



High Grove Solar

Draft Outline Public Right of Way Management Plan

April 2025

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1 Introduction

1.1 Purpose of Document

- 1.1.1.1 This document provides the outline Public Rights of Way (PRoW) Management Plan (oPRoWMP) for the construction, operation and decommissioning of High Grove Solar (the Proposed Development). RWE Renewables UK Solar and Storage Ltd (the Applicant) has prepared this document as part of the Statutory Consultation process in relation to an application for a Development Consent Order (DCO). It demonstrates how the mitigation measures identified in the Environmental Impact Assessment (EIA) process will be implemented and has been prepared with the objective of compliance with the relevant guidance.
- 1.1.1.2 An EIA has been undertaken for the Proposed Development and a Preliminary Environmental Information Report (PEIR) has been prepared in accordance with the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 [1](the 'EIA Regulations'). In accordance with the requirements of the EIA Regulations, the PEIR contains the assessment of the likely significant effects on the environment that may be caused during construction, operation and decommissioning of the Proposed Development and describes proposed mitigation measures.
- 1.1.1.3 Prior to commencing construction, a PRoWMP will be produced by the Applicant. The PRoWMP will be prepared in accordance with this draft oPRoWMP as set out as a Requirement under the DCO. This will include relevant engagement with statutory consultees.
- 1.1.1.4 This draft oPRoWMP includes the overall approach to managing PRoW impacted by the Proposed Development. It provides the outline structure of the PRoWMP and mitigation measures which may be included within the PRoWMP to deliver the Proposed Development.
- 1.1.1.5 A number of complementary management plans have also been produced to support the construction, operation and decommissioning of the Proposed Development. Those which should be read in conjunction with this draft oPRoWMP are listed in Table 1. A list of all management plans is available in PEIR Chapter 2 The Proposed Development.

Table 1 *Summary of proposed relevant management plans*

Management Plan	Purpose	Stage
Outline Construction Environmental Management Plan (oCEMP)	Sets out how adverse environmental impacts will be minimised and managed during construction.	Construction
Outline Construction Traffic Management Plan (oCTMP)	Sets out how construction traffic and staff vehicles will be managed during construction.	Construction
Outline Landscape and Ecological Management Plan (oLEMP)	Sets out the management of the landscape and ecological features of the Proposed Development.	Construction Operation Decommissioning
Outline Operational Environmental Management Plan (oOEMP)	Sets out how adverse environmental impacts will be minimised during operation.	Operation
Outline Decommissioning Environmental Management Plan (oDEMP)	Sets out how negative environmental impacts will be minimised during decommissioning.	Decommissioning

1.2 Structure of the Public Rights of Way Management Plan

1.2.1.1 The remainder of this Management Plan includes:

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

2 The Proposed Development

- 2.1.1.1 The Proposed Development is a renewable energy scheme, comprising five distinct Panel Areas covering an area of approximately 1,700 hectares (ha), including solar photovoltaic (PV) panels, on-site Battery Energy Storage Systems (BESS), underground cabling and associated infrastructure including substations and environmental mitigation and enhancement areas. The Proposed Development will also include underground Cable Corridors, which are still being refined, connecting the Panel Areas to one another and to the point of connection. The Proposed Development will have the capacity to generate over 50 Megawatts (MW) of alternating current (AC) electricity. The Proposed Development is located between Narborough and Dereham in the county of Norfolk in the East of England.
- 2.1.1.2 A full description of the Proposed Development and a detailed description of the design and environmental mitigation is provided in PEIR Chapter 2 The Proposed Development.

2.2 Construction programme

- 2.2.1.1 It is expected to take up to 2.5 years to construct the Proposed Development. As part of the final CEMP the Applicant will provide an indicative programme to the relevant LPA for information.

2.3 Project team roles and responsibilities

- 2.3.1.1 There are a range of key roles and responsibilities required to manage the environmental impacts during the construction, operation and decommissioning phases. Those with specific relevance to the management of PRoW are as follows:
- Site Manager – overall responsibility for activity onsite and will be based on-site full-time;
 - Construction Project Manager - overall responsibility for ensuring all elements in the DCO, CEMP and all environmental legal and other requirements are implemented, and appropriately resourced, managed, reviewed and reported;
 - Health and Safety Manager – responsible for the monitoring and controlling of health and safety compliance and related rules and regulations on-site; and
 - Community Liaison Officer – a Community Liaison Group will be set up in accordance with the relevant DCO requirement prior to construction and will continue through until final commissioning of the Proposed Development as a formal forum for local issues to be raised. A Community Liaison Officer will be appointed to lead discussions with local communities and other developers, and act as the primary point of contact should there be any queries or complaints.

- 2.3.1.2 These roles and responsibilities are indicative and will be confirmed in the final PRoWMP. It is noted that ultimate responsibility for the implementation of this Management Plan under the DCO rests with the Applicant.

3 Methodology

3.1 Public Rights of Way and Routes with Public Access Rights

- 3.1.1.1 A PRoW is defined as one of the following [2]:

- A footpath, being a highway over which the public have a right of way on foot only, not being a footway;
- A bridleway, being a highway over which the public have the following, but no other, rights of way, that is to say, a right of way on foot and a right of way on horseback or leading a horse, with or without a right to drive animals of any description along the highway;
- A cycle track, being a way constituting or comprised in a highway, being a way over which the public have the following, but no other, rights of way, that is to say, a right of way on pedal cycles (other than pedal cycles which are motor vehicles within the meaning of the Road Traffic Act 1988) with or without a right of way on foot;
- A byway open to all traffic (BOAT) [3], being a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used; or
- A restricted byway, over which the public have rights on foot, on horseback or leading a horse, and in vehicles other than mechanically propelled vehicles.

- 3.1.1.2 It is also acknowledged that non-motorised users also have a right to use highways which are also 'classified' roads under section 12 of the Highways Act 1980. It is not currently envisaged that any highways would require temporary closure as part of the Proposed Development and therefore access for non-motorised users would be retained.

- 3.1.1.3 A permissive path is a route which the public can use because a landowner has made a route across their land available to the public (i.e. permitted the public to access otherwise private land). It is not nor should not become a PRoW.

- 3.1.1.4 Any works required to the routes described in this draft oPRoWMP will be consented through the DCO and when the application is formally submitted the draft DCO will include the required works in the relevant Schedules and Plans.

3.2 Assumptions made in this document

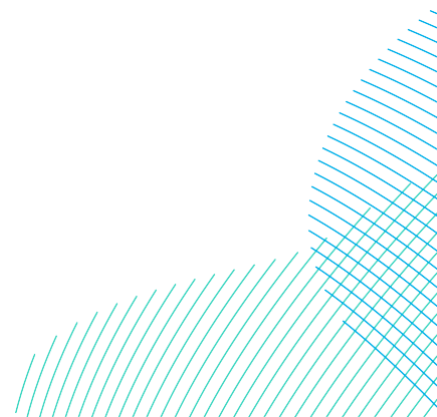
- 3.2.1.1 The PRoWs have been identified using the PRoW data from Norfolk County Council [4] and consultation feedback.
- 3.2.1.2 Safety has been an important consideration to stopping up proposals, for example, where existing routes are considered to pose public safety risks and would be affected by the Proposed Development.
- 3.2.1.3 Where PRoWs would be stopped up for construction and subsequently reinstated or diverted, a condition survey would ensure that any reinstated route would be of similar or better quality.
- 3.2.1.4 For diverted and new PRoW, classifications seek to help ensure improved connectivity and public safety.
- 3.2.1.5 Any surface finishes, interpretation boards or signage would be agreed between the Applicant and the relevant Local Planning Authority prior to implementation.

3.3 Identification of PRoW

- 3.3.1.1 PRoW mapping data has been collected via Norfolk County Councils' Norfolk Inspire and Open Data website [4], National Trails and Sustrans websites [5] [6], and as such has been taken to represent the most up to date and accurate record of PRoW within the area surrounding the Proposed Development. PRoW potentially affected by the Proposed Development were identified through examination of this data and sites walkover undertaken by the Applicant's team.

3.4 Stakeholder engagement

- 3.4.1.1 Early engagement has taken place with Breckland Council and Norfolk County Council in the development of the Proposed Development to date. A period of Non-Statutory consultation was also undertaken over a six week period from 9 September to 18 October 2024.
- 3.4.1.2 The Norfolk Local Access Forum provided feedback in January 2025 to mitigate the impacts to PRoW by the creation of a corridor along each side of the PRoW as it passes through the Panel Areas. An appropriate buffer from PRoW and the fence line will be included in the design of the Proposed Development.
- 3.4.1.3 This engagement has provided useful insight into the current status and use of PRoW and recreational routes within and adjacent to the site.



3.5 Locations and Management

- 3.5.1.1 Members of the public can access countryside and nature through numerous PRow through and immediately adjoining the draft Order Limits, predominately around the Central and Western Panel Areas around Swaffham, Drymere and South Acre.
- 3.5.1.2 Peddars Way and Norfolk Coast Path National Trail runs adjacent to the Central Panel Area. National Cycle Route 13 runs partially through the draft Order Limits.
- 3.5.1.3 PRow and recreational routes that interact with the Proposed Development and are considered within this draft Outline Management Plan are included in Table 2. The PRow have been ordered from west– east – south for ease of the reader.
- 3.5.1.4 Descriptions of the PRow were reviewed from the Definitive Statements of PRow for Breckland Council from the NCC website [7].

Table 2 ***Existing PRow and Recreational Routes that interact with the Proposed Development and proposed management***

PRow Reference	Description	Type of Closure and / or Management
Beachamwell BR1	Bridleway No. 1 runs along the south western boundary of the Western Panel Area. The Bridleway runs along field boundaries between Swaffham Road and Beachamwell Road.	This bridleway connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities, especially where the bridleway meets Swaffham Road. Current proposals would see the Bridleway retained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Western Panel Area adjacent to the A1122 which could link this Bridleway and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
Beachamwell FP4	Footpath No. 4 provides a connection into Beachamwell BR1, with onward connection onto the local road network.	Given proposals for BR1, this Footpath would remain accessible during construction of the Proposed Development. The Footpath would remain unaffected, on its current alignment during operation of the Proposed Development.
Beachamwell BR2	Bridleway No. 2 runs into the Western Panel Area. The Bridleway runs along a private road off Swaffham Road.	This Bridleway connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities, particularly at the intersection with Swaffham Road. Access into the Panel Areas from the Bridleway would be managed during construction and decommissioning with banksmen used to ensure safety when construction/decommissioning vehicles cross over the Bridleway. The operational areas of the Proposed Development would be fenced and access tracks gated to allow occasional maintenance vehicles to pass through. Current proposals would see the Bridleway retained on its current alignment during operation of the Proposed Development.

PRoW Reference	Description	Type of Closure and / or Management
Swaffham RB3	Restricted Byway No. 3 runs immediately adjacent to the eastern boundary of the Western Panel Area, north of the A1122 and runs through the proposed Cable Corridor. The Restricted Byway intersects with Swaffham RB2, BR4, FP5 and Narborough RB9 and RB10. The Restricted Byway runs along Fincham Drove.	Opportunities are currently being explored to provide permissive paths within the Western Panel Area adjacent to the A1122 which could link this footpath and provide a connection through the area. In addition, the final design layout will be reviewed to consider the location of access tracks in this area. A final proposal of the proposed layout and permissive paths will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
		It is likely that this Restricted Byway would be temporarily stopped up during construction in order to avoid conflict with cable installation and ensure safety. Users travelling from the north / south would be able to continue their journey using those PRoW that BR3 interacts with.
		Current proposals would see the footpath reinstated on its current alignment during operation of the Proposed Development.
Narborough RB9	Restricted Byway No. 9 crosses through the proposed Cable Corridor W-C. The Restricted Byway runs along Marham Road, between Fincham Drove and Chalk Lane and connects into Swaffham RB3.	Opportunities are currently being explored to provide permissive paths within the Western Panel Area adjacent to the A1122 which could link this Restricted Byway and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
		It is likely that this Restricted Byway would be temporarily stopped up during construction in order to avoid conflict with cable installation and ensure safety. Options for connectivity would be available via the wider network within this area.
Narborough RB10	Restricted Byway No. 10 crosses through the proposed Cable Corridor W-C. The Restricted Byway run partially along	Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development.
		It is likely that this Restricted Byway would be temporarily stopped during construction in order to avoid conflict with cable installation and ensure safety. Options for connectivity would be available via the wider network within this area.

PRoW Reference	Description	Type of Closure and / or Management
	Marham Road and along field boundaries between the intersection with Fincham Drove and the A47.	Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development.
Swaffham RB2	Restricted Byway No. 2 runs immediately adjacent to the northern boundary of the Cable Corridor W-C. The Restricted Byway intersects with RB3. The Restricted Byway runs along Fincham Drove.	This connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities or closures of PRoW which connect to the RB. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development.
Narborough RB7a	Restricted Byway No.7a intersects with Restricted Byway Swaffham RB2 at the northern boundary of Cable Corridor W-C. The Restricted Byway runs between Fincham Drove and the A47.	Some management measures may be required where the footpath meets RB2 in order to warn users of potential for construction activities or closures along onward routes (e.g. Swaffham RB3). This would include appropriate signage and information for the duration of construction, but the RB would remain open to users. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development.
Swaffham RB60	Restricted Byway No. 60 is located just west of the Central Panel Area (outside the draft Order Limits). The Restricted Byway runs along Silver Drift road up to West Acre Road.	This connection would be retained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.

PRow Reference	Description	Type of Closure and / or Management
Swaffham FP13	Footpath No. 13 runs through the Central Panel Area. The footpath intersects with FP14. The Footpath runs along a field access between W Acre Road and Castle Acre Road.	It is likely that this footpath would be temporarily stopped up during construction and decommissioning in order to avoid conflict with construction /decommissioning vehicles and ensure safety. Opportunities are currently being explored to provide permissive paths within this area in the Central Panel Area, which could provide an alternative route during construction to users of this footpath and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation. The operational areas of the Proposed Development would be fenced and access tracks gated to allow occasional maintenance vehicles to pass through. Current proposals would see the footpath retained on its current alignment during operation of the Proposed Development.
Swaffham FP14	Footpath No. 14 is located outside of the draft Order Limits. The footpath intersects with FP13. The footpath runs through 'Fen Pit' woodland area, connecting to Castle Acre Road.	This connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. The operational areas of the Proposed Development would be fenced and access tracks gated to allow occasional maintenance vehicles to pass through. Current proposals would see the footpath retained on its current alignment during operation of the Proposed Development.
Sporle with Palgrave BR5	Bridleway No. 5 is located within the Central Panel Area. The Bridleway runs along a field access between Castle Acre Road and Palgrave Road.	This Bridleway would be temporarily stopped up during construction of this Panel Area in order to avoid conflict with construction vehicles and ensure safety. Opportunities exist to retain east-west access through this area by phasing of closures within the Panel Area. This will be explored further prior to the final DCO application. The operational areas of the Proposed Development would be fenced and access

PRoW Reference	Description	Type of Closure and / or Management
		tracks gated to allow occasional maintenance vehicles to pass through. Current proposals would see the Bridleway reinstated on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. In addition, the final design layout will be reviewed to consider the location of access tracks in this area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
Sporle with Palgrave BR4	Bridleway No. 4 is located along the eastern boundary of the Central Panel Area, south of the A1122. Intersects with Sporle with Palgrave BR5, forming part of the Peddars Way National Trail. The Bridleway runs along Palgrave Road, between Southacre Road and Sporle Road.	This connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities and any onward closures of other PRoW. Current proposals would see the bridleway retained on its current alignment during operation of the Proposed Development.
Peddars Way and Norfolk Coast Path	The National Trail combines two long distance walking trails; Peddars Way and the Norfolk Coast Path. The section of the National Trail which interests with the Proposed Development is along Procession Lane and Sporle Lane (utilising Swaffham RB54 and Sporle with Palgrave BR4) The National Trail will run alongside the Central Panel Area Field IDs C-08 and C-05 and intersect Cable Corridor C-C2.	Given that the majority of the National Trail within proximity of the Proposed Development currently runs along minor roads, it should be possible to maintain access during construction. The exception to this is to the southeast of the Central Panel Area where the proposed Cable Corridor crosses the National Trail. In this location, it is likely that this section of the National Trail would need to be temporarily stopped up in order to avoid conflict with construction activities to lay the cable. Current proposals consider that a minor diversion of the National Trail would be possible for a short duration whilst the route is dug, cable laid and reinstated. Current proposals would see the National Trail reinstated and retained on its current alignment during operation of the Proposed Development.

PRow Reference	Description	Type of Closure and / or Management
Swaffham RB54	Restricted Byway No. 54 is located within the Central Panel Area.	Engagement will be undertaken with Natural England and NCC's PRow officer on the management proposals. Key dates for events will be avoided.
		This Restricted Byway runs along an existing highway, using Procession Lane. Access would be maintained , and traffic management measures and safety signage will be required in order to warn members of the public of construction/decommissioning activities. The proposed access tracks either side of Sporle Road will be fenced and gated, and banksmen will be used to ensure safety when construction/decommissioning vehicles cross over the public highway. This will enable connectivity to the north on the National Trail. Measures to control construction traffic and ensure safety to PRow users will be included in the oCTMP.
		To the south where the Restricted Byway intersects with the Cable Corridor between the Central Panel Areas, it is likely that this section of the Restricted Bridleway would be temporarily stopped up during construction in order to avoid conflict with construction activities to lay the cable route. This could be achieved through minor diversion of the Restricted Byway / National Trail for a short duration whilst the route is dug, cable laid and reinstated.
		Current proposals would see the Restricted Byway reinstated and retained on its current alignment during operation of the Proposed Development.
Swaffham RB55	Restricted Byway No. 55 is located within the Central Panel Area. The Restricted Byway runs along Washpit Drove, between Castle Acre Road and	Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
		This Restricted Byway would be temporarily closed during construction of this Panel Area in order to avoid conflict with construction vehicles and ensure safety. Opportunities exist to retain east-west access through this area by phasing of closures within the Panel Area. This will be explored further prior to the final DCO

PRoW Reference	Description	Type of Closure and / or Management
	Sporle Road.	application. The operational areas of the Proposed Development would be fenced and access tracks gated to allow occasional maintenance vehicles to pass through. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. In addition, the final design layout will be reviewed to consider the location of access tracks in this area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
Swaffham RB68	Restricted Byway 68 is located immediately adjacent to the southern boundary of the Central Panel Area. The Restricted Byway runs along an unmarked road between Sporle Road and Long Lane (through Swaffham RB39b).	This connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. A 5m offset from the Restricted Byway and the fence line will be in place. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
Swaffham RB39b	Restricted Byway No 39b is located at the southern boundary of the Central Panel Area. The Restricted Byway runs along an unmarked road between Sporle Road (through Swaffham RB68) and	This connection would be retained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. A 5m offset from the Restricted Byway and the fence line will be in place.

PRow Reference	Description	Type of Closure and / or Management
	Long Lane.	Current proposals would see the Restricted Byway maintained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Central Panel Area which could link this footpath and provide a connection through the area. A final proposal of the proposed permissive path will be presented at DCO application stage, an indicative route is presented in the Outline Environmental Masterplan at Statutory Consultation.
Swaffham RB40	Restricted Byway No. 40 is located just outside the southern boundary of the Central Panel Area. The Restricted Byway runs along Long Lane which passes underneath the A47.	This connection is not directly affected and lies outside of the draft Order Limits. It would be retained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. The Restricted Byway would be retained on its current alignment during operation of the Proposed Development.
Sporle with Palgrave BR9	Bridleway No. 9 is located just west of the southernmost Central Panel Area. The Bridleway runs along a field access between Procession Lane and North Pickenham Road	This connection would be retained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. Current proposals would see the footpath retained on its current alignment during operation of the Proposed Development.
Scarning BOAT8	Byway Open To All Traffic No. 8 runs immediately adjacent to the eastern boundary of the Eastern Panel Area. The Byway runs along Green Lane, between the intersection with Shipdham Road and Coach Lane.	This connection would be retained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities. Current proposals would see the BOAT retained on its current alignment during operation of the Proposed Development. Opportunities are currently being explored to provide permissive paths within the Eastern Panel Area which could link this footpath and provide a connection

PRow Reference	Description	Type of Closure and / or Management
National Cycle Network (NCN) Route 13	NCN National Route 13 connects London with Dereham.	It is likely that this National Cycle Route would be temporarily stopped up during construction in order to avoid conflict with construction activities to lay the cable route.
	NCN Route 13 will need to be crossed by the proposed cable route in a few areas: - Between Cable Corridor E-E3 and the Eastern Panel Area, Field ID E-10; - Between the Eastern Panel Area, Field ID E-06 and/or ID E-05 and Cable Corridor E-S ; and - Cable Corridor S-S2	Current proposals would see the cycle route reinstated on its current alignment during operation of the Proposed Development. Engagement will be undertaken with Sustrans and NCC's PRow officer on the management proposals. Key dates for events will be avoided.
Ashill RB11	Restricted Byway No. 11 is located adjacent to the eastern boundary of the Southern Panel Area. The Restricted Byway is located along an unnamed road off Dunnetts Close.	This connection would be maintained during construction and some management measures and safety signage / information may be required in order to warn members of the public of construction activities.
		Measures to control construction traffic and ensure safety to PRow users will be included in the oCTMP. Current proposals would see the Restricted Byway retained on its current alignment during operation of the Proposed Development.
Ashill FP8	Footpath No. 8 is located within the Cable Corridor S-S4 and intersects with FP7.	It is likely that this Footpath would be temporarily stopped up during construction in order to avoid conflict with cable laying activities.
	The footpath runs along private roads off Dunnetts Close, through the Site of Panworth Hall and medieval settlement Scheduled Monument.	Current proposals would see the footpath retained on its current alignment during operation of the Proposed Development.

PRoW Reference	Description	Type of Closure and / or Management
Ashill FP7	Footpath No. 7 is located within the Cable Corridor S-S4 and intersects with FP8. The footpath runs along field boundaries between Coburg Lane and Green Farm Lane.	It is likely that this Footpath would be temporarily stopped up during construction in order to avoid conflict with cable laying activities. Current proposals would see the footpath retained on its current alignment during operation of the Proposed Development.

4 Management measures

4.1 General provisions

- 4.1.1.1 The DCO would grant the necessary powers to manage and alter the PRow network within the draft Order Limits as follows:
- Powers to temporarily stop-up and divert PRow;
 - Powers for the extinguishment and re-provision of PRow (if identified as being required at DCO application stage). This would require that any alternative PRow must be provided before the extinguishment takes place;
 - Measures described in this draft oPRowWMP will inform a detailed PRowWMP which must be submitted to and approved by the relevant planning authority, in consultation with the relevant highway authority; and
 - The PRowWMP provides the securing mechanism through which any new Permissive Paths committed to will be implemented.
- 4.1.1.2 The Applicant is committed to minimising disruption to the public along the PRow network wherever possible but this needs to be balanced with the Applicant's commitments to safety for the construction, operation and decommissioning of the Proposed Development.
- 4.1.1.3 Where a potential conflict between these two objectives is identified, a pragmatic approach to safety will be taken, balancing the risks to the public and users of PRow against the disruption that removing the risk will cause.
- 4.1.1.4 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 PRowWMP prior to the construction of the Proposed Development by the Applicant, to help ensure the safety of users during construction.
- 4.1.1.5 This oPRowWMP has sought to retain access for the public through phasing/timing of works based on the current understanding and assumptions. Where an alternative approach to PRow management emerges, this would be developed at the detailed design stage and would be subject to agreement with the relevant local planning authority under Requirements of the DCO.

4.2 Signage and information

- 4.2.1.1 At all points where PRowS or recreational routes intersect the Proposed Development, appropriate signage will be erected to advise of planned works and dates of any planned closures.
- 4.2.1.2 Signage will also, where applicable, provide information on any alternative routes/diversions and new routes. The location and details of these signs would be discussed and agreed with Norfolk County Council PRow and Highways officers.
- 4.2.1.3 Information signs detailing works and giving the project Community Liaison Officers contact number details will be maintained across the site during construction.
- 4.2.1.4 As part of the detailed PRowMP, a programme of PRow closures and alternative/new routes will be produced by the Applicant, and Norfolk County Council's PRow and Highways Officers, affected parish councils and if required, landowners and/or their agents will be notified at least seven days in advance of any closure.

4.3 Forms of managed closure

- 4.3.1.1 The exact details of the forms of closure will be developed by the Applicant and subject to further discussions and agreements with Norfolk County Council.
- 4.3.1.2 The Applicant will make every reasonable effort to minimise disruption along the PRow network and follow the hierarchy of actions listed below:
- Use of signage where PRow can remain open, but users need to be warned of the presence of construction vehicles or activities (local management). This may be possible for example where the fence line has been erected and the PRow runs outside of this boundary;
 - Implementation of short, temporary closures where local works might affect safety of users (local closures);
 - Closure/extinguishment of a PRow following the early implementation of an alternative/new route (e.g. via a new but similar length and location of route) (early reprovision); or
 - Provision of new routes as part of the Proposed Development (new routes).
- 4.3.1.3 Any short term, temporary closures will be for as short a duration as possible and would likely be linked to specific work items. Where short term, temporary closures along sections of the PRow network are required, the detail of these would be discussed and agreed with NCC's PRow Officers as part of the detailed PRowMP secured under the draft DCO.
- 4.3.1.4 All interventions will be developed in liaison with NCC's PRow Officers.

Local management

- 4.3.1.5 Where it is considered safe to do so, PRoW in close proximity to construction works or that adjoin roads that may be affected by works will remain open with appropriate signage to warn of the presence of construction vehicles, and to warn drivers of the presence of walkers, cyclists or other non-motorised users. It would be disproportionately disruptive to close PRoW in this instance, particularly when works may only be taking place for short periods of time and risk to the public is likely to be low. At this stage, it is envisaged that local management measures will be required along the following PRoW:
- Beachamwell BR1
 - Beachamwell FP4
 - Beachamwell BR2
 - Swaffham RB2
 - Narborough RB7a
 - Swaffham RB60
 - Swaffham FP14
 - Sporle with Palgrave BR4
 - The Peddars Way and Norfolk Coast Path National Trail
 - Swaffham RB54
 - Swaffham RB68
 - Swaffham RB39a
 - Swaffham RB40
 - Swaffham BR9
 - Scarning BOAT8
 - Ashill RB11
- 4.3.2 These proposals will be discussed further with Norfolk County Council through the Statutory Consultation process and subsequently secured through the draft DCO.

Local closures

- 4.3.2.1 Where works are predicted to affect the safety of PRoW users to an extent that cannot be controlled by local management, local closures will be sought. Such closures will be temporary and short-term to facilitate periods of construction works that are discrete in nature and can be completed in a matter of days/weeks, rather than months.
- 4.3.2.2 At this stage, it is envisaged that temporary closures would be sought in relation to:
- Swaffham RB3
 - Narborough RB9
 - Narborough RB10
 - Swaffham FP13
 - Sporle with Palgrave BR5
 - A short section of the Peddars Way and Norfolk Coast Path National Trail, with diversion route
 - Swaffham RB54
 - Swaffham RB55
 - Ashill FP7
 - Ashill FP8
 - NCN Route 13
- 4.3.2.3 These proposals will be discussed further with Norfolk County Council through the Statutory Consultation process and subsequently secured through the draft DCO. The draft DCO will provide the mechanism for the temporary stopping up of PRoW to facilitate the Proposed Development.

Early re-provision

- 4.3.2.4 No proposals are currently anticipated for the permanent stopping up of PRoW and therefore there is no need for early re-provision as part of the Proposed Development.

New routes

- 4.3.2.5 The provision of new permissive routes is to enhance the current PRoW network or provide new routes to facilitate access across the Proposed Development.
- 4.3.2.6 Opportunities for these new routes and connections are currently being explored as part of ongoing design development, with illustrative opportunities shown in the Outline Environmental Masterplan as part of the Statutory Consultation process.
- 4.3.2.7 It is proposed that these permissive paths are provided during the operational phase of the Proposed Development, to minimise impact during the construction

phase, and result in a reduced need for temporary diversions to allow for construction activities.

Safety measures

- 4.3.2.8 Where appropriate, suitable safety measures such as temporary fencing or distancing tactics will be put in place by the Applicant to form safe corridors for users of PRow, especially where it is proposed to retain access to PRow in areas adjacent to construction works.
- 4.3.2.9 The exact nature (including the type and size) of these measures will be outlined in a future iteration of this Management Plan prior to the commencement of relevant construction activities, and will be agreed between the Applicant, the affected landowners and Norfolk County Council.
- 4.3.2.10 Where construction routes adjoin a PRow or where a PRow crosses a construction access, appropriate signage will be installed as necessary to ensure the safety of the public, road users and workforce. Appropriate traffic management measures for all works affecting highways will be covered in the CTMP.

Inspections

- 4.3.2.11 Inspections of any installed temporary diversions will be undertaken on a regular basis and any required remedial works to undertaken to ensure that diversions remain in good condition during the construction period.
- 4.3.2.12 During construction, a Community Liaison Officer will be in place and contact details would be provided on any signs located along the PRow network. Any concerns around PRow management proposals can therefore be flagged through this facility and the Applicant will explore any short-term reinstatement work where necessary. Any concerns raised would be shared with Norfolk County Council PRow Officers.

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