

# **PLANNING APPLICATION FOR DEVELOPMENT OF A GROUND MOUNTED SOLAR FARM AND ASSOCIATED INFRASTRUCTURE**

## **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

**LAND AT MANOR FARM, NOKE, OXFORDSHIRE, OX3  
9TU**

**ON BEHALF OF OXFORD NEW ENERGY**



**Pegasus Group**

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough | Solent

**DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE**

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## 1.0 INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group, on behalf of Oxford New Energy, to address the transport issues associated with the construction of a ground mounted solar farm on Land at Manor Farm, Noke, Oxfordshire. It has been produced further to a site visit on Wednesday 3<sup>rd</sup> February 2021.
- 1.2 The site is located around 700 metres north of the village of Noke, 3.5 kilometres to the southeast of Islip and around 7.5 kilometres to the northeast of Oxford. The site is shown on the Site Location Plan which forms part of the planning application submission.
- 1.3 The site is proposed to be accessed from the unnamed road to the south of the site.
- 1.4 This CTMP describes the arrangements that are proposed for the period of construction activities at the site.
- 1.5 The proposal is for the development of a Solar Photovoltaic (PV) Farm comprising modules, power inverter cabinets and transformer stations with an expected installed capacity of 26.6MWp. Further details of the proposal and the technology used together with the proposed site layout are provided separately as part of the planning application.
- 1.6 This CTMP sets out the following:
- i. Site access arrangements.
  - ii. Routing for construction traffic.
  - iii. Vehicle numbers, size and vehicle frequency; and
  - iv. Mitigation, including condition surveys.

- 
- 1.7 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.
- 1.8 The appointed contractors will be provided with a copy of this CTMP and will adhere to it as part of the planning consent. The CTMP will form part of the information provided as part of construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at Oxfordshire County Council will be exchanged before commencement of the works on site.

## 2.0 SITE ACCESS

2.1 The approximate site location is illustrated at **Figure 1** and the proposed site layout is contained at **Appendix A**. The site is bordered by undeveloped land on all sides and is bisected by public right of way (PROW) footpath 309/1/10. The River Ray follows the northern site boundary.

2.2 Vehicular access to the site is proposed via an existing field access from the unnamed road to the south of the site. For the purpose of this report, this road is referred to as 'Noke Village Road'.

### Local Highway Network

2.3 Noke Village Road is a rural road that connects the B4027 in the west to Noke village in the east. It measures around 4.5 metres wide in the vicinity of the site access, is a no through road, and serves a small number of residential properties and farmland within Noke village. Therefore, it is lightly trafficked.

2.4 Noke Village Road is subject to the national (60mph) speed limit. However, on site observations suggest speeds are much lower than this. The speed limit reduces to 30mph around 50 metres to the east of the site access into Noke village.

2.5 It forms the minor arm of a priority tee junction with the B4027 around 230 metres to the west of the proposed site access. The B4027 links to Islip to the northwest of the site and Forest Hill to the southeast of the site. The B4027 is subject to 50mph and measures around six metres wide. It is subject to a 7.5 tonne weight restriction (except for access) between the A40 in the south and the A34 in the north.

2.6 The adopted highway records are contained at **Appendix B**.

## Public Rights of Way

- 2.7 Footpath 309/1/10 is routed from the centre of Noke to Oddington in the north. It follows an existing farm track and is routed through the centre of the proposed solar farm.
- 2.8 Footpath 260/6/10, known locally as Oxfordshire Way, is routed from Noke Village Road to the south of the site towards Islip. This section of the route is around 1.4 kilometres long and passes through the south-western portion of land under the client's ownership.
- 2.9 Bridleway 209 16/10 is routed from Noke village and along the eastern boundary of the site towards Charlton-on-Otmoor. This section of the route is around 1.7 kilometres long.

## Proposed Construction Site Access

- 2.10 The access is currently gated and measures around seven metres wide, as shown on **Figure 2**. It serves farmland and is already in use by large and slow-moving vehicles on a regular basis. The proposed temporary construction access track is shown on the site layout at **Appendix A**.

### Photo 1 and 2 – Location of Proposed Construction Site Access



- 2.11 Visibility splays can be provided at 2.4 x 116.4 metres looking west from the site and 2.4 x 80.1 metres looking east from the site within land under the control of the local highway authority and/or the client, as shown at **Figure 2** and **Photos 3 and 4**.

**Photo 3 and 4 – Looking west and east from Proposed Construction Site Access**



- 2.12 Whilst the visibility splays are not commensurate with Design Manual for Roads and Bridges (DMRB) standards for a 60mph speed limit, observed speeds were much lower and Noke Village Road serves only Noke village (which comprises 50 households<sup>1</sup>). Therefore, the potential for conflict between construction traffic and general traffic will be very low.
- 2.13 All construction vehicles will enter and exit the site accesses in forward gear. **Figure 2** shows the swept path analysis of a 15.4 metre articulated vehicle turning manoeuvring at the proposed access. This is the largest HGV that will need to access the site during the construction phase.

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<sup>1</sup> 2011 Census

- 2.14 If considered necessary by highway officers, banksmen will be provided at the site access to assist with egress manoeuvres. HGVs will only be permitted to leave the site when Noke Village Road is clear of traffic. With reference to **paragraph 2.11** above, if considered necessary by highway officers, alongside the measures proposed within this CTMP, the contractor could temporarily hold back westbound traffic leaving the village.
- 2.15 From the access point with Noke Village Road, construction vehicles will then travel in a northeast-bound direction along the temporary construction route towards the permanent operational access route, an existing farm track which connects to Manor Farm and the site, as illustrated on the plan at **Appendix A** and annotated on **Figure 3**.
- 2.16 This route will require construction vehicles, including HGVs, to cross PROW 260/6/10, known locally as The Oxfordshire Way, around 160 metres north of Noke Village Road. The landowner already uses this route with agricultural vehicles and crosses the PROW at this point. However, for the duration of the construction phase, mitigation and management procedures will be put in place for this crossing point. This will include signage, fencing, banksmen and ensuring that ramblers have priority at all times. The principle of this approach has been agreed with PROW officers at Oxfordshire County Council (OCC), as shown by the correspondence included at **Appendix C**.
- 2.17 From Manor Farm, a footpath (ref 309/1/10) follows the alignment of the track which bisects the site, as shown at **Figure 3**. An application to temporarily divert the footpath (using a Temporary Traffic Regulation Order (TTRO)) will be submitted once planning consent has been granted and in advance of the construction phase. During the construction phase, the southern extents of the footpath will be diverted to the other side of the hedgerow within land under the applicant's control, as illustrated at **Appendix D**. A width of 1.8 metres will be maintained for the footpath for the duration of the diversion. The principle of the diversion has been agreed with PROW officers at OCC.



- 2.18 As PROW 309/1/10 bisects the site, this will need to be crossed during the construction phase. The applicant has confirmed that two sets of temporary gates will be installed at the track crossing point to safely segregate construction vehicles and users of the PROW. The track crossing point will be supervised by banksmen and use of the PROW will be reinstated after each crossing by a construction vehicle. Signage will be erected at either end of the footpath in the vicinity of the site and vehicles associated with the construction phase will give way to any pedestrians using the footpath at any time.
- 2.19 Following comments from local residents during the pre-application public consultation process, the route of the proposed construction and operational access has been amended. Residents had expressed concerns with the visual impact of a previous proposed new access track leading from Noke Village Road to the site along the site's western boundary. Therefore, the applicant now proposes a solution which uses temporary access matting between Noke Village road and the existing track, rather than asphalt or stone, which can be removed upon completion of the construction phase and the land returned to its previous state, before meeting an existing agricultural access route, providing access for the remainder of the route. The existing tracks will be upgraded using stone to facilitate access for HGVs.

### **Construction Compound**

- 2.20 A temporary construction compound will be located within the site, south of the proposed DNO substation location. The compound will be of suitable size for an articulated vehicle to enter and turn in a forward gear. The proposed layout of the compound is shown at **Appendix E**.
- 2.21 A temporary car parking area (including spaces for minibuses) will be provided on the site within a contractor's compound. Parking will therefore be contained within the site and no unnecessary parking will occur on the local highway network. The compound will also include areas for the storage of plant and equipment.

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### **Operational / Maintenance Site Access**

- 2.22 Once operational, the site will be accessed via the existing Manor Farm access road to the south of the site, as illustrated at **Appendix A** and on **Figure 3**. As set out further in **Chapter 4**, once operational, the solar farm will be associated with around one visit to the site per week by 4x4 or small van. These vehicles are of a size already using the road through Noke village and therefore the operational access is considered suitable.
- 2.23 Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway or PROW.

### **Highway Safety**

- 2.24 A review of the Crashmap database has confirmed that there have been no recorded accidents along Noke Village Road or at the junction with the B4027 in the most recent five year period.
- 2.25 This demonstrates that there is no highway safety pattern or problem in the vicinity of the site. With the mitigation proposed within this CTMP, there is no reason why the proposals would result in any highway safety issue.

### **Proposed Mitigation**

- 2.26 The arrival and departure of HGVs at the site will be strictly managed by the site manager. Drivers will adhere to a delivery schedule and will be required to call ahead to ensure that any emerging HGVs can be held within the construction compound. No HGVs will be permitted to wait on the public highway.

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- 2.27 As set out above, banksman will be located at the site access to assist the largest vehicles exiting the site. HGVs will only be permitted to exit the site when Noke Village Road is clear of traffic. If considered necessary by highway officers, alongside the measures proposed within this CTMP, the contractor could temporarily hold back westbound traffic leaving the village to minimise the potential for conflict between construction and general traffic on Noke Village Road.
- 2.28 Temporary signage will be erected in the vicinity of the site during the construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frames, as illustrated at **Appendix F**.
- 2.29 The site access route will be suitably maintained throughout the construction period to mitigate concerns over mud, dust and dirt. Where necessary, vehicle's wheels would be cleaned at the site compound.
- 2.30 As set out in the **Chapter 1**, the contact details of the contractor and those of the highway department at Oxfordshire County Council will be exchanged before commencement of the works on site.

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## 3.0 CONSTRUCTION TRAFFIC ROUTING

- 3.1 The designated route for all traffic associated with the construction phase is via Noke Village Road to the south of the site, the B4027 and Bayswater Road to the A40 at Headington which provides access to the wider strategic road network, including the M40 to the east and A34 to the west, as illustrated on **Figure 1**.
- 3.2 The PV panels and frames will be shipped in 40ft containers which are typically carried to the site on a 15.4m long articulated vehicles. This is the largest vehicle which will access the site.
- 3.3 We understand that Stagecoach bus service H5 follows Bayswater Road and the B4027. The route is therefore considered suitable for use by the relatively low number of HGVs that will be associated with the temporary construction period.
- 3.4 Construction vehicles will only access the site via the designated construction route identified in this CTMP.
- 3.5 An appropriate signage scheme will be put in place from the A40 for HGV drivers to follow. Drivers will be advised not to use Sat-Navs to reach the site.
- 3.6 The route will ensure, as appropriate, that construction vehicles associated with the site will not pass through the local conurbations of Woodeaton, Elsfield, Islip or Forest Hill.

## 4.0 VEHICLE TRIP ATTRACTION

### Construction Phase

- 4.1 The client has advised that the solar farm will take approximately 12-16 weeks to complete. This includes the preparation of the site, the temporary access roads (if necessary), erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers and grid connection.
- 4.2 A maximum of up to 50 construction workers are anticipated to be on site during peak times during the construction period. As set out in **Chapter 2**, a temporary construction compound will be provided which will include car parking for contractors, ensuring that all parking associated with the construction is contained on site.
- 4.3 The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that the non-local workforce will stay at local accommodation and general operatives will be transported to the site by minibuses to minimise the impact on the local highway network. The number of car trips to the site will be minimised to those senior staff such as project managers and the Health and Safety Executive.
- 4.4 The construction period will include the use of HGVs to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. It should be noted that unlike wind farms, the construction of a solar farm does not require equipment to be delivered by abnormal loads (i.e. vehicles over 16.5m in length).
- 4.5 Whilst the route identified in **Chapter 3** means that large vehicles will not pass through any highly populated residential areas, the contractor will provide special announcements and liaison with residents throughout the construction phase as considered necessary. This will include the village of Noke.

- 4.6 From experience elsewhere, the Applicant has confirmed that around fifteen 15.4 metre articulated vehicles are required for every MWp at the site, split equally between the modules and mounting structures. The site is proposed to generate 26.6MWp and as such this will equate to a total of around 399 deliveries by 15.4 metre articulated vehicles.
- 4.7 The proposed solar farm will have a total of eight inverters. These are around 12.2 metres long. It is assumed that each inverter will be transported individually due to their weight and as such this would equate to a total of eight deliveries.
- 4.8 There will be one DNO cabin and one switchgear cabinet, the largest of which measures up to eight metres long and three metres high. These will be delivered to the site individually by which could be a 12-metre-long rigid HGV due to their size. A total of two deliveries will therefore be required.
- 4.9 It is envisaged that up to six 15.4-metre-long articulated vehicles will also be required to transport the compound portacabins/storage to the site.
- 4.10 Some deliveries will be associated with the preparation of the access tracks within the site. As set out in **Chapter 2**, temporary access matting will be used for the temporary construction access tracks. The access route and internal tracks equate to a length of around two kilometres. Therefore, around 50 deliveries by 12m rigid HGVs are anticipated.
- 4.11 A Front end JCB or tractor will also be required to transport equipment around the site. This will either be transported to the site or be driven to the site.
- 4.12 In summary, the following heavy goods vehicle movements could be associated with the construction period as set out in **Table 4.1**.

**Table 4.1 - Heavy Goods Vehicle Movements – Construction Period**

Activity	Type of Vehicle	Total No. of Deliveries	Two-way movements
Solar Farm Components	15.4 metre Articulated	399	798
Contractors Compound		6	12
Inverters		8	16
Access Matting	12 metre Rigid	50	100
DNO cabin / Switchgear Cabinet	12 metre Rigid	2	4
General	Front End JCB	1	2
Total		466	932

4.13 Assuming a minimum 12 week (three-month) construction period (total), as a worst case, and a six-day working week (72 days total) this equates to on average, around six HGV deliveries per day (or 12 two-way movements per day).

4.14 In addition to the HGV movements identified in **Table 4.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

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## Operational Phase

- 4.15 After commissioning, there will be around one visit to the site per week for equipment maintenance. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent highway.

## Summary

- 4.16 It is expected that there will be a maximum of around 12 two-way movements per day by large vehicles at the site (i.e. six arrivals and six departures) over the temporary 12 week (3 month) construction period. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and minibuses will be provided for general operatives.
- 4.17 The level of traffic during the temporary three to six month construction phase is not considered to be material and it is considered that this will not have a detrimental impact on the safety or operation of the local or strategic highway network.

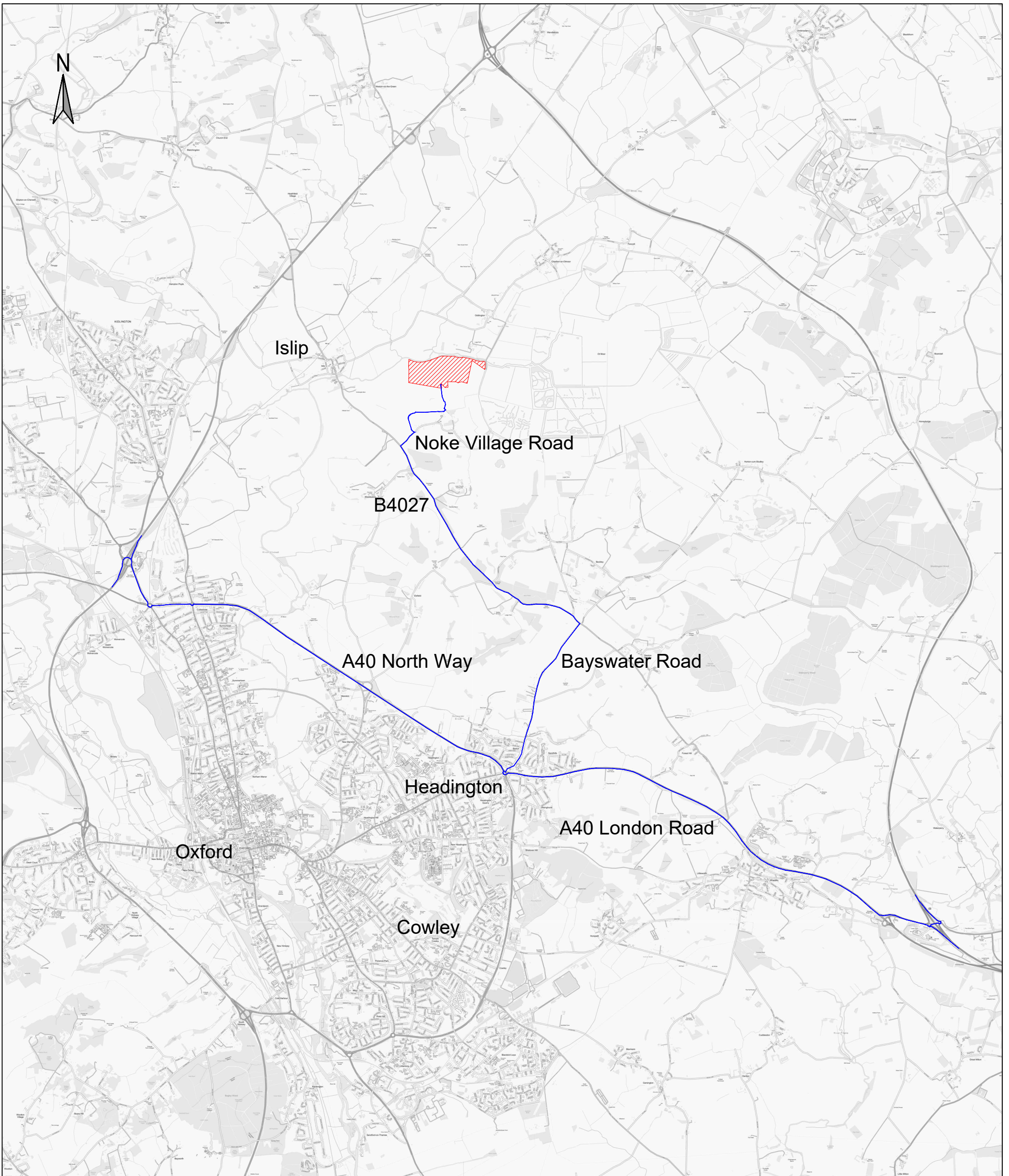


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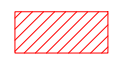


## 5.0 CONDITION SURVEY

- 5.1 A pre-commencement walk-over Condition Survey on the local highway network will be carried out to assess the baseline condition of the adopted highway before construction activities commence. At this stage it is envisaged that the extent of the survey will be Noke Village Road and its junction with the B4027 only.
- 5.2 The survey will incorporate photographic records as appropriate. The survey will be accompanied by Highway Officers at Oxfordshire County Council, as required, and a date for this survey will be agreed before construction activities commence.
- 5.3 This process could also be carried out with Public Rights of Way Officers, as appropriate, in order to assess the baseline condition of the footpaths which follow the construction access route.
- 5.4 This would be followed by a further Condition Survey with a further photographic record covering the same extents as previously assessed at the end of construction activities, in order to identify and agree any remedial works reasonably attributable to construction activities. A date for this survey will be agreed once construction of the site is complete.

## FIGURES

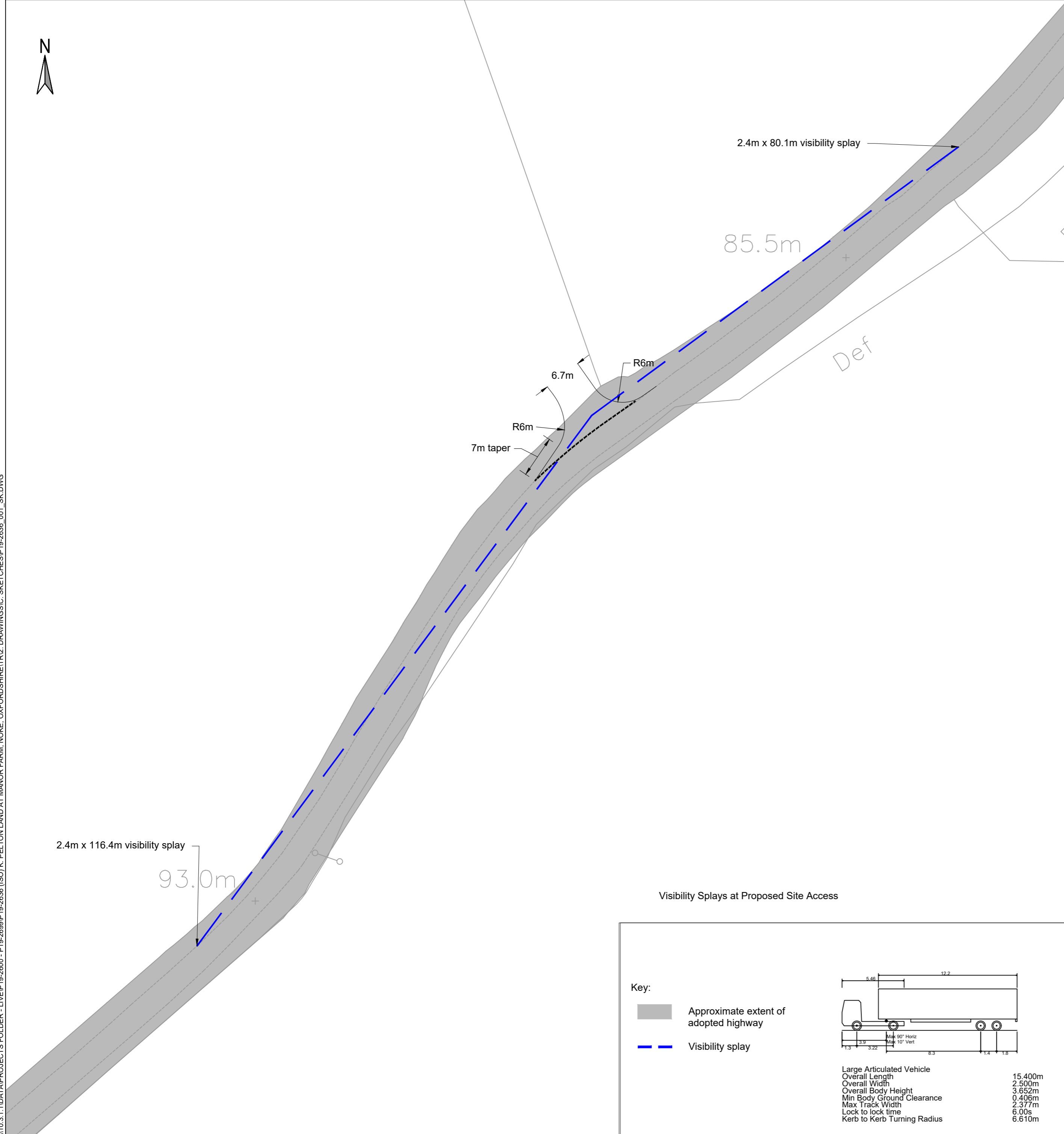


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 <b>Approximate Site Boundary</b>   <b>Construction Traffic Route</b>	First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics			REV	DATE	BY	DESCRIPTION	CHK	APD	
	CLIENT: <b>OXFORD NEW ENERGY</b>	SCALE @ A3: <b>NTS</b>	CHECKED: <b>KS</b>	APPROVED: <b>KS</b>						
	PROJECT: <b>LAND AT MANOR FARM, NOKE</b>	DATE: <b>15/09/2021</b>	DESIGN-DRAWN: <b>AG</b>	DRAWING-STATUS: <b>-</b>						
	TITLE: <b>SITE LOCATION AND CONSTRUCTION TRAFFIC ROUTING PLAN</b>	PROJECT No: <b>P19-2636</b>	DRAWING No: <b>FIGURE 1</b>	REV: <b>-</b>						
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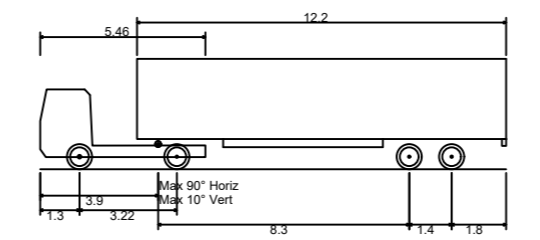


I:\10.3.1-1\DATA\PROJECTS\FOLDER - LIVE\IP19-2600 - P19-2699\IP19-2636 (ISO) K. PELTON LAND AT MANOR FARM, NOKE. OXFORDSHIRE\TR2 - DRAWINGS\IC. SKETCHES\IP19-2636\_001\_SK.DWG



Visibility Splays at Proposed Site Access

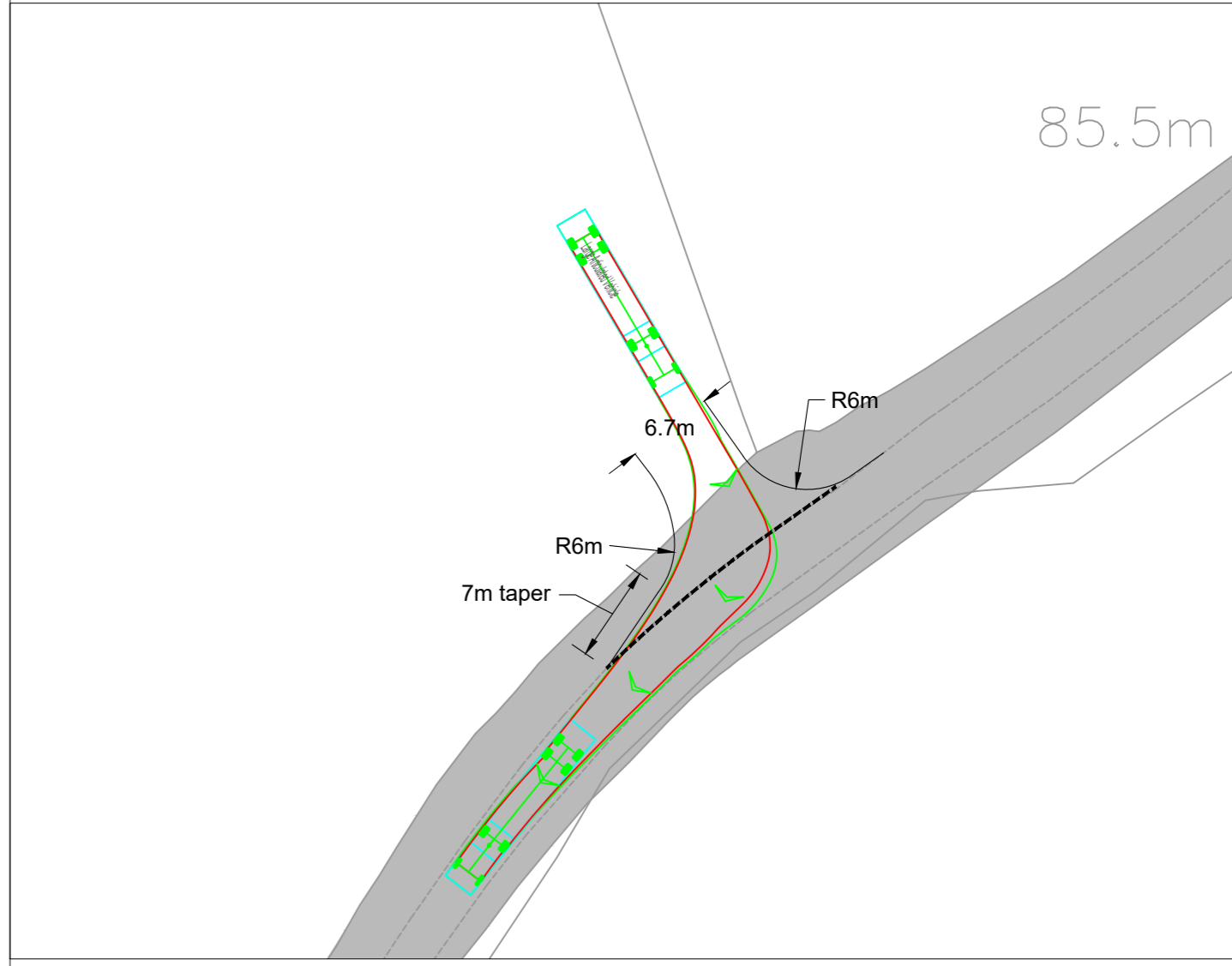
**Key:**  
 Approximate extent of adopted highway  
 Visibility splay



Large Articulated Vehicle  
 Overall Length 15.400m  
 Overall Width 2.500m  
 Overall Body Height 3.852m  
 Min Body Ground Clearance 0.406m  
 Max Track Width 2.377m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 6.610m



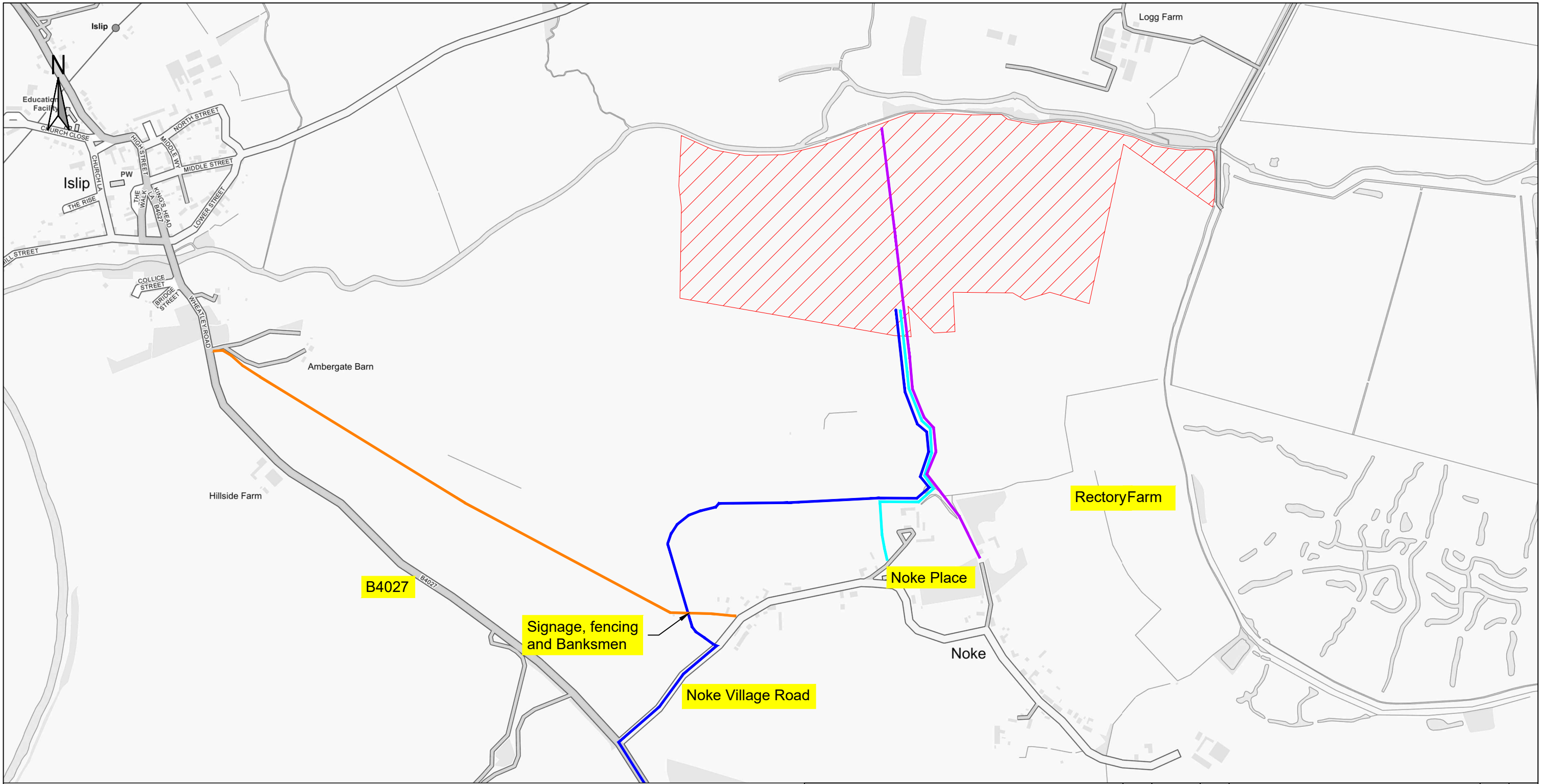
Swept Path Analysis of a 15.4m Articulated Vehicle Entering Site Access



Swept Path Analysis of a 15.4m Articulated Vehicle Egressing Site Access

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics			REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: <b>OXFORD NEW ENERGY</b>			SCALE @ A2: <b>1:500</b>		CHECKED: <b>KSS</b>		APPROVED: <b>KSS</b>	
PROJECT: <b>LAND AT MANOR FARM, NOKE,          OXFORDSHIRE</b>			DATE: <b>22/03/2021</b>		DESIGN-DRAWN: <b>JAN</b>		DRAWING-STATUS: <b>DRAFT</b>	
TITLE: <b>PROPOSED SITE ACCESS ARRANGEMENT</b>			PROJECT No: <b>P19-2636</b>		DRAWING No: <b>FIGURE 2</b>		REV:	
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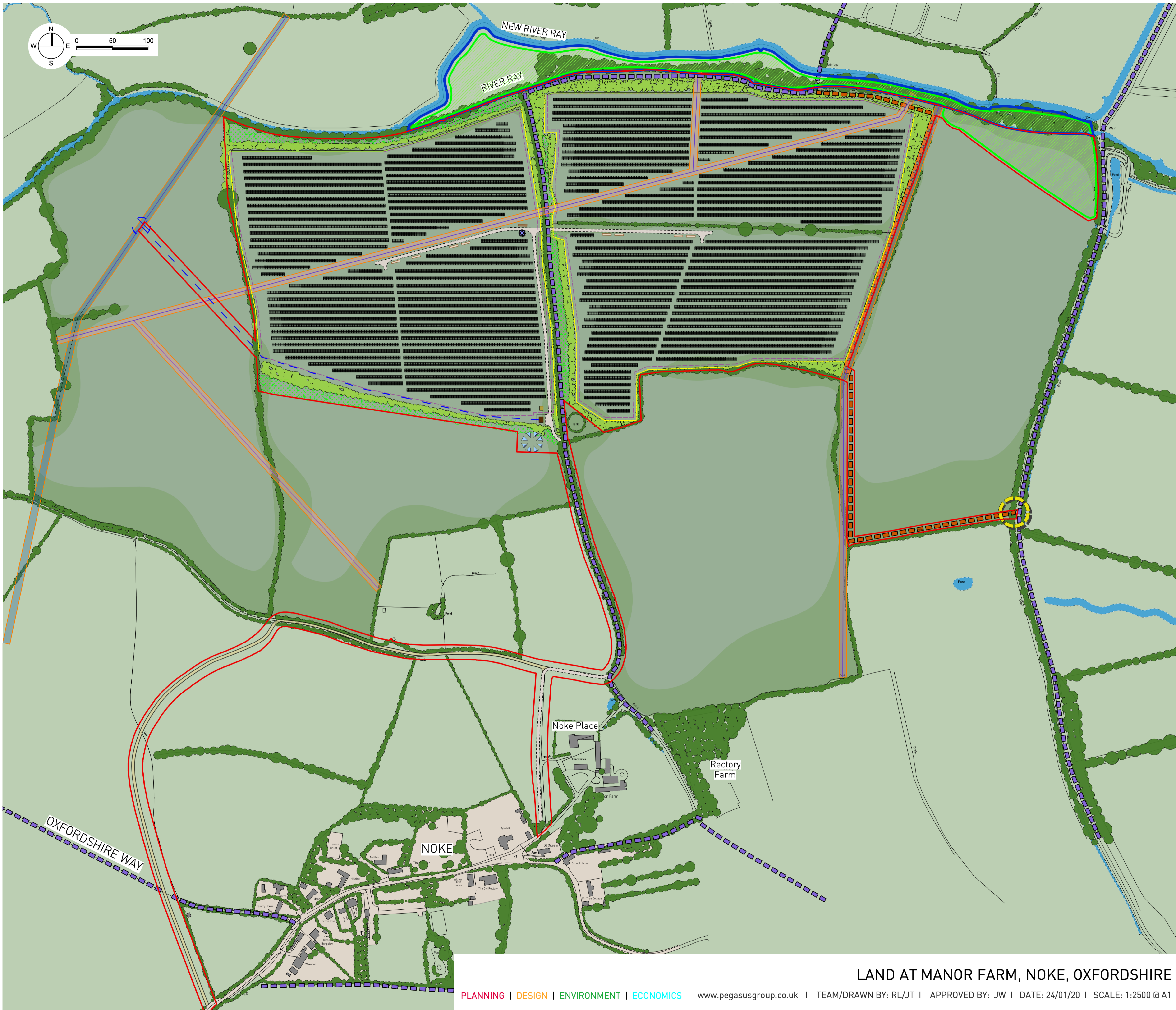


- Approximate Site Boundary
- Construction Traffic Route
- Operational Access Route
- PROW 260/6/10 - Oxfordshire Way
- PROW 309/1/10

First Floor, South Wing, Equinox North Great Park Road, Almondsbury, Bristol, BS32 4QL  01454 625945 www.pegasusgroup.co.uk Planning   Design   Environment   Economics	<b>Pegasus Group</b>		REV	DATE	BY	DESCRIPTION	CHK	APD
	CLIENT: OXFORD NEW ENERGY		SCALE @ A3: NTS		CHECKED: KS		APPROVED: AJ	
	PROJECT: LAND AT MANOR FARM, NOKE		DATE: 15/09/2021		DESIGN-DRAWN: AG		DRAWING-STATUS: -	
	TITLE: PROPOSED ACCESS STRATEGY		PROJECT No: P19-2636		DRAWING No: FIGURE 3		REV: -	

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## **APPENDIX A**



**KEY**

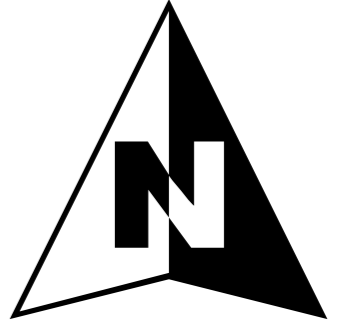
-  SITE BOUNDARY (TBC)  
43.78 HA / 108.18 ACRES
-  ADDITIONAL LAND WITHIN LANDOWNERS CONTROL (TBC)  
3.05 HA / 7.53 ACRES
-  PROPOSED LOCATION OF SOLAR MODULES
-  SPARES CABIN
-  INVERTERS AND ASSOCIATED INFRASTRUCTURE
-  CUSTOMER SWITCHGEAR
-  DNO CABIN
-  EXISTING ELECTRICITY PYLONS AND POWERLINES (11KV)
-  EXISTING ELECTRICITY PYLONS AND POWERLINES (33KV)
-  PROPOSED TEMPORARY CONSTRUCTION ACCESS TRACK TO AVOID TRAFFIC THROUGH NOKE VILLAGE - USING TEMPORARY ACCESS MATTING
-  PROPOSED OPERATIONAL SERVICE TRACKS - ACCESS FROM NOKE VILLAGE UTILISING EXISTING AGRICULTURAL ACCESS TRACK
-  EXISTING PUBLIC RIGHT OF WAY
-  PERMISSIVE FOOTPATH ROUTE
-  EXISTING GREEN INFRASTRUCTURE
-  PROPOSED TREE, HEDGEROW AND SCRUB PLANTING [SEE SEPARATE DETAILED LANDSCAPING SCHEME FOR FULL DETAILS]
-  PROPOSED NEW BIODIVERSE GRASSLAND PLANTING
-  PROPOSED DESIGNATED ECOLOGY ENHANCEMENT AREA [SEE SEPARATE DETAILED LANDSCAPING SCHEME FOR FULL DETAILS]
-  EXISTING WATERBODIES
-  PROPOSED PERIMETER FENCING INCLUDING CCTV CAMERAS
-  PROPOSED 4M WIDE BIODIVERSE GRASSLAND PLANTING BUFFER AROUND PERIMETER FENCING
-  UNDERGROUND DNO CABLE ROUTE
-  GRID CONNECTION POINT
-  PROPOSED 1M WIDE BIODIVERSE GRASSLAND PLANTING BUFFER AROUND PERIMETER FENCING
-  20' WELFARE CONTAINER
-  TIMBER FOOTBRIDGE
-  CONSTRUCTION COMPOUND



**LAND AT MANOR FARM, NOKE, OXFORDSHIRE | DEVELOPMENT FRAMEWORK PLAN**

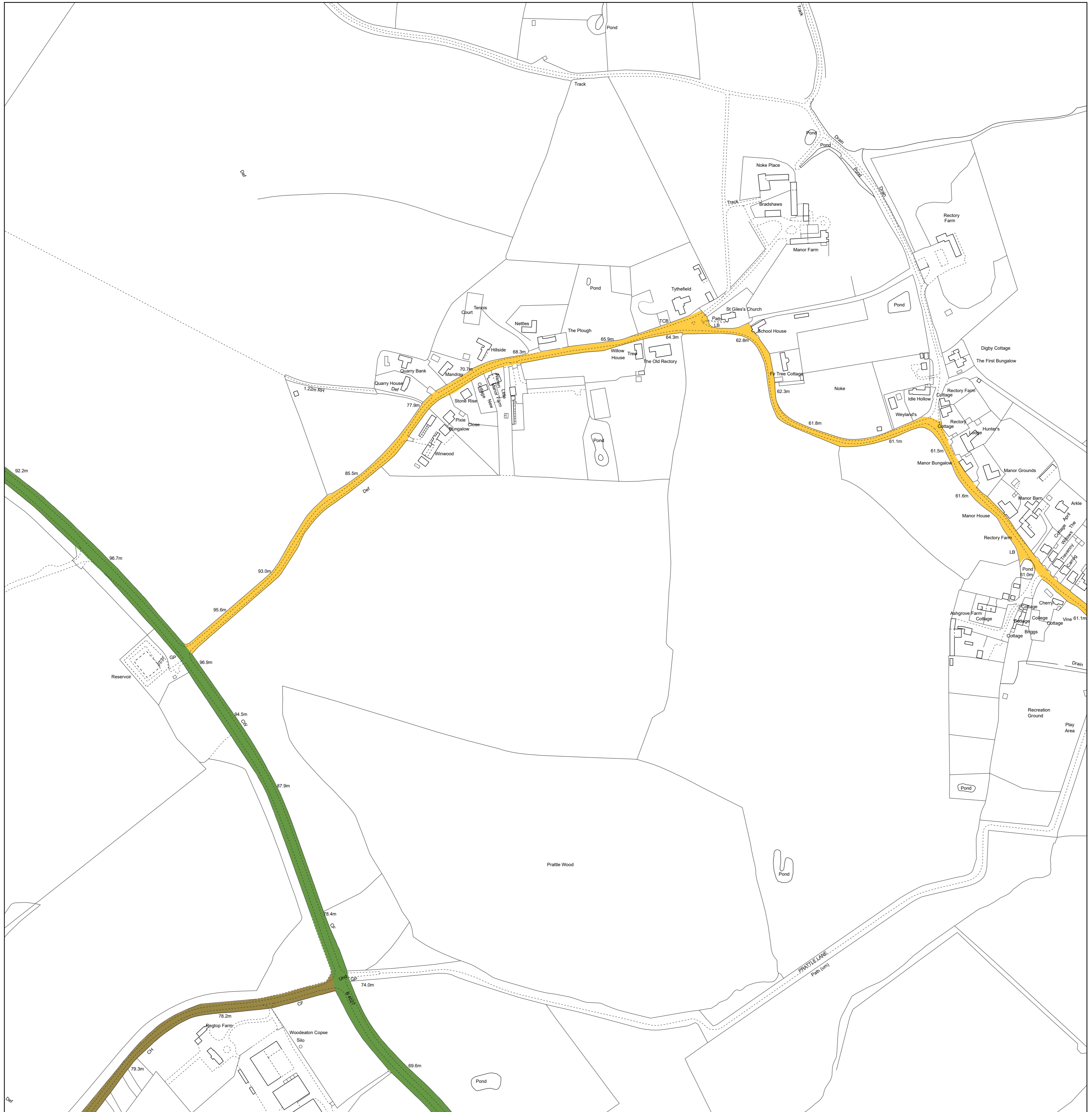
## **APPENDIX B**





1. This extract of the highway record plan is derived from a variety of sources of differing quality/accuracy, which to a large extent is inevitable given the piecemeal development of the highway. The colouring indicates the general boundaries of the highway (not an exact line), except where there is a roadside ditch the highway boundary is usually the roadside edge of the ditch.

2. It is presented on an Ordnance Survey base and such maps are drawn by them according to their prescribed practices. They are not topographic surveys and should not be considered as such. We may also hold historic background papers and are able to provide these, there may be an additional charge for these documents.



Noke: St Giles Parish Church 37141

**Key**

<span style="display:inline-block; width:10px; height:10px; background-color: #4CAF50; border: 1px solid black;"></span>	CLASS 2 'B' ROAD
<span style="display:inline-block; width:10px; height:10px; background-color: #A52A2A; border: 1px solid black;"></span>	CLASS 3 ROAD
<span style="display:inline-block; width:10px; height:10px; background-color: #FFD700; border: 1px solid black;"></span>	UNCLASSIFIED

**1:2,500**  
**454,237 212,896**  
**Plot Date: 22/01/2021**  
**Oxfordshire County Council**  
**Dept: Highway Records**  
**Author:**

## **APPENDIX C**

## Katie Stock

---

**From:** Rutterford, Beth - E&E  
**Sent:** 01 April 2021 09:24  
**To:** Katie Stock  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Katie,

Sorry for the delay, it been really busy this week.

In terms of the proposed temporary diversion – this looks fine. Please ensure that the diversion route has no stiles and any gates should be left open if possible. To divert the route you will need a TTRO, as although the an alternative route will be provided the legal line of the footpath will be closed to the public.

In terms of the points where construction traffic is crossing the footpaths. I do not see an issue with this as long as mitigation measures, like those you have suggested, are in place. Footpath users must be given right of way at all times.

On a side note Ken Pelton has also been emailing in regards to this issue, so I am assuming that he is the landowner involved in this project.

Kind regards,

Beth

Beth Rutterford  
Countryside Access Officer- North East

Web-Site: [www.oxfordshire.gov.uk/countryside](http://www.oxfordshire.gov.uk/countryside)  
For Countryside Access issue reporting: <https://camsv.oxfordshire.gov.uk>  
Fix-My-Street: <https://fixmystreet.oxfordshire.gov.uk/>

---

**From:** Katie Stock  
**Sent:** 01 April 2021 07:12  
**To:** Rutterford, Beth - E&E <Beth.Rutterford@Oxfordshire.gov.uk>  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Beth

I hope you are well? Just wondering if you'd been able to review the below proposals yet? Please let me know if you would like to discuss.

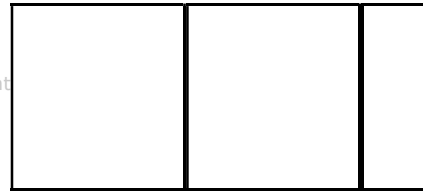
Many thanks.

Katie

**Katie Stock**  
Associate Transport Planner  
**Pegasus Group**

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**From:** Rutterford, Beth - E&E  
**Sent:** 26 March 2021 10:46  
**To:** Katie Stock  
**Subject:** Re: Potential temporary diversion of public footpath

Hi katie,

I am out of site all day to day and on monday. I'll have a proper look at this in tuesday and then get back you

Thanks beth

---

**From:** Katie Stock  
**Sent:** Friday, March 26, 2021 10:39:30 AM  
**To:** Rutterford, Beth - E&E  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Beth

Thanks for your email. Please see attached plan showing the suggested temporary diversion. The landowner controls all of the land in this location and can provide a width of 1.8m (or more if required) for the duration of the diversion.

As set out below, the proposals are for a solar farm which will require HGVs to access the site to bring equipment and materials. The construction phase will last around 3 months. The proposed access route for construction traffic is shown indicatively on the second plan attached. You will see that the route will need to cross PRoW 260/6/10 (the Oxfordshire Way) around 160 metres north of the unnamed road to Noke village. The landowner already uses this route with agricultural vehicles and crosses the PRoW at this point. However, at this stage, we are proposing to provide a PRoW Management Plan which will set out the mitigation and management procedures for this crossing point (including signage, fencing, banksmen and ensuring that ramblers have priority at all times). PRoW 309/1/10 will also need to be crossed as it bisects the site, but this crossing will be by smaller vehicles (tractors and trailers) only. This can also be covered in the PRoW Management Plan. For your information, we expect there to be around six HGVs needing to access the site per day during the 3 month period.

Can you please confirm that the above is acceptable in principle at this stage?

I would be happy to discuss over the phone in more detail if that would be useful.

Kind regards

Katie

**Katie Stock**  
Associate Transport Planner  
**Pegasus Group**

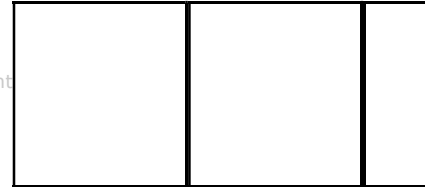
PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

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**From:** Rutterford, Beth - E&E  
**Sent:** 24 March 2021 12:35  
**To:** Katie Stock  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Katie,

I am the Countryside Access Officer for the area.

In order to temporarily divert the footpath you will need a Temporary Traffic Regulation Order (TTRO), more details can be found on our website at: [Requesting a Temporary Traffic Regulation Order \(TTRO\) | Oxfordshire County Council](#). Please note there is currently a 12 week lead in time for applications to be processed.

If you can send me a map with proposed diversion on it I will be able to give you some feedback on this and also discuss any other management/mitigation that may be needed.

Kind regards

Beth

Beth Rutterford  
Countryside Access Officer- North East

Web-Site: [www.oxfordshire.gov.uk/countryside](http://www.oxfordshire.gov.uk/countryside)  
For Countryside Access issue reporting: <https://camsv.oxfordshire.gov.uk>  
Fix-My-Street: <https://fixmystreet.oxfordshire.gov.uk/>

---

**From:** Katie Stock  
**Sent:** 23 March 2021 14:49  
**To:** Sylvester, Andy - Communities  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Andy

Thanks for your email.

It's footpath 309/1/10 that runs from Manor Farm, Noke, to Oddington. The applicant is looking to temporarily divert the southern end of it to the other side of the hedgerow for the duration of construction for a solar farm in the area. I would also appreciate a discussion about wider PRoW management / mitigation in the area for the duration of the construction phase.

Many thanks.

Katie

**Katie Stock**  
Associate Transport Planner  
**Pegasus Group**

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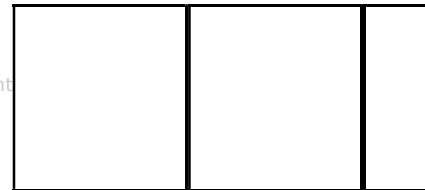
**Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | N  
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**From:** Sylvester, Andy - Communities <[Andy.Sylvester@Oxfordshire.gov.uk](mailto:Andy.Sylvester@Oxfordshire.gov.uk)>  
**Sent:** 23 March 2021 10:25  
**To:** Katie Stock <[katie.stock@pegasusgroup.co.uk](mailto:katie.stock@pegasusgroup.co.uk)>  
**Subject:** RE: Potential temporary diversion of public footpath

Hi Katie,

Thanks well I am. Could you let me know where the path is? Path number? I will need to pass this onto the relevant access officer.

Thank you  
Andy

**Andy Sylvester, Rights of Way Officer**  
**Countryside Records**  
**Oxfordshire County Council**  
**County Hall, New Road**  
**Oxford OX1 1ND**

---

**From:** Katie Stock  
**Sent:** 22 March 2021 17:16

To: Sylvester, Andy - Communities  
Subject: Potential temporary diversion of public footpath

Hi Andy

I hope you are well?

I am looking to speak with someone about the potential temporary diversion of a public right of way. The temporary diversion is required for around 3 months to enable to construction of a solar farm, and to prevent conflict between construction vehicles and ramblers who may be using the route. A planning application is yet to be submitted, but I would appreciate a discussion about this asap to inform the access strategy.

Could someone please give me a call back on

Many thanks.

Katie

**Katie Stock**  
Associate Transport Planner  
**Pegasus Group**

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE  
First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

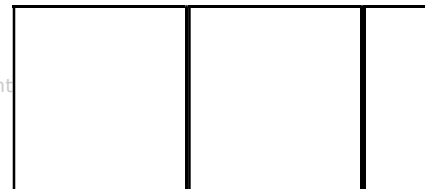
**Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Edinburgh | Leeds | Liverpool | London | Manchester | N  
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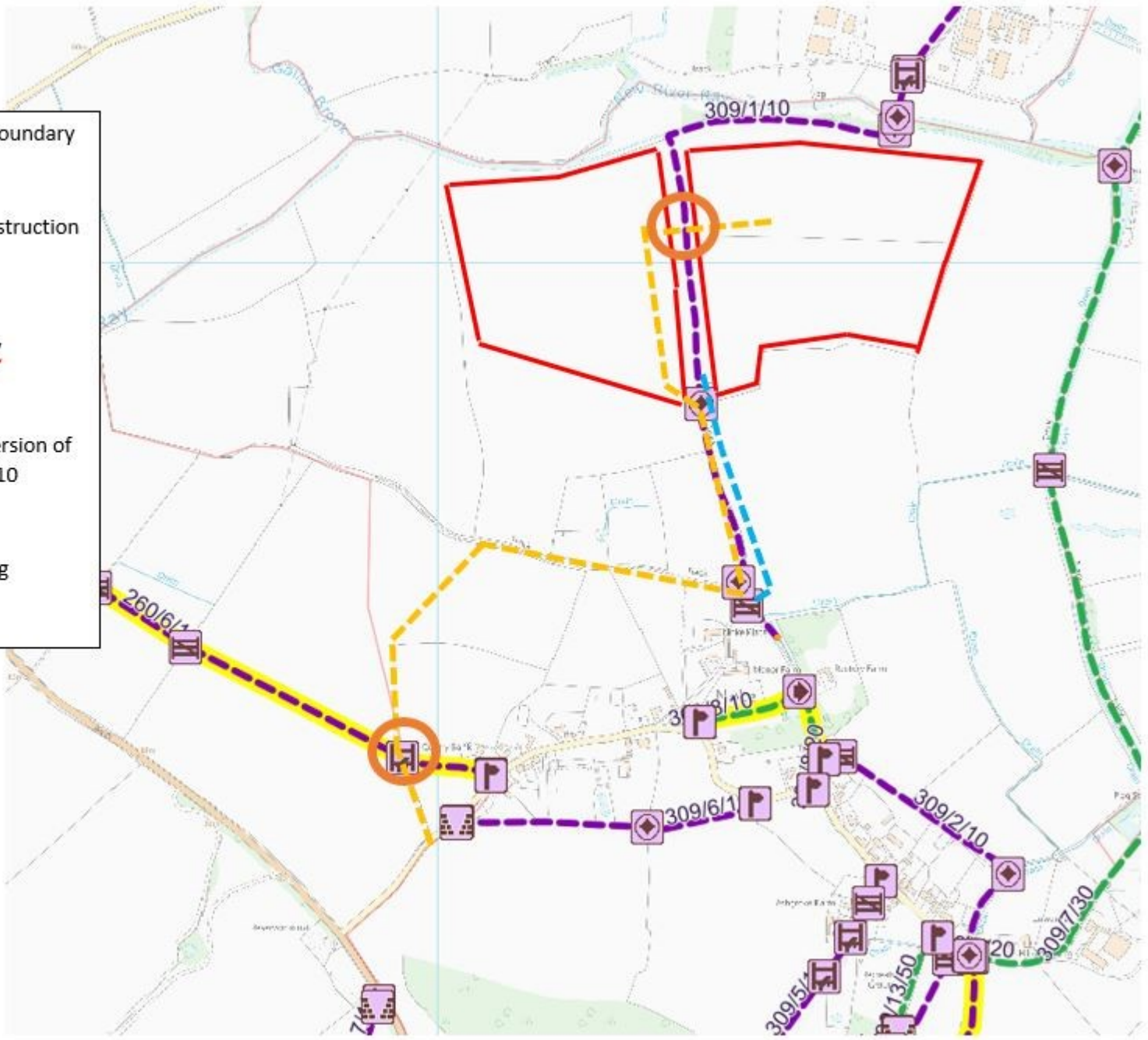
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## **APPENDIX D**

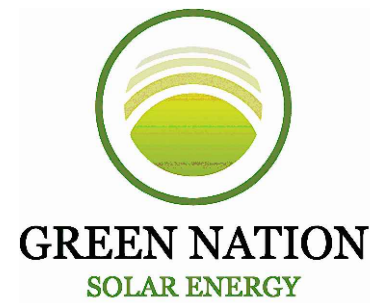
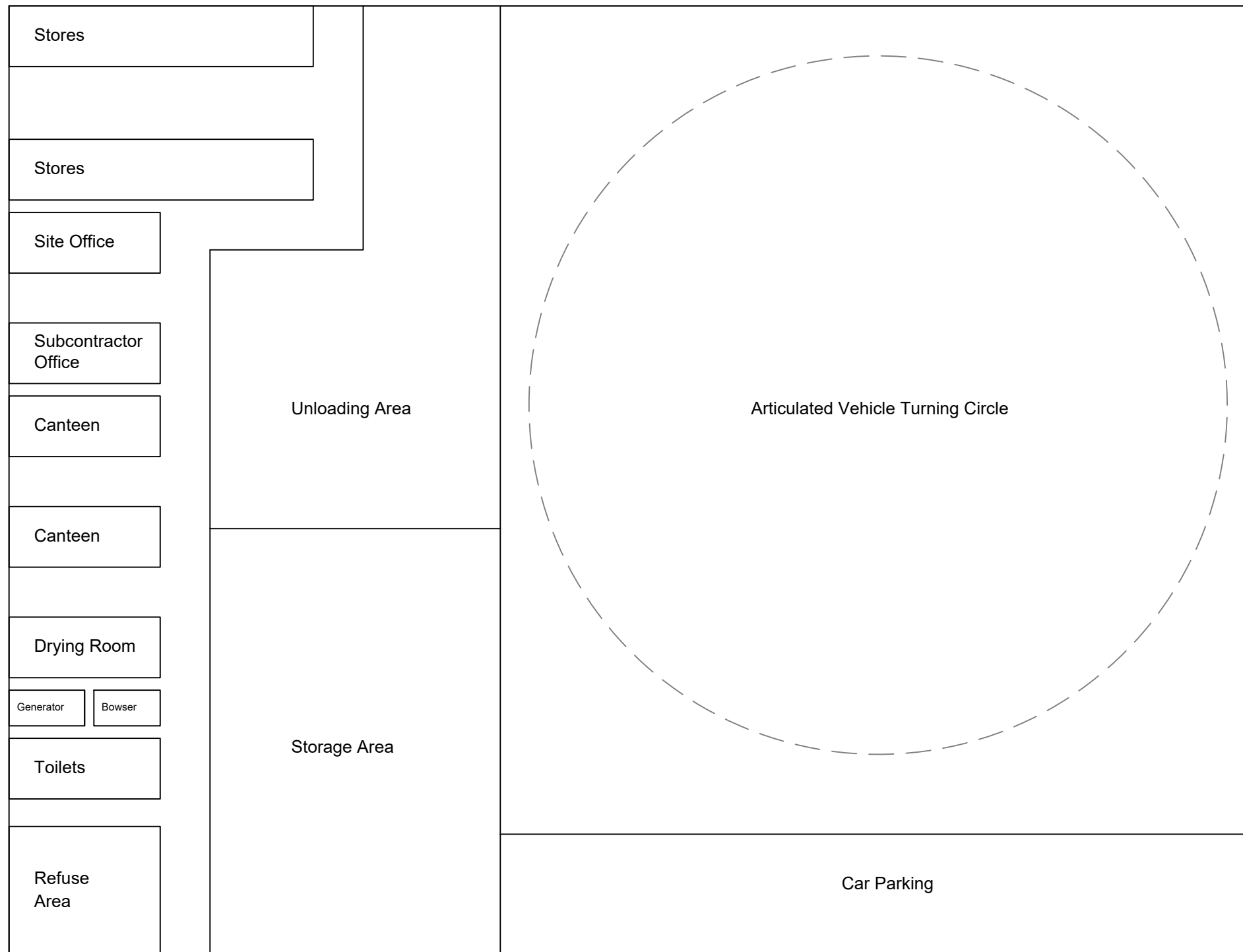


1

-  Approx. site boundary
-  Proposed construction access route
-  Existing PRow
-  Proposed diversion of PRow 309/1/10
-  PRow Crossing



## **APPENDIX E**



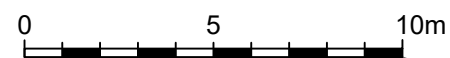
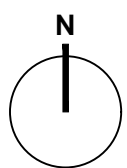
**Project:**  
Noke Solar Farm

**Location:**  
Land off B4027  
Noke  
Woodeaton  
Oxford  
OX3 9TU

**Scale:**  
1:200 @ A3

**Title:**  
Construction  
Compound Plan

**DWG No. :**                      **REV:**  
GNL-001-PL-01                      00



## **APPENDIX F**



1. Temporary Construction Traffic signage (Diagram 7301 'WORKS TRAFFIC' in the TSRGD)



2. Temporary Footpath Signage