

HILL AND CLUMP SOLAR FARM

(PRoW) Management Plan

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Introduction

1.1. Purpose of Document

1.1.1. The Planning condition states:

“No development shall take place until a scheme and timetable for delivery for the treatment of Public Rights of Way footpaths V67a and T73 have been submitted to and approved in writing by the District Planning Authority. Such a scheme shall include provision for their management during construction (including any arrangements for a temporary diversion), fencing, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority). shire County Council's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the approved scheme and timetable.”

1.1.2. In accordance with the requirements of the District Planning Authority, 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 **SUN/HSE/CH2026** will be produced by the Principal Contractor (PC) for the Proposed Development.

1.1.4. This PRow Management Plan **SUN/HSE/CH2026** includes the overall approach to managing PRow impacted by the Proposed Development. It provides the outline structure of the PRow Management Plan **SUN/HSE/CH2026** and mitigation measures to deliver the Proposed Development. It also summarises the likely temporary works required that may impact the PRows as part of the Proposed Development.

1.1.5. Several management plans have also been produced for the construction and solar Development, and these are listed in Table 1-1. This Outline PRow Management Plan **SUN/HSE/CH2026** 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 manage to solar development

Management Plan	Purpose	Document reference
Out line Construction Enviromental Management Plan (CEMP)	Sets out how negative environmental impacts will be minimised during construction.	Document Reference
Outline Construction Traffic Management Plan (CTMP)	Sets out how construction traffic and staff vehicles will be managed during construction.	F:\DATA\Jobs\1115 Hill Farm Solar\CTMP 3.0.docx
Outline Site Waste Management Plan (SWMP)	Sets out how the Proposed Development will manage resources efficiently, and measures to prevent and minimise waste.	Document Reference

Outline Soil Resources Management Plan (SRMP)	Sets out the overall approach to managing soil resources affected by the Proposed Development.	Clump Solar Farm Soil_Management_Plan RV01 Hill Solar Farm Soil_Management_Plan RV01
Archaeological Management Strategy (AMS)	Sets out the management of archaeological remains, both known and currently unknown, during construction.	Document Reference
Landscape and Ecological Management Plan (LEMP)	Sets out the management of the landscape and ecological features of the Proposed Development.	Document Reference
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.	SUN/HSE/CH2026
Arboriculture 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.	Arboricultural_Survey_Report- 1231232

1.2. Structure of the Public Rights of Way Management Plan

Management measures: provides a list of the PRoWs and a description of the management measures for each PRoW which will be directly impacted by the Proposed Development.

2. The Proposed Development

The proposed development is for a circa 49.99 MW solar farm, consisting of photovoltaic panels together with inverters, private switchgear and the OM spares container.

The solar panels will be attached on metal structures to align south towards the sun. These structures are supported by posts pile driven into the ground. The entire site would be surrounded by stock proof fencing, with CCTV cameras to enable the site to be monitored remotely.

The area below the panels would remain grass and would be available for sheep grazing. The proposed site layout is included as Appendix A. The area below the panels would remain grass and would be available for animal grazing.

The overall works at Hill and Clump Solar Farm will involve the following:

- Plant / equipment / materials will be delivered to site by a mixture of articulated and rigid HGVs, including specialist vehicles like concrete mixer trucks and mobile cranes.
- Materials to construct or upgrade the existing onsite access tracks.
- Surfacing materials for the Temporary Construction Compound / Laydown Areas.
- Installation of Up to 110,000 PV Panels and corresponding mounting structure.
- Ground works and installation of 9 No TX stations
- Installations and commissioning of Approximately 179 string inverters.

- Installation and commissioning of HV DC LV Electricity cables.
- Installation of perimeter security fencing.
- Installation and commissioning of the CCTV Installation

2.2. Proposed Development Location

- 2.2.1. The Proposed Development at Hill and Clump Solar Farm peckleton, Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority).

2.3. Construction programme

- 2.3.1. It would take approximately 6-12 months to construct the Proposed Development all at once, the involving the PRoW and the crossing points will take approx. 4 weeks with the control measures in place.
- 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.

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 the plan that is approved by the LPA.

Table 2-1 Roles and responsibilities

Role	Responsibility
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

- 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 rests with the PC.

3.3. Identification of PRow

- 3.3.1. PRow mapping data has been collected via Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority). Borough Council's Definitive Mapping and through engagement with Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority) 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 PC Site Management team.

3.4. Stakeholder engagement

- 3.4.6. A standard form of signage relating to the crossing point and control measures through strict controls to ensure the PRow effected. The location of these signs will be discussed with both Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority) Where applicable, maps will be provided at locations affected

3.5. Locations and value

- 3.5.1. PRow's Public Rights of Way footpaths V67a and T73 that interact with the Solar Development and are therefore directly affected by the Development which are likely to require temporary management of the construction of the Panel Areas or laying of cables.
- 3.5.2. In total, the Solar Development has the potential to affect two Footpath as shown in Table 3-1 below.

Table 3-1 Existing PRow Public Rights of Way footpaths V67a and T73 that interact with the Solar Development



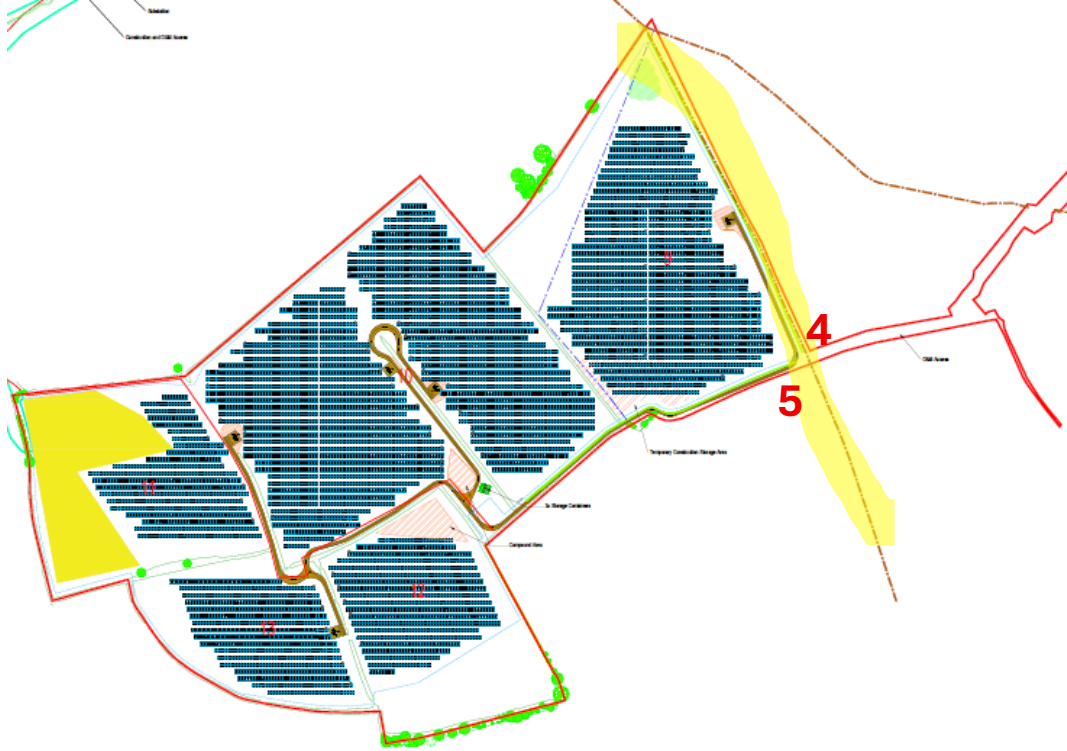
- Crossings exist



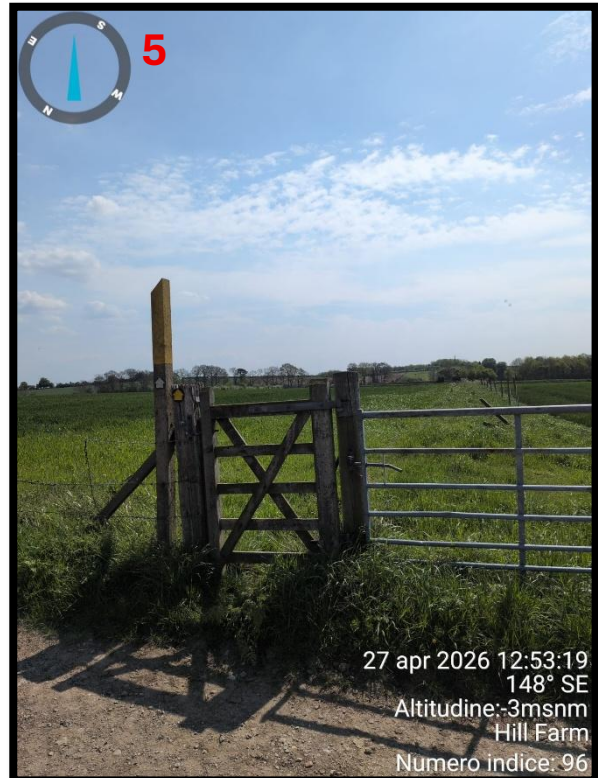


Hill Farm

The public footpath that crosses the farm would be outside the site on its eastern boundary. With appropriate safety measures this can be kept open during the construction phase other than the possibility for a temporary closure to allow a cable to be laid joining the eastern part of the installation to the west and into the substation.



- Access exist



4. Management measures

4.1. General provisions

- 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 Public Rights of Way footpaths V67a and T73 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 Public Rights of Way footpaths V67a and T73 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, discussed and agreed with Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority).
- 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.

4.4. **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.

Table 4-1 Summary of proposed PRow management Construction Methodology

- 4.4.4. The construction phase of the Proposed Development will have no effect on the PRow footpaths V67a and T73 network mainly, thank you a small minimised controlled construction traffic near the PRow footpaths V67a and T73. If we are diverting the PRow as set out by the LHA, we will request a TTRO as well.

The proposed plan is not to divert this PRow whilst construction takes place, control measure will be implemented to control the crossing point.

1. A Banksman will be present during the period of construction to ensure the safety of the members of the public.
2. Metal plates will protect the pathway during plant crossing which will be 1 x piling rig and 1 x bobcat both fitted with rubber tracks.
3. Signage will be placed along the PRow well in advanced of the works starting to inform all users of the PRow.
4. Any cable connections that cross the PRow to connect we the site will be managed in a professional manner with strict control measures in place to be in consideration of the Public.ie completed at a time that will be evaluated by the management team.
5. Heras fencing will be erected, and a temporary gate will be erected until such time the construction is completed, this will be removed and the construction will be enclosed and secured.
6. Once the works has been completed the security fencing and gates will be erected for the OM

Fencing type and alignment

Heris fencing to be used a temporary barrier and deer fencing will be erected on the perimeter during or after the construction



Surfacing materials



Path widths

Width of the access point will be no more than 3 metres when crossing over the path *footpaths V67a and T73* to the construction area.

Gates/structures

Temporary gates between the PRow and the construction site will be erected to ensure the site is secured and will be opened and closed by the banksman when required ensuring that it is safe to do so



Signage type and locations

Signage will be erected and maintained along the PRow footpaths V67a and T73 to ensure awareness and to ensure good communications with the public.



At all points where PRowS intersect the Development on the Public Rights of Way footpaths V67a and T73, appropriate signage will be erected to advise of planned works and dates of any planned closures.

Once the plant has crossed the PRow the matts will be removed and the pathway cleared and cleaned

Timeline	Plant and personnel
4 weeks – temp crossing	
	1 x Bobcat
	1 x Piling rig
	30 personnel

- 4.4.5. In total, 2 Prows will partly be affected V67a and T73 as result of the construction stage of the Proposed Development.

Public Rights of Way will not be re-routed, encroached upon, or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980.

- 4.4.6. Detailed management measures for these provisions will be subject to agreement with Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority) and will be detailed in a future iteration of this Management Plan, prior to the commencement of the construction works.

Operation and Maintenance

- 4.4.7. Whilst it is proposed that the 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 **V67a and T73** permissive route across to the operational site via large double gates in the event of machinery needed during OM to access the plot .

- 4.4.8. The PC will place the following signages before the crossing between footpath and construction road:

- Along Footpath:



- Along Construction Road:



4.4.9. Decommissioning

- 4.4.10. It is the intention of the PC to, wherever possible, keep the PRow network open during the decommissioning phase, with appropriate management and safety measures put in place. Like 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 to the previous – or baseline – alignment. This will be discussed and agreed on an individual basis with the landowner(s) at the appropriate time.

Safety measures

4.4.18. 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.

4.4.19.

Pedestrian crossings will be delineated by crowd control barriers, Heras fences, and heavy-duty barriers to ensure safe pedestrian passage, in agreement with the relevant landowners and Leicestershire County Council (as the roads authority), as distinct from Hinckley and Bosworth District Council (as the planning authority). Table 4-1 summarizes the proposed construction methodology for managing the PRow. The Construction Methodology section of this document details the fence markings and crossing mats to be used on this project.

Below are illustrated how the various types of fencing will be used for such crossings:

- Along Footpath:



- Along Construction Road: temporary gate



- 4.4.20. 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, and workforce, this will be manned by a dedicated banksman to control traffic and personnel while the construction of the effect plot.

Monitoring and Inspections

- 4.4.21. Inspections of any installed temporary Crossing points will be undertaken on a regular basis, and any required remedial works to undertaken to ensure that the crossing remain in good condition during the construction period.
- 4.4.22. During construction, Sunnerg 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 PC will explore any short-term reinstatement work where necessary. Any concerns raised would be shared with Leicestershire County Council (as the highway authority), as distinct from the Hinckley and Bosworth Borough Council (as the planning authority).