting approximately 700 m south of the River Derwent and heading South. Diversion will run alongside current footpath.

3.3 Grid Connection Corridor

PRow to be Managed

3.3.1 **Table 4** lists the PRow that require management, but not diversion, during construction.

Table 4. PRow associated with the Grid Connection Corridor to be managed

PRow Ref.	Extent of management
WREFS07	Whole footpath.
35.35/9/1	Footpath within order limits, for approximately 90 m.
WREFS12	Footpath within the Order limits, for approximately 90 m.
35.35/6/1	Footpath within the Order limits, for approximately 120 m.
35.47/1/2	Footpath within the Order limits for approximately 60 m.

Temporary PRow Diversions

3.3.2 **Table 5** lists the PRow that requires diversion during construction.

Table 5. PRow associated with the Grid Connection Corridor to be diverted

PRow Ref.	Extent of diversion
35.47/1/1	Footpath to the south-eastern extent of the PRow, for approximately 120 m. Diversion will run alongside current footpath.

3.3.3 The following PRow associated with the Grid Connection Corridor will also see managed motorised vehicle use along the route during construction:

- a. 35.35/6/1;
- b. 35.47/1/2; and
- c. 35.47/1/1.

3.3.4 A 'claimed' PRow (SEL/2020/01/DMMO), which is the subject of a formal application to be added to the Definitive Map as a public bridleway, also crosses the Grid Connection Corridor. This claimed PRow runs approximately southwards from Hemingbrough to join PRow 35.35./6/1 which runs along the northern bank of the River Derwent. Should this claimed PRow be formally adopted it will be fully considered in the detailed PRow MP and managed accordingly. It will remain open throughout the construction period, but it is likely that a localised diversion will need to be established during the period of cable installation.

3.4 Interconnecting Cable Corridor

PRow to be Managed

3.4.1 **Table 6** lists the PRow that will be managed, but not diverted, during construction.

Table 6. PRow associated with the Interconnecting Cable Corridor to be managed

PRow Ref.	Extent of management
SPALF17	Footpath within Order limits
EASTB17	Bridleway managed for extent of Solar PV Site 2f only for approximately 660 m.

Temporary PRow Diversions

3.4.2 **Table 7** lists the PRow that will require diversion during construction.

Table 7. PRow associated with the Interconnecting Cable Corridor to be diverted

PRow Ref.	Extent of diversion
FOGGF13 (continuing southbound along Tottering Lane)	For part of the eastbound extent of FOGGF13, and continuing southbound along Tottering until the road veers westbound, the footpath will be diverted for approximately 600 m. The diversion will run alongside the current footpath.
BUBWF10	For part of the eastbound extent of BUBWF10 will be diverted from Solar PV Site 2a boundary eastbound to the B1228, for approximately 380 m. The diversion will run alongside the current footpath.

- 3.4.3 The following PRow associated with the Solar PV Site will also see managed motorised vehicle use along the route during construction:
- a. SPALF17.

3.5 Site Accesses

- 3.5.1 **Table 8** sets out the Site Accesses that intersect with PRow that will require management or improvement.

Table 8. PRow associated with Site Accesses to be managed

PRow Ref.	Site Access Ref.	Management Plan
FOGGF13	1a west	Existing access to be retained and improved.
BUBWF10	2a	Existing Access to be retained, improved and managed during construction.
SPALB08	1e	Existing access to be retained and improved.
SPALF02	2e	Existing access to be retained and improved.

- 3.5.2 There are no temporary diversions associated with Site Accesses for the Scheme and the PRow network within the Order limits and immediate vicinity.

3.6 Ecology Mitigation Area

- 3.6.1 There are no PRow within the Ecological Mitigation Area, and therefore no further management measures are needed.

3.7 Mitigation and Management Measures

Embedded Mitigation

- 3.7.1 The following measures have been included as embedded mitigation within the ES and will be delivered to minimise the traffic impacts of the Scheme on any PRow users during construction and decommissioning. The measures

will be secured by the DCO consent, primarily through this document and the **Framework Construction Traffic Management Plan (CTMP) (Appendix 13-5, ES Volume 2 [EN010143/APP/6.2])**, and **Framework Construction Environmental Management Plan (CEMP) [EN010143/APP/7.7]** for construction and the **Framework Decommissioning Environmental Management Plan (DEMP) [EN010143/APP/7.9]** for decommissioning.

3.7.2 The embedded mitigation measures include:

- a. Maintaining access to/along PRow during construction, including any minimum legal widths for PRow users.
- b. Providing temporary PRow diversion routes where necessary (e.g., when the Grid Connection Cable 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 commencement of construction.
- c. Providing sufficient protection and/or physical separation between existing PRow and the proposed construction traffic route where necessary.
- d. Managing areas where internal construction traffic routes cross any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (i.e., pedestrians, cyclists, equestrian), implementing traffic management (e.g., advanced signage to advise other users of the works), as well as manned controls at each crossing point (i.e., marshals or banksmen), with a default priority that construction traffic will give-way to other users. This includes several PRow crossing points.
- e. Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking, cycling, or equestrian activity to/from/within the Order limits, as well as to relay information including any restrictions and requirements which should be followed.

3.7.3 Although it is considered unlikely that construction staff will access the Scheme on foot or bike, all pedestrian, cycle and equestrian routes will be maintained and remain unobstructed when in use, to ensure the continued safe passage of the public including when using the PRow through the Site and at crossing points.

PRow Management

3.7.4 PRow will be managed to ensure they are safe to use during construction. Some of the measures that will be implemented where necessary are listed below:

- a. Giving advanced notice of where PRow will be subject to management measures;
- b. Fencing to be installed around the Solar PV Areas as the first stage of construction to ensure preservation of PRow during construction;

- c. Where PRoW cross or are adjacent to Solar PV Areas the fencing will be erected from the inside of the Solar PV Area without impacting the PRoW or preventing its use;
- d. The PRoW will be buffered from the perimeter fencing, with fencing being installed a minimum distance of 20 m either side of the centre of the PRoW where solar infrastructure lies to both sides (creating a 40 m wide corridor between the fence lines), or 15 m if solar infrastructure is to one side only. There will be a further 5 m from the perimeter fence to the Solar PV panels;
- e. Visibility will be maximised between construction vehicles and other users (i.e., pedestrians, cyclists, equestrian) where motorised vehicle use is planned for the PRoW in question;
- f. Traffic management (e.g., advanced signage to advise other users of the works) will be implemented where motorised vehicle use is planned for the PRoW in question;
- g. Use of manned controls and crossing points where the Scheme crosses PRoW (i.e., marshals or banksmen), with a default priority that construction traffic will give-way to other users; and
- h. The existing PRoW will be reinstated during operation, albeit public access will be retained throughout.

PRoW Diversion Management

3.7.5 Where diversion routes are implemented, the following measures will also be considered:

- a. The construction works will be 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 be a maximum of 150 m in length, allowing a 5 m buffer from the edge of each works area;
- b. Each minor diversion will be clearly marked out, along with appropriate signage at either end of the diversion; and
- c. The existing PRoW will be reinstated in each location once the Solar PV Area, Interconnecting Cable Corridor section, or Grid Connection Corridor section has been installed, noting that public access will be retained throughout the period of localised PRoW diversion.

3.7.6 The proposed Interconnecting Cable Corridor and Grid Connection Corridor will cross some existing PRoW and it is therefore proposed to temporarily (and locally) divert these around each works area, for a short period of approximately 2–3 weeks each, when the cables are installed. It should be noted that not all PRoW that cross the Interconnecting Cable Corridor and Grid Connection Corridor will need to be diverted.

4. Operation

4.1.1 The existing PRoW which pass through or run adjacent to the Order limits are expected to be unaffected during the Scheme operation.

- 4.1.2 It is not expected that any Temporary Traffic Management (TTM), PRow diversions or closures will be required, and the majority of vehicles accessing the Site will be maintenance vehicles/Light Goods Vehicles (LGV) and will be small in number.
- 4.1.3 The Scheme will retain the existing links to adjacent PRow routes and highways as at present. The operation of the Scheme will include the following mitigation measures:
- a. Maintaining access to all existing PRow within the Order limits, with no diversions or closures (any PRow temporarily diverted during construction will be reinstated during operation); and
 - b. 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 Solar PV Areas. 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.
- 4.1.4 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). In all cases the PRow will see perimeter fencing being installed a minimum distance from the centreline of the PRow of 20 m to either side (creating a 40 m corridor) if infrastructure is on both sides of the PRow, and of 15 m if infrastructure lies to one side only. This will help avoid the perception of being channelled into narrow passages between solar PV panels.
- 4.1.5 It should be noted that there are two Permissive Paths planned for the Scheme which are routes available to the public during the operational life of the Scheme, as follows:
- a. A continuation of Bridleway SPALB08 which currently terminates at Johnsons Farm, where the Operations and Maintenance Hub will be situated. This will be a Permissive Path over which horse riders will be permitted to travel, running northbound for approximately 340 m until connecting with the second permissive route; and
 - b. An eastbound route from footpath SPALF14 (north of Spaldington) parallel with Londesborough Drain to connect with the first Permissive Path, continuing eastwards to the edge of the Habitat Enhancement Area running for approximately 1.4 km. This Permissive Path will allow horse riding over the majority of the extent of the route. The section travelling westbound from where the two permissive routes meet will permit passage by foot only, being of approximately 250 m in length.
- 4.1.6 The routing of the two Permissive Paths and treatment of existing PRow has been discussed with East Riding of Yorkshire Council, as described in **Chapter 12: Socio-Economics and Land Use, ES Volume 1 [EN/010143/APP/6.1]**.
- 4.1.7 The **Framework Operational Environmental Management Plan (OEMP) [EN010131/APP/7.8]** focuses on proposed mitigation relating to PRow during operation.

5. Decommissioning

- 5.1.1 During decommissioning it is anticipated that the PRow will be managed in a similar way to construction. There are not expected to be any PRow closures, although some minor diversions are likely to be required to provide safe access across the Site whilst decommissioning activities are taking place. These diversions will be temporary and are expected to be similar in nature and duration to those during construction.
- 5.1.2 A **Framework DEMP [EN010131/APP/7.9]** has been prepared for the DCO Application, which further provides details of the proposed mitigation relating to PRow during decommissioning.

6. Summary and Conclusion

- 6.1.1 This document outlines the current PRow which pass through or run adjacent to the Order limits and demonstrates how safe access will be maintained along and across these PRow during construction, operation (including maintenance) and decommissioning of the Scheme as well as the implementation of permissive routes, in accordance with NPS EN-3 (Ref. 1).
- 6.1.2 A **Framework CEMP [EN010143/APP/7.7]**, **Framework OEMP [EN010143/APP/7.8]** and **Framework DEMP [EN010143/APP/7.9]** have also been prepared for the DCO Application to provide details of the proposed management of PRow (including diversion) and any PRow mitigation during the construction, operation and decommissioning of the Scheme, as well as the implementation of permissive routes.

7. References

- Ref. 1 Department for Energy Security and Net Zero (2023). National Policy Statement for Renewable Energy Infrastructure (EN 3).
- Ref. 2 East Riding of Yorkshire Council (2016). East Riding Local Plan 2012–2029, Strategy Document.
- Ref. 3 East Riding of Yorkshire (2019). East Riding Coast and Country Public Rights of Way and Planning Document.
- Ref. 4 Selby District Council (now North Yorkshire Council) (2005). Selby District Local Plan, Part 1 – General Policies.
- Ref. 5 East Riding of Yorkshire (2020). Public Rights of Way Map.
- Ref. 6 North Yorkshire Council (2023), Public Rights of Way Map.

Abbreviations

Abbreviation/Term	Definition
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DEMP	Decommissioning Environmental Management Plan
ERYC	East Riding of Yorkshire Council
ES	Environmental Statement
Ha	Hectares
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
km	Kilometre
m	Metre
MW	Megawatts
NPS	National Policy Statement
OEMP	Operational Environmental Management Plan
PRoW MP	Public Rights of Way Management Plan
PRoW	Public Rights of Way
PV	Photovoltaic
TTM	Temporary Traffic Management

Glossary

Term	Definition
Bridleway	A path or track along which horse riders have a right of way, as well as pedestrians and cyclists.
Footpath	A path or track along which pedestrians and cyclists have a right of way.
Permissive Path	A path or track that provides connections where there are gaps in the PRoW network. They are owned by the landowners and are not a PRoW though a landowner may agree to allow use for the public.