Botley West Solar Farm

Outline Code of Construction Practice

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Glossary

Term	Meaning
Code of Construction Practice	A document detailing the overarching principles of construction, contractor protocols, construction-related environmental management measures, pollution prevention measures, the selection of appropriate construction techniques and monitoring processes.
Construction Traffic Management Plan	A document detailing the construction traffic routes for heavy goods vehicles and personnel travel, protocols for delivery of Abnormal Indivisible Loads to site, measures for road cleaning and sustainable site travel measures
Dust	Solid particles suspended in air or settled out onto a surface after having been suspended in air, as defined by the Institute of Air Quality Management.
Earthworks	Covers the processes of soil-stripping, ground-levelling, excavation, and landscaping, as defined by the Institute of Air Quality Management.
Ordinary watercourses	A river, stream, ditch, cut, sluice, dyke or non-public sewer that is not a designated Main river, and for which the local authority has flood risk management responsibilities and powers.
Protected species	A species of animal or plant which it is forbidden by law to harm or destroy.
Surface water runoff	Surface water runoff is flow of water that occurs when excess stormwater, meltwater, or other sources of water flows over a surface.
Toolbox talks	A short presentation to the workforce on a single topic (e.g., health and safety, best practice).
Water quality	The physical, chemical and biological characteristics of water.
The Applicant	SolarFive Ltd
The Project	The Botley West Solar Farm (Botley West) Project

Abbreviations

Abbreviation	Meaning
ALO	Agricultural Liaison Officer
BCT	Bat Conservation Trust
BS	British Standard
CEZ	Construction Exclusion Zone
CL:AIRE	Contaminated Land: Applications in Real Environments
CLO	Community Liaison Officer
CoCP	Code of Construction Practice

Abbreviation	Meaning
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
EA	Environment Agency
ECoW	Ecological Clerk of Works
EHO	Environmental Health Officer
EMS	Environmental Management System
GCN	Great crested Newt
HDD	Horizontal Directional Drilling
HDPE	High density polyethylene
HGV	Heavy Goods Vehicle
IAQM	Institute of Air Quality Management
ILP	Institute of Lighting Professionals
LEMP	Landscape and Ecology Management Plan
MMP	Materials Management Plan
NE	Natural England
PRoW	Public Right of Way
RAMS	Reasonable Avoidance Measures
SRWMP	Site Resources and Waste Management Plan
TCC	Temporary construction compounds
WSI	Written Scheme of Investigation

Units

Unit	Description
%	Percentage
cm	Centimetre
ha	Hectares
kV	Kilovolt
m	Metres
mm	Millimetres
MW	Megawatt
MWe	Megawatt electrical
MWh	Megawatt hour

1 Outline Code of Construction Practice

1.1 Introduction

Background

1.1.1 This document forms the Outline Code of Construction Practice (CoCP) that supports the Development Consent Order (DCO) application for the Botley West Solar Farm Project (referred to as the 'Project').

1.1.2 The Outline CoCP presents the framework and outline of measures to manage likely significant effects that occur from the construction of the Project.

1.1.3 In addition to these elements, the Outline CoCP considers the temporary construction compounds, storage areas, accesses and mitigation areas required to support the construction of the Project.

1.1.4 The Project lies within the administrative areas of West Oxfordshire, Cherwell and Vale of White Horse Districts, and within Oxfordshire County Council.

1.2 Purpose of the Outline CoCP

1.2.1 The draft Development Consent Order (DCO) **[EN010147/APP/3.1]** includes a requirement for the preparation of a final CoCP. The final CoCP will be supported by a series of management plans as listed in Table 1.1.

1.2.2 The purpose of this Outline CoCP is to set out a written set of standards and measures that will be implemented during the construction process to ensure a consistent and effective approach to managing potential environmental impacts in order to minimise nuisances to communities and to safeguard the environment. The measures include strategies, control measures and monitoring procedures for managing the potential environmental impacts and limiting disturbance from construction activities as far as reasonably practicable.

1.2.3 This is an outline document that is based on the design assessed in the Environmental Statement (see Volume 1, Chapter 6: Project description of the Environmental Statement **[EN010147/APP/7.6.1]**).

1.2.4 This Outline CoCP incorporates legislative requirements, current standards and best practice measures to define the standards of construction practice that contractors will be required to adopt and implement. However, compliance with this Outline CoCP will not absolve the Applicant, Principal Contractors or subcontractors from compliance with all legislation and byelaws relating to their construction activities.

1.3 Scope of the Outline CoCP

1.3.1 The scope of this Outline CoCP applies to the pre-construction and construction activities of the Project.

1.3.2 The final CoCP will be in substantial accordance with the principles established in the Outline CoCP and will be agreed with the relevant planning authority

prior to commencing the construction phase. For the purpose of this Plan, the term 'construction' includes all related engineering, construction and restoration activities as authorised by the DCO within the Order Limits.

1.4 Structure of the Outline CoCP

1.4.1 This Outline CoCP follows the structure below:

- Section 1.5 sets out the documents that will be included in the CoCP
- Section 1.5.2 identifies the key roles and responsibilities of the project team
- Section 1.7 set out the general principles for the implementation of the CoCP
- Section 1.8 describes the general requirements that will be implemented during construction
- Section 1.9 provides information on the temporary construction compounds
- Section 1.10 identifies the management measures environmental topics.

1.5 Accompanying documents to the CoCP

1.5.1 The final CoCP(s) will be supported via a series of final management plans. Table 1.1 sets out the documents that append the CoCP (as secured by Requirement 11 in the draft DCO) and the purpose of each document. Outline versions of these plans are included in the DCO application.

Table 1.1: Documents to support the implementation of the CoCP.

Document	Purpose of the document	Status
Construction Traffic Management Plan (CTMP)	To set out details of routes for construction traffic; delivery timings and logistics; location of wheel wash facilities.	Outline version of the Construction Traffic Management is included in the DCO application (Annex A of this document)
Public Rights of Way Management (PRoW) Strategy	To set out management measures for public rights of way including bridleways and footpaths and other routes for non-motorised users during the construction.	Outline Public Right of Way Management Strategy is included in the DCO application (Annex B of this document)
Soil Management Plan	To set out measures to conserve soil resources; avoid damage to soil structure; maintain soil drainage during construction; and identify principles for the reinstatement of the soil profile following the construction.	Outline Soil Management Plan is included in the DCO application (Annex C of this document)
Site Resources and Waste Management Plan	To manage wastes generated and resource use during the construction phase of the Project.	Outline Site Resources and Waste Management Plan is included in the DCO application (Annex D of this document)

Document	Purpose of the document	Status
Dust Management Plan	To set out dust control measures in line with Institute of Air Quality Management (IAQM, 2014) guidance.	Outline Dust Management Plan is included in the DCO application (Annex E of this document)
Pollution Prevention Plan	To set out best practice guidance for pollution prevention and control measures relating to site-specific construction activities	Plan to be completed prior to construction
Communications Plan	To set out a framework for engaging stakeholders (i.e., sets out methods of contacting and engaging with affected groups; methods of providing advance notifications); roles and responsibilities for implementing the communication plan; and complaints procedure.	Plan to be completed prior to construction
Construction Fencing Plan	To set out the type of fencing, its location, its maintenance during construction and its removal	Plan to be completed prior to construction
Construction Artificial Light Emissions Plan	To set out the construction lighting requirements and measures to control light spill	Plan to be completed prior to construction
Invasive Non-Native Species Management Plan	To set out the measures for managing biosecurity risk, including invasive species, diseases and pathogens.	Plan to be completed prior to construction
Spillage and Emergency Response Plan	To set out details of emergency incident response procedures	Plan to be completed prior to construction
Construction Nosie and Vibration Management Plan	To set out details of Best Practicable Means to manage noise and vibration levels during construction	Plan to be completed prior to construction
Arboriculture Method Statement and Tree Protection Plan	To set out the location and specification of the tree protection measures including fencing	Strategic Arboriculture Impact and Method Statement
Flood Management Plan	To set out flood evacuation procedures	Plan to be completed prior to construction
Contaminated Land and Groundwater Discovery Strategy	To set out the procedures to ensure effective management of previously unidentified soil and/or groundwater contamination that may be encountered in order to minimise risks to controlled water and human health receptors.	Plan to be completed prior to construction

1.5.2 The construction activities of the Project will also be managed through management plans that sit outside the final CoCP(s). These include but are not limited to:

- Outline Layout and Design Principles **[EN010147/APP/7.7]** document comprises reference to Works Plans **[EN010147/APP/2.3]**, relevant management plans (oCOCP, and as listed below), as well as other matters not included within management plans. Together it sets out the guiding principles for the detailed layout and design of the Project.
- An Outline Landscape and Ecological Management Plan **[EN010147/APP/7.6.3]** which sets out the mitigation and management

measures relevant to ecology and nature conservation. The detailed plan will be developed in consultation with the relevant responsible authorities.

- Outline Written Scheme of Investigation **[EN010147/APP/7.6.5]** which sets out the details of the archaeological work required prior to and during construction
- Outline Skills, Supply Chain and Employment Plan (Volume 3, Appendix 15.2 **[EN010147/APP/6.5]**) which sets out how the Applicant will engage with local education and training providers for anticipated employment opportunities

1.5.3 In addition, the Crossing Schedule **[EN010147/APP/7.3.9]** details the techniques and procedures that will be deployed at crossing points during the construction process.

1.6 Roles and responsibilities

Overview

1.6.1 Whilst the key roles for the construction project team will not be assigned until post consent, the environmental roles required to implement the Outline CoCP are set out below. However, the specific responsibilities of each role will be refined as part of the detailed CoCP post consent.

1.6.2 The Construction (Design and Management) (CDM) Regulations 2015 also identify the legal duties, responsibilities and obligations of all the major roles within the construction team.

Applicant

1.6.3 Responsible for coordinating construction activities .

Principal Contractor

1.6.4 The Principal Contractor(s) will be appointed by the Applicant and will be responsible for coordinating the works for each contractor.

Ecological Clerk(s) of Works

1.6.5 The Ecological Clerk of Works (ECoW) will report on ecological matters and will be responsible for undertaking pre-construction surveys and monitoring. The ECoW will be the primary point of contact for ecological matters and will assist with site induction and tool-box talks, where necessary, to ensure ecological constraints are identified to all staff.

1.6.6 The ECoW will be a suitably experienced professional ecologist.

Agricultural Liaison Officer

1.6.7 The Agricultural Liaison Officer will be appointed in time for commencement of pre-construction activities and will be the dedicated point of contact for ongoing engagement about practical matters with landowners, occupiers and their agents during the pre-construction and construction phases.

1.6.8 The scope of works for the Agricultural Liaison Officer(s) will include but is not limited to:

- Arranging meetings with landowners, occupiers or their agents where considered necessary to minimise disruption where possible to existing farming regimes and timings of activities.
- Undertaking site inspections during construction to monitor working practices including supervising and monitoring the implementation of soil handling methodologies as per the Outline Soil Management Plan (Annex C of this document).
- Oversee any aftercare required post-construction. Should agricultural land quality issues occur during the construction or aftercare period, these will be raised with the Agricultural Liaison Officer and investigated.

1.7 General principles

Environmental Management System

1.7.1 The Principal Contractor is to be British Standard (BS) EN ISO 14001:2015 (Environmental Management System (EMS)) certified and will adhere to principles of PAS 2080 (ICE, 2023). The construction of the Project will operate under an EMS, which will provide the process for which environmental management is undertaken to ensure that the relevant findings of the ES are addressed during the construction phase, as well as ensure compliance with relevant legislation and standards. The Principal Contractor(s) EMS will set out:

- the procedures to be implemented to monitor compliance with environmental legislation and other relevant requirements;
- the process for the management of risks associated with construction activities;
- the key environmental aspects of the construction works and how they will be managed;
- staff competence and training requirements;
- record-keeping arrangements (e.g., records of monitoring, including but not limited to results of routine site inspections, environmental surveys and equipment testing records); and
- monitoring the effectiveness of the measures included within the detailed CoCP(s), as approved by the relevant local planning authorities in consultation with the relevant stakeholders.

1.7.2 As part of the EMS, the Principal Contractor(s) will be required to plan their works in advance to ensure the works incorporate measures to avoid and/or minimise potential environmental effects and ensure that any commitments documented in the DCO, the principles established in detailed CoCP(s), and commitments made in the ES are complied with.

1.7.3 This section sets out the over-arching principles being proposed for the implementation of the CoCP.

1.8 General requirements

Programme

1.8.1 The programme for the construction of the Project is set out in Volume 1, Chapter 6: Project description of the Environmental Statement **[EN010147/APP/6.3]**.

Working hours

Core working hours

1.8.2 Core working hours for the construction of the Project as secured in the DCO and are set out below:

- 07:00 to 19:00 Monday to Saturday.
- Up to one hour before and after core working hours for mobilisation ("mobilisation period").
- No core working proposed on Sundays or bank holidays,

1.8.3 During the mobilisation period, the contractor may undertake the following activities:

- Arrival and departure of the workforce at the site, and movement to and from areas across the Project.
- Site inspections and safety checks.
- Site meetings.
- Site clean-up (site housekeeping that does not require the use of plant).
- Low-key maintenance including site maintenance, safety checking of plant and machinery (provided this does not require or cause hammering or banging).

1.8.4 Mobilisation does not include heavy good vehicle (HGV) movements into and out of construction areas (i.e. HGV movements should only occur at the construction areas during the core working hours unless otherwise agreed) but suppliers can make use of the wider highway network outside these hours to travel.

Continuous working hours

1.8.5 In certain circumstances, specific works may have to be undertaken on a continuous working basis (00:00 to 00:00, Monday to Sunday).

1.8.6 During this period, the contractor may undertake the certain activities on a continuous cycle (no further consent required), such as:

- running of support generators or emergency backup supplies;
- remedial works, for example in the event of severe weather; and
- security of sites and protection of open assets.

1.8.7 During this period, the contractor may also undertake activities that require continuous working hours, which will be notified to the relevant local authority in writing. These include, but may not be limited to:

- concrete works and finishing at the substations, substation component installation, oil filling of transformers and commissioning of the substations;
- jointing operations along the cable corridor,;
  - testing operations; and
  - programme of safety critical operations.

Emergency works

1.8.8 Emergency works may also be undertaken outside of the core working hours. In the event of any emergency, notification of the emergency will be given to the relevant planning authority and highways authority as soon as reasonably practicable.

Site security, screening and fencing

1.8.9 All construction working areas for the Project including temporary construction compounds, and the substation sites will be clearly marked and secured with appropriate fencing. A Construction Fencing Plan will be prepared as part of the final CoCP that sets out the types of fencing, its maintenance during construction and its removal. It will also detail fencing to be used around trees during construction The plan will be agreed with the relevant planning authority.

1.8.10 All boundary fences/screens will be maintained in a tidy condition and will be fit for purpose.

1.8.11 All temporary screening and fencing will be removed as soon as reasonably practicable after completion of the works.

1.8.12 Where possible, access to construction areas will be limited to specified entry points and all personnel entries/exits will be recorded for security and health and safety purposes, as required by the CDM Regulations 2015.

1.8.13 Where the haul road meets a public highway, it will be gated or otherwise secured, where feasible and necessary, to prevent unauthorised access.

1.8.14 The Sites will receive a security risk management threat assessment during the construction phase. The assessment will be procured by the Applicant and will be conducted by suitable qualified and experienced persons and will determine security risks.

Lighting

1.8.15 A Construction Artificial Light Emissions Management Plan will be appended to the final CoCP(s), which will set out construction lighting requirements and the measures to control light spill.

1.8.16 Construction site lighting will only operate when required and will be positioned and directed to avoid unnecessary illumination to residential properties, sensitive ecological receptors and footpath users, and minimise glare to users of adjoining public highways.

1.8.17 Lighting during construction will take into account the requirements set out within the guidance on bats and artificial lighting at night (Bat Conservation Trust (BCT) and Institution of Lighting Professionals (ILP), 2023). Lighting units will be designed to minimise illumination outside the construction works area e.g., accessories such as hoods, cowls and shields will be used to direct light to the intended area only. Lighting will also be task orientated and where possible, fully shielded and will include directional beams, non-reflective surfaces and barriers and screens (see also the Outline Landscape and Ecological Management Plan **[EN010147/APP/7.6.3]**).

Management of construction waste

1.8.18 Waste from the generated from the construction of the Project will be managed in accordance with the principles of the waste hierarchy (i.e., avoid, reduce, reuse, recycle, recover and disposal). An Outline Site Resources and Waste Management Plan has been developed as part of the CoCP (Annex D of this document), which will be updated during the detailed design process and will be maintained during the construction phases to record the movement of waste from the construction areas.

1.8.19 All waste will be transported and managed by appropriately licenced contractors and subject to the duty of care requirements.

Pest control

1.8.20 The risk of pest/vermin infestation will be reduced by ensuring any putrescible waste (e.g., food waste) is stored appropriately and is regularly collected from the construction areas. The management of waste on site and is removal will be in accordance with the Site Resources and Waste Management Plan. Any pest infestation will be dealt with promptly and notified to the relevant local authority as soon as practical.

Emergency planning and procedure

1.8.21 Emergency procedures will be developed for construction of the Project. The procedures will consider the anticipated hazards and the site conditions. The procedures will include emergency pollution control measures, fire and site evacuation, and instructions to workforce. The measures will be set out in a Spillage and Emergency Response Plan that will be prepared prior to the start of construction.

1.8.22 The emergency procedures will also contain emergency phone numbers and the method of notifying local authorities and statutory authorities. The procedures will be displayed at the work sites and all site staff will be required to follow them.

Community engagement

1.8.23 The Applicants or Principal Contractor(s) will implement a proactive approach in communications. A Communications Plan will be prepared post-consent when Principal Contractor(s) are appointed.

1.8.24 A Community Liaison Officer will be responsible for implementing the Communications Plan and liaising with residents and local businesses.

1.8.25 A complaints procedure will be implemented during the construction phase. Complaints will be investigated and, where required, further mitigation may be implemented, in consultation with the relevant stakeholders if applicable. All complaints will be logged and the response will be recorded.

1.9 Temporary construction compounds

Temporary Construction Compounds

1.9.1 There will be four main temporary construction compounds to serve the Site, one in the Northern Site Area (measuring approximately 200m x 200m), two in the Central Site Area (measuring approximately 100m x 200m) and one in the Southern Site Area (measuring approximately 100m x 200m) (see Temporary Facilities Plan **[EN010147/APP/7.3.4]** and details of layout and elevations at **[EN010147/APP/7.3.6]**)). The construction compounds will be used to receive and log materials received into the Site and from which materials will be distributed, either directly from the compound itself into the internal site areas adjacent, or from the construction compounds, back out onto the adjoining highway network to access other parts of the Site. All compounds have been carefully sited in order to minimise potential adverse environmental impacts. Topsoil and subsoil will be stripped from such areas and stored on site for replacement following the completion of construction works. Each compound will have fencing/hoarding and permeable hard standing, offices, welfare facilities and generators to supply electricity.

1.9.2 Once construction is complete, the temporary construction compounds will used as additional solar installation areas and any related infrastructure.

Temporary Field Compounds

1.9.3 In addition to the main site compounds, there will be a need to construct a number of temporary ‘satellite’ compounds within each of the three main Site Areas and along the interconnecting cable route corridors. These will help to provide more conveniently located and distributed storage and welfare facilities during construction. These will be subservient to the main construction compounds in scale and function, and will be suitably fenced off and secured. They will be temporary and move regularly to suit the construction phasing. These compounds may also act as areas that can actively monitor and manage active crossing points over existing PRoW or other crossing points during construction.

1.9.4 The temporary field compounds will be returned to their previous use upon completing construction or used for solar installations.

Horizontal Directional Drilling (HDD)

1.9.5 Where HDD is used to cross obstacles, the process requires temporary compounds to be created at both the entrance and exit holes of the drilling sites. The dimensions of these compounds typically vary based on available land and field boundaries.

1.10 Management of Environmental Issues

Historic Environment

1.10.1 One or more Written Scheme(s) of Investigation (WSI) will be developed in line with the Outline WSI **[EN010147/APP/7.6.5]**. The WSI(s) will provide details on the archaeological work required ahead of and during construction of the Project.

1.10.2 Areas within the Project Site containing significant non-designated buried archaeological remains and avoided by the permanent Project developable footprint will be fenced off during construction to ensure that there are no physical impacts within such areas. Any cables required for the Project which need to cross such areas will be placed within protective ducting on the current ground surface.

1.10.3 Buried archaeological remains of lower level significance will be protected through the implementation of a 'no-dig' construction methodology in which any cable required for the Project which needs to cross such remains will be placed within protective ducting on the current ground surface.

1.10.4 Construction haul roads will be established without stripping of topsoil. Terrafirma-type matting may be required in areas of high vehicle usage, on saturated ground and/or to avoid damage to soil structure.

Ecology and Nature Conservation

1.10.5 Pre-commencement ecology surveys will be undertaken as necessary, to ensure an up-to-date baseline with respect to the location and distribution of relevant protected species. This will inform any necessary applications for protected species licences and any method statements which are required to be complied with during the construction phase.

1.10.6 Trenchless techniques will be used to lay underground cables under ancient woodland, watercourses priority habitats and the majority of hedgerows as shown on the Crossing Schedule **[EN010147/APP/7.3.9]**. This will include the River Thames and associated flood meadows. The detailed design of crossings will be agreed with the relevant authorities prior to commencement of construction.

1.10.7 The selection of drilling mud and additives used for the trenchless crossings will take into account environmental constraints and non-hazardous alternatives will be used.

1.10.8 All cable routing outside panel fields will be within hardstanding of highways as far as practicable. This includes along the B4044 when adjacent to Wytham Woods SSSI to ensure no indirect effects on the designated site.

1.10.9 The Project has been designed to ensure that no woodland, watercourse or pond removal is necessary.

1.10.10 During construction, other than where access through hedgerows is required, all hedgerows, trees, ponds and woodland to have minimum of 5 m buffer. This distance of the buffer is considered minimum distance sufficient to ensure impacts to such features (e.g. from materials and machinery) are avoided. Appropriate fencing will be provided in accordance with the Fencing Plan that will be prepared and agreed with the relevant authority prior to construction commencing.

1.10.11 Measures would be put in place to ensure that a minimum 15 metre buffer is retained between ancient woodland and construction areas. Appropriate fencing in accordance with BS 5837, would be erected around the 15 metre buffer to prevent access by people, materials or machinery to avoid compaction of soils or roots and to avoid any accidental damage, as per Natural England guidance.

1.10.12 All watercourses to have a minimum 8 m buffer, as per Environment Agency guidelines for protection of such features. A buffer of up to 10 m will be maintained from the banks of ordinary watercourses, in line with local bye-laws, where applicable.

1.10.13 Construction method statements will be prepared for watercourse crossings that will include a bentonite breakout plan. The method statements will also include measures to minimise impacts on protected species. This will include details of non-licensable mitigation, including for reptiles, birds and rare plants.

1.10.14 Suitable buffers will be established around the following habitats to prevent disturbance to protected species.:

- badger setts
- important bat flightlines (comprising habitats such as scrub and tussocky grass margins).

1.10.15 Demarcation of tree protection measures will be defined on the final tree protection plans and Arboriculture Method Statement that will be agreed with the relevant authority prior to construction commencing. Protective fencing will include associated fencing of retained trees within and adjacent to construction areas as specified in the Strategic Arboriculture and Method Statement.

1.10.16 Suitable habitat for breeding birds would be cleared between October and mid-February, outside the breeding bird season, as far as practicable. Where this is not feasible the vegetation, building or structure due to be removed would first be inspected by a suitably qualified ecologist. Any active nests would be retained along with a minimum 5 metre buffer around them.

1.10.17 Suitable fencing would be erected around construction works to deter foraging badgers from the works' areas. The location and specification of the fencing would be in accordance with the Construction Fencing Plan. Wooden boards would be placed in excavations overnight so as to provide a means of escape should any badgers accidentally enter the excavation

1.10.18 Chemicals would be securely stored in an appropriate locked container overnight (in accordance with the Pollution Prevention Plan) to avoid damage from badgers.

1.10.19 To avoid attracting badgers, any food waste would be disposed of in appropriate bins and removed from the works' area at the end of each day in accordance with the Site resources and Waste Management Plan.

1.10.20 Areas of lower value reptile habitat that could support low numbers of reptile, such as field margins, will be cleared sensitively with an ECoW present. Such clearance would comprise two stage strimming by hand of suitable habitat, directionally towards retained habitat. During the first stage vegetation will be cut to circa 15cm height to encourage animals to move away from the area. During the second stage vegetation will be cut to ground level. A final destructive search would be completed.

Hydrology and Flood Risk

1.10.21 All watercourses to have a minimum 8 m buffer, as per Environment Agency guidelines for protection of such features. A buffer of up to 10m will be maintained from the banks of ordinary watercourses, in line with local bye-laws, where applicable.

1.10.22 An 8 m buffer will be maintained from the banks of Main River or landward toe of a flood defence structure for permanent development associated with the Project.

1.10.23 The following features will be crossed by HDD (or other trenchless techniques), as set out in the Crossing Schedule submitted as part of the application for the development consent.

- All Environment Agency main rivers within the Project Area; and,
- Ordinary Watercourses where water is present within the channel at all times.

1.10.24 HDD (or other trenchless techniques) entry and exit points will be located at least:

- 8 m, 9m or 10m from the bank of an Ordinary Watercourse (West Oxfordshire District Council, Cherwell District Council and Vale of White Horse District Council respectively); and,
- 8 m from the bank of a Main River or landward toe of a flood defence structure.

1.10.25 Where a surface watercourse is to be crossed by HDD (or other trenchless methodology), the HVAC cables will be installed at least 2 m beneath the hard bed of any watercourses and the optimal clearance depth beneath watercourses will be agreed with the relevant authorities prior to construction.

1.10.26 Where EA flood defences are present, a minimum 1.5 m vertical clearance will be maintained between the hard bed of the watercourse and the landward toe of those flood defences.

1.10.27 At the HDD compounds, HVAC cable corridor and access tracks will be constructed within Flood Zones 2 and 3, construction measures will be

adopted to maintain the existing level of flood protection during construction. These measures will be discussed with the EA. This will also include scheduling work windows during low river levels and briefing site personnel regarding weather conditions. If a Flood Warning/Flood Alert within the study area is issued works within the Flood Warning/Flood Alert areas would be stopped whilst the Flood Warning/Flood Alert is active. A Flood Management Plan will be prepared prior to construction and will be set out in the CoCP.

1.10.28 Where the export cable corridor 275kV corridor routes crosses sites of particular sensitivity (e.g., Ordinary watercourses, Environment Agency Main Rivers, Sites of Special Scientific Interest, groundwater inner Source Protection Zones (River Thames) a hydrogeological risk assessment will be undertaken to inform a site-specific crossing method statement which will also be agreed with the relevant authorities prior to construction.

1.10.29 A Pollution Prevention Plan (PPP) will be prepared and agreed with the relevant planning authority prior to construction commencing. The PPP will include details of good practice guidance detailed in the Environment Agency's Pollution Prevention Guidance notes (including Pollution Prevention Guidance notes 01, 05, 08 and 21) will be followed where appropriate, or the latest relevant available guidance. Specific measures will include:

- Plant and machinery would be inspected before use to ensure they are clean and fit for operation onsite;
- All static plant or mobile plant parked for prolonged periods would be fitted with 'plant nappies' or drip trays, which would be checked regularly (i.e. prior to first use following the prolonged period) and emptied if required into bunded waste oil containers;
- All mobile plant would carry spill kits where practicable, with other spill kits placed in sealed containers at key locations and at all works near to watercourses. Spill kits are to be checked regularly and replaced after use;
- All construction workers onsite, where identified through risk assessment are to be trained in the use of spill kits;
- All tanks containing fuel would be located in a secure and designated area on hardstanding, where practicable, away from surface drains and any watercourses. Fuel oil in mobile bowsers would be double skinned to 110% of their capacity. All bowsers would be fitted with automatic shut-off refuelling. Where movements occur of mobile fuel browsers, the refuelling valves and flaps should be shut down to prevent lapping liquids escaping;
- Refuelling of mobile plant to be undertaken in designated areas, for example construction compounds on an impermeable surface;
- Drilling fluids and additives (if used) would be stored appropriately in bunded tanks holding 110% of its capacity of the largest container or 25% of the total maximum stored volume (whichever is the greater volume). Any waste or used drilling fluid would be stored and then tankered offsite for appropriate disposal or disposed of by other suitable

method determined in accordance with legislation, any consents or permissions;

- Other liquid chemicals to be used onsite to be stored within a secure container in a designated area and clearly labelled;
- Where practicable, precast concrete structures would be used to minimise the impact of wet cementitious materials on groundwater and surface water quality. Where this is not possible and wet concrete pours are to be made, care is to be taken when delivering the concrete to the site and during the operation. Formworks should be secure and fixed tightly to reduce egress of concrete. Measures to catch any spillage are to be provided and removed before water is allowed back into the working area; and
- Implementation of site working practices to minimise the risk of concrete spillages. In particular, specific concrete wash out facilities are to be provided away from any watercourse, on flat land and operated to ensure no spillage of wet concrete to ground (for example by use of geotextiles, skips).

1.10.30 During construction of piled foundations, the following guidance will be used: Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention (Environment Agency, 2001), or latest relevant available guidance.

Ground Conditions

1.10.31 A Contaminated Land and Groundwater Discovery Strategy for Contaminated Land will be agreed prior to the start of construction. The strategy will set out the procedures for construction workers to follow in the event that previously unidentified contamination is encountered during the construction phase.

1.10.32 Ground investigation and geotechnical testing will be implemented where required to further characterise areas of potential land instability and to confirm pile design parameters. This should include investigation and slope stability assessments in the proposed cable route area south of the Thames coinciding with identified landslip material. Testing for the presence of contaminants will also be undertaken in areas where preliminary risk assessment identifies the risk of contamination to be greater than low. Where ground investigation identifies potential risks to sensitive receptors from contamination, a remediation strategy would be prepared and agreed with the Environment Agency/relevant local planning authority prior to its implementation.

1.10.33 Appropriate personal protective equipment will be used and relevant good working practices applied to avoid potential risk to human health including from any potential ground contamination, in line with relevant available guidance

1.10.34 A Materials Management Plan (MMP) will be prepared at detailed design stage, in accordance with the CL:AIRE Code of Practice (CL:AIRE, 2011), to document the management of soils on the site. The MMP will be approved through the CL:AIRE Code of Practice.

1.10.35 The PPP will include measures to prevent and control spillage of oil, chemicals and other potentially harmful liquids - appropriate storage and handling of materials and products in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. The PPP will be in accordance with guidance such as the Environment Agency's Pollution Prevention Guidelines (PPG) (in particular PPG1, PPG5, PPG6, PPG21) as sources of good practice. The application of appropriate working methods developed using these guidance documents will be used to mitigate against potential human health and controlled water contaminant linkages being created during construction.

1.10.36 The PPP will include measures to protect groundwater during construction, including good environmental practices based on legal responsibilities and guidance on good environmental management in: CIRIA C532 Control of Water Pollution from Construction Sites – Guidance for Consultants and Contractors (2001b).

Traffic and Transport

1.10.37 Control measures and monitoring procedures for managing the potential impacts from construction traffic associated with the Project will be implemented in accordance with the Construction Traffic Management Plan (CTMP), which forms part of the CoCP. An Outline CTMP is included in the DCO application (Annex A of this document).

Noise and Vibration

1.10.38 Control measures for managing construction noise and vibration associated with the Project will be implemented in accordance with the Construction Noise and Vibration Management Plan. The Construction Noise and Vibration Management Plan, forms part of the CoCP and will be approved by the relevant planning authority prior to the start of construction. The Plan will include the following:

- Construction works will be undertaken in accordance with the regulatory framework and guidance for noise and vibration e.g., Section 72 of the Control of Pollution Act 1974), to minimise noise and vibration effects and BS 5228 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' (British Standards, 2009).
- Best Practicable Means (as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990) including, but not limited to the following:
  - The use of quieter alternative methods, plant and/or equipment, where reasonably practicable.
  - The use of site hoardings, enclosures, portable screens and/or screening nosier items of plant, where reasonably practicable.
  - Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration is kept to a minimum where possible

- Deliveries will generally be carried out during core working hours. Exceptions will be deliveries required of large plant or similar requiring movement orders.
- Activities likely to generate elevated noise levels will, where practical, be restricted to core working hours.

1.10.39 The Construction Noise and Vibration Management Plan will also include a method statement to control the noise and vibration impacts associated with trenchless technique crossings where the crossings are located close to receptors sensitive to noise and vibration.

Climate Change

1.10.40 Measures will be implemented during the construction process to minimise the emissions of greenhouse gases. These measures will be informed and implemented through the Outline Layout and Design Principles **[EN010147/APP/7.7]** and the management plans within the CoCP as set out below:

- Measures to minimise waste (Site Resources and Waste Management Plan):
  - Where practicable, pre-fabricated elements would be delivered to the site ready for assembly
  - Minimise waste and manage waste in accordance with the waste hierarchy (e.g. segregate waste to maximise recycling)
- Measures to minimise vehicle trips (Construction Traffic Management Plan)
  - Construction materials would be sourced locally where practicable
  - Vehicles used in road deliveries of materials, equipment and waste arisings on- and off-site would be loaded to full capacity, wherever practicable.
- Measures to control air emissions (Dust Management Plan):
  - All machinery and plant would be procured to adhere with emissions standards prevailing at the time of procurement, where feasible and should be maintained in good repair to remain fuel efficient.
  - When not in use, vehicles and plant machinery involved in site operations would be switched off to further reduce fuel consumption.

Socio Economics

1.10.41 Measures to engage with local education and training providers to provide opportunities to local workers will be implemented in accordance with the Skills, Supply Chain and Employment Plan. An Outline Skills, Supply Chain and Employment Plan is included in the DCO application (Volume 3, Appendix 15.2 **[EN010147/APP/6.5]**).

Human Health

1.10.42 The construction and decommissioning workforces' healthcare support provision would, as a minimum, comply with the Health and Safety (First-Aid) Regulations 1981 and the UK Health and Safety Executive guidance L74 (Third edition) Published 2013 and updated in 2024. The Health and Safety (First-Aid) Regulations 1981 require employers to provide adequate and appropriate equipment, facilities and personnel to ensure their employees receive immediate attention if they are injured or taken ill at work.

Agricultural Land Use and Public Rights of Way

1.10.43 Disturbance to PRoWs will be temporary where reasonably practicable and PRoWs will be reinstated as soon as reasonably practical. PRoW Management will be developed in accordance with the Outline PRoW Management Strategy. The detailed PRoW Management Strategy will include details of temporary and permanent diversions, such as: closures, controlled crossings, and signage to be provided during construction.

1.10.44 Where PRoWs are required to be closed during the construction Project, they will not be closed for any longer than three months at any one time, or for six months in total over the whole construction period. Where closures are required for longer periods due to unforeseen circumstances encountered during construction, the relevant local authorities will be informed in writing.

1.10.45 PRoWs affected during construction of the Project will be reinstated following completion of the works to ensure that no permanent effects remain and to maintain the connectivity of the wider PRoW network.

1.10.46 A Soil Management Plan will be implemented to ensure the conservation of soil resources; avoidance of damage to soil structures; maintenance of soil drainage; and the reinstatement, where required, of soil profiles as near as possible to their former condition. The Soil Management Plan will also maintain the quality of agricultural land temporarily affected by disturbance during construction. The following measures would be included in the Soil Management Plan for the Project:

- Separate stripping and storage of identified topsoil and subsoil resources to prevent mixing of soil materials which can reduce overall soil quality.
- Location of topsoil and subsoil heaps to avoid cross-contamination of materials and the trafficking of soil heaps by construction traffic.
- Maintenance of topsoil and subsoil heaps to reduce potential losses of soil materials throughout the duration of storage.
- Control of the timing of soil handling operations to reduce potential soil damage through handling in unsuitable conditions.
- Choice of soil handling machinery and method for its use, to reduce potential for soil compaction and soil damage.
- Implementation of appropriate soil aftercare following reinstatement of land in accordance with the Outline Soil Management Strategy.

- Careful supervision of soil handling operations on site to ensure that recognised good practice is effectively implemented on site.

1.10.47 Farm access routes between fields within a farm holding will be maintained (where reasonably practicable), or alternative routes agreed with the land holder to enable the continued operation of agricultural land holdings during the construction phase.

Waste and Resources

1.10.48 A Site Resources and Waste Management Plan (SRWMP) (Annex D of this document) will be prepared that sets out the estimated types and quantities of waste that would be generated during the construction process, together with measures for how the waste will be managed. The SRWMP will be based on the waste hierarchy and proximity principles for managing waste generated by the project including targets to divert waste from landfill. The SRWMP will also identify the key resources that will be used in the construction of the project and commitments for using secondary/recycled content materials where feasible. The SRWMP forms part of the CoCP. An Outline SRWMP is included in the DCO application.

Air Quality

1.10.49 Measures to control dust impacts will be implemented in accordance the Dust Management Plan, which forms part of the CoCP. The Outline Dust Management Plan is included in the DCO application (Annex E of this document).

1.11 References

Bat Conservation Trust (BCT) and Institution of Lighting Professionals (ILP) (2023) Bats and Artificial Lighting at Night. Guidance Note 08/23.

IAQM (2023) Guidance on the assessment of dust from demolition and construction. Available at: https://iaqm.co.uk/guidance/. Accessed: October 2023.

Annex A

Outline Construction Traffic Management Plan

Botley West Solar Farm

Outline Construction Traffic Management Plan

November 2024

Approval for issue

Jonathan Alsop	15 November 2024

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Glossary

Term	Meaning
Abnormal Indivisible Loads (AILs)	Loads or vehicles that exceed maximum vehicle weight, axle weight or dimensions as set out in the Road Vehicles (Construction and Use) Regulations 1986 as amended.
Code of Construction Practice (CoCP)	A document detailing the overarching principles of construction, contractor protocols, construction-related environmental management measures, pollution prevention measures, the selection of appropriate construction techniques and monitoring processes.
Commitment	This term is used interchangeably with mitigation and enhancement measures. The purpose of commitments is to avoid, prevent, reduce or, if possible, offset significant adverse environmental effects. Primary and tertiary commitments are taken into account and embedded within the assessment set out in this Environmental Statement. Secondary commitments are incorporated to reduce effects to environmentally acceptable levels following initial assessment.
Environmental Statement	The document presenting the results of the Environmental Impact Assessment process.
Heavy Goods Vehicle (HGV)	A lorry with a gross weight exceeding 7.5 tonnes.
Heavy Vehicle (HV)	A vehicle with a gross weight exceeding 7.5 tonnes.
Highway Authorities	Oxfordshire County Council as the Local Highway Authority and National Highways as the highway authority for the strategic network collectively referred to as the Highway Authorities.
Local Highway Authority	A body responsible for the public highways in a particular area of England and Wales, as defined in the Highways Act 1980.
Local Planning Authority	The local government body (e.g., Borough Council, District Council, etc.) responsible for determining planning applications within a specific area.
Outline Construction Traffic Management Plan (OCTMP)	A plan managing all construction traffic, including protocols for delivery of Abnormal Indivisible Loads to site, personnel travel, measures for road cleaning and sustainable site travel measures.
The Applicant	SolarFive Ltd
The Project	The Botley West Solar Farm (Botley West) Project

Abbreviations

Abbreviation	Meaning
AILs	Abnormal Indivisible Loads
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
DCO	Development Consent Order
DfT	Department for Transport
ES	Environmental Statement
GPS	Global Positioning System
HA	Highway Authority
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicles
HV	Heavy Vehicle
LPA	Local Planning Authority
NGET	National Grid Electricity Transmission
OCC	Oxfordshire County Council
OCTMP	Outline Construction Traffic Management Plan
PIA	Personal Injury Accident
PRoW	Public Right of Way
PVDP	Photovolt Development Partners GmbH

1 Outline Construction Traffic Management Plan

1.1 Introduction

1.1.1 This document forms the Outline Construction Traffic Management Plan (OCTMP) prepared for the Project and forms part of the Application for a Development Consent Order (DCO) for the construction, operation and maintenance, and decommissioning of the Project. This OCTMP sets out the key traffic management and mitigation measures for traffic and transport that will be implemented during the construction phase of the Project.

1.1.2 This OCTMP has been prepared by RPS on behalf of Photovolt Development Partners GmbH. for SolarFive Ltd. Applicant).

Project overview

1.1.3 The application for development consent is being made to the Planning Inspectorate (PINS) under the Planning Act 2008. The proposal is to install and operate approximately 840MWe of solar generation in parts of West Oxfordshire, Cherwell and Vale of White Horse Districts, within the county of Oxfordshire (the Project).

1.1.4 SolarFive is the 'special purpose vehicle' (SPV) for the Project and has been awarded a generation licence by Ofgem and offered a grid connection by National Grid Electricity Transmission (NGET) from October 2027. SolarFive is a licence holder under the Electricity Act 1989, and is also a company registered in England and Wales (company no. 12602740).

1.1.5 Further details about the Project are provided in Volume 1, Chapter 6: Project Description of the Environmental Statement (ES).

Purpose of the OCTMP

1.1.6 This OCTMP contains the control measures and monitoring procedures for managing the potential traffic and transport impacts of constructing the Project. The OCTMP is secured as part of the Code of Construction Practice (CoCP) requirement within the draft DCO.

1.1.7 The purpose of this OCTMP is to set out how the numbers and routeing of Heavy Goods Vehicles (HGVs) will be managed during the construction phase, how the movement of construction worker traffic will be managed during the construction phase, details of measures to manage the safe passage of HGV traffic via the local highway network and details of localised road improvements if and where these may be necessary to facilitate safe use of the existing local highway network.

1.1.8 A detailed Construction Traffic Management Plan(s) (CTMP)(s), will be prepared strictly in accordance with this OCTMP and in consultation with Oxfordshire County Council (OCC) as the Local Highway Authority and National Highways as the highway authority for the strategic road network. Although one detailed CTMP is envisaged, should NGET wish to adopt their own separate detailed CTMP specific to the construction of their substation

that forms part of the Project (as set out in Volume 1, Chapter 6: Project Description of the ES), it would be prepared separately but remain strictly in accordance with this OCTMP.

1.1.9 This OCTMP has been drafted based on Volume 1, Chapter 12: Traffic and transport of the ES **[EN010147/APP/6.3]**.

1.1.10 This OCTMP references the following documents:

- Volume 1, Chapter 12: Traffic and transport of the ES.
- Volume 3, Appendix 12.8: Accesses and Highway Drawings of the ES.
- Outline Code of Construction Practice **[EN010147/APP/7.6.1]**.

Structure of this document

1.1.11 This document is set out as follows:

- **Section 1.1** presents an introduction to the OCTMP;
- **Section 1.2** presents the scope of this OCTMP;
- **Section 1.3** presents the management of HGVs;
- **Section 1.4** presents the management of Abnormal Indivisible Loads (AILs);
- **Section 1.5** presents the management of construction workforce movement;
- **Section 1.6** presents an introduction to the site accesses;
- **Section 1.7** presents the temporary off-site highway works;
- **Section 1.8** presents management and mitigations;
- **Section 1.9** presents highway crossings;
- **Section 1.10** presents the management of highway safety; and
- **Section 1.11** presents the implementation and monitoring of the OCTMP.

Implementation of the OCTMP

1.1.12 Following the granting of consent for the Project, detailed CTMP(s) will be prepared on behalf of the Applicant, prior to commencement of the relevant stage of works and will strictly follow the principles established in this OCTMP. The detailed CTMP(s) will require approval by OCC and National Highways as the highway authority for the strategic road network.

1.1.13 The Applicants have committed to implementation of detailed CTMP(s) strictly in accordance with this OCTMP as part of the Code of Construction Practice (CoCP) requirement within the draft DCO.

1.1.14 Pre-construction and/or site preparation activities may be undertaken prior to the commencement of construction. These works would be included in the CTMP and therefore follow the principles of this OCTMP. The main

construction activities are set out in Volume 1, Chapter 6: Project description of the ES **[EN010147/APP/6.3]**.

1.2 Scope of this OCTMP

Construction activities

1.2.1 As set out in Volume 1, Chapter 6: Project description of the ES, there will be four main temporary construction compounds to support the construction of the Project, one in the Northern Site Area, two in the Central Site Area and one in the Southern Site Area (see Temporary Facilities Plan **[EN010147/APP/7.3.4]**). The construction compounds will be used to receive and log all materials received into the Site and from which materials will be distributed, either directly from the compound itself into the internal site areas adjacent, or from the construction compounds, back out onto the adjoining highway network to access other parts of the Site. All compounds have been carefully sited in order to minimise potential adverse environmental impacts. Topsoil and subsoil will be stripped from such areas and stored on site for replacement following the completion of construction works. Each compound will have fencing and suitable hard standing, offices, welfare facilities and generators to supply electricity.

1.2.2 Once construction is complete, the temporary construction compounds will be used as additional solar installation areas and any related infrastructure.

1.2.3 In addition to the main site compounds, there will be a need to construct a number of temporary ‘satellite’ compounds within each of the three main Site Areas and along the interconnecting cable route corridors. These will help to provide more conveniently located and distributed storage and welfare facilities during construction. These will be subservient to the main construction compounds, will be suitably fenced off and secured and unlikely to be present for more than a few months in any one location before moving on to new locations to support the construction phasing as it develops and moves around the site. These compounds may also act as areas that can actively monitor and manage active crossing points over existing PRoW or other crossing points during construction.

1.2.4 The temporary field compounds will be returned to their previous use upon completing construction or used for solar installations.

1.2.5 Horizontal Directional Drilling (HDD) is proposed to be employed as a construction method for laying underground cables when it is not feasible to use the ‘open cut’ method to cross obstacles such as hedges, rivers, railway lines, public rights of way, roads and sensitive archaeological or ecological areas. HDD sites will also be required where trenchless techniques are used to contain the drilling rig, equipment and the entrance and exit holes of the drilling sites. The intended locations of the HDD sites are shown on the Temporary Facilities plan **[EN010147/APP/7.3.4].**

1.2.6 The likely significant adverse effects resulting from the construction activities relating to traffic and transport are assessed in Volume 1, Chapter 12: Traffic and transport of the ES **[EN010147/APP/6.3]** and comprise the following:

- Adverse effects on non-motorised user delay, severance and fear and intimidation due to HGV movements
- Adverse effects due to possible increased risk to highway users as a result of the passage of construction vehicles along existing roads or at site accesses
- Adverse effects from the movement of AILs associated with the construction of the Project.

1.3 Management of HGV movements

Vehicle types

1.3.1 A variety of vehicle types will need to access the main temporary construction compounds, temporary 'satellite' compounds, HDD sites and existing gated field accesses. These will include, but are not limited to:

- 12m long rigid HGVs
- 16.5m long articulated low loaders and HGVs
- Tractors and trailers.

Vehicle routeing

1.3.2 Access routes, shown at **Appendix A1**, follow the most direct suitable route for HGV movement (considering road layout, geometries and any regulatory restrictions) using a road hierarchy of using A classification roads, then B classification roads and then local roads to reach the four main temporary construction compound accesses and existing gated field accesses. The identified access routes therefore maximise the use of higher classification roads and minimise the use of local roads.

1.3.3 The access strategy for construction vehicles during the construction of the Project has been defined as follows:

- The Project will be constructed from the compounds using internal access tracks and without reliance upon the public highway as far as possible.
- There are some fields that cannot be accessed using internal access tracks. Materials for these fields will be delivered to the compounds via HGVs and then transferred to those fields using tractors and trailers so as to minimise the use of HGVs along the public highway.
- Deliveries of PCS units, access track matting and HDD activities will be direct to their respective access.
- Due to the geometries of the B4044 Eynsham Road / B4017 Cumnor Road / B4044 Oxford Road mini-roundabout, temporary highway works will be undertaken to enlarge it on its south-eastern side and enable HVs to turn safely through it. Following construction, the mini-roundabout will be restored to its existing geometries.

- Widening works will be undertaken on the B4017 Cumnor Road through Filchampstead to accommodate AILs and also provide betterment for HVs.
- Widening works will be undertaken on the south-eastern side of the B4027 / Banbury Road junction to accommodate AILs.
- Temporary widening works to be undertaken at the Burleigh Road / Yarnton Road junction to accommodate large vehicles.
- The 7.5 tonne (except for loading) restriction along Cassington Road and Burleigh Road will be extended along Yarnton Road to the Cassington Sewage Treatment Works access.
- The eastern extent of the 7.5 tonne restriction along Stratford Road will be relocated.

1.3.4 Plans showing the access routes are set out in **Appendix A1** and at Volume 3, Appendix 12.6: Construction vehicle trip generation assumptions of the ES.

1.3.5 Construction vehicles must accord with the following:

- Due to a low bridge on the northern section of Lower Road, construction HGVs delivering PCS units:
  - Must arrive at accesses along Cassington Road / Burleigh Road / Yarnton Road via the A44 and the A4095 as they are unable to route under the low bridge.
  - Must depart accesses along Cassington Road / Burleigh Road / Yarnton Road via Lower Road as they are able to route under the low bridge.
- Due to a low bridge on the northern section of Lower Road, construction HGVs routeing to HDD compounds on Cassington Road / Burleigh Road must:
  - Arrive and depart accesses along Cassington Road / Burleigh Road via the A44 and the A4095 as they are unable to route under the low bridge.

1.3.6 The detailed CTMP(s) will include agreed methods of communication with the relevant highways authority to confirm that these routes remain appropriate and are agreed prior to commencement of construction.

1.3.7 The Principal Contractor and any sub-contractor(s) will be required to comply with the agreed routeing plans and will ensure that all drivers are informed of the need to restrict HGV movements to those specified routes. In the event that complaints are received that vehicles are not following prescribed routes, the Principal Contractor would be responsible for the implementation of measures to record vehicle routeing, for example by applying spot-checks to ensure that the agreed routes are being adhered to.

1.3.8 If deemed necessary by the relevant highways authority, where routine HGV vehicle movements are generated, e.g., construction compound aggregate, the supplier will be requested to maintain a log, the purpose of which is to demonstrate compliance with prescribed access routes and delivery times.

1.3.9 If deemed necessary by the relevant highways authority, the construction access routes will have temporary signs posted along the confirmed routes.

Timing of HGV movements

1.3.10 The OCoCP **[EN010147/APP/7.6.1]** sets out the core working hours as 07:00 to 19:00 Monday to Saturday, secured as part of the CoCP requirement within the draft DCO and to which this OCTMP forms an Annex.

1.3.11 At all times no vehicles will be permitted to wait or queue on the public highway whilst seeking access to the construction site. No vehicles will be permitted to load/unload on the public highway and all vehicles must turn off their engines whist stationary after turning off the public highway.

1.3.12 In certain circumstances, specific works may have to be undertaken on a continuous working basis (00:00 to 00:00, Monday to Sunday). This includes any emergency works that may be required that would not require any advanced notice to the relevant local planning authorities or some trenchless techniques works that may require 24-hour working depending on the nature and scale of the crossing.

1.3.13 Other activities that may require 24-hour operation will be: site security, oil filling of transformers at the Project Substation some trenchless techniques activities and possible remedial works in response to severe weather events. These will be agreed in consultation with the relevant planning authorities. However, it should be noted that not all of these activities will involve HGV movements or would generate only infrequent HGV movements e.g. site security, oil filling of transformers and so are of a different nature to the frequent HGV movements of primary consideration within this OCTMP.

Reducing the impact of HGV movements

1.3.14 Load sizes are typically maximised and thus vehicle usage is typically minimised by contractors in order to minimise vehicle movements and associated transportation effects and this will be encouraged by the Principal Contractor. Site supervisors will be encouraged to re-use HGVs where possible, such as using vehicles which have delivered material to remove excavated material if this needs to be removed from a site. Where practical, local suppliers will be used to minimise the distance travelled by HGVs.

1.3.15 All HGVs transporting fine and loose material will be sheeted to avoid dust and the spillage of materials onto the highway. Dampening of surfaces will be undertaken in dry weather where the movement of vehicles or delivery of loads may cause immoderate dust.

1.3.16 Where there is a risk of mud from the construction works being transported onto the highway network by HGVs, wheel cleaning facilities will be provided at each egress location to ensure that HGVs do not deposit mud and dust onto the highway network.

1.4 Management of Abnormal Indivisible Loads

1.4.1 The AILs are expected to be components that exceed standard load weight and possibly exceed standard width and length. These movements are irregular (there will be four transformer deliveries that will be classified as AILs) throughout the traffic and transport study area.

1.4.2 Depending on the width, length or weight of the laden vehicle, different notice periods will be provided to Highway Authorities, bridge authorities and the police. These can vary between two and five days. The following activities would need to be undertaken in accordance with the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO).

- Before the start of any journey, notify in accordance with Schedule 5 of the STGO the chief office of police for each area in which the vehicle or vehicle-combination is to be used.
- Ensure that the vehicle or vehicle-combination is used in accordance with the requirements of that Schedule.
- Ensure that the vehicle or vehicle-combination is accompanied during the journey by one or more attendants employed in accordance with Schedule 6 of the STGO.

1.4.3 Each load would be present on the network for a short period of time and standard measures (including traffic management measures) would be applied in accordance with the notification set out in **Paragraph 1.4.2** above and the heavy haulage company's insurance requirements in terms of route, timing, and method of delivering to minimise delays to other highway users. If and where relevant, this may include prior notification given to the police who will notify the locality via local newspapers/radio etc so that other users have advance notification.

1.4.4 The AILs comprising transformer deliveries will require escort, as agreed with the local police authority and/or the relevant highways authority, prior to the movements taking place. Escorts would control the AILs as well as interacting with other road users to control, guide and protect them accordingly so as to safeguard their safe and expedient passage. This includes not just other vehicles but also non-motorised users and those who simply wish to watch/observe the movement of the AILs transporting the transformers from the roadside.

1.4.5 The timing of AIL deliveries will be discussed and agreed with the relevant highways authority to minimise delay for other road users and to minimise risk to highway users.

1.5 Management of construction workforce movement

Construction workforce travel

1.5.1 The value in managing and reducing the impact of the movement of construction staff is recognised. The Principal Contractor will be responsible for providing a minibus service to pick up / drop off all construction staff to / from identified locations such as park and ride sites, public transport hubs etc.

1.5.2 The detailed CTMPs will document the measures that can be implemented to encourage contractors to make use of sustainable transport modes where possible and where appropriate from which the minibus service could transport them between those locations and the site. These measures may include:

- Measures to increase vehicle occupancy such as incentives to car-share and information to facilitate car sharing to / from the minibus pick up / drop off locations.
- The provision of public transport information where appropriate and practicable, if this were to assist construction workers access sites or travel by bus or train to locations where they could be picked up / dropped off by minibus.
- Measures to encourage walking and cycling where appropriate where these modes offer an opportunity for construction workers directly to access sites, including provision of temporary cycle parking at work sites.
- Welfare facilities will be provided on work sites to reduce the need for construction workers to travel elsewhere during the course of the day.
- The proposed working hours (between 7am and 7pm Monday - Saturday) seeks to avoid construction workers travelling during the highway network peak hours and this reduces impacts on the local road network during network peak hours.

1.5.3 No car parking for construction staff will be provided on the construction sites and construction staff will not be permitted to access the construction sites via private car, save for management staff for which car parking would be provided on the construction sites.

1.6 Site accesses

Design

1.6.1 Construction accesses to the Project make use of existing gated field accesses. The location of these and preliminary access design layouts are set out within Volume 3, Appendix 12.8 Accesses and highway drawings of the ES. Where changes to the final design of any site accesses may be required these will be agreed with OCC prior to installation of the site access.

1.6.2 There are accesses on Cassington Road and Burleigh Road which will have geometries suitable for large vehicles to turn through. Although Cassington Road and Burleigh Road are single carriageway roads with a width enabling two vehicles to pass one-another, the accesses will be such that large vehicles could use them as passing places.

1.6.3 In particular, they will be of a width that an HGV or a tractor and trailer could stop within them to allow other large vehicles to safely pass. The accesses therefore provide wider benefit to users of Cassington Road and Burleigh Road.

1.6.4 Working areas will be designed to enable plant, materials and waste to be loaded/unloaded, areas will be designed where practicable to enable vehicles to enter and exit in forward gear. Contractors/suppliers will not be permitted to

wait on or load/unload from the public highway unless under traffic management control during the formation of accesses.

1.6.5 Areas where construction staff are working will be designed to enable designated parking facilities for management staff.

1.6.6 All site accesses will be provided with appropriate fencing to ensure that work sites are secure. All site accesses will be designed to eliminate the risk of vehicles queuing back onto the highway by providing sufficient length and width close to the adjacent highway, which is appropriate to the types of vehicles anticipated to use the access.

1.7 Temporary off-site highway works

1.7.1 Temporary off-site highway works will be undertaken at the following junctions / highway links:

- Due to the geometries of the B4044 Eynsham Road / B4017 Cumnor Road / B4044 Oxford Road mini-roundabout, temporary highway works will be undertaken to enlarge it on its south-eastern side and enable HVs to turn safely through it. Following construction, the mini-roundabout will be restored to its existing geometries.
- Widening works will be undertaken on the B4017 Cumnor Road through Filchampstead to accommodate AILs and also provide betterment for HVs.
- Widening works will be undertaken on the south-eastern side of the B4027 / Banbury Road junction to accommodate AILs.
- Temporary widening works to be undertaken at the Burleigh Road / Yarnton Road junction to accommodate large vehicles.
- The 7.5 tonne (except for loading) restriction along Cassington Road and Burleigh Road will be extended along Yarnton Road to the Cassington Sewage Treatment Works access.
- The eastern extent of the 7.5 tonne restriction along Stratford Road will be relocated.

1.7.2 Further details are set out within Volume 3, Appendix 12.8: Accesses and highway drawings.

1.8 Management and mitigation

1.8.1 Where there is a risk that vehicles will deposit mud and debris on the highway in the vicinity of construction site accesses, wheel cleaning facilities will be provided. The condition of the adjacent highway will be monitored and if mud or debris is found to be present, measures such as road sweeping will be put in place by the contractor to secure its removal with minimal delay.

1.8.2 Appropriate signage will be provided on the approach to construction site accesses to warn of turning and/or slow-moving vehicles. The design and siting of all signage will be agreed with the relevant highway authorities prior to the start of work at each work site. Signage can also be placed at the exit of

construction site access points to instruct construction traffic to follow the designated route.

1.8.3 Contact numbers will be on display for the general public to contact the Principal Contractor with any concerns in relation to the highways.

1.8.4 There may be a need to provide traffic management measures at some accesses, on some routes to the accesses and at some works sites. This may be required for various reasons and the type of traffic management measures to adopt will depend upon the location on the highway, the nature and level of traffic on the highway, what is served by the highway, and the alternative routes available. Some examples are set out below:

- Where the requisite visibility splays cannot be provided at an access and so temporary reduced speed limits for traffic on the highway may be enacted.
- The highway geometries are too narrow to safely accommodate turning HGVs when exiting an access (caused for example by simultaneous adjacent cable works) and so traffic on the highway may be temporarily stopped to allow HGVs to exit an access safely or three-way portable signal control may be temporarily installed.
- The highway geometries are too narrow to accommodate vehicles passing an oncoming vehicle and so shuttle working or temporary signals may be temporarily installed.
- The highway geometries are too narrow to accommodate simultaneous turning movements through junctions (caused for example by cable works) and so, for example, three-way portable signal control may be temporarily installed at T-junctions or four-way portable signal control temporarily installed at crossroads.
- Where any temporary offsite highway works or cable works are being undertaken.

1.8.5 Where traffic on the highway is stopped, this could be via temporary portable signals or via manually operated stop/go signs.

1.8.6 Shuttle working is where one direction of travel receives priority over the other. This could be via temporary portable signals or via give way signs.

1.8.7 Some example layouts of these traffic management measures and features are shown on **Figure 1.1** to **Figure 1.6.** These examples are extracted from The Traffic Signs Manual , Chapter 8, Part 1, Traffic Safety Measures and Signs for Road Works and Temporary Situations (Department for Transport/Highways Agency (now National Highways) *et al*., 2009). The extracts are generic in nature and they are not designed to be specific to any particular location or circumstance but designed to be implemented in accordance with the advice contained within the document.

1.8.8 The Health and Safety at Work, etc. Act 1974 require all clients, employers and employees to establish and maintain safe systems of work. Traffic authorities, statutory undertakers and contractors must give due attention to the detailed traffic management arrangements at road works sites and incident locations in order to ensure the safety of the public and of their own employees

at these obstructions. It is essential for the safety of all concerned that uniform and consistent procedures should be adopted. Chapter 8 of The Traffic Signs Manual is intended to provide a standard of good practice for the signing and marking of obstructions as well as for the temporary traffic control necessitated by such obstructions of the highway. The standard described is a minimum, which should always be achieved. At difficult sites, i.e. sites where the on-site risk assessment has shown that the level of risk is above normal, further signs and other equipment will be necessary.

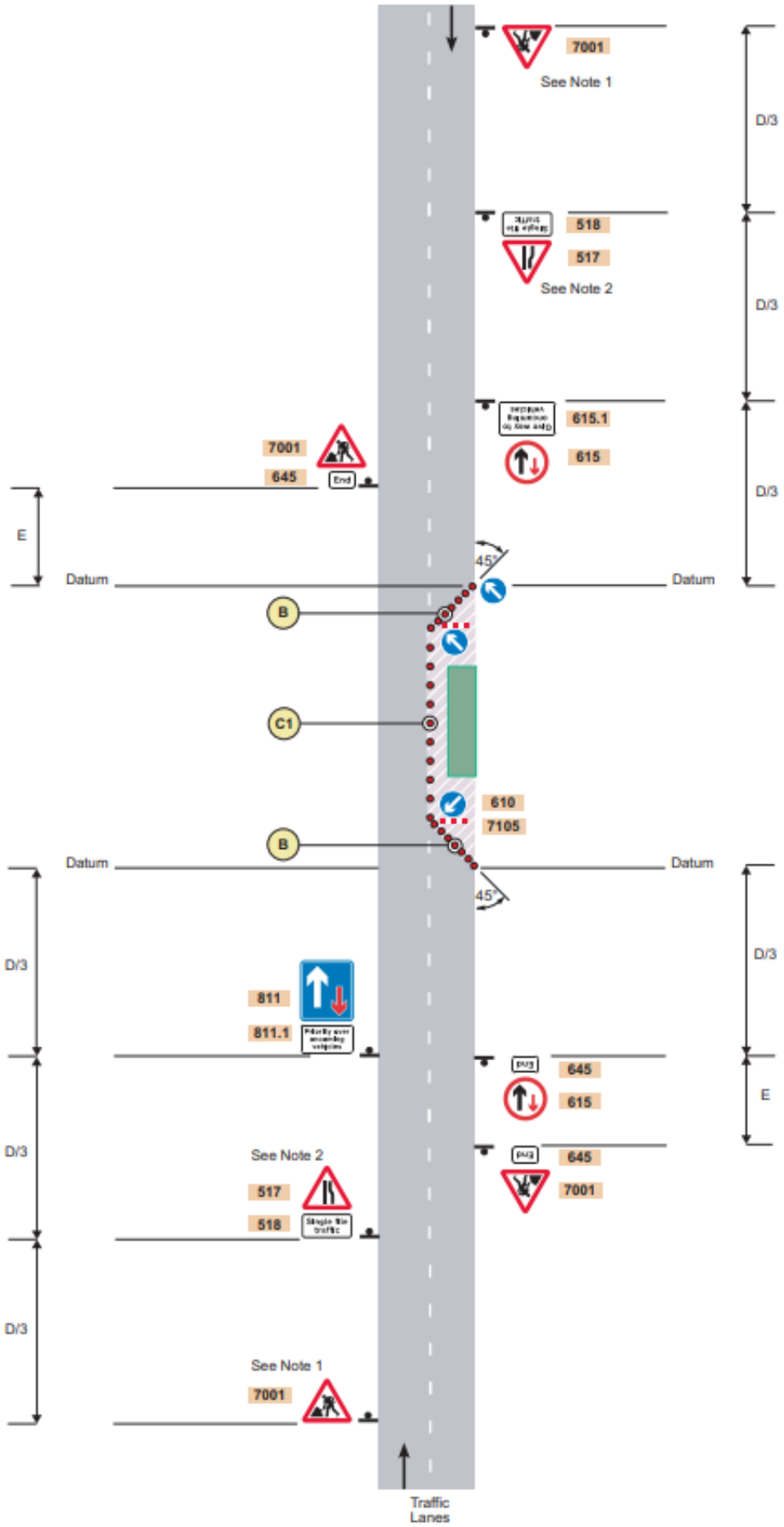


Figure 1.1: Priority signs on a two-lane single carriageway road

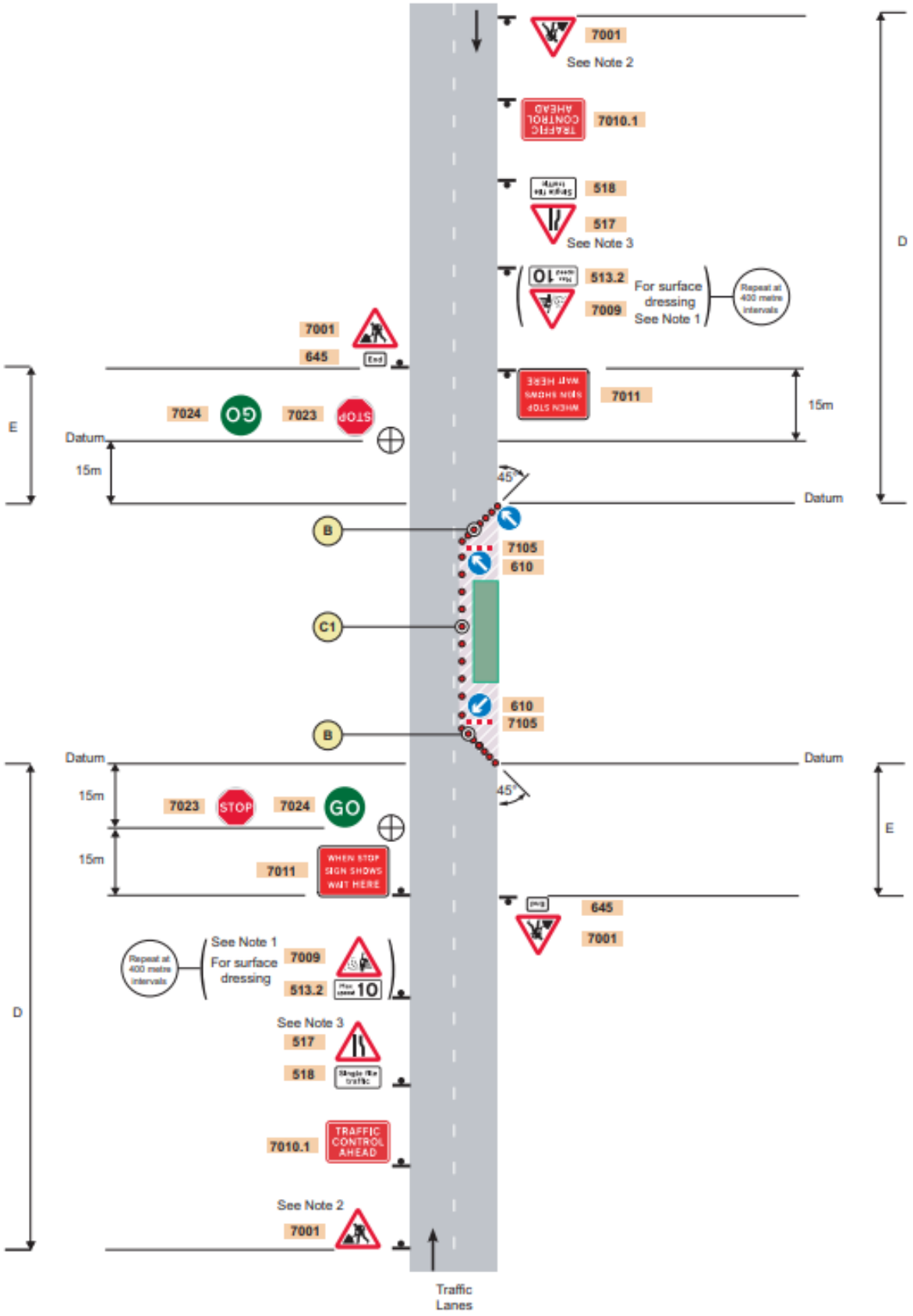


Figure 1.2: Stop/go signs on a two-lane single carriageway road

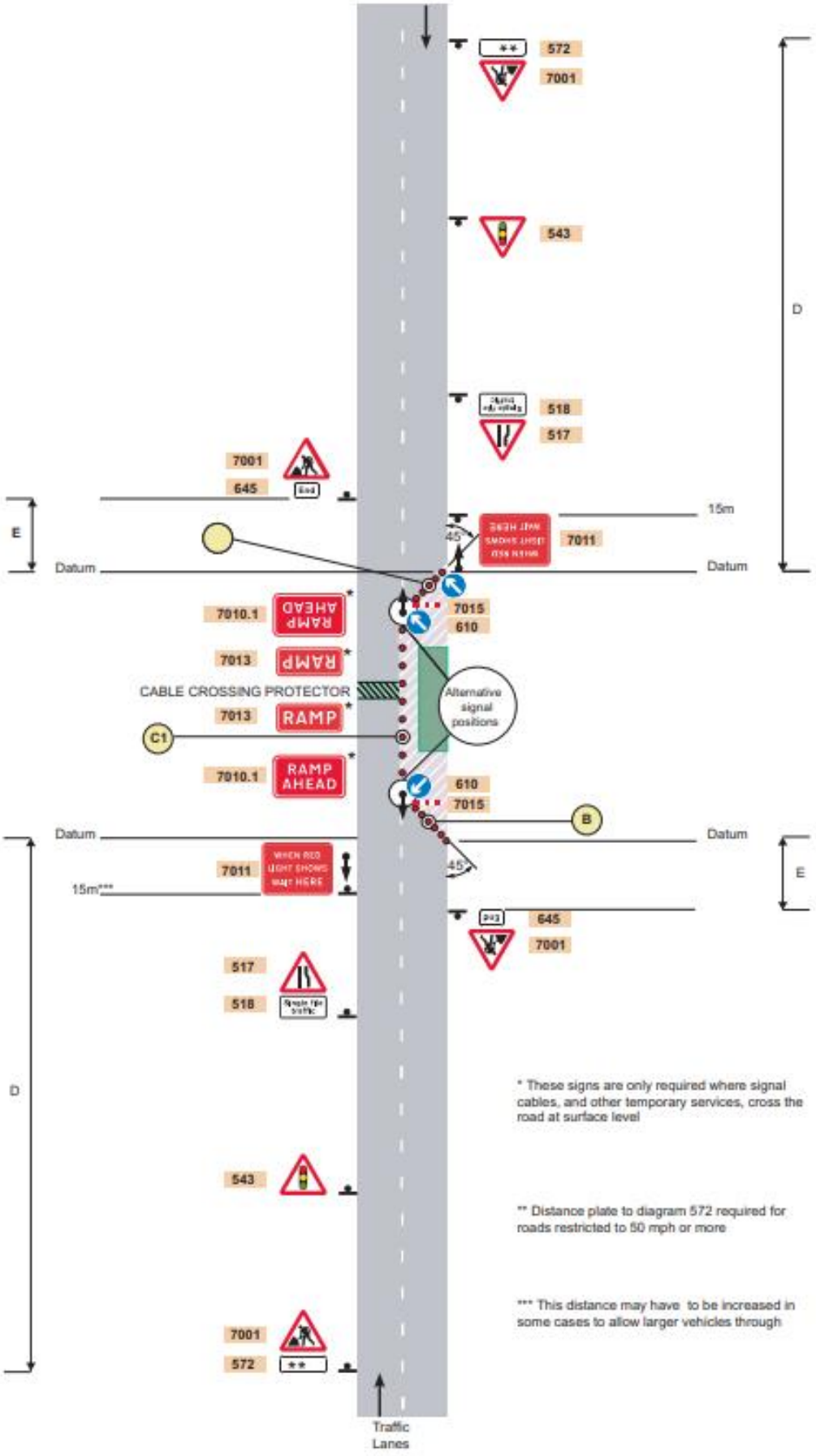


Figure 1.3: Portable traffic signals on a two-lane single carriageway road

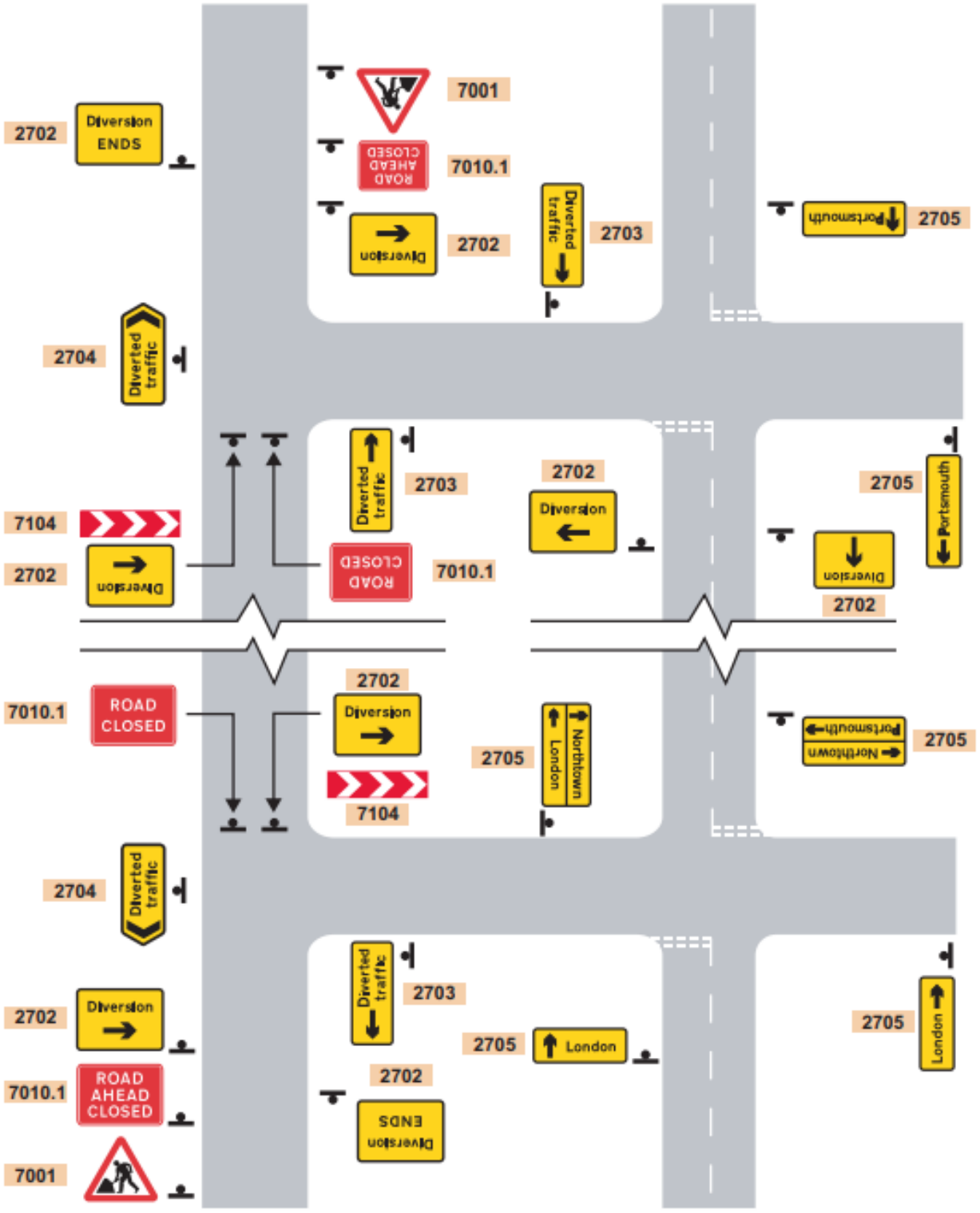
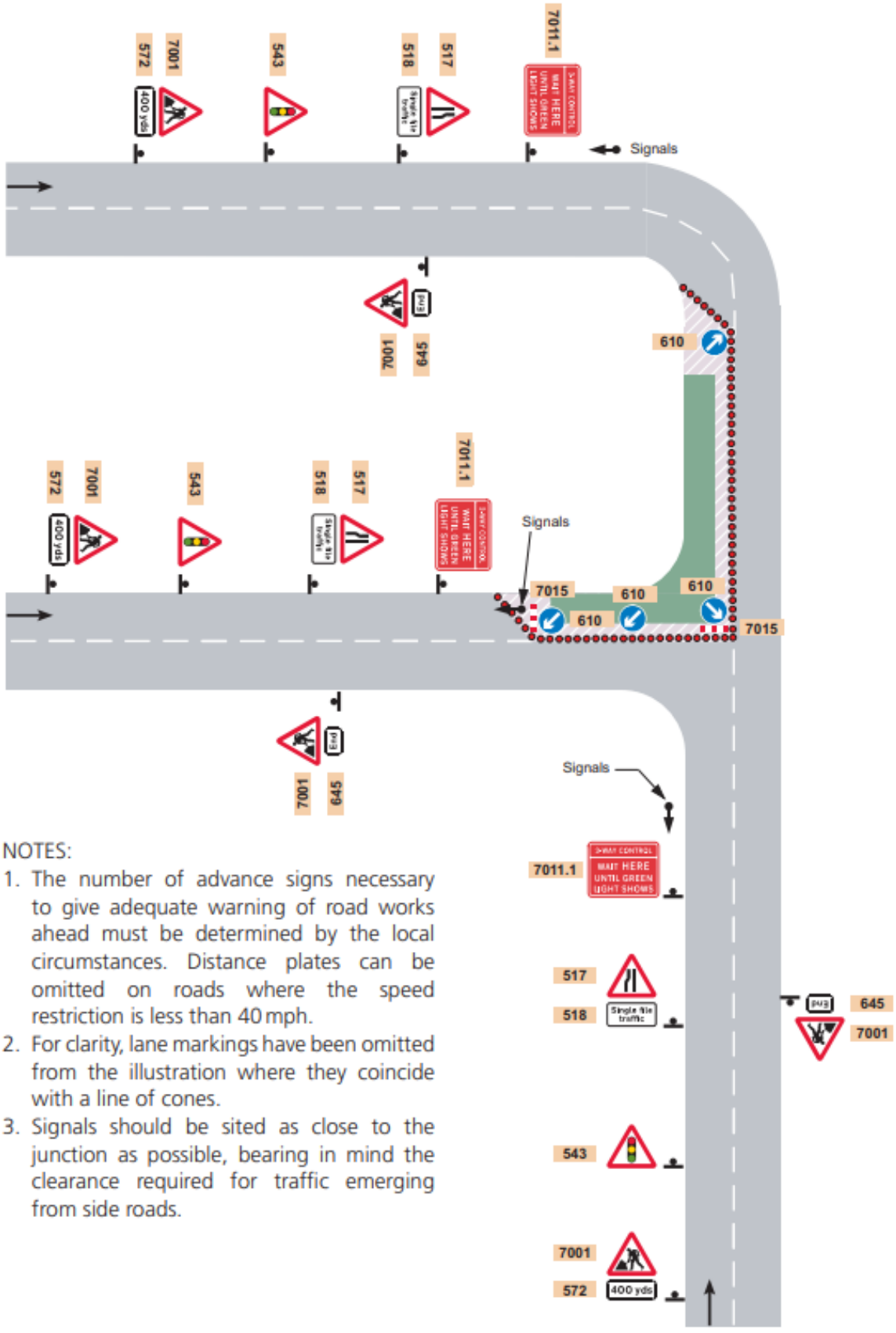


Figure 1.4: Layout of signs for road works on single carriageway roads with diversions

Figure 1.5: Manually operated stop/go signs and priority signs



NOTES:

1. The number of advance signs necessary to give adequate warning of road works ahead must be determined by the local circumstances. Distance plates can be omitted on roads where the speed restriction is less than 40 mph.
2. For clarity, lane markings have been omitted from the illustration where they coincide with a line of cones.
3. Signals should be sited as close to the junction as possible, bearing in mind the clearance required for traffic emerging from side roads.

Figure 1.6: Roadworks at a T-junction – traffic control by means of portable traffic signals (Notes extracted from Chapter 8 of The Traffic Signs Manual)

1.9 Highway crossings

Cabling across the highway

1.9.1 Open cut trenching would be undertaken on certain roads within the traffic and transport study area. Further details are provided within Volume 1, Chapter 12: Traffic and transport of the ES. Open cut trenching would be undertaken on approximately one half of each carriageway with the remainder being open to traffic before switching over to enable open cut trenching on the other half of the carriageway with the remainder being open to traffic.

1.9.2 Because only one lane of traffic would be open, temporary traffic control would be adopted by way of shuttle working, by priority control whereby one direction of travel receives priority over the other direction and drivers would self-manage themselves through the works area, by signal control or by lane closure (in the case of dual carriageways which would leave one lane in one direction open and the carriageway for the opposite direction unaffected).

1.9.3 This arrangement would be set out in accordance with Chapter 8 of the Traffic Signs Manual (Department for Transport/Highways Agency (now National Highways) *et al*., 2009). to maintain highway safety at all times.

1.9.4 Indicative priority, stop/go and signalled shuttle working arrangements are shown on **Figure 1.1** to **Figure 1.3**. On lightly trafficked links, shuttle working can operate on a priority basis or be managed manually without the need for traffic signals. On busier links it is expected that temporary signals will be used.

1.9.5 The open cut trenching on roads is not expected to result in any road closures and would maintain access at all times including for emergency services and for buses.

Agreement, management and advance notification

1.9.6 Where traffic management measures are required, these will be agreed in advance with the relevant highways authority.

1.9.7 Any temporary road closures/introduction of one-way roads and any diversions will be advertised in advance and alternative routes indicated through signage.

1.9.8 Measures will be put in place to discourage unauthorised access to the Project from the highway at crossing points and that the adjacent works sites are secure.

1.9.9 Any works within the highway will be reinstated to a standard commensurate prior to the commencement of the works and agreed with the relevant highways authority.

1.10 Management of highway safety

Existing accident record

1.10.1 Within Volume 1, Chapter 12: Traffic and transport of the ES, an analysis of existing Personal Injury Accident (PIA) data has been undertaken to identify clusters of Personal Injury Accidents (four or more occurring at the same

location of within 25 m of each other). A further analysis looked at those clusters, severity, and any consistent contributory factors. No matters in relation to the exiting highway layout or geometries were discovered to be the cause of the incidents.

Monitoring and mitigation for the Project

1.10.2 HGV injury accidents and near misses associated with the Project construction vehicles will be monitored to identify whether there are any safety deficiencies in the highway network due to the increased level of HGV traffic associated with the construction works.

1.10.3 If localised mitigation measures are required, these will be agreed with the relevant highway authorities and incorporated into the detailed CTMP(s).

Highway condition

1.10.4 Where necessary and where agreed with the relevant highways authority as a part of the detailed CTMP(s), highway condition surveys may be undertaken of those local roads where it is considered that the passage of construction HGVs may cause deterioration of highways. These roads and the method of surveys (for example photographic or video) will be agreed with the relevant highways authority as part of the detailed CTMP(s). The schedule of highways to be surveyed will be agreed with the relevant highways authority prior to any construction activities taking place.

1.10.5 Once construction activities have ceased in a given location, the video survey of the associated highway links will be repeated to identify any significant changes in highway condition. The results will be discussed with the relevant highways authority and where it is agreed that damage has resulted from the passage of HGVs associated with construction work, a remediation strategy will be discussed with the highways authority for any damage agreed to have resulted from vehicle movements associated with Project.

1.11 Monitoring of the CTMP

Compliance and monitoring

1.11.1 Compliance with all the monitoring plans, including the detailed CTMP(s) will be monitored and a responsibility of the Principal Contractor.

1.11.2 The Principal Contractor will be responsible for ensuring that all sub-contractors are aware of the requirements of the detailed CTMP(s) and of the monitoring obligations.

1.11.3 The Principal Contractor will be appointed before the start of construction work and the Principal Contractor role will continue throughout the construction period. The Principal Contractor will be the central point of contact for all monitoring processes during the construction phase and will be responsible for liaising closely with the relevant LPAs and highways authorities throughout the works.

1.11.4 The Principal Contractor will be responsible for implementing a system whereby construction HGVs associated with the Project are identifiable from other traffic on the highway network and include Global Positioning System (GPS) tracking to enable their routes to be monitored where necessary.

1.11.5 Where possible, data will be collected from construction HGVs that are fitted with monitoring devices such GPS tracking to record their routes, timing and speeds which will be available to aid any compliance investigations.

1.11.6 The registration numbers for all construction HGVs accessing compounds would be recorded. The use of data from tracking devices and recording registration numbers will assist with the enforcement of the detailed CTMP(s).

1.11.7 Establishing this central point of contact will help to ensure that all works in a given location at a given time will be the responsibility of a single individual to ensure clarity of responsibility and to facilitate effective communication.

1.11.8 Monitoring activities and responsibilities will be agreed with the relevant highways authority as a part of the detailed CTMP(s). The detailed CTMP(s) will include contact details of those responsible for the detailed CTMP(s) along with a clear schedule of monitoring activities and timescales.

Monitoring records

1.11.9 Any auditing or corrective action will also be monitored. This will ensure that the construction activities are being undertaken in accordance with the CTMP.

1.11.10 The procedure for addressing breaches and ensuring corrective action is undertaken is below:

- A log will be used to record details of any traffic and transport related incident and / or non-compliance with the detailed CTMP(s).
- A log will also be used to record any inadequacy as a result of monitoring, inspection, surveillance and complaint.
- The log will also record any actions taken, any action required will be allocated to the appropriate person, along with a timescale for the action to be undertaken.

1.11.11 Records of the above will be retained as the responsibility of the Principal Contractor throughout the entirety of the construction period. These will be maintained either in hard copy or electronically so these can be accessed at any time.

Enforcement and corrective measures

1.11.12 If the Principal Contractor is made aware of a potential breach of the detailed CTMP(s) (except where otherwise agreed with the relevant LPA or in the event of an emergency), the Principal Contractor will be required to investigate the circumstances and create a report for the relevant highways authority. The relevant highways authority will then review the information, request further clarification (if required) and confirm to the Principal Contractor if a material breach has occurred.

1.11.13 If the breach is found to be material the following three stage process will be followed;

- Stage one – The relevant highways authority confirms a breach and requests that the Principal Contractor considers the data and concerns. The relevant highways authority and the Principal Contractor would then agree the extent of the breach of the detailed CTMP(s) and agree any action to be taken. This is likely to be a Principal Contractor warning at this stage.
- Stage two – If a further material breach is identified, the Principal Contractor would be given another warning and will be required to produce a plan to outline how the issue would be rectified and any additional mitigation measures to be implemented.
- Stage three – Should further breaches take place; the Principal Contractor would be required to remove the relevant party from site and the contractor / supplier would receive a formal warning. Any continued breaches by individuals of the contractor / supplier may be treated with formal dispute procedures of the contract.

References

Department for Transport/Highways Agency, Department for Regional Development (Northern Ireland), Transport Scotland and Welsh Assembly Government (2009) Traffic Signs Manual Chapter 8, Traffic Safety Measures and Signs for Road Works and Temporary Situations Part 1: Design. Available at: https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf. Accessed August 2024.

The Secretary of State for Transport (2003) The Roads Vehicles (Authorisation of Special Types) (General) (Order). Available at: https://www.legislation.gov.uk/uksi/2003/1998/article/4/made?view=plain. Accessed: August 2024.

Appendix A1
Construction access routes

Legend

Order Limits	(red outline)
General Inset Plan	(dashed outline)

Project	Status
Botley West Solar Farm	Final

Id.	Changes	Date	Name
A	Created	01.11.2024	KL

	Date	Name
Edit	01.11.2024	K. Lueken
Check	01.11.2024	H. Trabelsi
Approval	01.11.2024	D. Archibald

Drawing No prj-01-0420

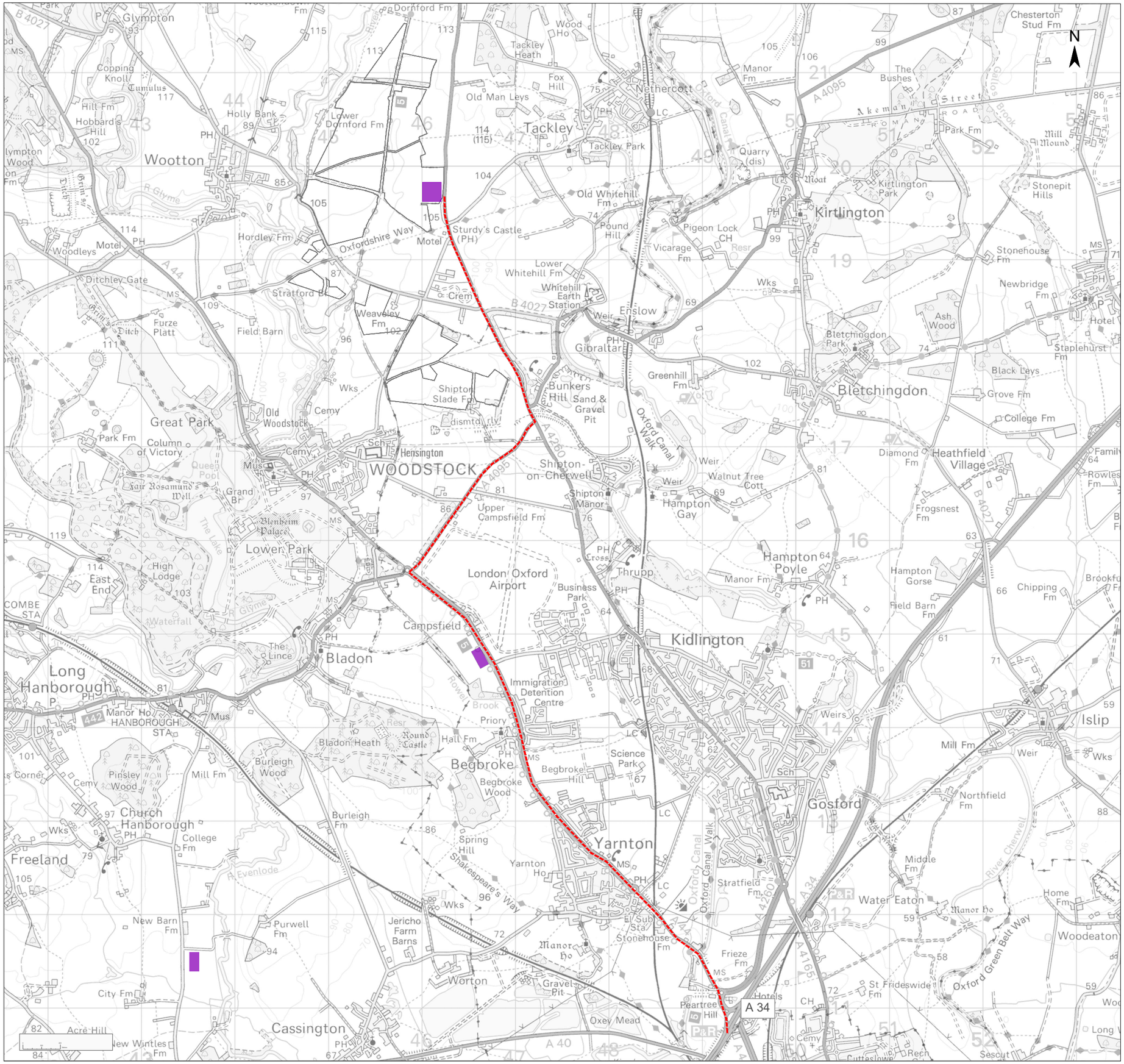
Scale: 1:65000 at A3

Title

Traffic routes to Construction Compounds Overview

PhotoVolt Development Partners

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- Construction Compound
- Transport route

Project				Status		
Botley West Solar Farm				Final		
Id.	**Changes**	**Date**	**Name**		**Date**	**Name**
				Edit	01.11.2024	K. Lueken
				Check	01.11.2024	H. Trabelsi
				Approval	01.11.2024	D. Archibald
				Drawing No	prj-01-0421	
A	Created	01.11.2024	KL			

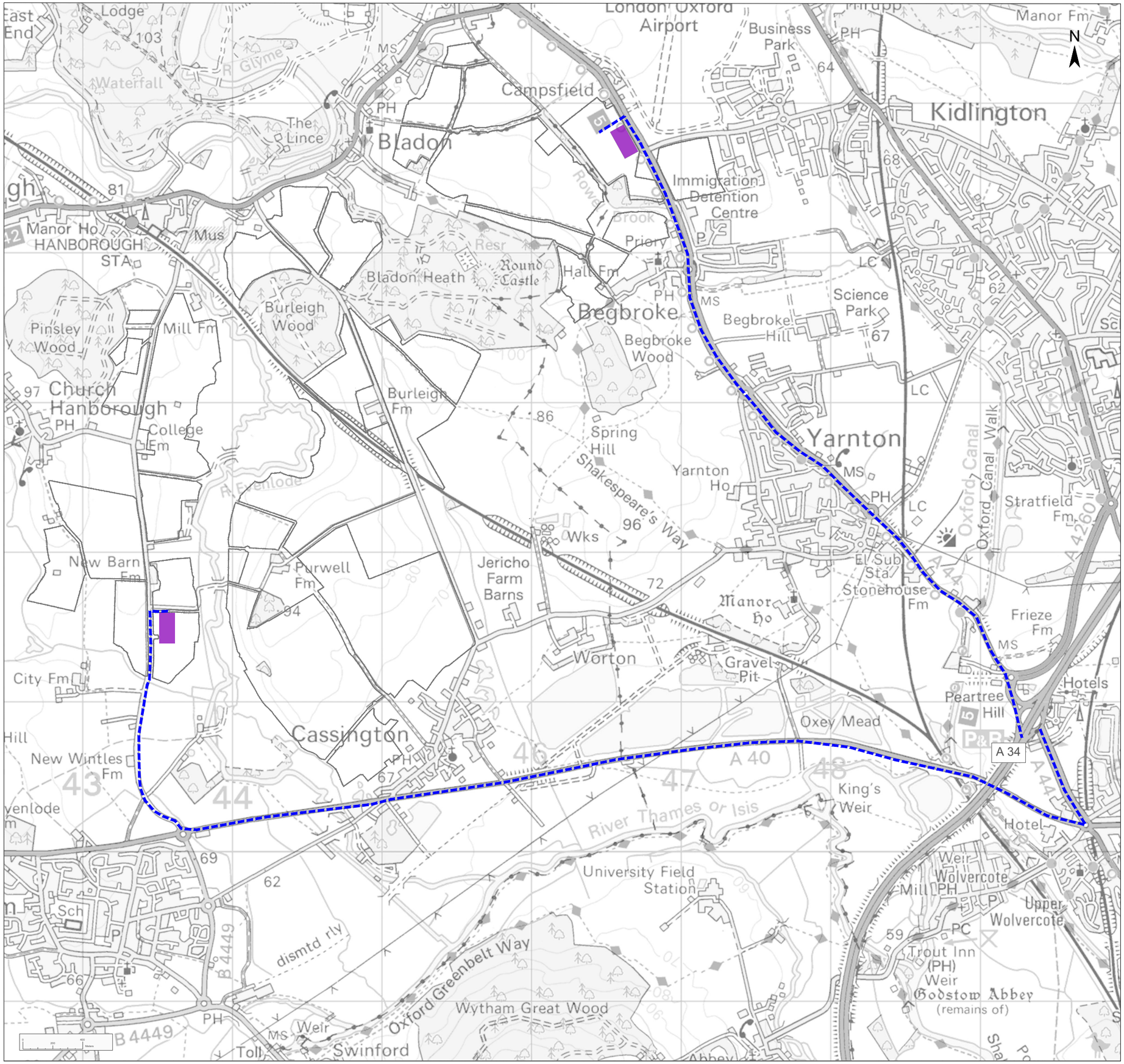
Scale: 1:40000 at A3

Title

Traffic routes to Construction Compounds
Northern Site Area

PHOTOVOLT DEVELOPMENT PARTNERS

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- Construction Compound
- Transport route

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				Approval	01.11.2024	D. Archibald
				Drawing No	prj-01-0422	
A	Created	01.11.2024	KL			

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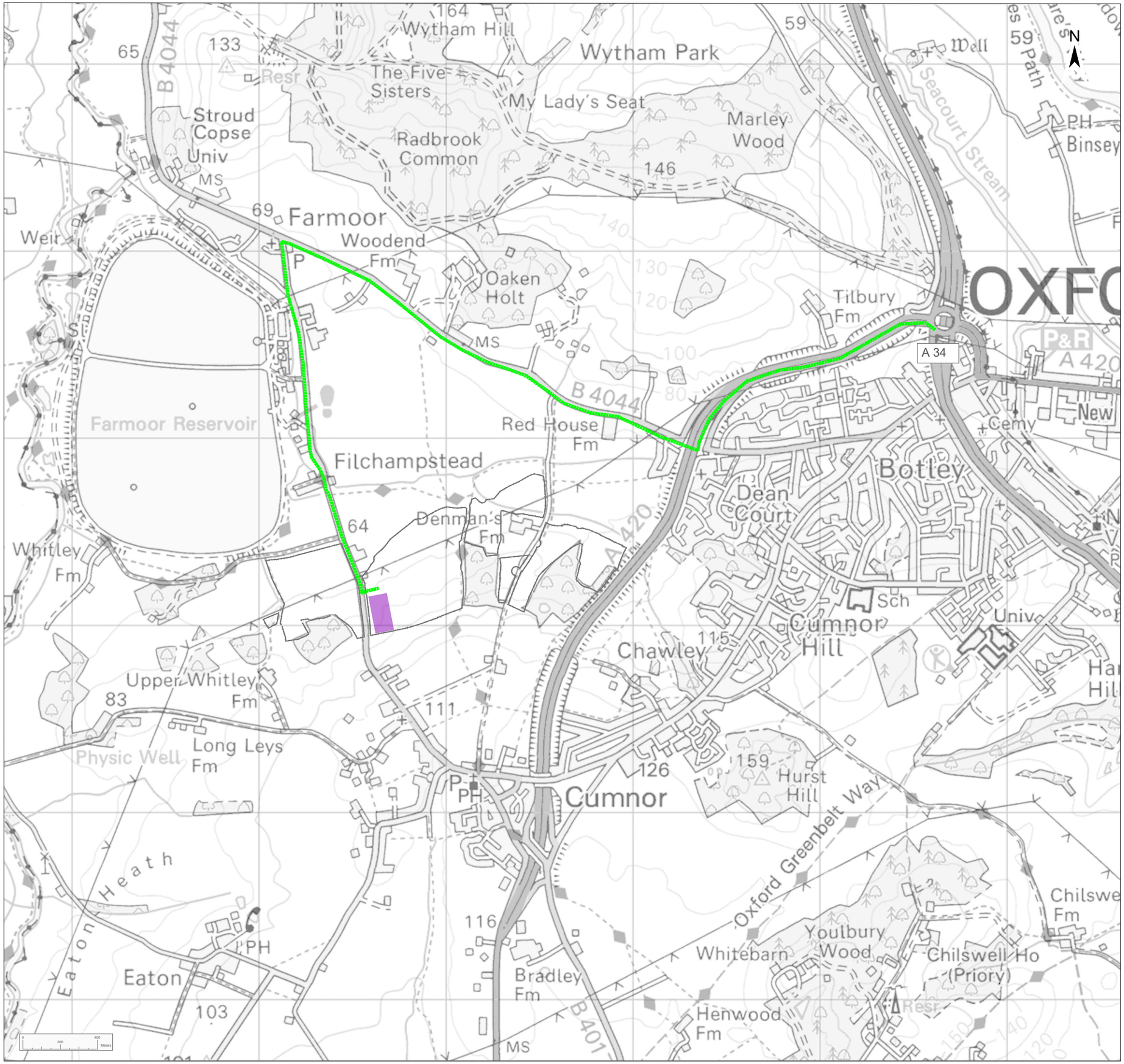
Title

Traffic routes to Construction Compounds
Central Site Area

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- Construction Compound
- Transport route

Project				Status		
Botley West Solar Farm				Final		
Id.	Changes	Date	Name		Date	Name
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				Check	01.11.2024	H. Trabelsi
				Approval	01.11.2024	D. Archibald
				Drawing No	prj-01-0423	
A	Created	01.11.2024	KL			

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Title

Traffic routes to Construction Compounds
Southern Site Area

PhotoVolt Development Partners

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany

Legend

Order Limits	
General Inset Plan	

Project				Status		
Botley West Solar Farm				Final		
Id.	Changes	Date	Name		Date	Name
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				Approval	01.11.2024	D. Archibald
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A	Created	01.11.2024	KL			

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Title

PCS Transport Traffic Overview

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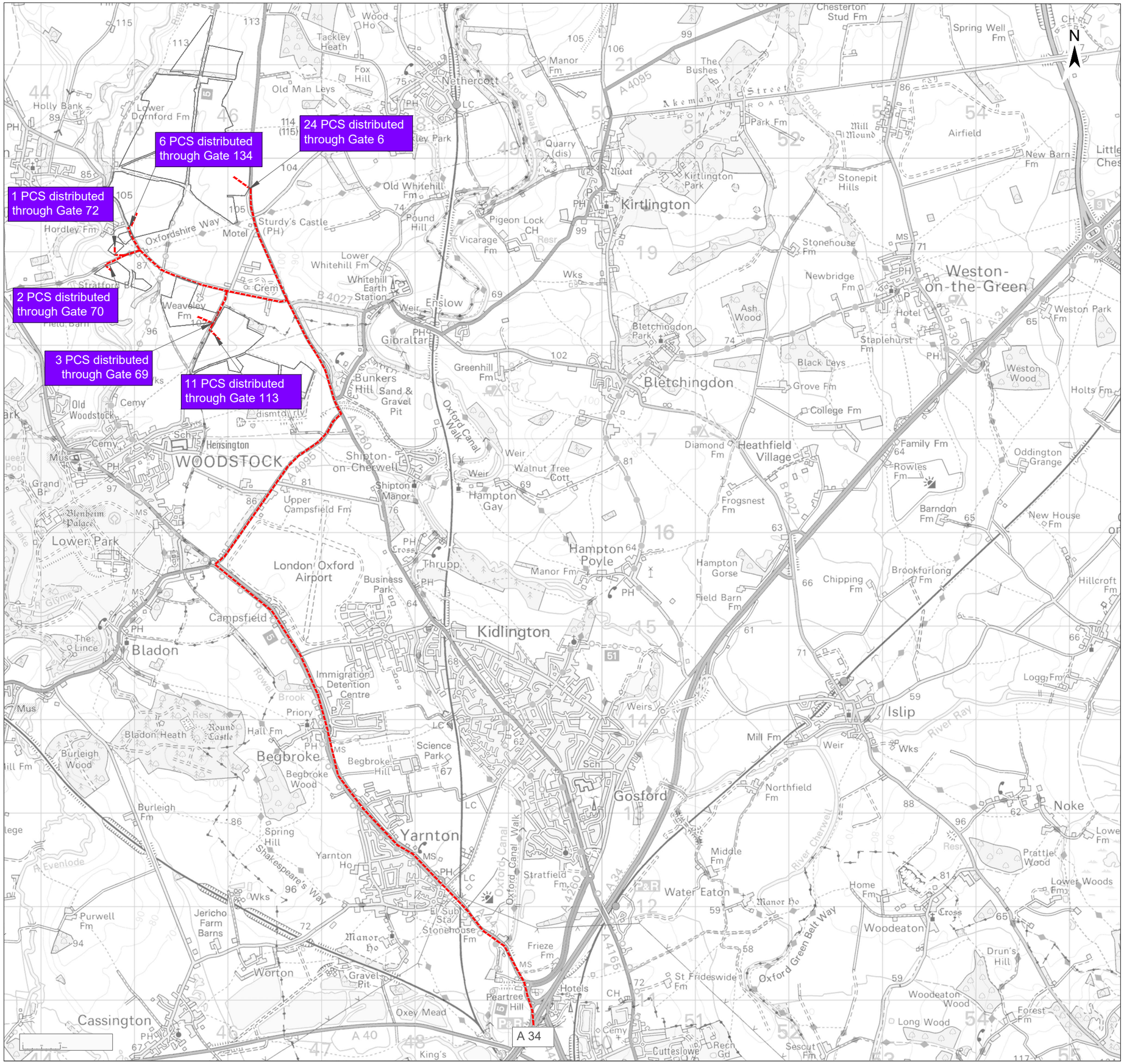
Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- PCS
- Transport route

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				Approval	01.11.2024	D. Archibald
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A	Created	01.11.2024	KL			

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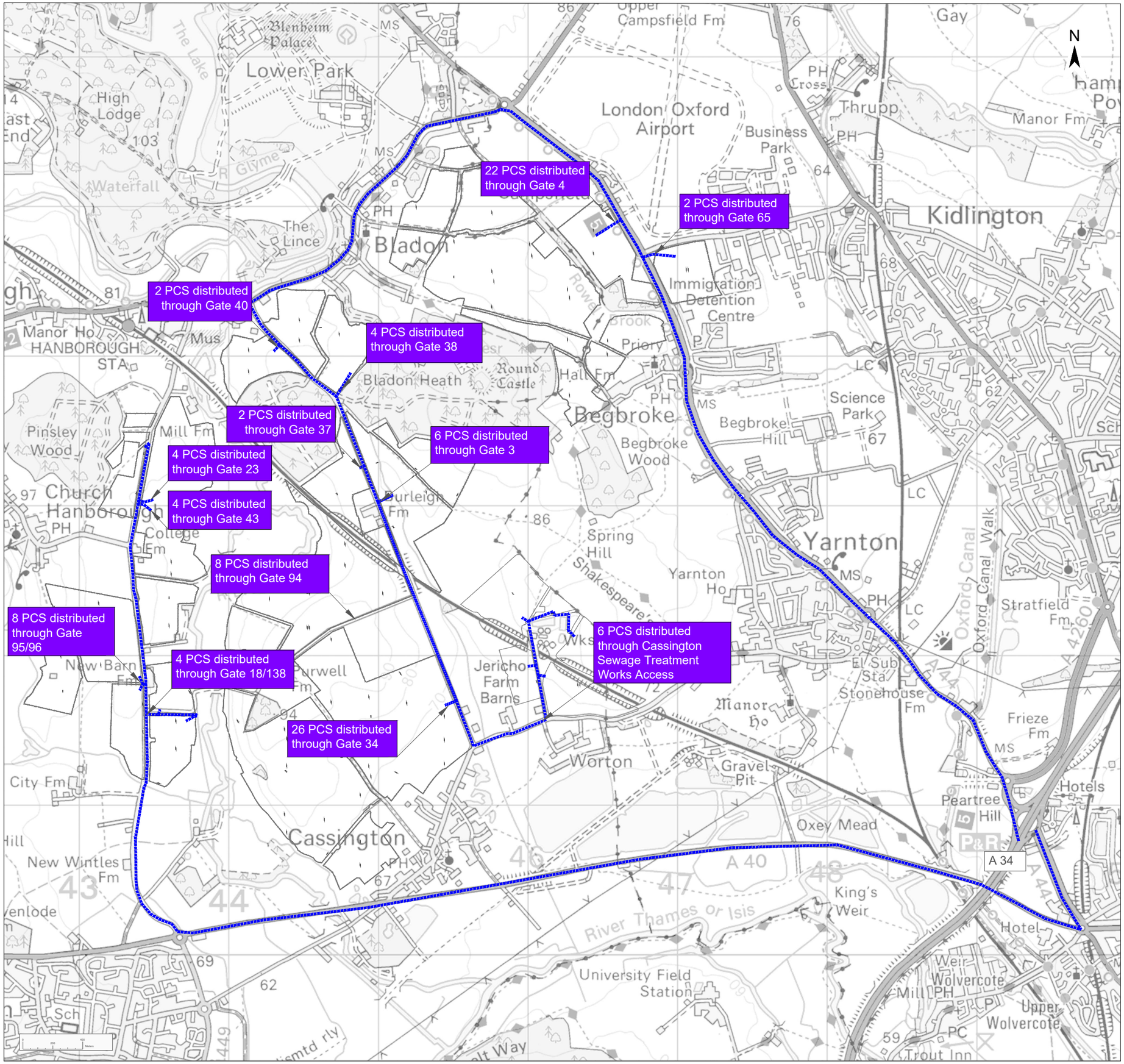
Title

PCS Transport Traffic
Northern Site Area

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- PCS
- Transport route

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				Drawing No	prj-01-0412	
A	Created	01.11.2024	KL			

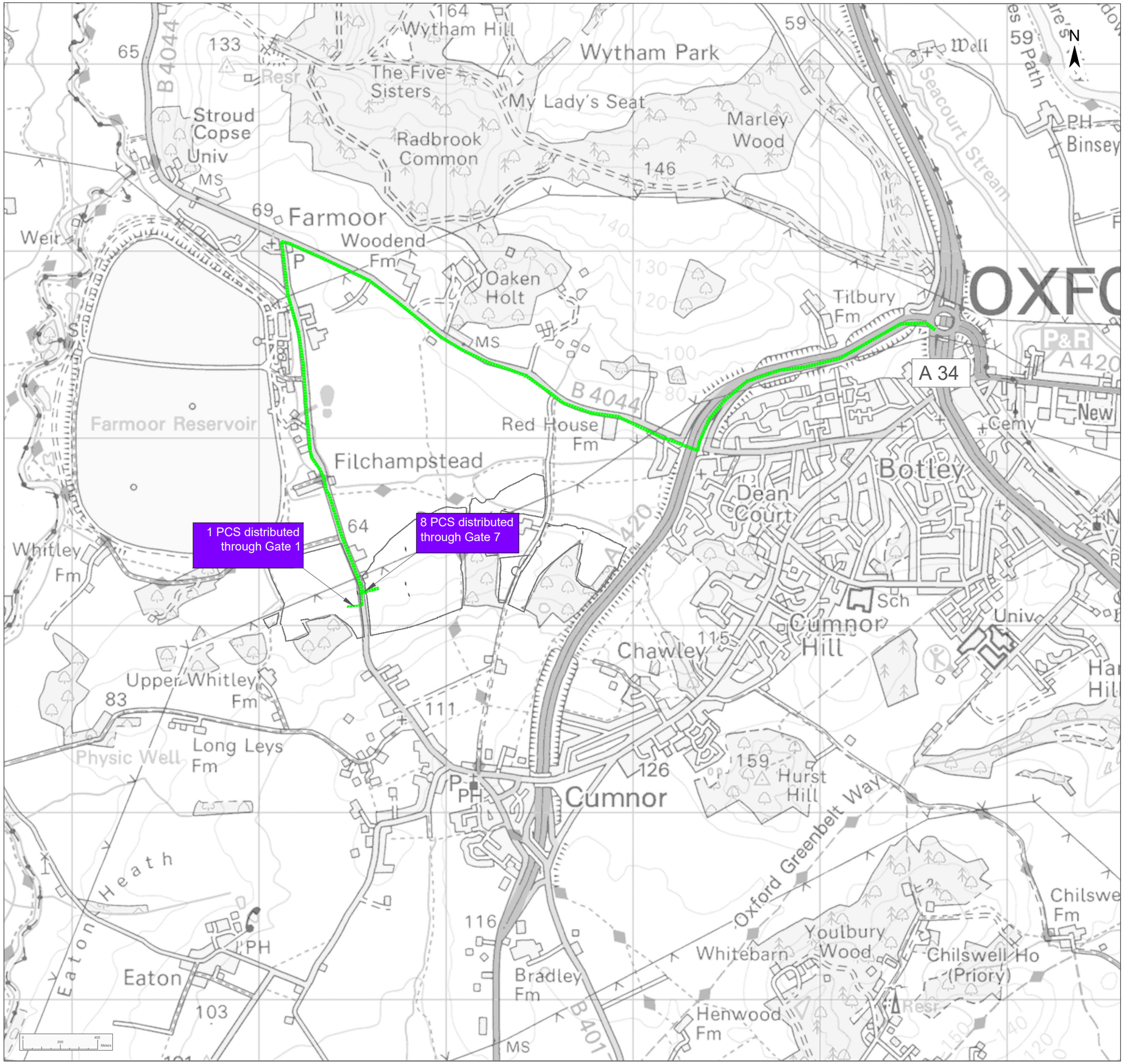
Scale: 1:25000 at A3

Title

PCS Transport Traffic
Central Site Area

PHOTOVOLT DEVELOPMENT PARTNERS

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

- Fence
- PCS
- Transport route

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A	Created	01.11.2024	KL			

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Title

PCS Transport Traffic
Southern Site Area

PhotoVolt Development Partners

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany

Legend

Order Limits

General Inset Plan

Project				Status		
Botley West Solar Farm						
Id.	Changes	Date	Name		Date	Name
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				Check	16.07.2024	H. Trabelsi
				Approval		
				Project-No		
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A	Created	24.04.2024	MT	prj-01-0400		

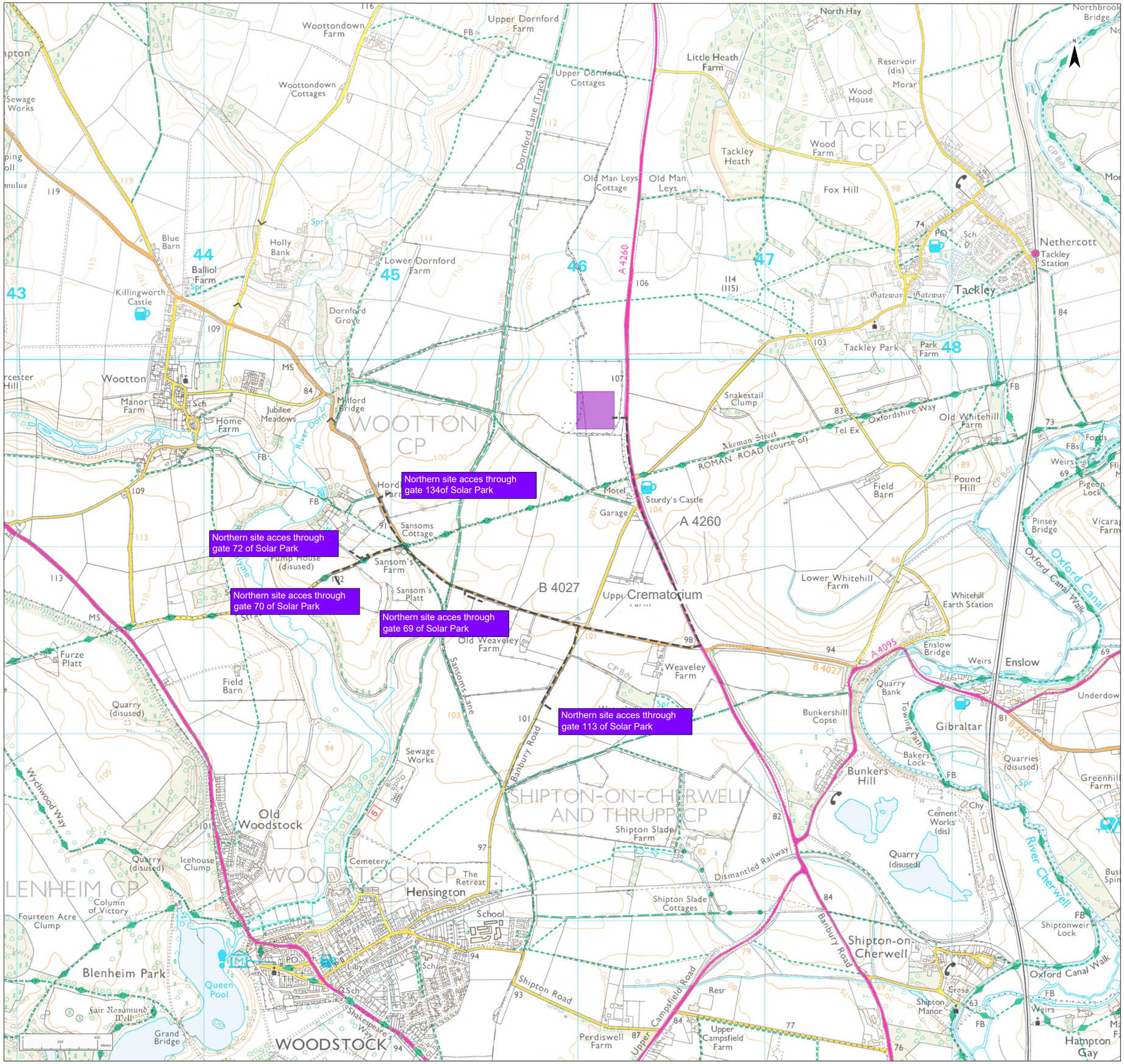
CAD-data name: 240716 Botley West Construction compound traffic drawing.dwg

Scale: 1:65000 at A3 DIM: m

Plan

Construction compound traffic drawing
Figure 6.0
Overview

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany



Legend

Proposed Infrastructure and Land Use Elements

- Fence
- Construction compound
- Access route north

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				Check	16.07.2024	H. Trabelsi
				Approval		
				Project-No		
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A	Created	24.04.2024	MT	prj-01-0401		

CAD-data name: 240716 Botley West Construction compound traffic drawing.dwg

Scale: 1:20000 at A3 DIM: m

Plan

Construction compound traffic drawing
Figure 6.1
Northern Site Area

PHOTOVOLT DEVELOPMENT PARTNERS

Photovolt Development Partners GmbH
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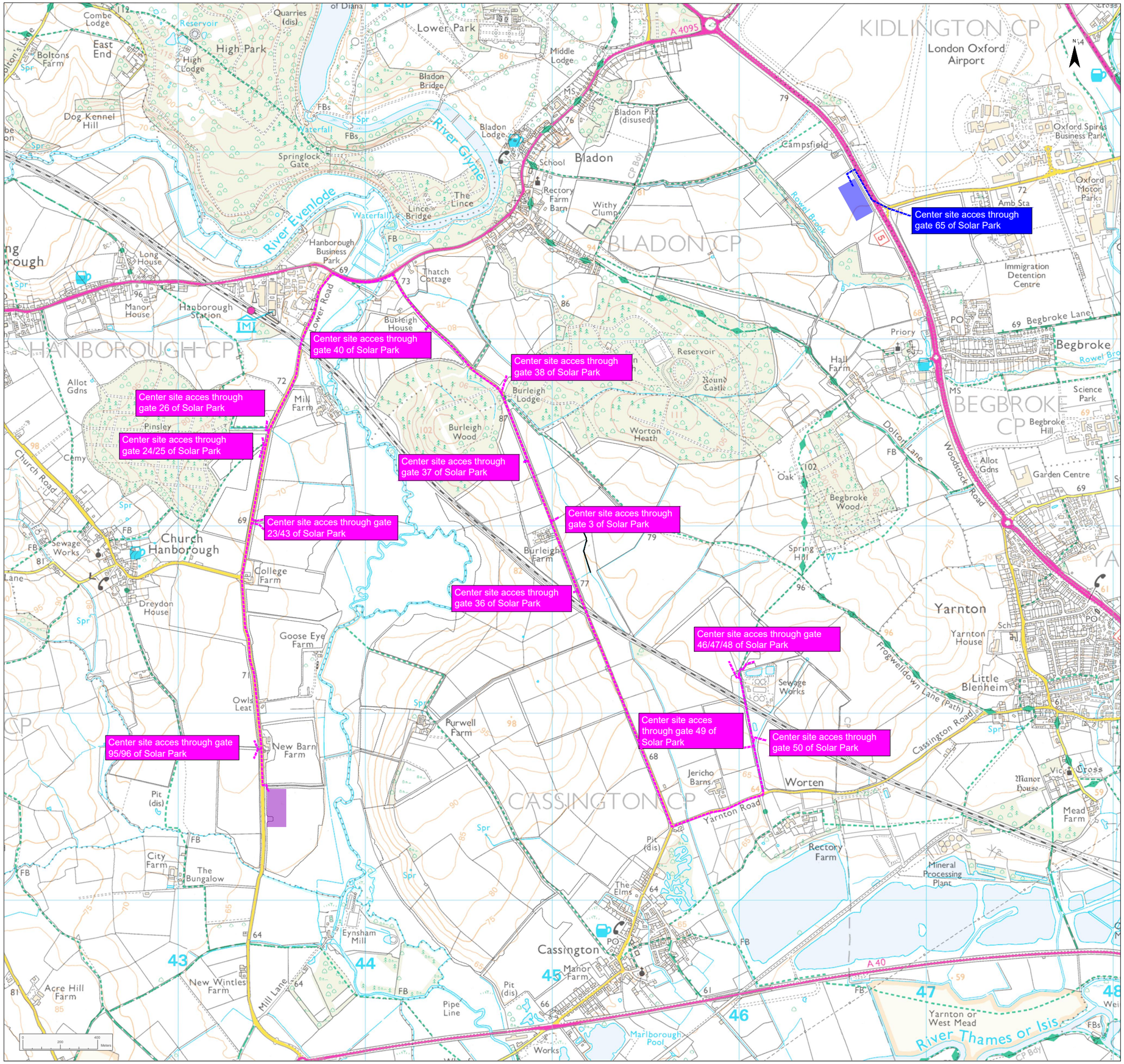
10707 Berlin, Germany



Legend

Proposed Infrastructure and Land Use Elements

- Fence
- Construction compound
- Access route center 1
- Access route center 2

Project				Status		
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				Edit	16.07.2024	K. Lueken
				Check	16.07.2024	H. Trabelsi
				Approval		
				Project-No		
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A	Created	24.04.2024	MT			

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Scale: 1:20000 at A3 DIM: m

Plan

Construction compound traffic drawing
Figure 6.2
Center Site Area

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany

Southern site acces through gate 1 of Solar Park

Legend

Proposed Infrastructure and Land Use Elements

- Fence
- Construction compound
- Access route south

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				Check	16.07.2024	H. Trabelsi
				Approval		
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A	Created	24.04.2024	MT			

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Scale: 1:20000 at A3 DIM: m

Plan

Construction compound traffic drawing
Figure 6.3
Southern Site Area

Photovolt Development Partners GmbH
Kurfürstendamm 52
10707 Berlin, Germany

Annex B

Outline Public Rights of Way Management Strategy

Botley West Solar Farm

Outline Public Rights of Way Management Strategy

November 2024

Approval for issue

Jonathan Alsop	15 November 2024

Prepared by:

RPS
20 Western Avenue,
Milton Park, Abingdon,
Oxfordshire, OX14 4SH
United Kingdom

Prepared for:

Photovolt Development Partners GmbH, on behalf of SolarFive Ltd.

Contents

Tables

Appendices

Glossary

Term	Meaning
Long Distance Footpath	These are designated public footpaths typically measuring 20 miles or more in length.
National Cycle Route	These are routes listed on the National Cycle Network, which comprises a UK-wide network of signed paths and routes for walking, wheeling, cycling, and exploring outdoors.
Public Rights of Way	A right by which the public can pass along linear routes over land at all times, including footpaths, bridleways, restricted byways, and byways.
Desire line	Desire lines, also known as desire paths, are informal trails created by repeated foot traffic, often representing the shortest or most convenient route between two points. Desire lines can sometimes become formalised if they are used consistently over a long period.
The Applicant	SolarFive Ltd
The Project	The Botley West Solar Farm (Botley West) Project

Abbreviations

Abbreviation	Meaning
CDC	Cherwell District Council
CoCP	Code of Construction Practice
DCO	Development Consent Order
HDD	Horizontal Directional Drilling
NCR	National Cycle Route
OCC	Oxfordshire County Council
PINS	Planning Inspectorate
PRoW	Public Rights of Way
SolarFive	SolarFive Ltd
VWHDC	Vale of White Horse District Council
WODC	West Oxfordshire District Council

Units

Unit	Description
kV	Kilovolt
MWe	Megawatt electrical

1 Outline Public Rights of Way Management Strategy

1.1 Introduction

Overview

1.1.1 This Outline Public Rights of Way (PRoW) Management Strategy has been prepared by RPS on behalf of Photovolt Development Partners GmbH. (PVDP) for the Applicant, SolarFive Ltd. (SolarFive). SolarFive is a licence holder under the Electricity Act 1989. SolarFive is also a company registered in England and Wales (company no. 12602740).

1.1.2 PVDP intends to submit an application on behalf of SolarFive for development consent to the Planning Inspectorate (PINS) under the Planning Act 2008. The proposal is to install and operate approximately 840 megawatt electrical (MWe) of solar generation in parts of West Oxfordshire, Cherwell and Vale of White Horse Districts (the Project). This Outline PRoW Management Strategy has been developed for the Project, which will comprise the following main elements:

- Solar PV Array Areas, including solar panels, mounting frameworks, Middle Voltage transformers, Power Converter Stations, High Voltage Transformers and onsite electrical cabling;
- Landscaping, including the planting and management of grassland, hedgerows, trees and areas of scrub;
- Earthworks, including those associated with the installation of transformers, substation, access and the creation of a new waterbody to the north of Cassington;
- Grid connection to the National Grid transmission system via a new National Grid 400 kilovolt (kV) substation to be located close to the existing National Grid 400kV line that runs between Cowley and Walham;
- Site access, including the creation of new access roads and internal maintenance roads;
- Other infrastructure, such as fencing, CCTV and lighting, including Passive infra-red motion sensor activated security / emergency lighting.

1.1.3 The Project site coincides with several local authority areas, including West Oxfordshire District Council (WODC), Cherwell District Council (CDC), Vale of White Horse District Council (VWHDC) and Oxfordshire County Council (OCC).

1.1.4 The scope of this Outline PRoW Management Strategy applies to construction activities associated with the Project which would require the following with respect to affected PRoW: Implementation of managed crossings of PRoW during the construction period; and temporary or permanent stopping-up and/or diversion of PRoW to provide access to the works and safeguard PRoW users.

1.1.5 As stated in Volume 3, Chapter 17: Agricultural land use and PRoW of the ES **[EN010147/APP/6.3]**, works associated with operation of the Project would not require management of affected PRoW.

Purpose of the Outline PRoW Management Strategy

1.1.6 This Outline PRoW Management Strategy will form the basis for a final PRoW Management Strategy, which will be prepared by the Principal Contractor, at the direction of the Applicant, and submitted prior to construction for approval by WODC, CDC, VWHDC and OCC.

1.1.7 The Outline PRoW Management Strategy forms an Annex of the Outline Code of Construction Practice (CoCP) **[EN010147/APP/7.6.1]**, which seeks to manage environmental impacts during construction of the Project.

1.1.8 The purpose of this Outline PRoW Management Strategy is to set out the approach to managing impacts to affected PRoW within the Project site during construction. PRoW include footpaths, bridleways and other promoted routes, such as National Cycle Routes (NCRs) and Long distance Footpaths, which have been formally designated by the relevant Local Authorities.

1.1.9 A full and detailed PRoW Management Strategy will be developed in general accordance with this Outline PRoW Management Strategy and submitted post-consent. The preparation and submission of a final CoCP and PRoW Management Strategy for agreement with the relevant Local Authorities are secured as a requirement of the Development Consent Order (DCO) for the Project.

Structure of this document

1.1.10 This Outline PRoW Management Strategy has been divided into the following sections:

- **Section 1.2:** Role and responsibilities – provides a description of the key roles and responsibilities of the construction team regarding this Outline PRoW Management Strategy, including the Applicant, Principal Contractor, Contractors and Subcontractors.
- **Section 1.3**: Methodology – provides a description of the PRoW and access routes considered within this Outline PRoW Management Strategy, including relevant consultation undertaken to date.
- **Section 1.4**: Location of PRoW – provides the location and description of affected PRoW and access routes considered within this Outline PRoW Management Strategy, including the relevant Local Authority Areas.
- **Section 1.4.2**: Management measures – set outs the outline management measures to be implemented as part of PRoW Management Strategy, including overarching principles, signage and information, safety fencing, managed crossings, temporary diversions, monitoring requirements and reinstatement.

1.1.11 In addition to the above sections, Appendix A provides the location of PRoW within and surrounding the Project site, including temporary and permanent

diversions and Appendix B presents the location and findings of the PRoW user surveys undertaken.

1.2 Roles and responsibilities

Overview

1.2.1 The key roles and responsibilities of the construction team with regard to this Outline PRoW Management Strategy are set out in the following sections below. However, the specific responsibilities of each role will be refined as part of the detailed PRoW Management Strategy post consent. The Construction (Design and Management) Regulations 2015 also identify the legal duties, responsibilities and obligations of all the major roles within the construction team.

Applicant

1.2.2 The key responsibilities of the Applicant with respect to the PRoW Management Strategy are as follows:

- Ensuring the effective implementation of the measures set out in the PRoW Management Strategy;
- Providing necessary direction to Principal Contractors, including contractual obligations, where required; and
- Reviewing and revising the measures included in the PRoW Management Strategy (where necessary) in conjunction with the Principal Contractor.

Principal Contractor

1.2.3 The key responsibilities of the Principal Contractor with respect to the PRoW Management Strategy are as follows:

- Updating and implementing the measures set out in the PRoW Management Strategy on behalf of the Application;
- Ensuring all procedures included in the PRoW Management Strategy are adhered to during pre-commencement, construction and restoration (or reinstatement) activities;
- Ensuring all contractors/subcontractors are suitably qualified and experienced in the implementation of measures set out in the PRoW Management Strategy;
- Confirming all legal and contractual requirements relating to the PRoW Management Strategy are met by ensuring adequate plans and procedures are in place and these can be achieved;
- Establish procedures for the regular review and recording of the quality of the works as part of its Quality Management System and maintaining records relevant to the PRoW Management Strategy; and
- Maintain records relevant to this Outline PRoW Management Strategy.

Principal Contractor

1.2.4 The key responsibilities of the contractors and subcontractors with respect to the PRoW Management Strategy are as follows:

- Ensure they fully understand and are cable of performing duties required under the PRoW Management Strategy.

Training

1.2.5 The Applicant will ensure that all relevant construction staff, including those listed above are made aware of the PRoW Management Strategy and their responsibilities. Training will be provided to ensure that all relevant members of the construction teams receive focused PRoW Management Strategy training to ensure their competence in carrying out their duties. Any training related to the PRoW Management Strategy will be additional to the mandatory training requirements on site Health and Safety.

1.3 Methodology

PRoW and public access rights

1.3.1 The PRoW and access routes considered within this Outline PRoW Management Strategy are defined as one of the following:

- **Footpath**: being a highway over which the public have a right of way on foot only and which is not a footway; and
- **Bridleway**: being a highway over which the public have a right of way on foot and on horseback or leading a horse and by pedal cycle.

1.3.2 In addition to the PRoW network, this Outline PRoW Management Strategy recognises that other routes (e.g. NCRs, Long Distance Footpaths) with public access provide additional recreational routes that may be used by all types of users, including walkers, cyclists and horse-riders.

1.3.3 Plans showing the location and geographic extent of the affected PRoW located within the Project site, including indicative temporary and permanent diversions are provided in Appendix A at the end of this Outline PRoW Management Strategy.

Affected PRoW

1.3.4 Definitive PRoW mapping data indicates that a total of 74 PRoW intersect the Project site, including Long Distance Footpaths, Oxford Greenbelt Way and Shakespeare Way and NCR 5. Of these PRoW, 50 are located within the Local Authority Area of WODC, 21 are located within CDC, 13 are located within VWHDC. In addition, some of these affected PRoW coincide with multiple Local Authority Areas (e.g. NCR 5).

1.3.5 PRoW mapping data within the Project site has been taken from Local Authority websites and is considered as a definitive record of PRoW. Further information regarding the data sources used to inform the baseline assessment are provided in Volume 3, Chapter 17: Agricultural land use and

PRoW of the ES. The location of PRoW and other routes with public access have also been verified through consultation with PRoW officers from relevant Local Authorities and site visits undertaken in 2024.

Consultation

1.3.6 The Applicant presented the approach to the management of affected PRoW, particularly indicative temporary and permanent diversions, to the relevant Local Authorities via an online meeting held in November 2024. The relevant Local Authorities in attendance comprised CDC, VWHDC and OCC. Further detail regarding consultation undertaken with respect to PRoW is provided in Volume 3, Chapter 17: Agricultural land use and PRoW of the ES.

1.4 Location of PRoW

PRoW locations and descriptions

1.4.1 The PRoWs located within the Project site, including the relevant Local Authority Area, reference number and type are provided in Table 1.1 below. The location and geographic extent of PRoW within and in proximity to the Project site is presented in Appendix A at the end of this Outline PRoW Management Strategy.

Table 1.1: PRoWs located within the Project site

Type	Local Authority Area(s)	Reference	Total length within the Project site (m)
Bridleway	Cherwell District Council	342/1/20	8.75
		342/2/10	58.64
		342/2/20	79.47
	West Oxfordshire District Council	132/5/10	280.72
		206/11/40	307.33
		206/23/20	24.16
		206/23/30	203.84
		206/8/20	4.36
		206/8/30	3.08
		206/9/10	0.01
		365/20/40	152.23
		379/23/10	49.86
		413/5/20	1.89
		413/5/30	61.46
		413/5/40	18.64
		413/5/50	95.21

Type	Local Authority Area(s)	Reference	Total length within the Project site (m)
		413/6/10	56.02
		416/11/10	676.37
		416/11/20	1437.41
		416/11/30	488.60
		416/11/40	60.87
		416/21/10	702.44
		416/21/20	42.19
	Cherwell District Council, West Oxfordshire District Council	124/4/10	209.55
		342/1/10	629.42
Footpath	Cherwell District Council	124/12/10	30.27
		265/24/20	476.68
		265/25/10	187.01
		265/26/10	670.01
		265/34/10	442.66
		342/4/10	41.03
		342/5/10	19.50
		342/5/20	22.37
		342/6/10	749.84
	Vale of White Horse District Council	184/15/20	7.69
		184/15/30	583.36
		184/16/20	499.62
		184/22/20	480.05
		184/29/10	387.69
		184/30/30	2.25
		184/30/40	433.71
		184/36/10	338.04
		184/37/10	290.00
		184/46/10	0.19
		184/50/10	0.20
		184/50/20	1.93
	West Oxfordshire District Council	132/10/10	108.68
		132/3/10	432.61

Type	Local Authority Area(s)	Reference	Total length within the Project site (m)
		132/4/10	1234.87
		132/6/10	731.87
		152/6/10	1923.29
		152/7/10	1020.60
		152/8/10	956.33
		206/5/20	7.94
		238/1/10	308.79
		238/2/10	3.25
		238/2/20	540.77
		238/4/10	52.65
		238/5/20	390.60
		379/1/30	55.67
		416/10/20	0.01
		416/10/30	8.22
		416/22/10	67.14
		416/24/10	278.47
		416/5/10	828.30
		416/5/20	393.88
	Cherwell District Council, West Oxfordshire District	124/5/10	273.13
		132/1/10	184.62
		132/2/10	388.30
		265/24/10	189.31
		420/15/30	1.13
NCR 5	Cherwell District Council, West Oxfordshire District	NCR 5	3867.43
Long Distance Footpath	Cherwell District Council, West Oxfordshire District	Shakespeare's Way	486.48
	Vale of White Horse District Council	Oxford Green Belt Way	889.54

Permissive routes

1.4.2 In addition to the definitive PRoW and other promoted routes (e.g. NCR 5, Shakespeare's Way and Oxford Green Belt Way) identified Table 1.1, the Project site also coincides with a small section of a permissive public footpath, Wharf Stream Way. Unlike definitive PRoW, permissive routes do not have a

permanent right of access and the landowner can withdraw permission at any time.

1.5 Management measures

Overarching management principles

1.5.1 The aim of the Outline PRoW Management Strategy is to seek to retain access within the existing PRoW for the public during construction and operation of the Project. However, where this has not been possible, proposed indicative temporary or permanent diversions have been identified as part of this Outline PRoW Management Strategy.

Signage and information during construction

1.5.2 At all points where PRoWs intersect or cross the Project site, appropriate signage would be erected by the contractor on behalf of Applicant to advise of planned works and dates of any planned PRoW closures. Signage would also provide information on any alternative routes/diversions. The location and details of these signs would be discussed and agreed with the relevant Local Authorities as part of the detailed PRoW Management Strategy (post-consent). A period of at least seven days' notice of any temporary or permanent closure of PRoW would be provided by the contractor to the relevant Local Authorities, and if relevant, land agents and/or persons with interest in land. Similarly a separate notification would be provided when the temporary closure/diversion has ended.

1.5.3 In addition to the procedures set out above, the following measures would be agreed with the relevant Local Authorities as part of the detailed PRoW Management Strategy: press release in advance of temporary/permanent closures; location and timing of site notices; provision of an appropriate map of alternative routes/diversions; and the mechanism through which the contractor would confirm the routes/diversions are fit for public use.

Safety fencing

1.5.4 Where necessary, suitable fencing would be erected by the contractor to form safe corridors for users of the PRoW, especially where it is proposed to retain access in areas through or adjacent to works associated with the Project. The type and size of fencing would be agreed with individual landowners (where appropriate) and relevant Local Authorities prior to the start of construction. The type and size of fencing would be specified within the detailed PRoW Management Strategy (post-consent). The fencing would be inspected regularly to ensure that all fencing and signage along the affected PRoW remain in place and that the condition of the PRoW is suitable for its intended use.

Implementation of managed crossings

1.5.5 For most of the PRoW that intersect the Project, it is proposed that these would remain open with appropriate signage to warn of the presence of construction

vehicles, and to warn drivers of the presence of walkers, cyclists and horse riders. These managed crossings of PRoW would be fenced off with gated crossing points and Heras type fencing to prevent the public from accessing the easement. Where there is a specific requirement to maintain the access, a suitable route will be clearly marked out to aid safe passage. Where such crossings are installed, a gap would be left in the topsoil bunds after the topsoil has been stripped.

1.5.6 Where multiple managed crossings are required along the route of a PRoW, the Project would ensure that a maximum of two management crossings are required during construction at any one time.

1.5.7 In addition to managed crossings, some sections of the PRoW would be temporarily used by construction vehicles during construction of the Project. These sections of PRoW would be managed using a banksman to ensure safe access for PRoW users during the construction phase.

1.5.8 A diagram illustrating how a managed crossing of a PRoW would typically be implemented as part of the PRoW Management Strategy is presented in Figure 1.1 below. However, specific management for each affected PRoW would be developed as part of the detailed PRoW Management Strategy and implementation plans.

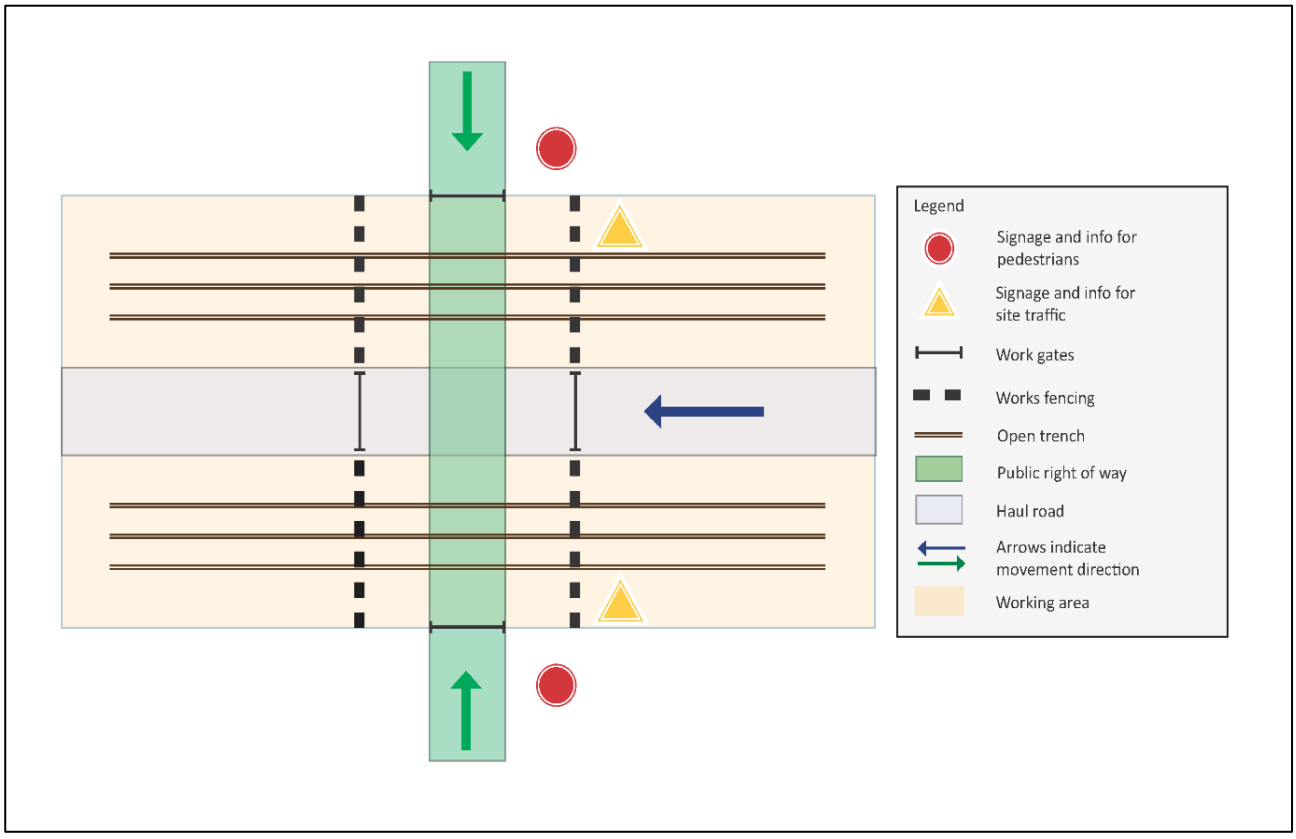


Figure 1.1: Illustrative diagram of a managed crossing of a PRoW

1.5.9 Depending on the nature of works required, managed crossings of PRoW may need to be manned by a banksman during construction of the Project. However, the requirement for banksman to be present at managed crossings would be determined as part of the detailed PRoW Management Strategy and agreed with the relevant Local Authorities.

Indicative proposed temporary diversion

1.5.10 Of the PRoW located within the Project site (as identified in Table 1.1 above), the following PRoW would require temporary stopping up and diversion during construction of the Project:

- Public bridleway 206/23/30;
- Public footpath 206/5/20; and
- Public footpath 132/4/10.

1.5.11 The duration of the temporary diversion would be as short as possible but could be required throughout the construction period of the Project. Temporary diversions are required for the PRoW listed above as they coincide with an extended length of Project site, whereby alternative management measures (e.g. managed crossings, segregated access) during construction would not be feasible.

1.5.12 A diagram illustrating how a temporary diversion of a PRoW would typically be implemented as part of the PRoW Management Strategy for the Project is presented in Figure 1.2 below.

1.5.13 All indicative proposed temporary diversions would be implemented prior to the commencement of construction works to ensure that access to the wider PRoW network is maintained during the construction of the Project.

1.5.14 The proposed indicative temporary diversion route of bridleway 206/23/30, footpath 132/4/10 and footpath 132/4/10 are identified in Appendix A at the end of this Outline PRoW Management Strategy.

1.5.15 These indicative temporary diversions have been proposed as they provide a suitable alternative route and would maintain access the remainder of the affected PRoW route and the wider PRoW network.

1.5.16 However, these proposed temporary diversions of PRoW remain indicative, and would be further developed via the detailed PRoW Management Strategy to be agreed with the relevant Local Authorities.

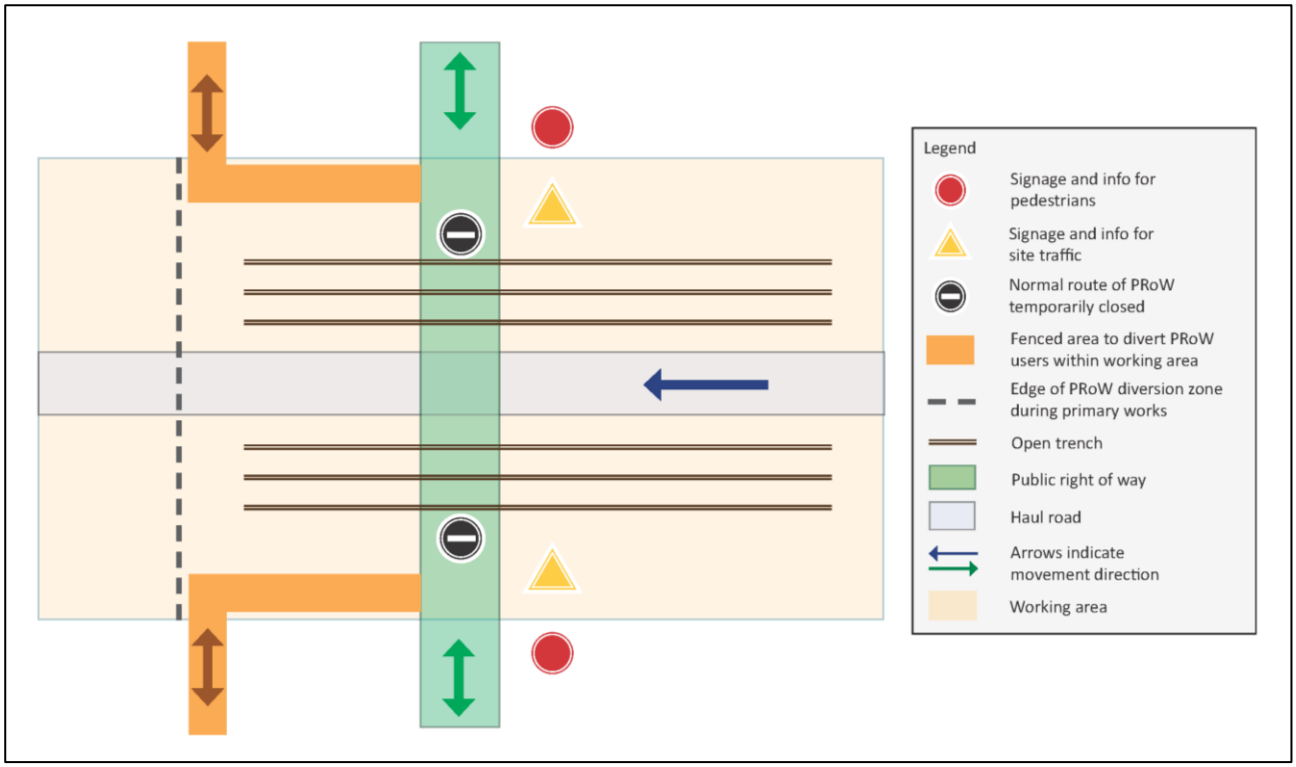


Figure 1.2: Illustrative diagram of temporary diversion of a PRoW

Proposed permanent diversions

1.5.17 Of the PRoW located within the Project site (as identified in Table 1.1 above), specific sections of the following PRoW would require permanent stopping up and diversion during construction and operation of the Project:

- Public footpath 132/4/10;
- Public footpath 152/8/10;
- Public footpath 416/24/10; and
- Oxford Green Belt Way.

1.5.18 The proposed permanent diversions of the public footpaths listed above are identified in Appendix A at the end of this Outline PRoW Management Strategy. These permanent diversions have been proposed as they provide suitable alternative routes and would maintain access the remainder of the affected PRoW route and the wider PRoW network.

1.5.19 All permanent diversions would be implemented prior to the commencement of construction works to ensure that access to the wider PRoW network is maintained during the construction and operation of the Project.

Outline PRoW management measures

1.5.20 Table 1.2 below provides the outline management measures proposed for affected PRoW located within the Project site.

1.5.21 In addition, Table 1.2 also identifies where no outline management measures of PRoW are required. For example, where trenchless techniques, such as

Horizontal Directional Drilling (HDD) are proposed or where construction or operation of the Project would not affect access to PRoW.

1.5.22 Affected lengths (m) have been provided in Table 1.2, where applicable, to identify the existing and diverted lengths of PRoW.

Table 1.2: Outline PRoW Management measures

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
Public bridleway	Cherwell District Council	342/1/20	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		342/2/10	Managed crossings of the HDD access track and 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time.	N/A
		342/2/20	Single managed crossing of the 275 kV cable corridor during the construction of the Project.	N/A
	West Oxfordshire District Council	132/5/10	Managed crossings of the construction access and 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time.	N/A
		206/11/40	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		206/23/20	Construction traffic would be segregated from the PRoW via fencing and installation of gates.	N/A
		206/23/30	Temporary diversion of PRoW where the route coincides with the 275 kV cable corridor during construction of the Project (TD6b-TD6b, Figure A18a, Appendix A). Where the PRoW coincides with the HDD access track, construction traffic would be segregated from the PRoW via fencing and installation of gates.	Existing route: 28.48 m With diversion: 59.40 m
		206/8/20	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		206/8/30	Access to this PRoW would not be affected during construction or operation of the Project.	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
		206/9/10	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		365/20/40	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		379/23/10	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		413/5/20	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		413/5/30	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		413/5/40	Single managed crossing of the construction access during the construction phase.	N/A
		413/5/50	A layby is proposed at this location and construction traffic would be segregated from the PRoW via fencing and installation of gates.	N/A
		413/6/10	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		416/11/10	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		416/11/20	Managed crossings during the construction phase, with a maximum of two crossings at any one time. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		416/11/30	Single managed crossing of the construction access during the construction phase.	N/A
		416/11/40	Access to this PRoW would not be affected during the	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
			construction or operation phase.	
		416/21/10	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		416/21/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
	Cherwell District Council, West Oxfordshire District Council	124/4/10	Single managed crossing of the construction access during the construction phase.	N/A
		342/1/10	Single managed crossing of the 275 kV cable corridor during the construction phase. A layby is proposed where the route crosses the HDD access track, whereby construction traffic would be segregated from the PRoW via fencing and installation of gates.	N/A
Public footpath	Cherwell District Council	124/12/10	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		265/24/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		265/25/10	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		265/26/10	Managed crossings of the construction access and 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time.	N/A
		265/34/10	Managed crossings of the construction access during the construction phase, with a maximum of two crossings at any one time. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		342/4/10	Single managed crossing where the PRoW intersects the 275 kV cable corridor during	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
			construction of the Project. Where the PRoW crosses the HDD access track, construction traffic would be segregated from the PRoW via fencing and installation of gates.	
		342/5/10	Single managed crossing where the PRoW intersects the 275 kV cable corridor during construction of the Project. Where the PRoW crosses the HDD access track, construction traffic would be segregated from the PRoW via fencing and installation of gates.	N/A
		342/5/20	Managed crossing where the PRoW intersects the 275 kV cable corridor during construction of the Project. Where the PRoW crosses the HDD access track, construction traffic would be segregated from the PRoW via fencing and installation of gates.	N/A
		342/6/10	Managed crossings of construction access, 275 kV cable corridor and HDD access track during the construction phase, with a maximum of two crossings at any one time.	N/A
	Vale of White Horse District Council	184/15/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/15/30	Single managed crossing of the construction access during the construction phase.	N/A
		184/16/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/22/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/29/10	Single managed crossing of the construction access during the construction phase.	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
		184/30/30	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/30/40	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/36/10	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		184/37/10	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		184/46/10	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/50/10	Access to this PRoW would not be affected during the construction or operation phase.	N/A
		184/50/20	Access to this PRoW would not be affected during the construction or operation phase.	N/A
	West Oxfordshire District Council	132/10/10	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		132/3/10	Managed crossings of construction access during construction of the Project. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		132/4/10	Temporary diversion of PRoW around solar panel installation areas during construction and operation of the Project (TD2a-TD2a, Figure A9, Appendix A).	Existing route: 303.71 m With diversion: 333.90 m
			Permanent diversion of PRoW around the 275 kV cable corridor during construction and operation of the Project (PD3b-PD3b, Figure A9, Appendix A).	Existing route: 367.00 m With diversion: 367.72 m

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
			Managed crossings of the construction access and 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	
		132/6/10	Single managed crossing of construction access during the construction of the Project. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		152/6/10	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		152/7/10	Managed crossings of the HDD access track, construction access and 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time.	N/A
		152/8/10	Permanent diversion of PRoW around solar panel installation areas during construction and operation of the Project (PD4a-PD4b, Figure A13, Appendix A). Managed crossings of construction access during construction of the Project. Construction traffic would be segregated from the PRoW north of the access to the sewage treatment works. However, a banksman would be required where the PRoW crosses the railway bridge.	Existing route: 293.37 m With diversion: 331.76 m

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
			Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	
		206/5/20	Temporary diversion of PRoW where the route coincides with the 275 kV cable corridor during construction of the Project (TD5a-TD5b, Figure A18a, Appendix A). Where the PRoW coincides with the HDD access track, construction traffic would be segregated from the PRoW via fencing and installation of gates.	Existing route: 4.74 m With diversion: 15.49 m
		238/1/10	The design of the access at this location will be designed to accommodate the PRoW at this location; no management required.	N/A
		238/2/10	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		238/2/20	The design of the access at this location will be designed to accommodate the PRoW at this location; however single managed crossing of the construction access during construction of the Project would be required.	N/A
		238/4/10	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		238/5/20	Single managed crossing of the construction access during construction of the Project.	N/A
		379/1/30	HDD proposed where the route crosses the 275 kV cable corridor; no management required.	N/A
		416/10/20	Access to this PRoW would not be affected during construction or operation of the Project.	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
		416/10/30	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		416/22/10	Where the route coincides with the haul road, construction traffic would be segregated from the PRoW via fencing and installation of gates. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		416/24/10	Permanent diversion of PRoW along the existing desire line which routes between the proposed installation areas during construction and operation of the Project (PD1a-PD1b, Figure A3, Appendix A). Single managed crossing of a construction access required where the permanent diversion rejoins the existing PRoW during the construction phase.	Existing route: 275.39 m With diversion: 301.50 m
		416/5/10	Managed crossings of construction access during the construction phase, with a maximum of two crossings at any one time. Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		416/5/20	Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
	Cherwell District Council, West Oxfordshire	124/5/10	Single managed crossing of the construction access during construction of the Project.	N/A

Type	Local Authority Area(s)	Reference	Outline management measure	Total length affected (m)
	District Council			
			Construction vehicles to temporarily use a section of this PRoW. Banksman to be deployed to ensure safe access during construction of the Project.	N/A
		132/1/10	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
		132/2/10	Single managed crossing of the construction access during the construction phase, with a maximum of two crossings at any one time.	N/A
		265/24/10	Single managed crossing of the 275 kV cable corridor during construction of the Project.	N/A
		420/15/30	Access to this PRoW would not be affected during construction or operation of the Project.	N/A
NCR	Cherwell District Council, West Oxfordshire District Council	NCR 5	Managed crossings of construction access during the construction phase, with a maximum of two crossings at any one time. HDD proposed where the route crosses the 275 kV cable corridor; no management required at this location.	N/A
Long Distance Path	Cherwell District Council, West Oxfordshire District Council	Shakespeare's Way	Managed crossings of construction access and the 275 kV cable corridor during the construction phase, with a maximum of two crossings at any one time.	N/A
	Vale of White Horse District Council	Oxford Green Belt Way	Permanent diversion of PRoW to following route of footpath 184/15/30 around solar panel installation areas during construction and operation of the Project (PD7a-PD7b, Figure A21a, Appendix A). Managed crossing of the construction access and the 275 kV cable corridor during construction of the Project	Existing route: 168.44 m With diversion: 171.02 m

Permissive routes

1.5.23 The Applicant proposes to utilise HDD where the permissive footpath, Wharf Stream Way intersects the 275 kV cable corridor within the Project site. As such, no management measures are required for this permissive route.

Monitoring of managed crossings and temporary diversions

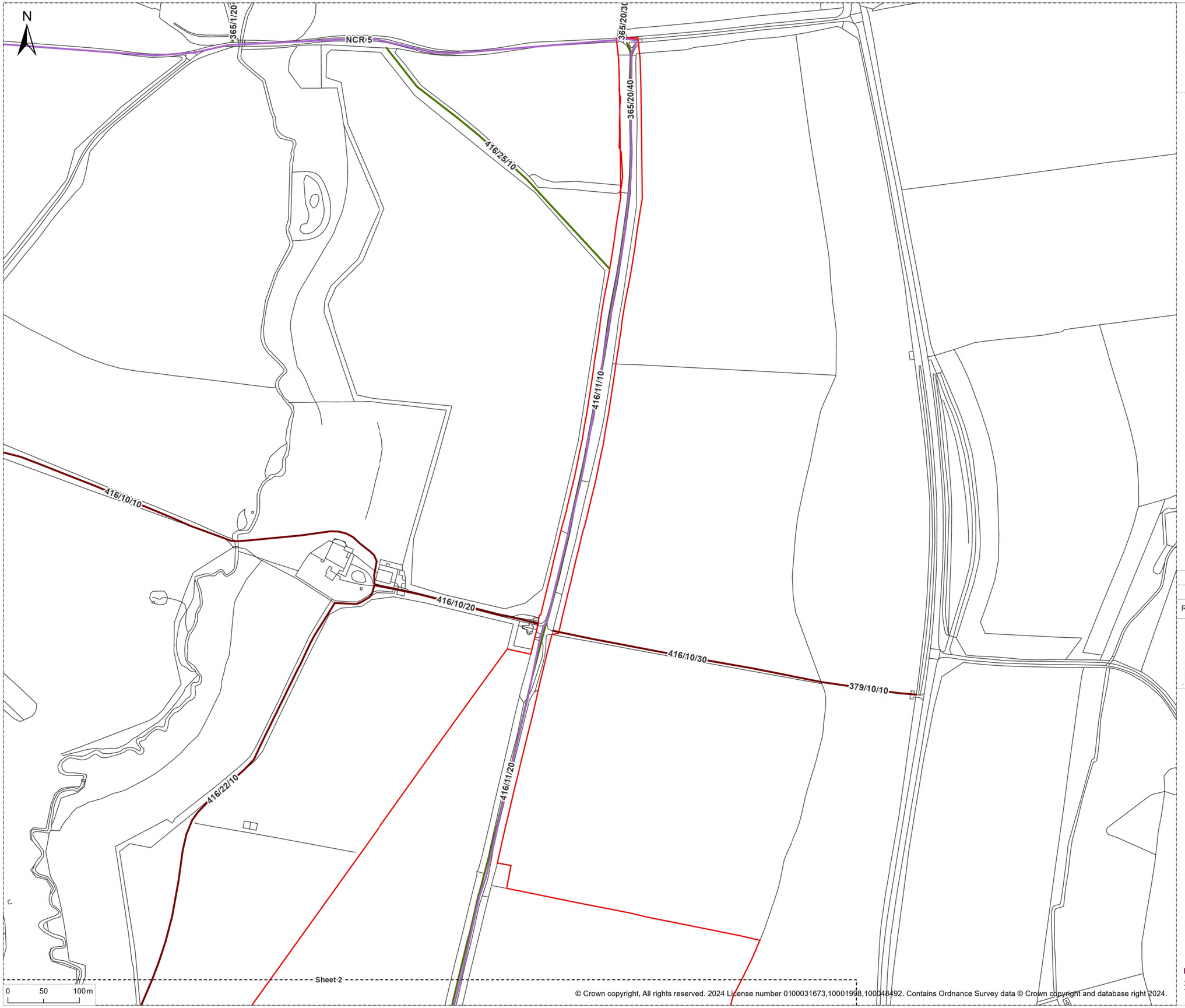
1.5.24 Inspections of installed managed crossings and temporary diversions would be undertaken on a regular basis, with any required remedial measures to be carried out to address issues with fencing, gates, signage, or ground conditions. During construction of the Project, there would be a nominated contact identified on signs located at points along affected PRoW, who can be contacted to report any concerns regarding the condition or function of the PRoW network.

Reinstatement

1.5.25 Surfaces directly affected during construction of the Project and temporary diversion routes would be reinstated to a suitable condition post construction in accordance with the detailed PRoW Management Strategy (post consent).

Appendix A

Location of Outline PRoW Management



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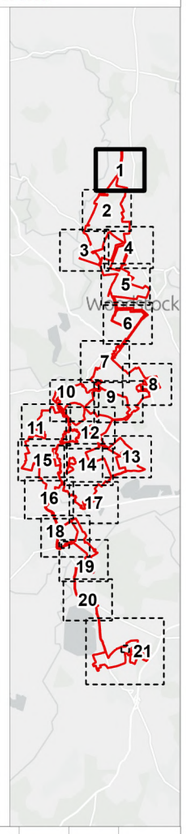
Legend

- Order Limits

Public Rights of Way

- Footpath
- Bridleway
- National Cycle Network



Rev	Description	By	CB	Date

PHOTOVOLT DEVELOPMENT PARTNERS

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Client	PVDP
Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

Status	Drawn By	PM/Checked By
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416/11/30

416/5/20

379/7/10

379/7/

INCR:5

0 50 100 m

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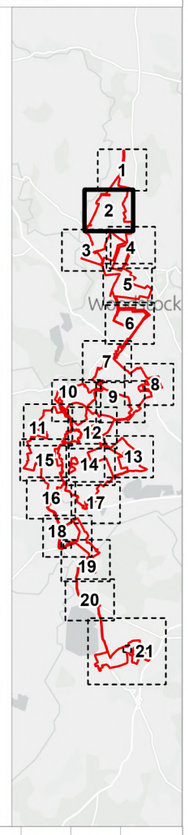
Legend

- Order Limits

Public Rights of Way

- Footpath
- Bridleway
- National Cycle Network



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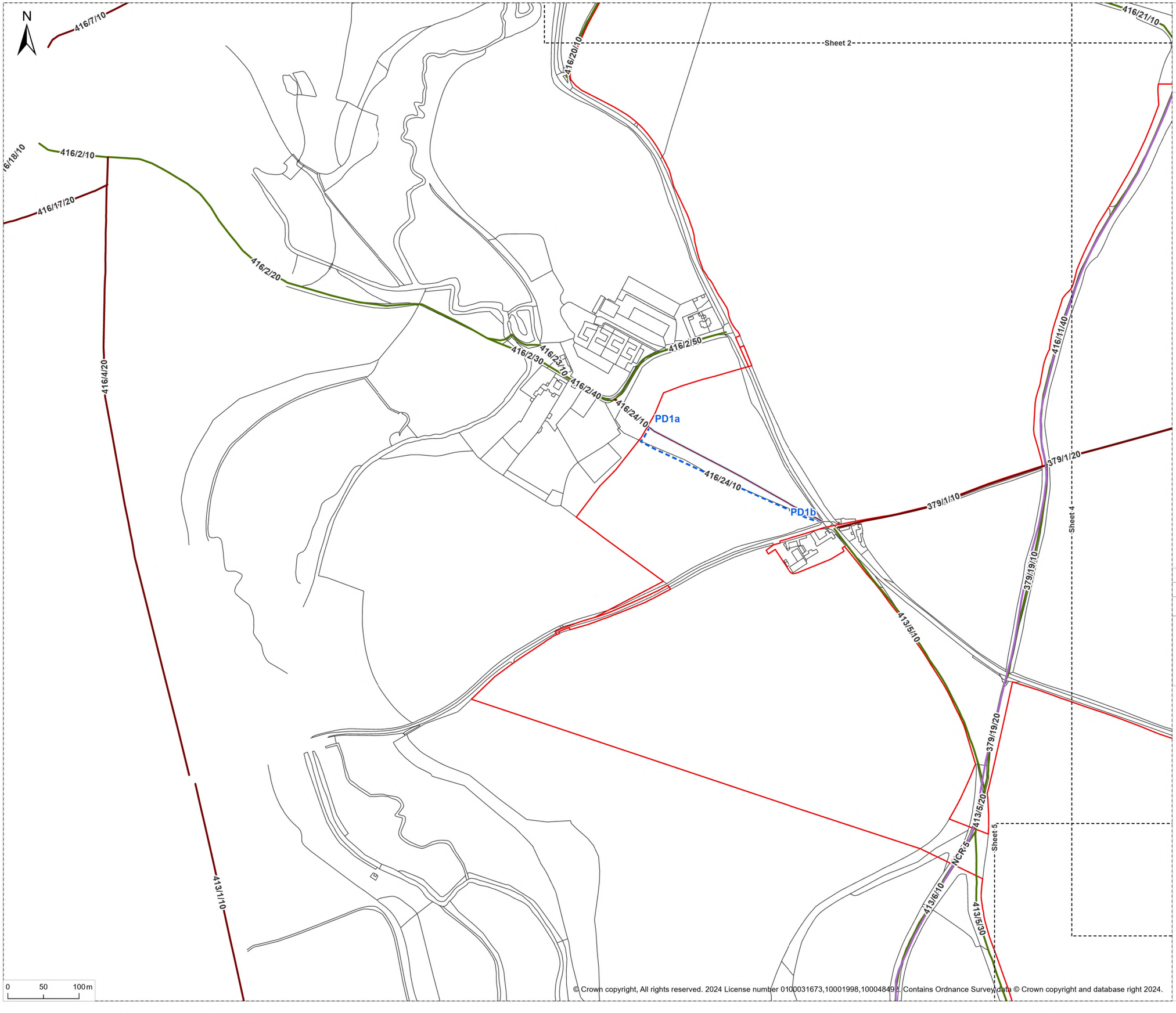

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Legend

- Order Limits

Public Rights of Way

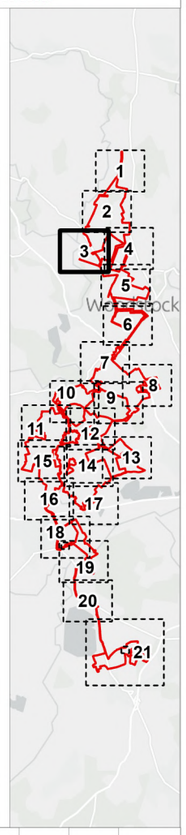
- Footpath
- Bridleway
- National Cycle Network

Existing PRoWs to be Diverted

- Footpath

Permanent Diversions

- Footpath



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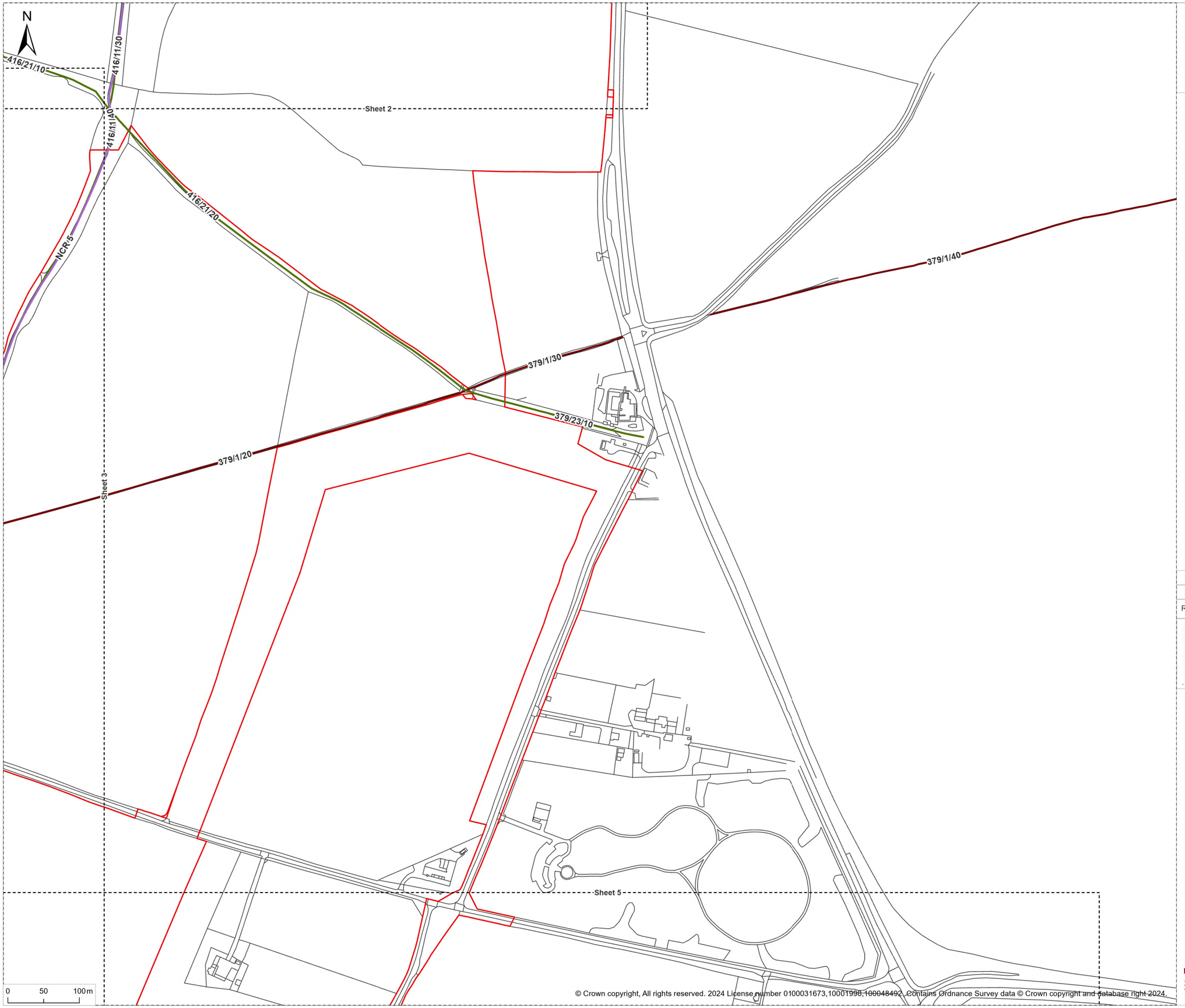

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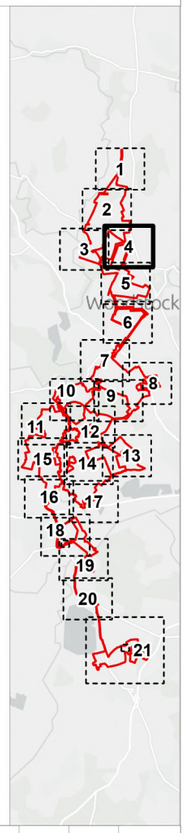
- Order Limits

Public Rights of Way

- Footpath
- Bridleway
- National Cycle Network



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Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

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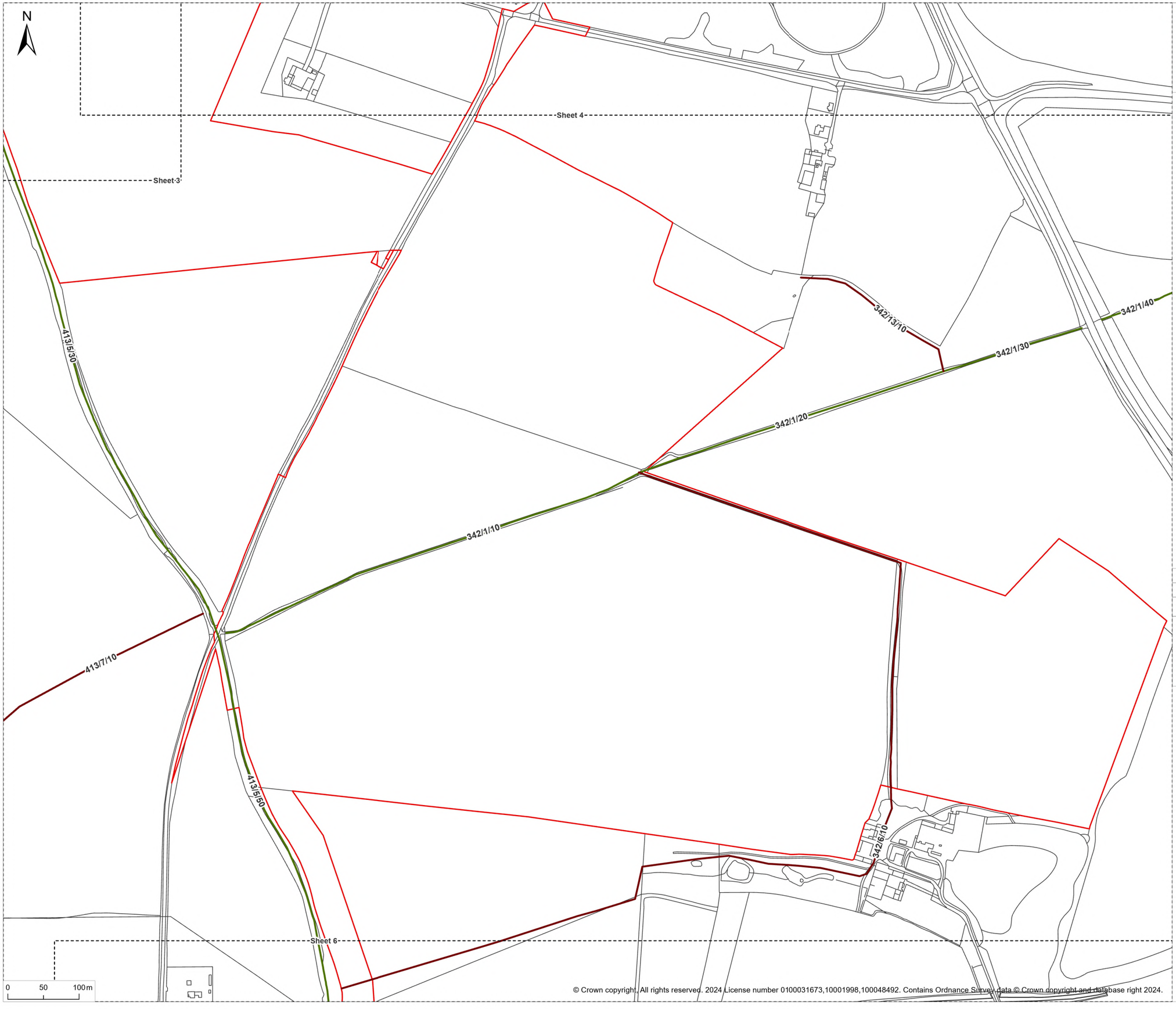

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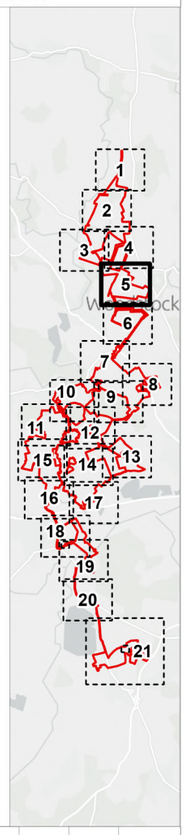
Legend

- Order Limits

Public Rights of Way

- Footpath
- Bridleway



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Client: PVDP

Project: Botley West Solar Farm

Title: Appendix A: Location of outline PRoW management measures

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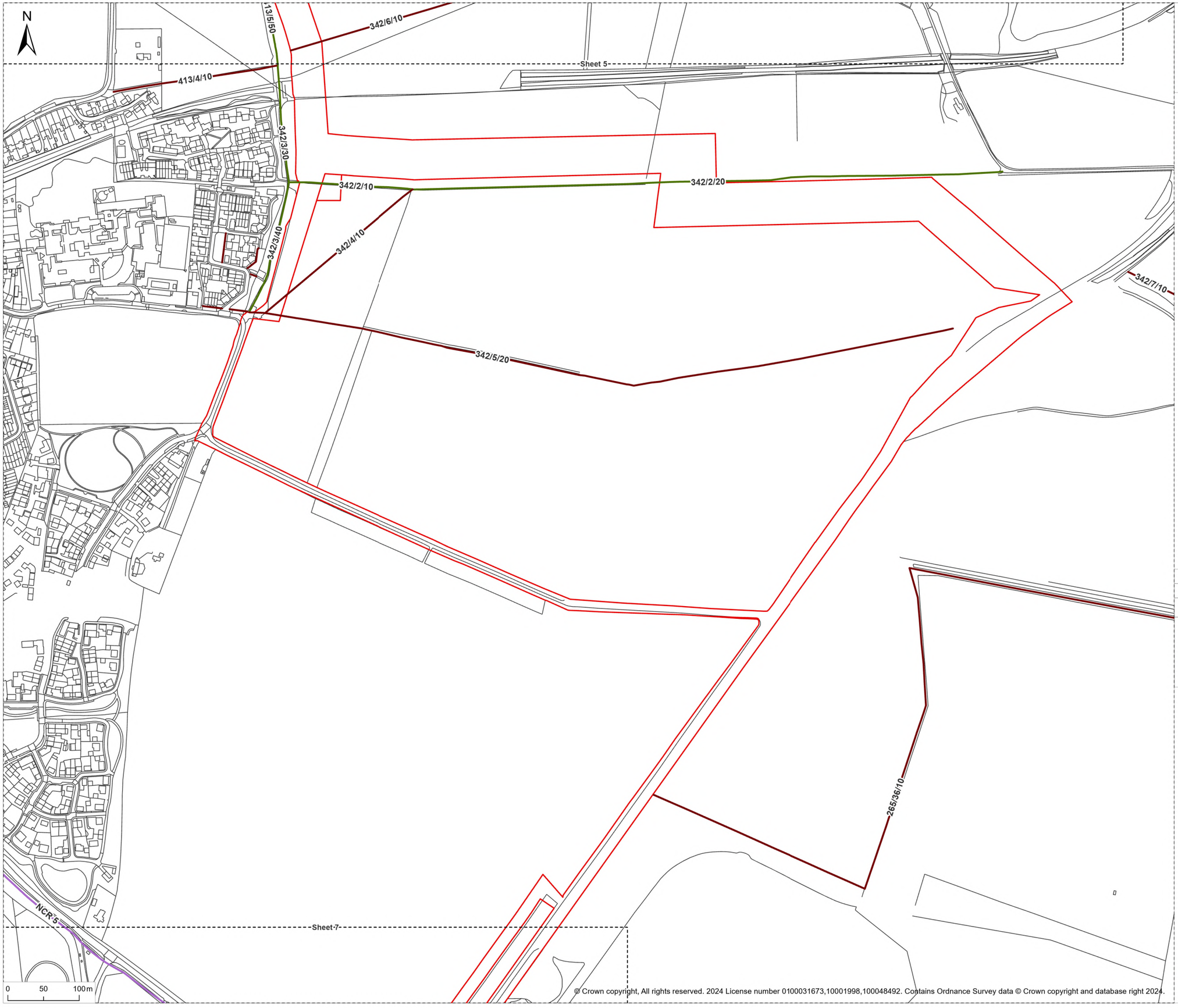

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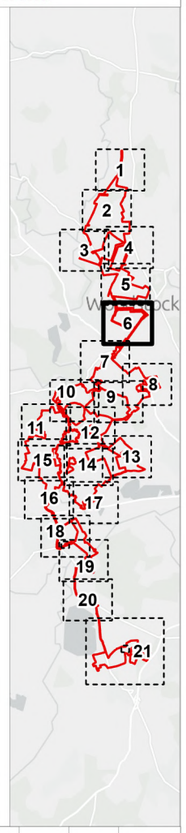
Legend

- Order Limits

Public Rights of Way

- Footpath
- Bridleway
- National Cycle Network



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Client	PVDP
Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

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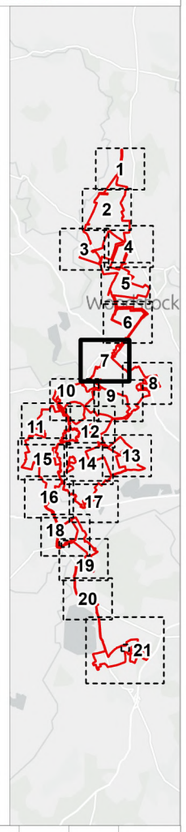
Legend

- Order Limits

Public Rights of Way

- Footpath
- Shakespeare's way
- National Cycle Network



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Client	PVDP
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Title	Appendix A: Location of outline PRoW management measures

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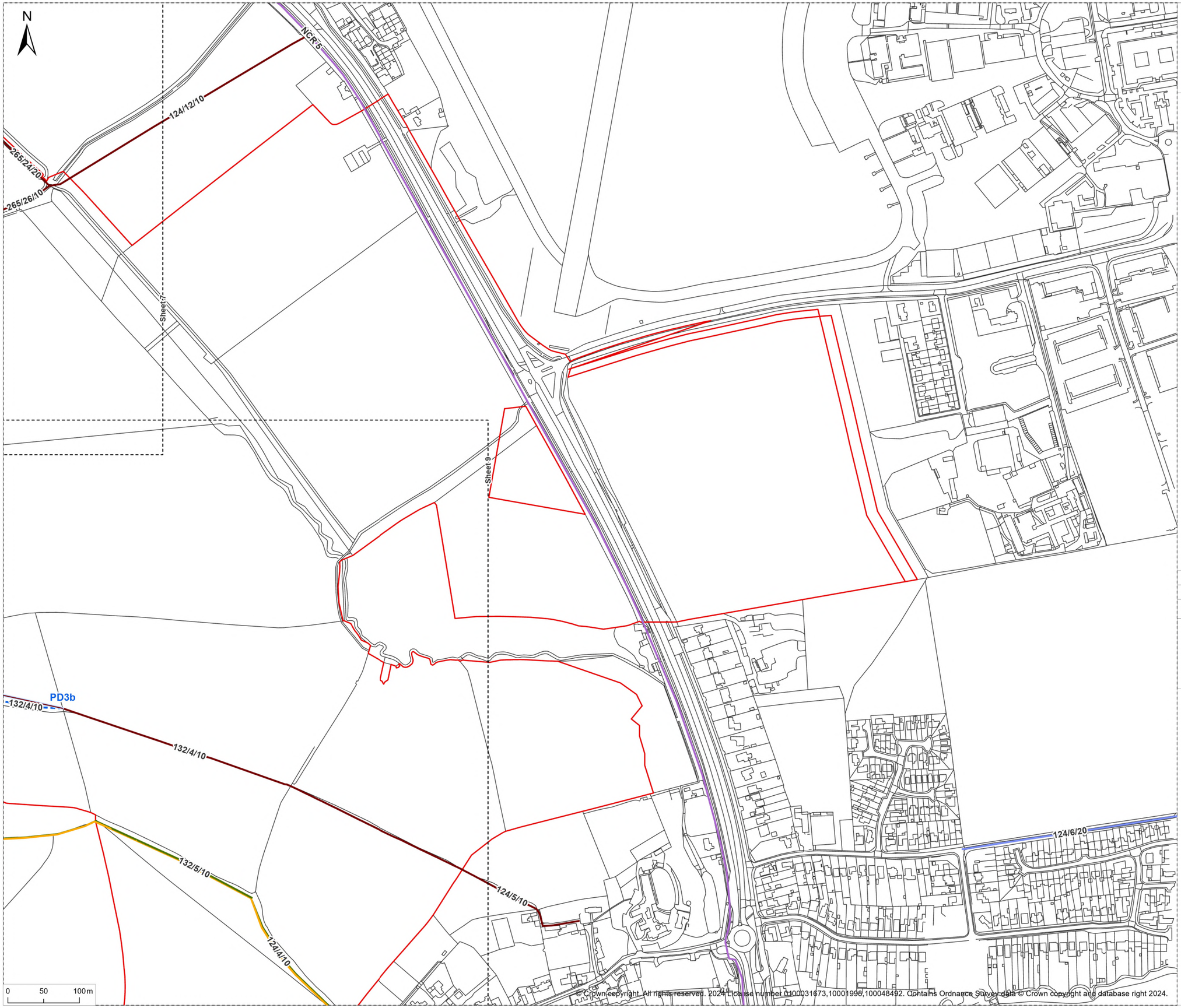

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Legend

Order Limits

Public Rights of Way

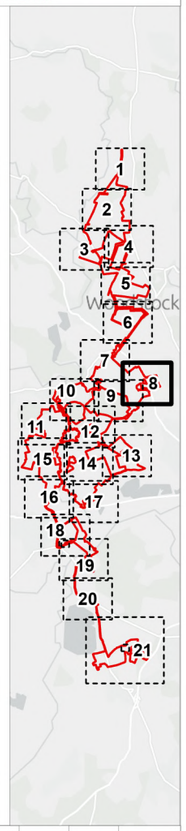
- Footpath
- Bridleway
- Restricted byway
- Shakespeare's way
- National Cycle Network

Existing PRoWs to be Diverted

- Footpath

Permanent Diversions

- Footpath



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PHOTOVOLT DEVELOPMENT PARTNERS

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Client	PVDP
Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

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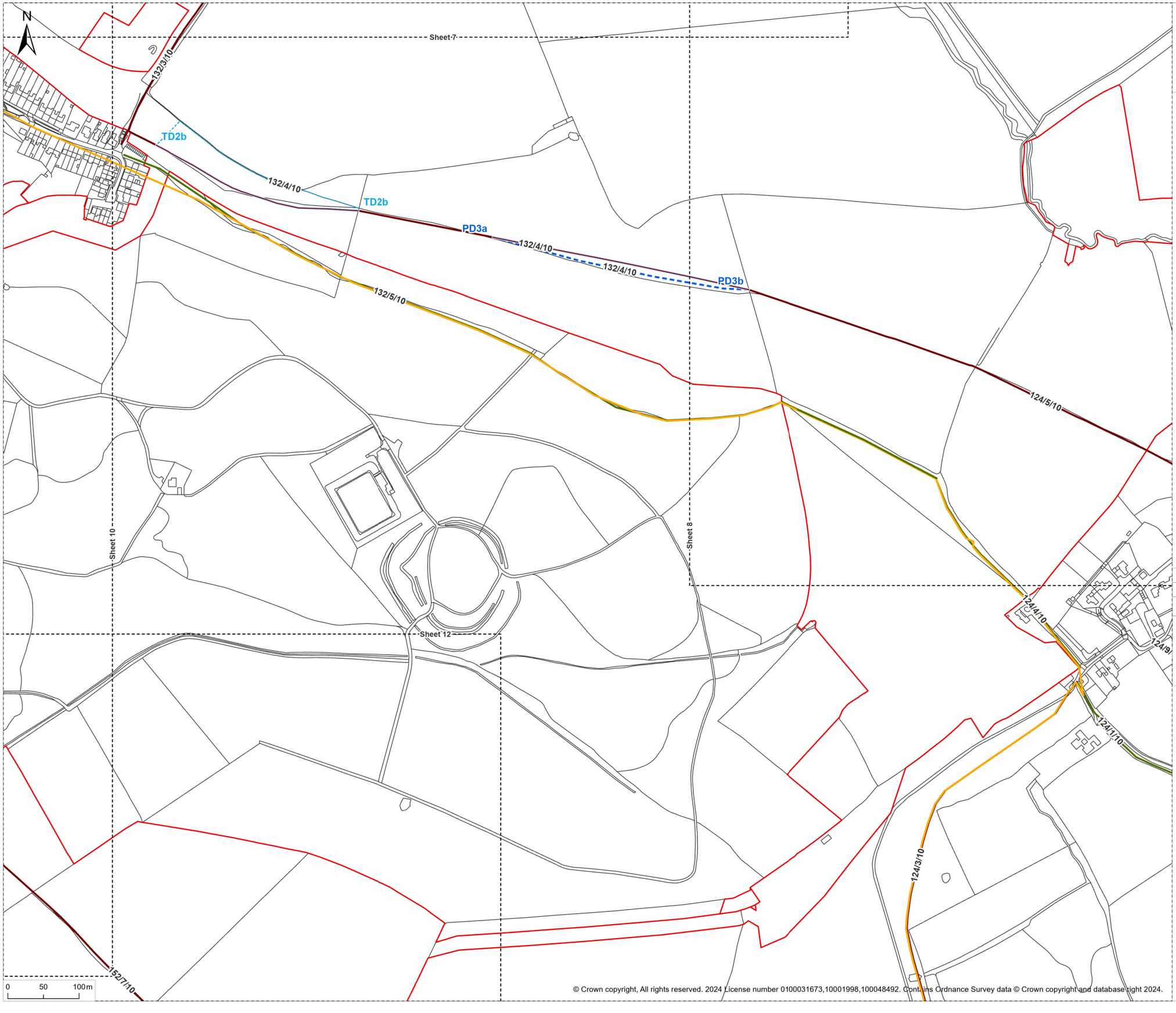

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Legend

- Order Limits

Public Rights of Way

- Footpath
- Bridleway
- Shakespeare's way

Existing PRoWs to be Diverted

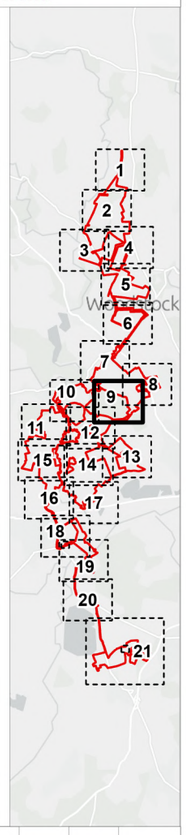
- Footpath

Temporary Diversions

- Footpath

Permanent Diversions

- Footpath



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PHOTOVOLT DEVELOPMENT PARTNERS

rps A TETRA TECH COMPANY

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Title	Appendix A: Location of outline PRoW management measures

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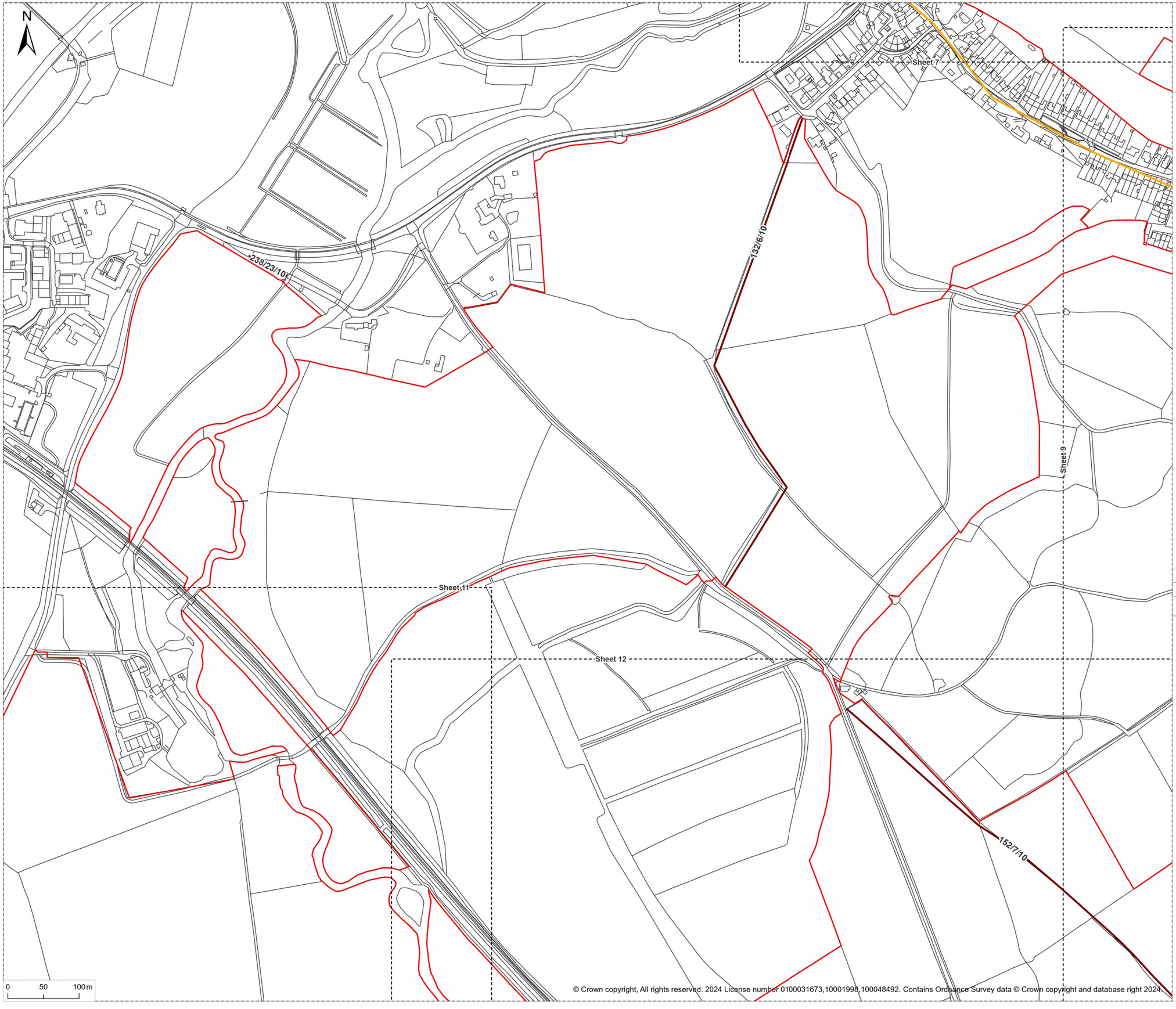

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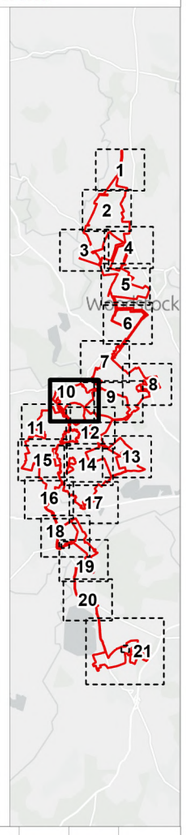
Legend

- Order Limits

Public Rights of Way

- Footpath
- Shakespeare's way



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PHOTOVOLT DEVELOPMENT PARTNERS

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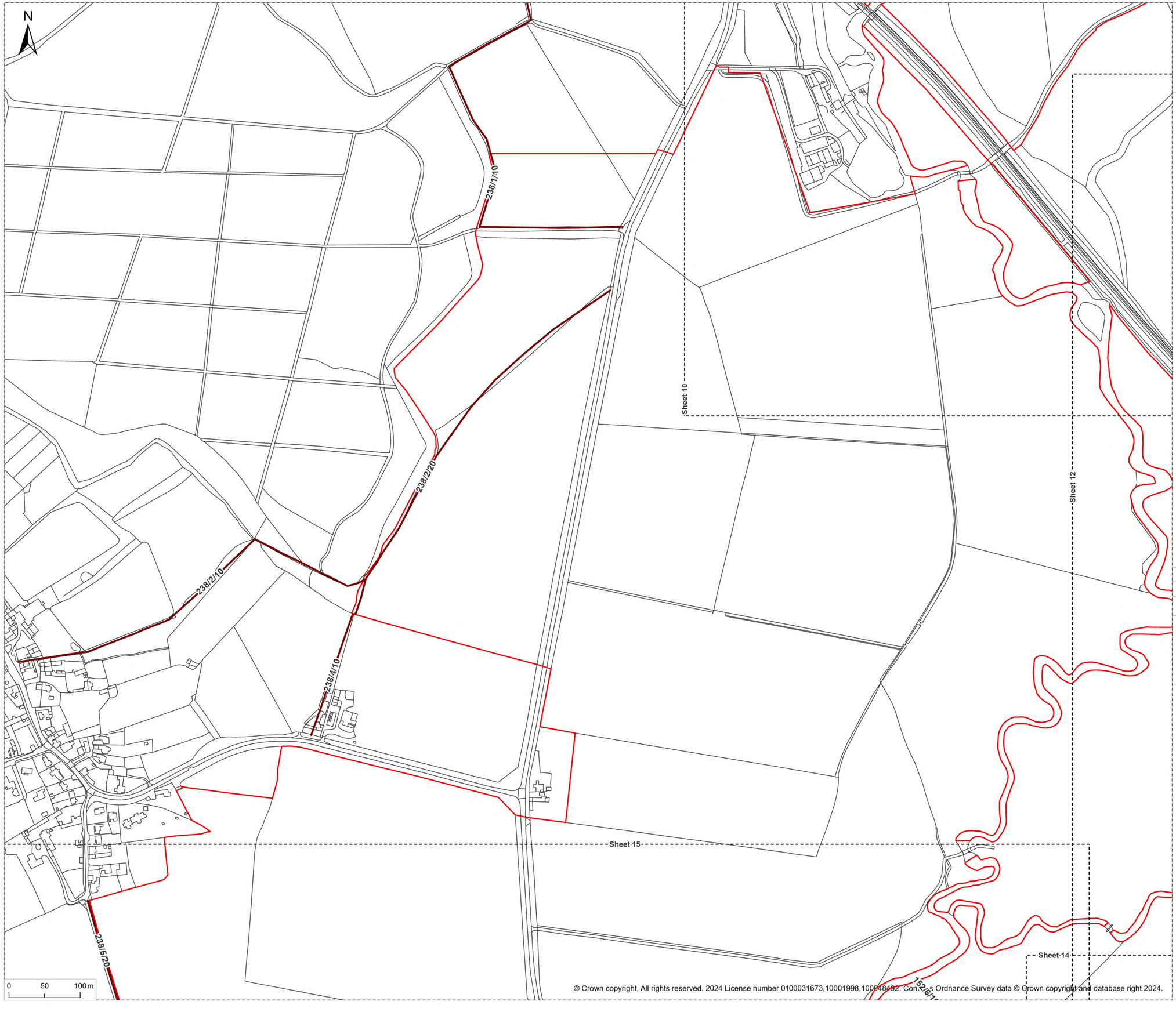

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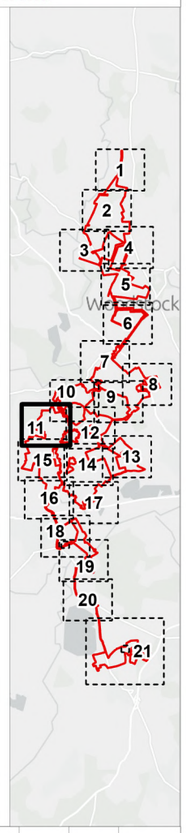
Order Limits

Public Rights of Way

Footpath



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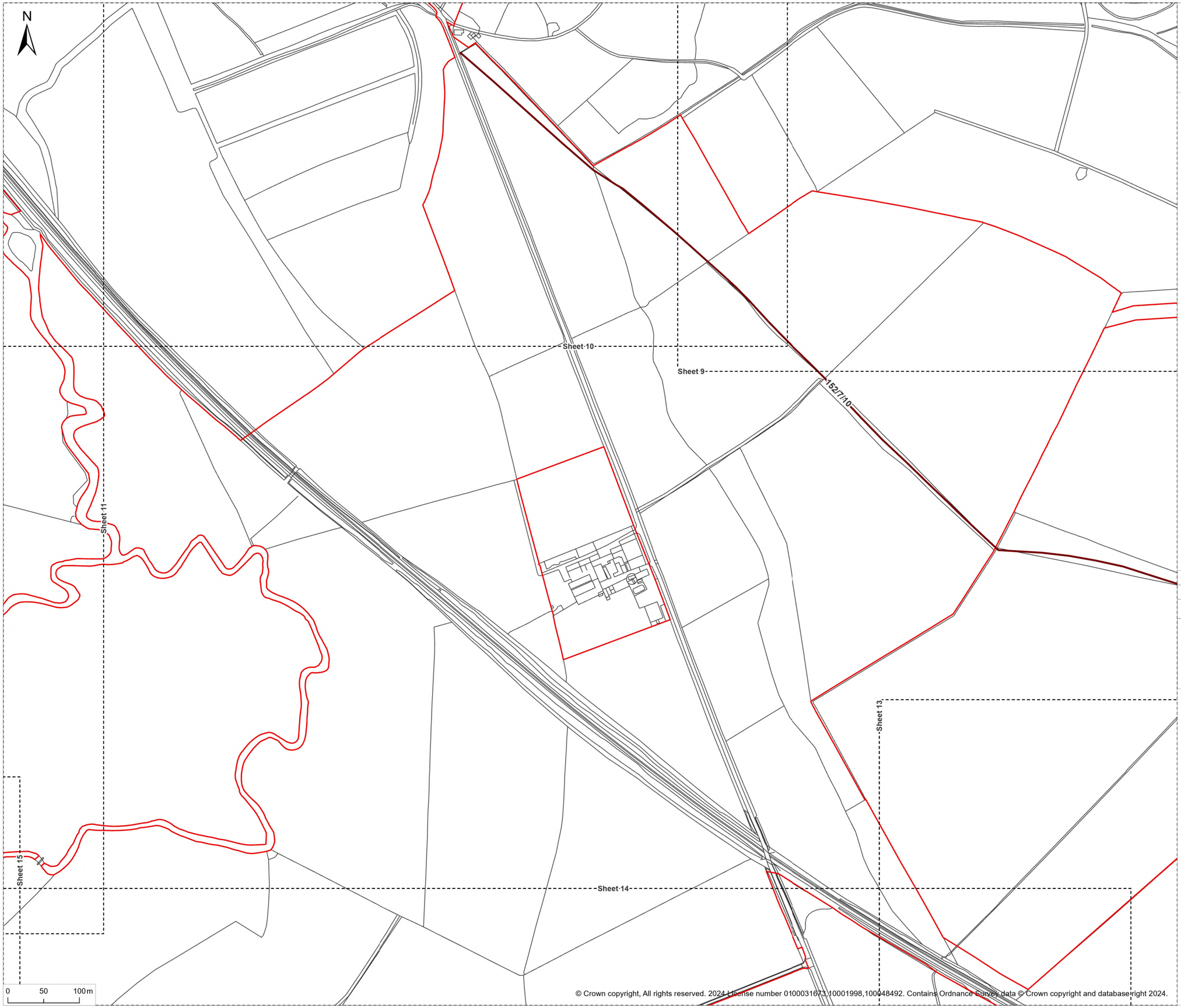

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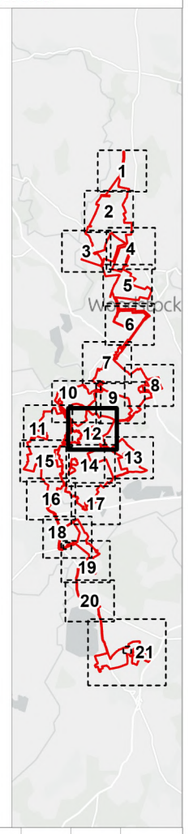
Legend

Order Limits

Public Rights of Way

Footpath



Rev	Description	By	CB	Date

PHOTOVOLT DEVELOPMENT PARTNERS

rps A TETRA TECH COMPANY

Client	PVDP
Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

Status	Drawn By	PM/Checked By
FINAL	AC	BJ
Project Number	**Scale @ A3**	**Date Created**
NP12426	1:5,000	OCT 2024
Figure Number		**Rev**
A12		**01**

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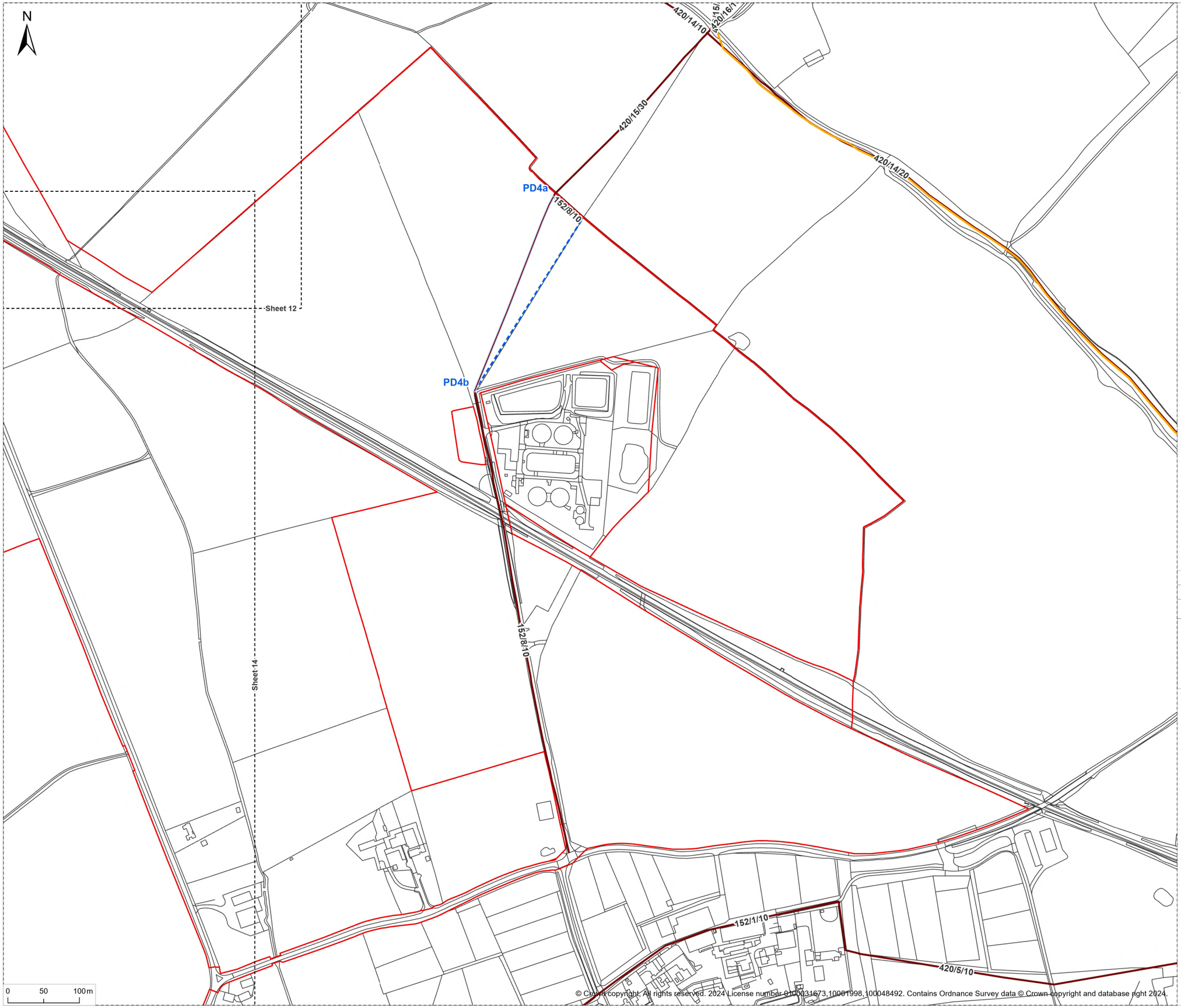

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Legend

Order Limits

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Footpath

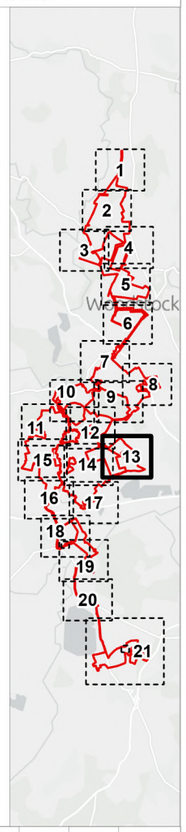
Shakespeare's way

Existing PRoWs to be Diverted

Footpath

Permanent Diversions

Footpath



Rev	Description	By	CB	Date

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Client	PVDP
Project	Botley West Solar Farm
Title	Appendix A: Location of outline PRoW management measures

Status	Drawn By	PM/Checked By
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Project Number	**Scale @ A3**	**Date Created**
NP12426	1:5,000	OCT 2024
Figure Number		**Rev**
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