

ASTON FLAMVILLE SOLAR FARM

Condition 21 – Public Rights of Way Management Plan



794-PLN-WWP-00230-01h
Public Rights of Way
Management Plan (HBBC)
Version 01h
14 July 2025

Document Status

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1 INTRODUCTION

- 1.1 RPS have been commissioned by Elgin Energy EsCo Ltd to prepare a Public Right of Way (PRoW) Management Plan in order to discharge a planning condition relating to the consented development for a new Solar Farm, at Aston Flamville in Leicestershire.
- 1.2 The eastern parcel is located within the jurisdiction of Blaby District Council (BDC) as the Local Planning Authority (LPA) and Leicestershire County Council (LCC) as the Local Highway Authority (LHA). The western parcel is located within the jurisdiction of Hinckley & Bosworth Borough Council (HBBC). On this basis, there are two decision notices attached to the planning consent.
- 1.3 Planning permission was granted, subject to conditions, by HBBC in July 2024 (Application Reference: 22/00739/FUL). Planning Condition 21 states the following:

“No development shall take place until a scheme and timetable for delivery for the treatment of Public Rights of Way footpaths V30 and U63 which pass through the site have been submitted to and approved in writing by the Local 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's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the approved scheme and timetable.

Reason: To protect and enhance Public Rights of Way and access in accordance with Paragraph 104 of the National Planning Policy Framework (2023).”

- 1.4 On the basis of the above, a PRoW Management Plan has been prepared to discharge HBBC Planning Condition 21 and to demonstrate a planned approach to the management of PRoWs during construction. The key aim of this plan is to maintain public safety while minimising disruption to users.
- 1.5 This report has been prepared in accordance with Leicestershire County Council's Guidance Notes for Developers “Development and Public Rights of Way August 2011.
- 1.6 It should be noted that a separate report (RPS Report Reference 794-PLN-WWP-00230-01g) has been prepared to discharge BDC Planning Condition 22 which also relates to a PRoW Management Plan.

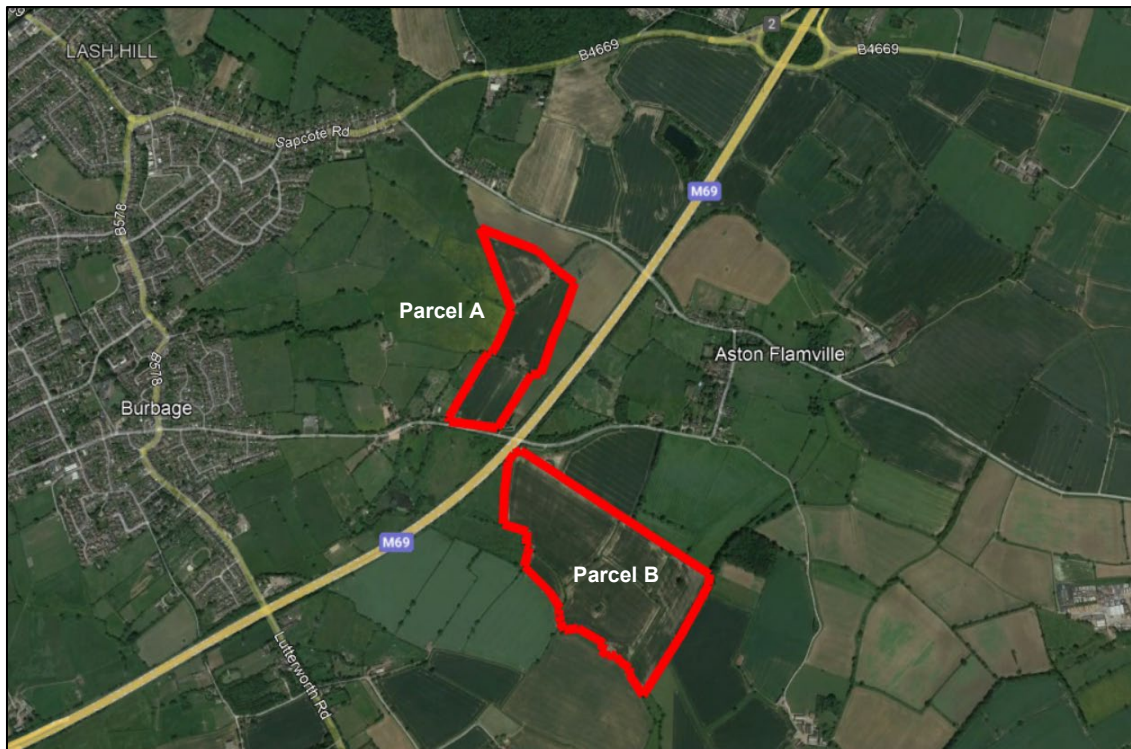
Site Location

- 1.7 The development site is 41.75 hectares in size and is located between the town of Hinckley and the village of Aston Flamville. The consented development is split across two parcels of land. There are no existing building developments within the Site which comprises a patchwork of arable and pastoral fields with hedgerow and tree boundaries.

1.8 The consented Masterplan is attached at **Appendix 1**. The site is split into two separate parcels, referred to throughout this report as Parcels A and B as shown on **Figure 1**:

- **Parcel A** – Solar farm on agricultural land north of Lychgate Lane; and
- **Parcel B** – Solar farm on agricultural land south of Lychgate Lane.

Figure 1: Parcel Locations Forming the Site



1.9 Parcel B is bordered by agricultural land to the north, east, south and west, and the M69 to the north-west. Parcel A is presently agricultural land and is bordered by trees and hedgerow along the field boundaries. Beyond this, Parcel A is bound by agricultural land to the east, west and north. Lychgate lane borders the Site to the south. There is an existing field access into Parcel A.

Report Purpose

1.10 A PRow Management Plan is required to address the interactions between the PRow and the Development. This Plan describes where PRowS would be impacted by the Solar Farm (during both the construction and operational phases) and how PRowS would be managed to ensure they remain safe to use, and disruption to the users of the PRow is minimised.

1.11 Following this introduction, this document is set out as follows:

- **Section 2** describes the method of identifying impacts on PRowS; and
- **Section 3** identifies the individual PRowS and describes the management plan for PRowS that would be directly affected by the construction of the consented development.

2 METHODOLOGY

- 2.1 This section of the Management Plan describes how the PRoWs that would be affected by construction have been identified. This section also explains the PRoW designations, which are referred to later in this Management Plan.

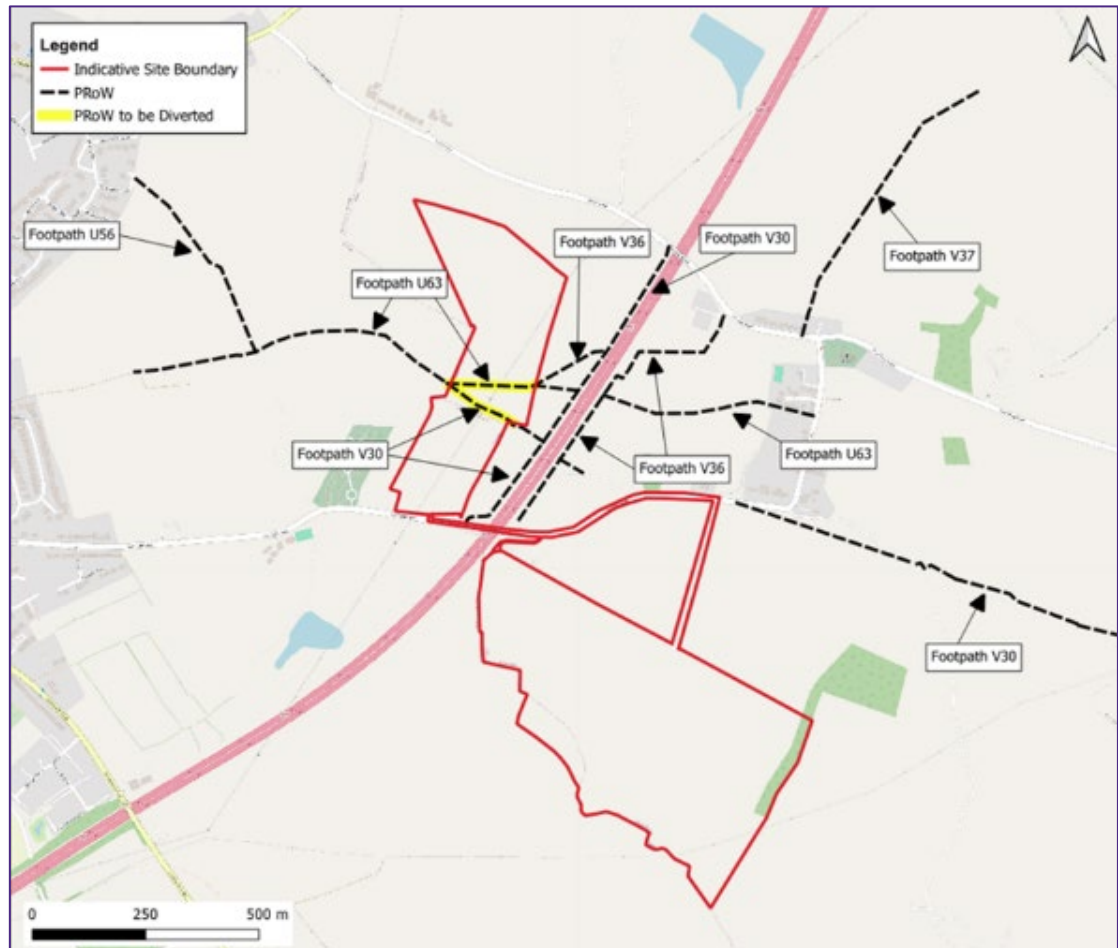
Identifying Public Rights of Way

- 2.2 This PRoW Management Plan has been prepared in accordance with Leicestershire County Council's Guidance Notes for Developers "Development and Public Rights of Way" August 2011.
- 2.3 This document suggests Designers, Developers and Planning Officers must satisfy themselves at the earliest opportunity of the exact legal position of any public right of way which will be affected by development. The Definitive Map is the legal document which records the location of all known Byways Open to All Traffic, Restricted Byways, Bridleways and Footpaths.

Study Area

- 2.4 The LCC Definitive Map has been used to identify the PRoWs that would be impacted by construction. The study identified PRoWs requiring management includes all PRoWs that would be crossed, or directly affected by, the consented development.
- 2.5 These routes are shown on **Figure 2** and are limited to the sections of routes within the red line boundary, given no construction works are proposed outside the site boundary that would necessitate the management of PRoWs.

Figure 2: PRow Study Area



2.6 It is evident from **Figure 2** that the PRow only route through Parcel A of the consented development; therefore, the following public footpaths will be impacted by the development:

- **V30 Footpath** - From Aston Lane, Sharnford to Lychgate Lane, Aston Flamville, with a short spur to Footpath V36 on the eastern side of the M69 Motorway. Also from Lychgate Lane to the west of the M69 Motorway in a north easterly direction alongside the M69 back to Aston Lane;

There is **155m of V30** footpath routing through the development, this section may be impacted at times during the construction and operational phases of development.

- **U63 Footpath** - From Aston Lane, Burbage, to V30 at the M69 Motorway and from V36 at the M69 to Aston Flamville.

There is **182m of U63** footpath routing through the development, this section may be impacted at times during the construction and operational phases of development.

Designations in the PRow

- 2.7 It is envisaged that both sections of footways V30 and U63 will be more heavily impacted (on a temporary basis) during the construction phase of development.
- 2.8 It is envisaged that there will be three designations of management employed during this period, these are as follows;
- Temporary Stopping Up (Managed);
 - Temporary Stopping Up; and
 - Diversion
- 2.9 **‘Temporary Stopping Up (Managed)’** is associated with short periods of closure. This could be, in practice, for a few hours in a given day. The designation is associated with works such as the installation of fencing with PRow access controls where necessary. This designation is expected to utilise a marshal to minimise risk for PRow users.
- 2.10 **‘Temporary Stopping Up’** will be used in circumstances where access along a PRow is restricted for longer temporary periods of weeks at a time and can be associated with a diversion around, for example, pylon working areas and temporary access points onto the temporary access track. Signage along the PRow would indicate how long the stoppage is for and the diversion route in place.
- 2.11 **‘Diversion’**, in both cases, is a temporary diversion and is associated with a ‘Temporary Stopping Up’ designation which has been applied to a section of PRow for the carrying out of works such as construction compound working areas. All diversions are intended to reduce inconvenience as much as possible with regard to diversion length and comparable surface condition.
- 2.12 Leicestershire County Council's Guidance Notes for Developers on PRowS suggests that a public path can be restricted to allow works to be undertaken or to avoid danger to the public. The closure or diversion must be temporary and allow the re-opening of the original route. Such Orders must not be used in lieu of a permanent Order. In this regard, when a temporary diversion is required, the applicant will provide 12 weeks advance notice and make the relevant payment of fees.
- 2.13 Once operational, the consented development will be monitored remotely and will not require any permanent staff to be located on site. There will be occasional visits throughout the year (typically less than once per fortnight) made by 4x4 vehicles and panel van vehicles for inspection and maintenance. These vehicle movements will replace – and be significantly lower than – agricultural vehicles that currently use the access. On that basis, it is anticipated that there will be no impact from the development on the existing PRow.

3 MANAGEMENT PLAN

Introduction

- 3.1 This section sets out the management methods to be applied to the affected PRow during the construction of the Solar Farm.

General Management

- 3.2 The applicant will apply for a temporary order as there is a requirement to alter and divert the footpaths identified in **Section 2**.
- 3.3 The developer is committed to ensuring the highest levels of safety for the development, whilst also minimising disruption to the public. Where there is a potential conflict between the two, a pragmatic approach to safety would be based on balancing the risks to the public at a given time against the disruption that removing that risk would cause. It is the intention to keep the PRowS effectively open via management, and the use of short-term temporary closures and diversion routes.

Temporary Closure and Diversion

- 3.4 The current alignment of footpaths V30 and U63 will be temporarily closed, and a diversion route would be implemented for the duration of construction, as shown on **Figure 3**.
- 3.5 The Network Management Team will be consulted at least 12 weeks prior to any temporary diversion being implemented, in compliance with the Road Traffic Regulation Act 1984 (RTRA84).
- 3.6 The diversion route would route outside the area of fencing which surrounds the solar panels, and between the field boundaries. A gate would be installed where the construction access track crosses the diverted alignment of the PRow.

Signage and Information

- 3.7 Appropriate signage would advise of dates and hours / days affected. Signage would be erected informing PRow users of the presence of construction activities. Information signs detailing the works would be in place and provide contact details for the site manager, as detailed in the Construction Traffic Management Plan.
- 3.8 The location of signs providing information on temporary diversions and closures would be discussed with the relevant local PRow Officer. Maps showing temporary diversions and alternative PRowS would be provided at the site.
- 3.9 The applicant recognises signage well in advance of the areas of construction may be helpful to avoid users having to turn back in certain locations. **Figure 3** and **Figure 4** shows the locations of key areas where signage should be implemented, this includes both within the red line warning pedestrians of the potential presence of vehicles on the PRow, and outside the red line where additional signage should be provided to give users advanced information when the PRow is temporarily closed and diverted.

Figure 3: Signage and Information During Construction

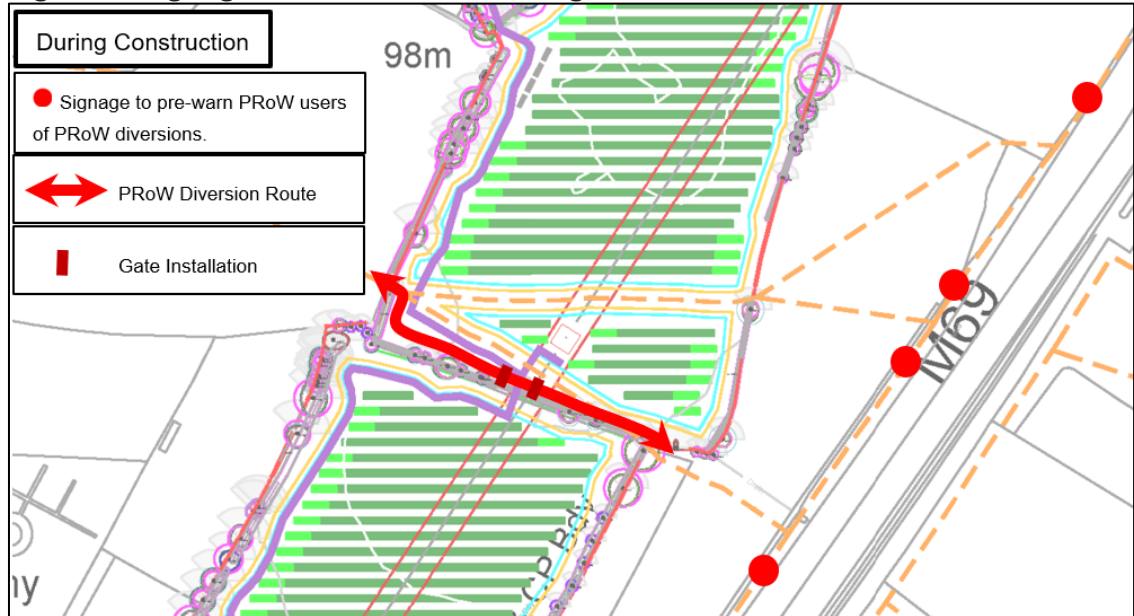
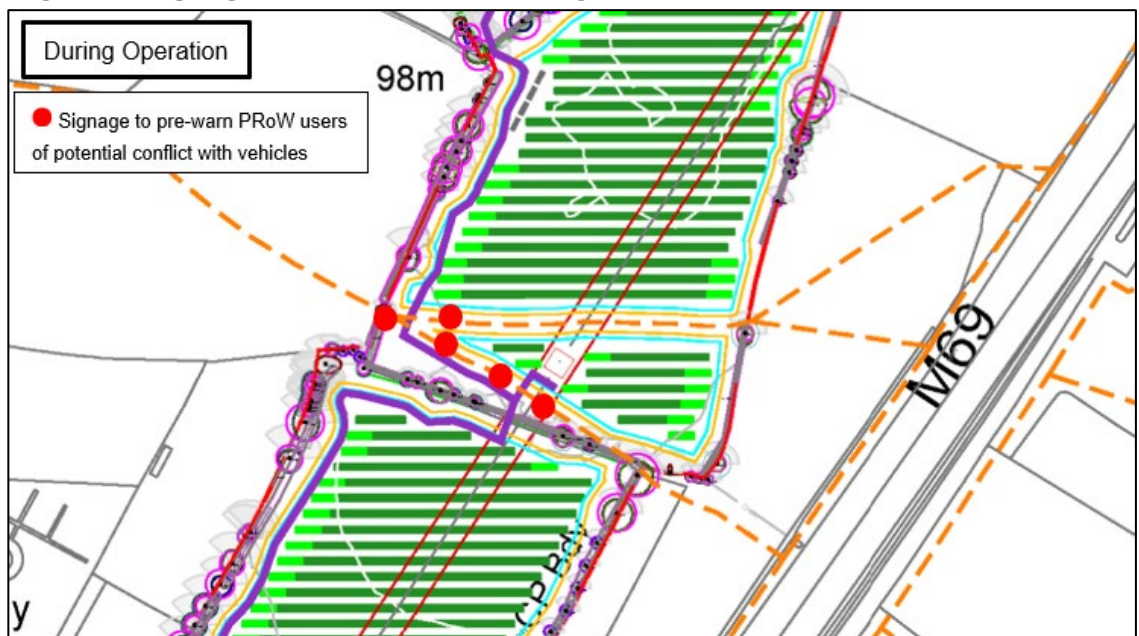


Figure 4: Signage and Information During Operation



Forms of Managed Crossing and Temporary Closure

- 3.10 Two existing PRoWs will be impacted by the development during the construction period. When diversions are required, efforts would be made to minimise the impact on users following a simple decision-making process which sets out a hierarchy of actions, starting with those that create the minimum impact. For example, in order of increasing impact:
- **1** – Using signs for both PRoW users and construction vehicles to allow safe crossings of construction tracks for PRoW users (Temporary Stopping Up (Managed));
 - **2** – Using contract staff to hold PRoW users for short periods (a few minutes) while construction vehicles pass or while construction activities are undertaken (Temporary Stopping Up (Managed)); and finally
 - **3** – Temporarily closing the PRoW for a 6 month period and signing an acceptable diversion route, for example around a construction compound (Temporary Stopping Up and Diversion).
- 3.11 All interventions would be developed in liaison with LCC and would be indicated by the contractor using signs as appropriate and agreed. Users would be advised by the contractors at the relevant location when works are completed and when it is safe to use the PRoW.
- 3.12 The Network Management Team will be consulted at least 12 weeks prior to a temporary diversion being implemented, in compliance with the Road Traffic Regulation Act 1984 (RTRA84).

Managed Crossing of Temporary Access Tracks

- 3.13 Where a PRoW crosses a temporary access track, it would be disproportionately disruptive to close the PRoW for the duration of the use of the temporary access track, particularly when the risk to the public is likely to be lower than crossing a public road due to the 10mph speed limit of a construction vehicle.
- 3.14 As set out in paragraph 3.6, a diversion route for the PRoW would route outside the area of fencing which surrounds the solar panels, and between the field boundaries. A gate would be installed where the construction access track crosses the diverted alignment of the PRoW.
- 3.15 During times of heavy use, the contractor may provide a member of staff to assist crossing in a manner similar to school crossing patrols. In these instances, PRoW users may have to wait for short periods of time whilst the PRoW is in use by the construction team. Users would be advised when it is safe to cross the PRoW at the crossing point by the developers' contractors.

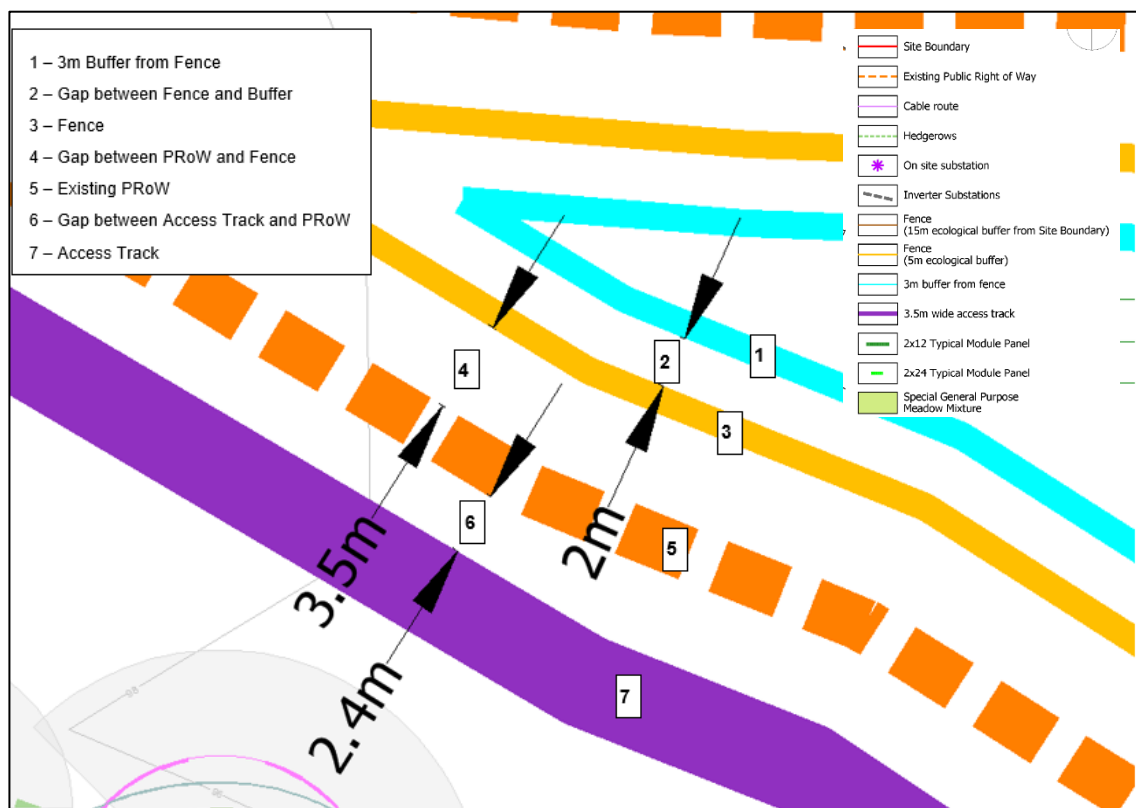
Construction Compounds

- 3.16 Two secure temporary construction compounds will be provided during the construction period. There will be one large construction compound (75m x 75m) which is located within the southeastern land parcel and one smaller construction compound (50m x 50m), which is located within the northwestern land parcel.
- 3.17 The locations of the temporary construction compounds in relation to PRoW are presented at **Appendix 2**, neither temporary construction compound crosses nor disrupts any PRoW.

PRoW Alignment

- 3.18 No permanent closures are proposed to be required as part of the consented Solar Farm. The masterplan has been developed having full regard to the existing PRoWs, with a 3m buffer between the path and fence enclosing the solar panels and a 2.4m buffer between the access track and existing PRoW which runs parallel with Footway U63.
- 3.19 These buffers are in excess of the suggested 1m width included with LCC's guidance.
- 3.20 **Figure 5** below shows a snapshot of the current masterplan and how the existing PRoW are routed through the site, a full copy of the masterplan is included within **Appendix 1**.

Figure 5: Consented Masterplan



Construction and Surfacing

- 3.21 The consented development is for a Solar Farm, which will generate in a very minimal amount of traffic, either pedestrian or vehicular on a weekly basis. Given this, it is not anticipated that the development of a Solar Farm at this location would generate any more pedestrian movement along the PRoW's over what its existing usage.
- 3.22 On that basis, there is no proposals to upgrade the surfacing of the existing paths.
- 3.23 Notwithstanding this, suitable fencing and signage would be erected, where appropriate, to form a safe corridor for users of the PRoW. It is envisaged that this fencing would be in the form of 2.45m high tensile fixed knot fencing. An example of which is detailed below in **Figure 6**.

Figure 6: Typical Security Deer Fence



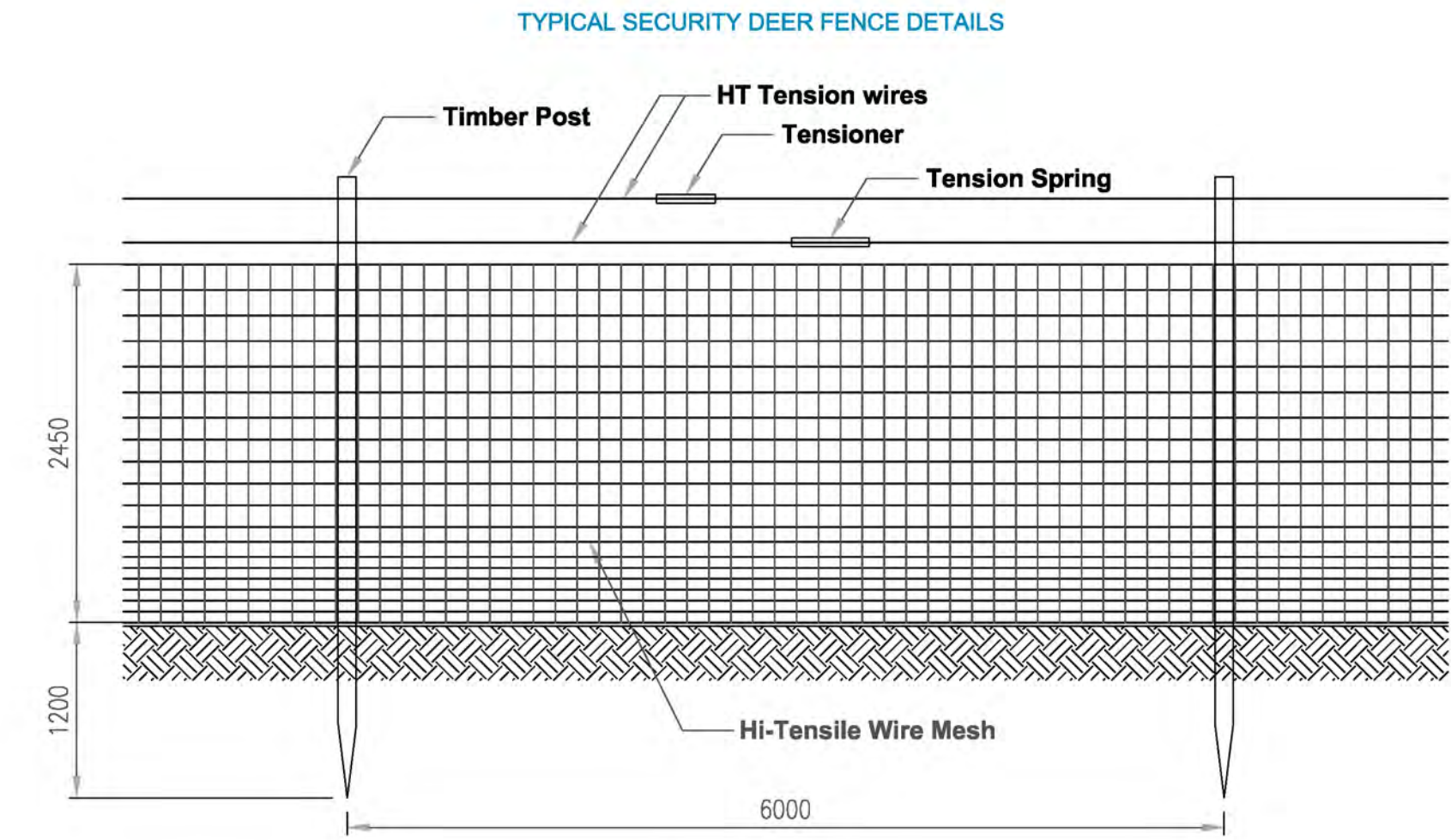
- 3.24 Regular inspections would take place to ensure that all signage and fencing are still in place and that the condition of the PRow is suitable for use within the working area.

Condition Surveys

- 3.25 Where required, the applicant would undertake pre-commencement condition surveys of both routes directly affected by the development prior to the commencement of construction. A plan showing the survey extent would be circulated to the Local Authorities in advance. A copy of the condition survey, including photographs and recommendations for any additional signage requirements would then be provided to the relevant PRow officer.

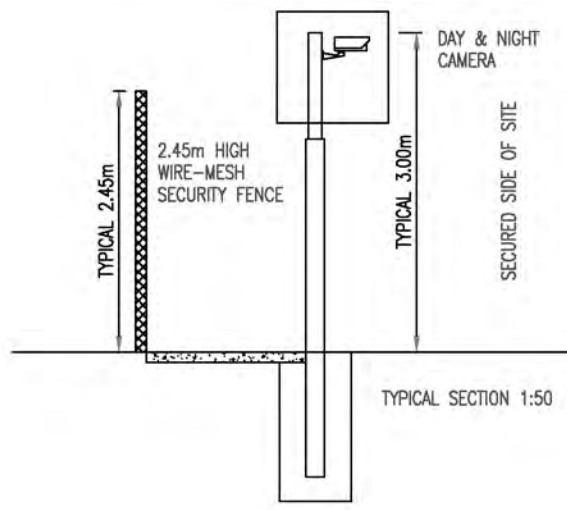
Appendices

Appendix 1 – Consented Masterplan



- TYPICAL HIGH TENSILE FIXED KNOT FENCING:
1. 2.45M HIGH PRESSURE TREATED TIMBER POSTS AT 6M CENTRES.
 2. HIGH TENSILE GALVANISED WIRE TO BS EN 10223 AND BS EN 10244.
 3. 20 NO. HORIZONTAL LINES, 2.5MM WIRE, SPACING VARIES BETWEEN 75MM AND 175MM.
 4. VERTICAL LINES, 2.5 WIRE AT 150MM CENTRES.
 5. HIGH TENSILE TENSION WIRE TO TOP FITTED WITH TENSIONER AND TENSION SPRING.

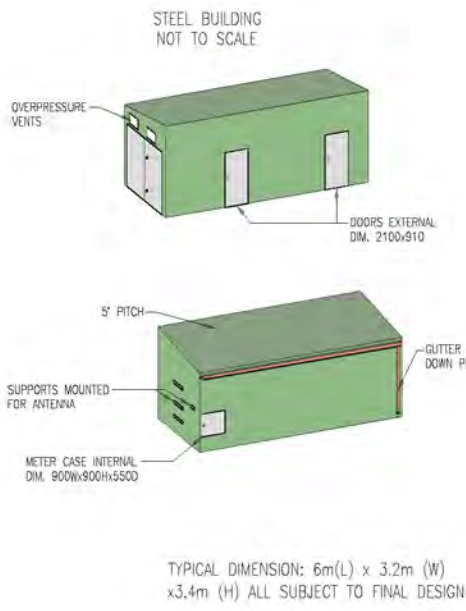
CCTV CAMERA DETAILS
TYPICAL SECTION



TYPICAL IMAGE



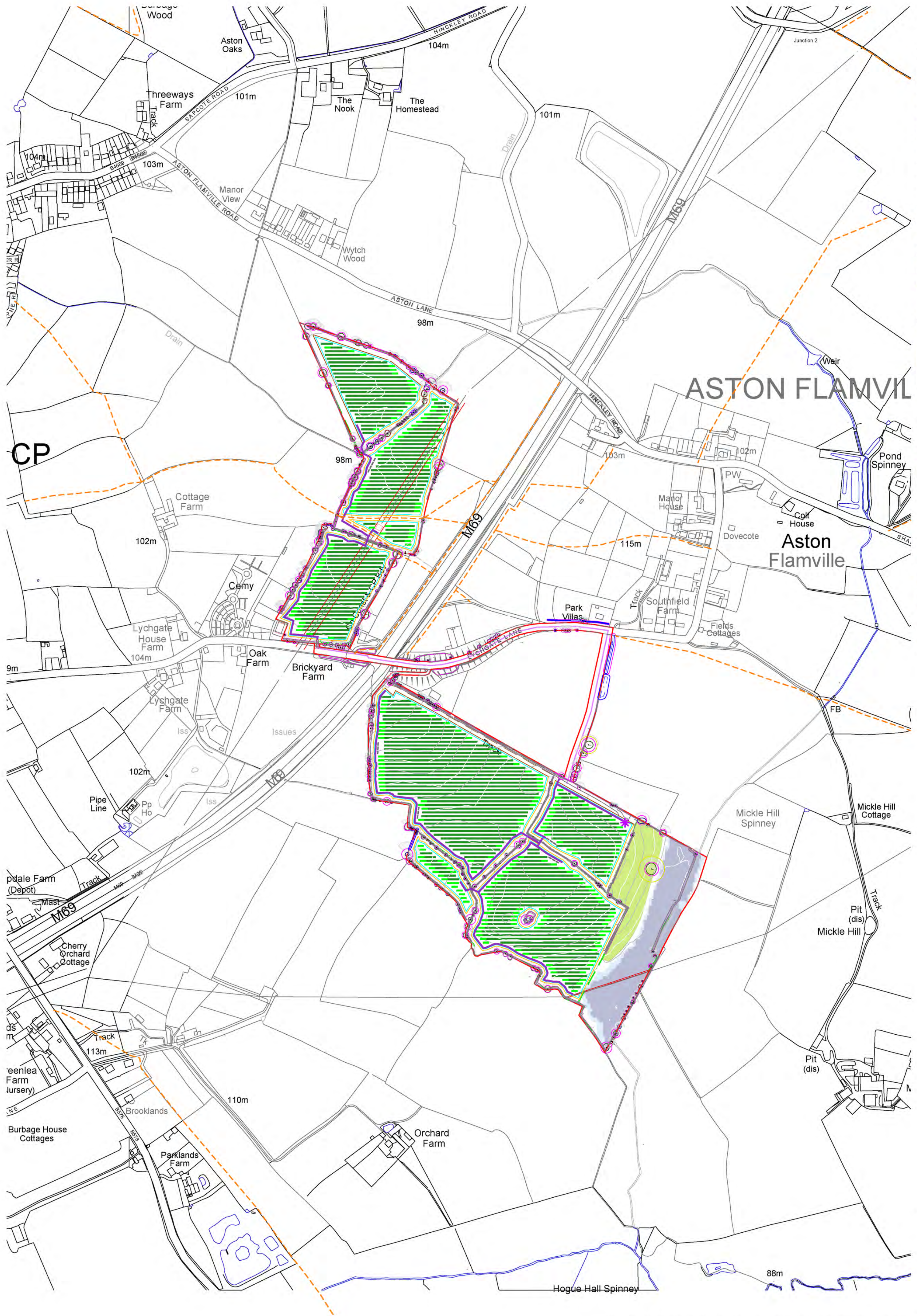
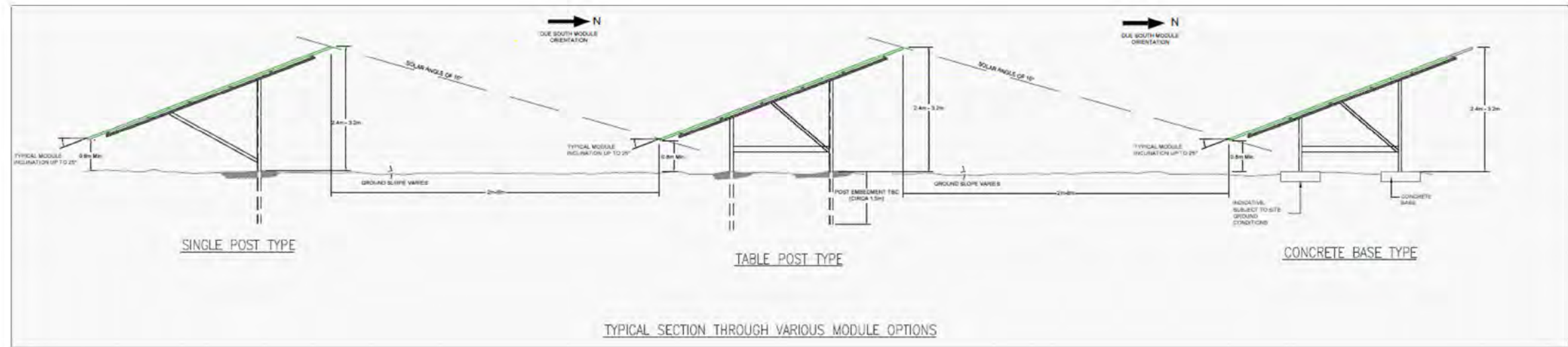
TYPICAL PRIMARY SUB-SUBSTATION



TYPICAL INVERTORS SUB-SUNSTATION



TYPICAL INVERTOR SUBSTATION ABB PYS800-MWS SHOWN
DIMENSIONS: 7m x 2.5m x 3m HIGH. ALL SUBJECT TO FINAL DESIGN



The scaling of this drawing cannot be assured

Revision	Date	Dm	Ckd
G	01.09.22	KT	TE

Revision G Inverter substations added

LEGEND

- Site Boundary
- Existing Public Right of Way
- Cable route
- Hedgerows
- On site substation
- Inverter Substations
- Fence (15m ecological buffer from Site Boundary)
- Fence (5m ecological buffer)
- 3m buffer from fence
- 3.5m wide access track
- 2x12 Typical Module Panel
- 2x24 Typical Module Panel
- Special General Purpose Meadow Mixture
- Flood zones 2 and 3 (this area will be seeded with a meadow mixture of wetlands)
- Tree with numbered reference. Canopy spread and BS5837:2012 tree quality category as shown below.
- Vegetation group with numbered reference. Average canopy extent and BS5837:2012 tree quality category as shown below.
- Hedge/Strubs/Saplings with numbered reference.
- BS 5837:2012 Tree Quality Categories - Table 1
 - Category A - High quality
 - Category B - Moderate quality
 - Category C - Low quality
 - Category U - Unsuitable for retention
- Root protection area (RPA) calculated in accordance with Section 4.6 - BS5837:2012
- Veteran Root protection area (VRPA) calculated in accordance with NE/FC Guidance
- First Significant Branch Direction
- Approximate shade cast by tree
- Maximum Canopy Spread Estimated as a Displacement of Current Canopy

Project
Aston Flamville

Drawing Title
Concept Masterplan
with Context

Date	Scale	Drawn by	Check by
12.07.18	1:5000 @A1 1:10000 @A3	KT	TE
Project No	Drawing No	Revision	
28803	9301	G	

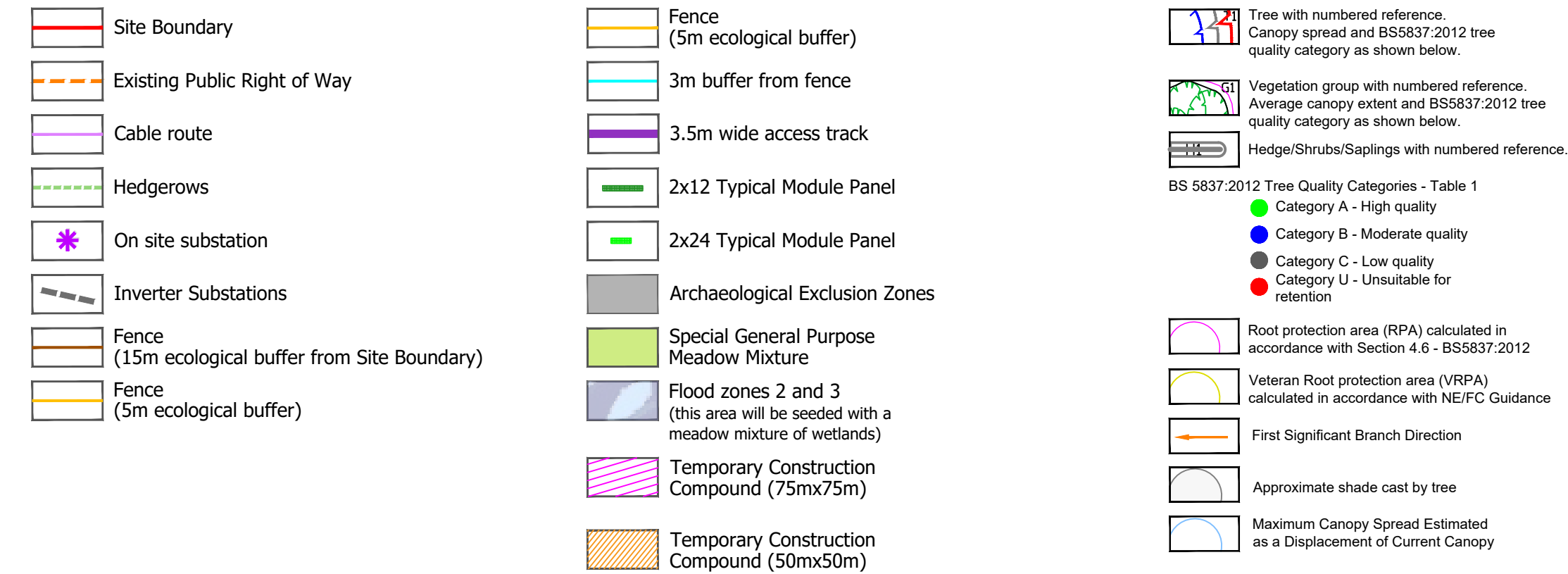
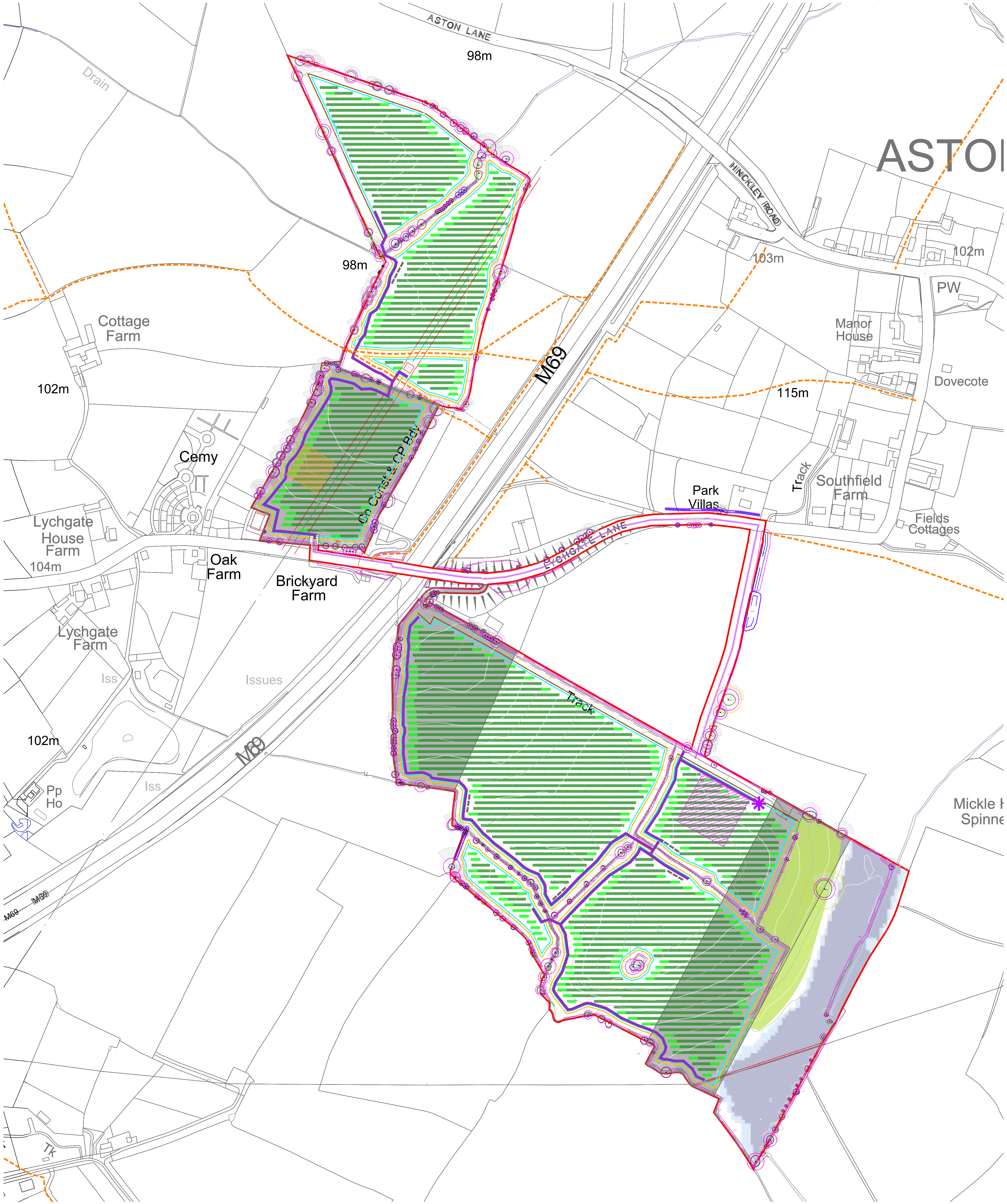
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Appendix 2 – Construction Compound Locations



Project
Aston Flamville

Drawing Title
Concept Masterplan with Context

Date
12.07.18

Scale
1:2500 @A1

Project No
28803

Drawing No
9301

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