

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Land west of A4074, to the northwest of Nuneham  
Courtenay, South Oxfordshire

On behalf of RES Ltd.

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Author: JK

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## Document Management.

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# Contents.

1. INTRODUCTION .....	1
Scoping .....	1
Report Structure .....	2
2. EXISTING SITE CONTEXT .....	3
Site Location and Description.....	3
Local Highway Network.....	3
Existing Site Access from the A4074.....	3
A4074 .....	4
A4142 / A423 Oxford Eastern Bypass Road.....	5
Public Rights of Way.....	5
Highway Safety.....	6
Summary of Existing Site Context .....	7
3. DEVELOPMENT PROPOSALS.....	8
Proposed Site Access.....	8
OCC Scoping Response.....	8
Proposed Vehicular Access.....	8
Proposed Pedestrian Access .....	9
Construction Traffic Routing.....	9
Construction Compound and Internal Routing .....	10
Proposed Mitigation Works.....	10
Access Strategy Summary .....	12
4. VEHICLE TRIP GENERATION .....	13
Construction Phase .....	13
Large Component Deliveries .....	15
Construction Phase Summary .....	15
Operational Phase.....	16
5. CONCLUSION .....	17



## Appendices contents.

APPENDIX A – SITE MASTERPLAN .....	18
APPENDIX B – OXFORDSHIRE COUNTY COUNCIL RESPONSE TO CONSULTATION (NOVEMBER 2022) .....	19
APPENDIX C – NATIONAL HIGHWAYS CONSULTATION FOR A SCOPING OPINION .....	20
APPENDIX D – OFQP LORRY ROUTE MAP .....	21
APPENDIX E – A4074 AUTOMATIC TRAFFIC COUNT DATA .....	22
APPENDIX F – SITE ENTRANCE LAYOUT (drawing O4531-RES-ACC-DR-PE-001) .....	23
APPENDIX G – SITE ENTRANCE TRACKING (drawing O4531-RES-ACC-DR-LO-001) .....	24
APPENDIX H – CONSTRUCTION TRAFFIC ROUTE PLAN .....	25





# 1. INTRODUCTION

- 1.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of RES Group (the Applicant) in order to consider and address where appropriate the traffic and transportation matters associated with the construction of a new solar farm on land west of the A4074, to the northwest of Nuneham Courtenay.
- 1.2. This CTMP supports the proposal for the construction and to a lesser extent operation of a Solar Photovoltaic (PV) Farm and associated infrastructure with the potential to produce up to 49.9 megawatts (MW). The Masterplan for the proposed development is included at **Appendix A**. Further details of the proposal and the technology used, together with the proposed site layout, are provided separately as part of the planning application. The proposed development is referred to as “Nuneham Solar Farm” within this report.
- 1.3. The proposed site comprises parcels of open agricultural land located on land west of the A4074, to the northwest of Nuneham Courtenay, in South Oxfordshire, as illustrated at **Plate 2.1**. The site is accessed via an existing agricultural access from the A4074. The Local Highway Authority (LHA) is Oxfordshire County Council (OCC).

## Scoping

- 1.4. Initial pre application advice was sought for the scheme via an Environmental Impact Assessment Scoping Opinion, with a response provided by Oxfordshire County Council in November 2022 (ref: P22/S3476/SCO) and National Highways in October 2022 (ref:7655).
- 1.5. The EIA scoping report (ref: P21-2947/002) included details of the proposals and in relation to transport, confirmation that access would be proposed from the A4074 with an upgraded existing agricultural access 800m south of Lower Farm Lane. A preliminary site entrance layout plan was provided as an attachment with visibility splays and swept path analysis for an articulated HGV (O4531-RES-ACC-DR-PE-001). The scoping request set out the proposed scope of the forthcoming CTMP, including where relevant elements typically included within a Transport Statement given the developments greatest impact would be during the construction period.
- 1.6. The OCC scoping response is appended in full at **Appendix B**. Transport Development Control at OCC agreed that a single document entitled Construction Traffic Management Plan, encompassing the relevant aspects typically included in a Transport Statement would be acceptable. It is considered that this CTMP shall serve as this requested combined document. OCC also considers that the proposed routing of HGVs from the A4142 / A423 Oxford Eastern Bypass Road to the site via the A4074 to be acceptable. OCC also concurred that an upgrade of the existing agricultural access from the A4074 is acceptable in principle. OCC stated that visibility splays for the site access are to be based on DMRB requirements and measured 85<sup>th</sup> percentile speeds. Swept path analysis is to be undertaken and shown for a HGV demonstrating these vehicles can enter and exit in a forward gear as per the draft swept path analysis included within the scoping submission, this has been undertaken with a 16.5m articulated HGV as set out in Section 3.



- 1.7. National Highways did not offer a view of the scope of Environmental Impact Assessment (EIA) and conferred to the Local Planning Authority on this matter. National Highways requested for a CTMP to be provided to address any effects generated by construction trips on the Strategic Road Network (SRN). The National Highways scoping response is appended in full at **Appendix C**.

## Report Structure

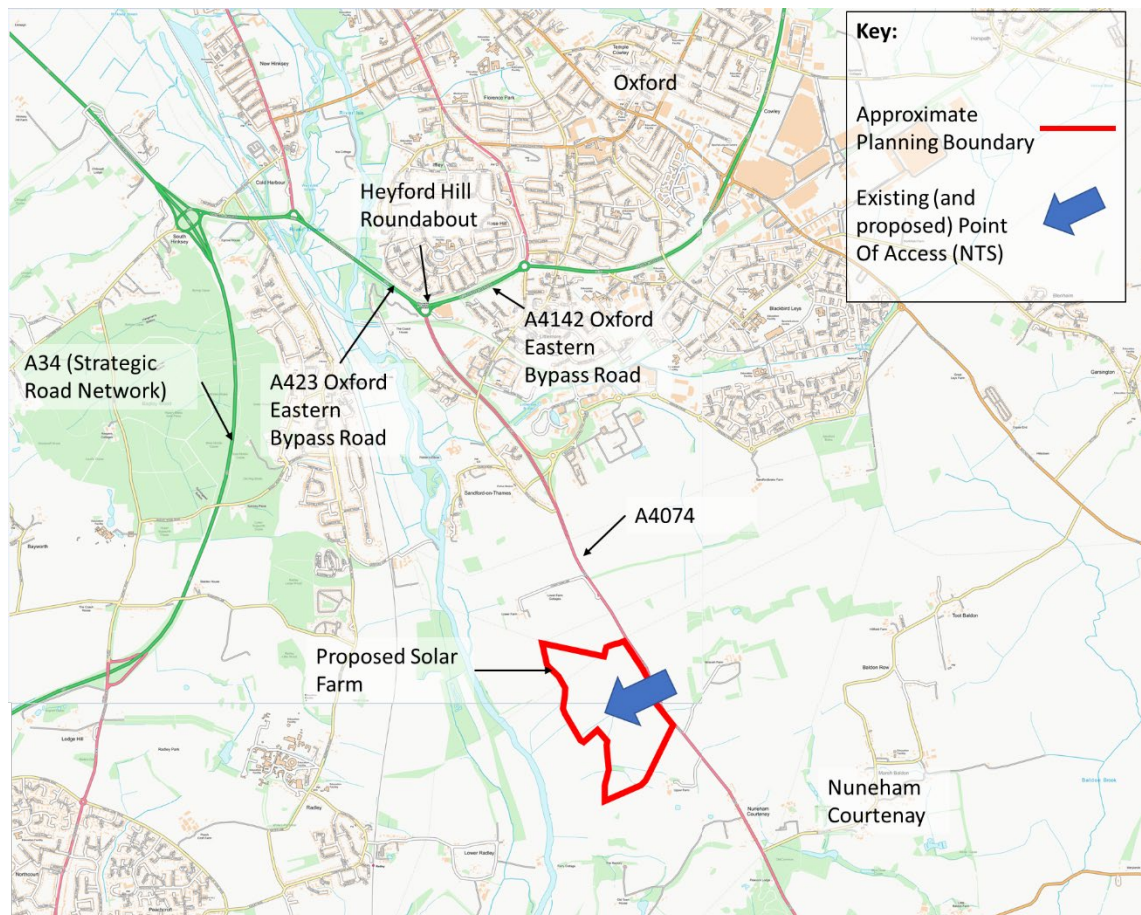
- 1.8. This CTMP describes the arrangements that are proposed for the period of construction activities at the site and sets out the following:
- i. Existing conditions in the vicinity of the site;
  - ii. Site access arrangements;
  - iii. Routing for construction traffic;
  - iv. Vehicle numbers, size and frequency; and
  - v. Proposed mitigation measures.
- 1.9. 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.
- 1.10. 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 the construction personnel's on-site induction processes. The contact details of the contractor, including a 24-hour emergency contact number, and those of the highway department at Oxfordshire County Council will be exchanged before commencement of the works on the site.

## 2. EXISTING SITE CONTEXT

### Site Location and Description

- 2.1. The proposed site is located on land west of the A4074, to the northwest of Nuneham Courtenay, South Oxfordshire. The site is bound by open agricultural fields to the north, west and south and by the A4074 to the east. Nuneham Courtenay village is located approximately 550m to the south of the site access. It is proposed that an existing field access will be upgraded to serve the Nuneham Solar Farm site.
- 2.2. The site comprises existing agricultural land parcels, most of which is divided by hedgerows, dirt tracks and land ditches. The context of the local area, including points of interest referenced in the report, is provided on the 'Site Context Plan' illustrated at **Plate 2.1**.

**Plate 2.1 – Site Context Plan**



### Local Highway Network

#### Existing Site Access from the A4074

- 2.3. Existing access to the site is currently provided from the A4074, the location of which is illustrated at **Plate 2.1**, via a gated agricultural access. The access measures circa 3.2m in

width (measurement derived from topographical survey data) and currently accommodates agricultural vehicles. It is located circa 3.2km south of the Heyford Hill Roundabout in Oxford and circa 900m north of Nuneham Courtenay.

**A4074**

- 2.4. The A4074 is a single carriageway road within the vicinity of the site and widens to become a dual carriageway circa 1.5km north of the site access. It is subject to a 50mph speed limit within the vicinity of the site access, before increasing to a 60mph national speed limit where it becomes a dual carriageway to the north of the proposed site. It links to the A4142 / A423 Oxford Eastern Bypass Road to the north and Wallingford to the south. The A4074 meets the A4142 / A423 Oxford Eastern Bypass Road at the Heyford Hill Roundabout circa 3.2km north of the site access.
- 2.5. The carriageway measures circa 9.1m in width in the vicinity of the site access with a hatched central area circa 2.5m in width separating northbound and southbound traffic. There is no footway provision however there is a grass verge circa 5m in width on both sides of the carriageway.
- 2.6. The Oxfordshire Freight Quality Partnership (OFQP) Lorry Route Map, at **Appendix D**, designates the A4074 as a 'Routes for local access only'.
- 2.7. To inform this CTMP, two Automatic Traffic Count (ATC) surveys were undertaken on the A4074 in the vicinity of the site access from 11 to 17 July 2022 (one located 160m to the north of the site access and one located 160m to the south). A full copy of the survey data is included within **Appendix E. Table 2.1** summarises the total two way traffic flows for all vehicles and HGVs extracted from the northern ATC site which forms part of the proposed construction route (further detailed in **Section 3**). All construction traffic is proposed to route to / from the north and so the southern ATC site lies outside of the construction route and is therefore not anticipated to change HGV flows associated with the development. "HGV" refers to the sum total of the buses and the 2 or more axle rigid and articulated vehicle categories within the ATC data provided in **Appendix E**. The data extracted from the ATC as summarised below in **Table 2.1** indicates that 6.3% of the existing Annual Average Daily Traffic (AADT) (7-day) flows on the A4074 comprise HGVs, which indicates that the A4074 is currently frequented by HGV traffic.

**Table 2.1 – Existing two-way traffic flow on the A4074 (Northern ATC site)**

Total Vehicle AADT	Total HGV AADT	7-day average HGV total
16,125	1,009	6.3%

- 2.8. It is therefore considered that the existing A4074 carriageway and associated junctions are suitable to accommodate the proposed movement of HGVs associated with the site.



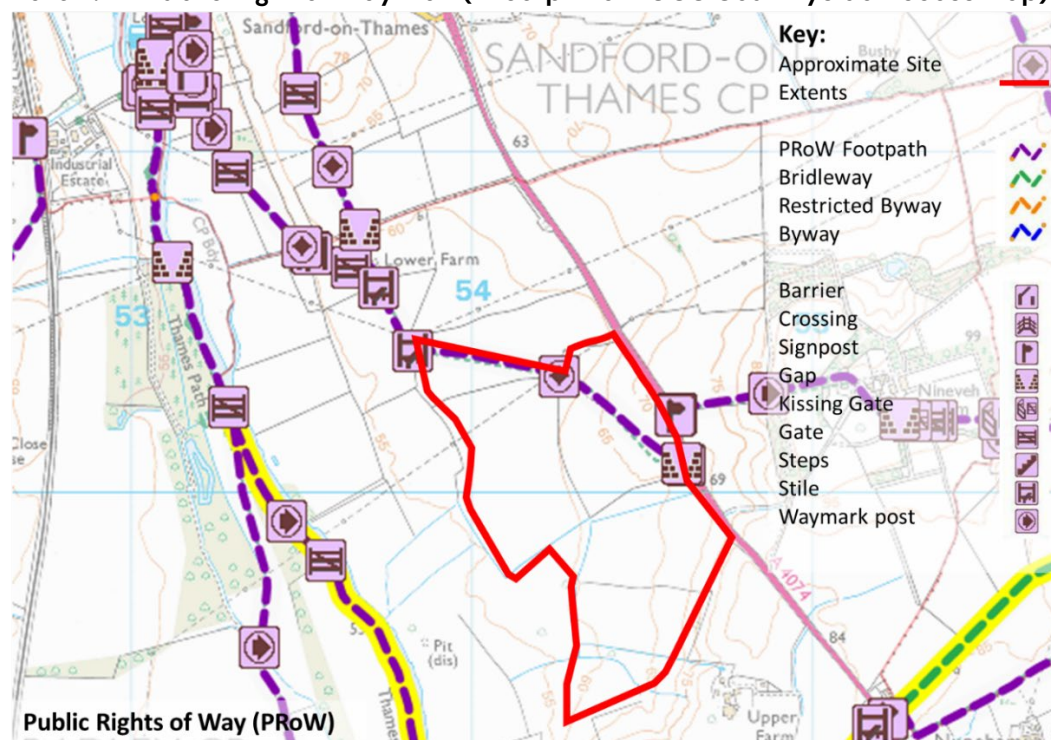
## A4142 / A423 Oxford Eastern Bypass Road

- 2.9. The A4142 / A423 Oxford Eastern Bypass Road is a dual carriageway which runs through the south and east of Oxford. To the west of its junction with the A4074 it forms the A423 continuing as the Southern Bypass to connect with the A34 (which forms part of the Strategic Road Network). To the east of its junction with the A4074 it forms the A4142 towards the A40 with onwards connections to the M40 and A34 north of Oxford.
- 2.10. The OFQP Lorry Route Map, included at **Appendix D**, designates the A4142 / A423 Oxford Eastern Bypass Road as a 'Lorry route for through movements', which suggests that it is suitable to accommodate HGV movements. It is however understood that there is a height restriction of 16ft (4.88m) to the immediate east of the junction between the A4132 and the A4074.

## Public Rights of Way

- 2.11. One Public Right of Way (PRoW) footpath routes through the proposal site. It routes from the A4074 to the north of the existing site access in the southeast of the site through the middle of the proposed site and continues from the northwest of the site into agricultural land to the north, as demonstrated on **Plate 2.2** below.
- 2.12. This PRoW shall be maintained throughout the construction and operation periods of the proposed site. It is proposed that a fence shall be erected around the construction site to act as a barrier between the PRoW and the construction work. The PRoW connects to the A4074 immediately north of the proposed site access however the proposed works will not affect the PRoW and access will be maintained throughout.

**Plate 2.2 – Public Right of Way Plan (Excerpt from OCC Countryside Access Map)**



(Sourced from OCC Countryside Access Map Accessed 06/03/23)  
[\[https://publicrightsofway.oxfordshire.gov.uk/standardmap.aspx\]](https://publicrightsofway.oxfordshire.gov.uk/standardmap.aspx)

## Highway Safety

- 2.13. Personal Injury Collision (PIC) data has been obtained for the local highway network in the most recent available five-year period (2017–2021) from CrashMap. CrashMap does not yet provide data for 2022 or 2023. The study area covers the section of the A4074 including the site frontage and circa 500m north of the site. As HGV construction traffic will only route from the north, then it is not considered necessary to assess collisions to the south of the proposed access. The location and severity of the PICs along the proposed construction route can be viewed at **Plate 2.3** below.

**Plate 2.3 – PIC Data over the period of 2017–2021 (obtained from CrashMap)**





- 2.14. The data demonstrates that there has been a total of five slight collisions and one serious collision within the five years studied (2017–2021) for the area under consideration. The serious collision occurred circa 50m north of the proposed site access, which occurred on 5 May 2021 and involved two vehicles and four casualties. The collision did not involve any pedestrians, cyclists, goods vehicles or motorcyclists.
- 2.15. The reported collisions are spread across the study area and there is no junction, highway feature or vehicle movement which resulted in multiple recorded PICs that could be attributable to a common causation factor as a result of the highway layout or conditions.
- 2.16. It is concluded from the recorded PIC data that there is no evident pattern of collisions within the local highway network with no collision clusters in the vicinity of the site that would be exacerbated by the forecast development trips that are set out below.

### **Summary of Existing Site Context**

- 2.17. Based on the above site context review, it is concluded that the local highway network is safe and suitable for the trips associated with the proposed development, with no existing highway safety issues identified within the vicinity of the site access or approaching / departing the site to / from the north which is proposed to form the construction route to / from the site. The roads to and from the site are considered suitable to accommodate construction type vehicles with the roads considered frequented by Heavy Goods Vehicles (HGVs), as demonstrated on the OFQP Lorry Route Map (at **Appendix D**) and the HGV mix (at **Table 2.1**). Therefore, it is considered that the construction vehicles and operational traffic associated with the development can be accommodated safely on the local highway network and the proposed site access (discussed in more detail in Section 3 of this report).

### 3. DEVELOPMENT PROPOSALS

- 3.1. The development proposals associated with this application include the installation and operation of a renewable energy scheme comprising ground mounted photovoltaics which could provide 49.9MW on land west of the A4074, to the northwest of Nuneham Courtney, in Oxfordshire. The site masterplan is attached at **Appendix A** and site context plan provided at **Plate 2.1**.

#### Proposed Site Access

##### OCC Scoping Response

- 3.2. Within the scoping response OCC agreed in principle with the proposed access proposals, and stated:

*"An upgrade of the existing agricultural access to the site along the A4074 to a simple priority T-junction as part of the development proposal would be acceptable to the Local Highway Authority in principle. The planning application should demonstrate that appropriate visibility splays for the 85th percentile vehicle speeds along the A4074 in accordance with DMRB guidance would be provided, as well as show with swept path analysis that HGVs would be able to safely enter and exit the site in a forward gear. A visibility splay of 4.5m x 215.0m to both the left and right upon egress from the site as shown on the 'O4531-RES-ACC-DR-PE-001, Rev 1' drawing would be appropriate for the development proposal were the recorded 85th percentile vehicle speeds to be below 60mph.*

*The overall arrangement of the site access junction shown on the 'O4531-RES-ACC-DR-LO-001, Rev 1' drawing appears to show that two HGVs would be able to safely pass each other in to and out of the Solar Farm".*

##### Proposed Vehicular Access

- 3.3. Access is proposed to be taken in the location of the existing agricultural access which is to be upgraded to a simple priority T-junction and widened at the entrance to the site in order to accommodate two-way HGV traffic.
- 3.4. The access road carriageway is proposed to be 8m wide, for a 25m setback into the site, with 10m radii as demonstrated in drawing *O4531-RES-ACC-DR-PE-001, Rev 1* produced by RES and provided in **Appendix F**. This arrangement was considered by OCC to be acceptable in principle as set out in their scoping response (at **Appendix B**) and the extract above, subject to swept path analysis. Following a 25m setback to accommodate two-way HGV access into the site, the carriageway will narrow to 4m.
- 3.5. Vehicle swept path analysis has been undertaken for the largest vehicle associated with the construction of the site, a 16.5m x 2.55m articulated lorry and is appended as drawing "Site entrance tracking" ref: *O4531-RES-ACC-DR-LO-001, Rev 1* at **Appendix G**. The swept path analysis demonstrates that two HGVs are able to safely pass each other while turning into and out of the solar farm without obstructing the public highway. The tracking demonstrates access is achievable in a safe and suitable manner for the most onerous HGVs.





- 3.6. Automatic Traffic Count (ATC) surveys were undertaken on the A4074 which indicate the existing 85<sup>th</sup> percentile vehicle speeds are 56.5mph northbound to the south of the site access and 53.0mph southbound to the north of the site access. The measured 85<sup>th</sup> percentile speeds do not exceed the 60mph speed limit within the vicinity of the site access and so it is determined that a minimum stopping sight distance of 4.5m x 215m is appropriate for the proposed site access, which is demonstrated to be achievable in *drawing O4531-RES-ACC-DR-PE- 001, Rev 1* at **Appendix F**. Trimming back of vegetation along the A4074 in the vicinity of the access would be undertaken as required in order to ensure visibility splays are maintained. All vegetation will be retained where possible, with trimming back to the core branches / trunks as opposed to removing vegetation entirely where possible.
- 3.7. The access proposals set out above are therefore considered to provide safe and suitable access to the site in accordance with OCC comments.

#### **Proposed Pedestrian Access**

- 3.8. The existing PRow which routes through the site and starts in the vicinity of the proposed site access, as shown at **Plate 2.2**, will be maintained at all times during the construction and operation of the site along their existing alignments. It is proposed that a fence shall be erected around the construction site to act as a barrier between the PRow and the construction work.

#### **Construction Traffic Routing**

- 3.9. Construction traffic is proposed to route to the site from the A4142 / A423 Oxford Eastern Bypass Road, which is a designated 'Lorry route for through movements' as demonstrated on the OFQP Lorry Route Map, prepared by the Oxfordshire Freight Quality Partnership. At the Heyford Hill Roundabout (between the A4142 Oxford Eastern Bypass Road, A423 Oxford Eastern Bypass Road and A4074) vehicles will proceed south for circa 3.2km along the A4074. Construction traffic will then turn right into the site via the access, as discussed above. This route prevents increasing traffic movements through Nuneham Courtenay and allows for right-in and left-out movements only. A sketch of the construction traffic route plan is shown at **Appendix H**.
- 3.10. Vehicles exiting the site will utilise the inverse of the construction route described above, turning left from the proposed site access onto the A4074 to the A4142 / A423 Oxford Eastern Bypass Road.
- 3.11. It should be noted that there is a height restriction of 16ft (4.88m) on the Oxford Eastern Bypass Road (A4142) to the immediate east of the Heyford Hill Roundabout junction which connects the A4142, A4047 and A423, as demonstrated on the OFQP Lorry Route Map. As such, any vehicles over this height must access the A4074 from the west.
- 3.12. Subject to a construction traffic routing strategy, the local highway network is considered to be suitable for traffic movements associated with the development proposals. The routes to and from the site from the SRN are exclusively on 'A' roads and are frequented by HGVs, therefore the construction route detailed in this report is considered appropriate.
- 3.13. OCC Highways confirmed during their scoping response that the proposed routing set out above would be acceptable:



*'The routing of HGVs along the A4074 to and from the Eastern By-Pass Road during the construction phase of the development proposal would be acceptable to the Local Highway Authority.'*

- 3.14. HGVs in the construction process will only access the site via the designated construction route identified in this CTMP. Drivers will be informed of the route prior to departing for the site and will be advised not to use Sat-Nav.

## **Construction Compound and Internal Routing**

- 3.15. No parking by vehicles will be permitted on any roads within the vicinity of the site during the construction phase. Designated car parking areas will be provided within the site. Visitors will be advised of the parking arrangements in advance of travelling to the site.
- 3.16. The existing access and gate will be widened to accommodate the swept path of HGVs accessing the site from the north allowing for two vehicles to pass to the west of the A4074 outside the public highway as demonstrated on "Site entrance tracking" ref: 04531-RES-ACC-DR-LO- 001 provided at **Appendix G**.
- 3.17. Within the Solar Farm site, the layout will typically include 4m wide access tracks through the site allowing for the movement of construction vehicles and during operation, maintenance vehicles. These will be completed during the initial stages of construction. The tracks will be made to withstand the loads of HGVs and reduce the propensity of debris being taken on to the adjacent access track and highway. Internal access tracks are anticipated to be constructed from gravel (surface course) over crushed rock (capping).

## **Proposed Mitigation Works**

- 3.18. A comprehensive package of mitigation measures will be implemented in order to minimise the effects of construction works on the local highway network. The arrival and departure of HGVs at the site will be strictly managed by the Site Manager.
- 3.19. In order to minimise the effects of HGV traffic on the local highway network, all HGVs will be routed from the north via the A4142 / A423 Oxford Eastern Bypass Road, avoiding rural areas including Nuneham Courtney village.
- 3.20. The contractor that is appointed to carry out the development works will introduce measures to minimise the effect on the local highway network resulting from construction activities as necessary. These will be managed by the Project Manager and the Site Manager.
- 3.21. The Site Manager will assume responsibility for the operation of the site. The details of the Site Manager will be provided to the Local Highway Authority (LHA) in advance of any works being carried out.
- 3.22. Mitigation measures will be anticipated to include a variety of measures to be agreed between the contractor and LHA in due course. This could typically include:
- i. Construction signage will be placed at strategic locations along the routes for vehicles approaching from the north, in accordance with The Traffic Signs Manual: Chapter 8 (2020). All signs installed as part of the construction phase will be

temporary and placed outside of visibility splays. Construction signage could include a combination of the follow typical examples;

- Sign Ref: 7301 – ‘Works Access’ at the site access; and



*Example signage – Temporary Construction Traffic Signage*

- Sign Ref: 7305 – ‘Works Traffic’ directional signage along A4074.



*Example signage P7305 from DfT Traffic Signs Manual Chapter 8 part 3*

- ii. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to site to ensure that vehicles follow the proposed routes;
- iii. A compound area for contractors set up on-site, including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visits and that they should not park outside of designated parking provisions;
- iv. The site will be secured at all times with appropriate security fencing;
- v. There will be a requirement for engines to be switched off when not in use;
- vi. If ground conditions dictate, wheel washing facilities will be provided in the form of a portable automated high-pressure washer with motion sensors to conserve water. All construction vehicles will therefore have to exit through the wheel wash area and as such will reduce the spread of mud and dirt onto the local highway network;
- vii. A delivery schedule will be implemented in order to reduce the likelihood of two vehicles meeting at the site access (noting that the access will accommodate two way traffic). Suitable communication will also be established between the vehicles and the site manager to further manage the vehicles;
- viii. Spraying of internal areas with water supplied as and when conditions dictate to prevent dust accumulation; and
- ix. Vehicles carrying any loads that have a risk of shedding materials in transit will be sheeted as appropriate.



## Access Strategy Summary

- 3.23. The existing site is served by an existing agricultural access off the A4074, circa 3.2km south of the Heyford Hill Roundabout. The existing site access will be upgraded to provide a simple priority junction and widened at the entrance to the site to accommodate two way movement of construction vehicles. The existing PRoW that routes through site will be maintained throughout the construction and operation of the site.
- 3.24. All vehicles will approach the site from the A4142 / A423 Oxford Eastern Bypass Road to the north, identified as a "Lorry route for through movements" as demonstrated on the OFQP Lorry Route Map. Vehicles will then proceed south along the A4074 before turning right into the site. Vehicles exiting the site will utilise the inverse of the construction route described above, turning left from the proposed site access onto the A4074 to the A4142 / A423 Oxford Eastern Bypass Road.
- 3.25. The local highway network is considered to be suitable for the types of vehicles that will be associated with the construction and operation phases of the development. The daily and total number of proposed vehicle movements are set out in **Section 4**. Construction traffic will not be permitted to access the site from the south in order to avoid unnecessarily affecting rural routes including the A4074 through Nuneham Courtney.
- 3.26. Suitable mitigation will be provided in order to minimise the effects of the proposed development on the local highway network including appropriate signage, site compounds and facilities.

## 4. VEHICLE TRIP GENERATION

### Construction Phase

- 4.1. It is anticipated that the construction phase could span a period of 8–12 months, with the peak number of deliveries occurring in the first three months, during the enabling works. The maximum number of construction trips are anticipated to be circa 100 two-way construction vehicle trips per day (excluding construction staff trips), circa 40 of which are expected to be HGV trips. Deliveries are anticipated to occur between the hours of 8AM and 6PM from Monday to Saturday.
- 4.2. The maximum sized construction-related vehicle is anticipated to be an articulated vehicle that is 16.5m in length and 2.55m in width, however smaller HGVs, rigid trucks and LGVs will be used where possible. It has been demonstrated as above that a 16.5m articulated HGV can safely enter and egress the site, as per **Appendix G**.
- 4.3. Deliveries shall be reported to the site manager and will be made on the smallest possible vehicles for each item or volume of material. It is however acknowledged that the use of larger vehicles will in some instances allow additional items and materials to be transported together reducing the overall number of trips to the site.
- 4.4. A maximum of 60 construction operatives are anticipated to be on-site on a single day. It is assumed that construction operatives will travel to the site by car-share, equating to circa 20 vehicle arrivals in the morning and 20 vehicle departures in the evening. It is proposed for operatives to work on site for a six-day work week from Monday to Saturday, at this stage.
- 4.5. **Table 4.1** provides an approximate worst-case scenario breakdown of vehicle movements associated with the total 8 – 12 month construction period as provided by the applicant.
- 4.6. The construction vehicle movements associated with importing and exporting earthworks are not presently known and will be dependent on the Ground Investigation for the site. Materials will be re-used on site where possible.

**Table 4.1 – Forecast Construction Traffic Movements over 8–12 month construction period**

Activity	Total number of one-way vehicle arrivals	Total number of one-way vehicle departures	Total number of two-way vehicle movements
<b>Materials/ Equipment/ Plant (total spread across 8-12 months)</b>			
Mounting frame delivery	300	300	600
Module delivery	280	280	560
Cabinet delivery	50	50	100
Cable delivery	30	30	60
Fencing / CCTV delivery	15	15	30
Gravel / hard core material delivery	525	525	1,050
Construction plant equipment (delivery at	50	50	100

start of construction period)			
Construction plant equipment (removal at end of construction period)	50	50	100
Earthworks import/export	Not known at this stage	Not known at this stage	Not known at this stage
Site compound, fencing, welfare (delivery at start of construction period)	20	20	40
Site compound, fencing, welfare (removal at end of construction period)	20	20	40
<b>Total Construction Vehicles (Materials/ Equipment/ Plant)*</b>	<b>1,340</b>	<b>1,340</b>	<b>2,680</b>
<b>Construction Staff (total spread across 8-12 months)</b>			
Management	780	780	1,560
Technicians	1,300	1,300	2,600
Services	52	52	104
<b>Total Construction Staff Trips</b>	<b>2,132</b>	<b>2,132</b>	<b>4,264</b>
<b>Construction Total (Materials/ equipment/ staff)*</b>	<b>3,472</b>	<b>3,472</b>	<b>6,944</b>

*\*Note 1: Total vehicle movements during the construction period excluding earthworks import / export.*

*Note 2: these are total movements across the full 8-12 month period. These trips will be spread across this period with the maximum daily trips set out in paragraph 4.8.*

- 4.7. As set out in **Table 4.1**, a total of circa 2,680 two-way vehicle movements are anticipated to be made during the full construction phase (excluding earthworks and construction worker trips to / from the site).
- 4.8. The worst case trip generation for the site could generate up to 140 two-way daily vehicle trips (including 100 construction related trips and 40 trips associated with construction workers) during the peak construction period. The number of trips per day will fluctuate depending on the construction phase and as such the typical daily trips will be lower.
- 4.9. As set out in **Table 2.1**, the existing AADT on the A4074 is 16,125. An additional 140 two-way vehicle trips occurring during this time equates to a 0.9% increase, which is not considered to be a material increase from the existing conditions. The number of vehicles will fluctuate depending on the daily delivery schedule and the daily increase will be less than this figure outside of the three-month enabling works stage which is anticipated to represent the delivery peak period.
- 4.10. As stated above, a maximum of 40 two-way daily HGV trips are expected to access the site on the worst-case day during the 8-12 month construction period, which is likely to occur



during the three-month enabling works stage. The existing HGV AADT on the A4074 is 1,009 HGVs, as set out in **Table 2.1**. An additional 40 daily two-way HGV trips equates to a temporary 4.0% increase, which is not considered to be a material increase from the existing conditions. The number of HGVs will fluctuate depending on the daily delivery schedule and the average daily increase will be less than this figure outside of the three-month enabling works stage.

- 4.11. Given the temporary nature of the construction traffic and the negligible percentage increase in traffic and HGV volumes proposed it is considered that the traffic associated with the site will not have an undue effect on the safety and operation of the local highway network. Outside of the three-month enabling works stage which is anticipated to represent the delivery peak period, construction traffic will have a lesser effect on the surrounding highway network than during the peak.

#### **Large Component Deliveries**

- 4.12. Large components shall be delivered using articulated lorries. Associated goods such as smaller components, tools and other equipment will be delivered on flatbed trucks or low loaders. The majority of deliveries will fall under the UK Standard Vehicle Regulations.
- 4.13. Abnormal Indivisible Load vehicles under the Special Types General Order (STGO)) may also be required for delivery of larger components. Should the need for a STGO vehicle(s) be identified during the development of the final delivery solution, the route will be fully assessed, and suitable measures implemented e.g. the use of escort vehicles, as required by law.
- 4.14. Large loads will use the same construction route as HGVs routing from the A4142 / A423 Oxford Eastern Bypass Road to the site via the A4074.

#### **Construction Phase Summary**

- 4.15. The construction phase is proposed to have an 8–12 month period with up to a three-month peak during the enabling works. During the peak of construction the site could generate up to 100 two way construction trips (40 of which are to be HGVs) plus 40 two way staff trips per day. Throughout the 8–12 month period the site could generate 2,344 construction vehicles two way trips, plus 4,264 construction worker two way trips.
- 4.16. Based on the peak daily trip generation the site could result in an increase of up to 4% for HGVs on the A4074 and up to 1% of all traffic based on the peak daily construction volumes during the 8–12 month construction period. Temporary increases in traffic volumes of this level are not considered have a material effect on the local highway network, noting the typical traffic volumes will be lower than these figures.
- 4.17. Beyond the A4074, traffic will dissipate along the A4142 / A423 Oxford Eastern Bypass Road and Strategic Road Network (SRN). Background traffic and HGV volumes along these routes are likely to be significantly higher and therefore the development impact will represent a lower percentage impact. The development impacts during the temporary construction phase are therefore not considered to have a material impact on the SRN.



## Operational Phase

- 4.18. The same access will be used during the operational phase as the construction phase. It is anticipated that the site will operate predominately by remote access and is only visited on an occasional basis with minimal effect on the surrounding local network, it is anticipated that there could be 15 LGVs accessing the site per year, equating to 30 two-way LGV trips per year in the operational phase.
- 4.19. Operational visits will be undertaken by maintenance staff in vehicles which are unlikely to be larger than 7.5t vans. HGVs are not anticipated to be required during the operational phase, unless in the event of a replacement of a major component.
- 4.20. There will be sufficient space within the site to allow for operational vehicles and service vehicles to enter, manoeuvre, park and subsequently exit the site in forward gear.





## 5. CONCLUSION

- 5.1. This Construction Traffic Management Plan (CTMP) has been prepared by Pegasus Group on behalf of RES Group to provide transport and highways advice to support a renewable led energy scheme on land to the west of the A4074, northwest of Nuneham Courtenay, in South Oxfordshire. The CTMP covers the installation and operation of a Solar Farm and associated infrastructure which could produce up to 49.9MW.
- 5.2. The existing site is served by an agricultural access off the A4074, circa 3.2km south of the Heyford Hill Roundabout. The existing site access will be upgraded to provide a simple priority junction and widened at the entrance to the site to accommodate two way movement of construction vehicles. It is considered that the proposed access arrangements are suitable to accommodate the low number of construction and operational related trips associated with the proposed development.
- 5.3. Visibility splays have been provided at **Appendix F** to demonstrate that the proposed site access onto the A4074 has sufficient visibility for construction and operational vehicles to utilise in a safe manner. Swept path analysis for the largest construction vehicle anticipated to be associated with the development proposals has been shown to be achievable in a safe and suitable manner for turning into and out of the access to/ from the north at **Appendix G**. Swept path analysis to/ from the south has also been undertaken for completeness however it is proposed for all vehicles to approach from/ depart to the north.
- 5.4. All vehicles will approach the site from the A4142 / A423 Oxford Eastern Bypass Road to the north, identified as a 'Lorry route for through movements' as demonstrated on the OFQP Lorry Route Map. Vehicles will then proceed south along the A4074 before turning right into the site. Vehicles exiting the site will utilise the inverse of the construction route described above, turning left from the proposed site access onto the A4074 to the A4142 / A423 Oxford Eastern Bypass Road.
- 5.5. Additional traffic on the local highway network generated during the construction phase is expected to reach a maximum of circa 140 two-way daily movements, including circa 40 staff movements. Of the 100 two way construction traffic movements approximately 40 will be undertaken by HGV. This represents a worst-case trip generation however the trip generation for the site will fluctuate on a daily basis with the typical trip generation lower. Temporary traffic increases of this level are not considered to be a material increase compared to the existing baseline conditions on the A4074 or the wider highway network.
- 5.6. The local highway network is considered to be suitable to accommodate the traffic movements associated with the development proposals. Construction traffic will not be permitted to access the site from the south in order to avoid unnecessarily affecting rural routes including the A4074 through Nuneham Courtney.
- 5.7. Suitable mitigation will be provided in order to minimise the effects of the proposed development on the local highway network including appropriate signage, a site compound and facilities. Mitigation measures will be agreed and finalised between the appointed contractor and Oxfordshire County Council.
- 5.8. In summary, it is considered that there are no valid highway or transportation reasons which would prevent the proposed development of the site.



## APPENDIX A – SITE MASTERPLAN



- KEY:**
- PLANNING BOUNDARY  
(OUTSIDE EDGE OF LINE DENOTES BOUNDARY)
  - PROPOSED ACCESS TRACK
  - PUBLIC RIGHT OF WAY DEFINITIVE MAP (PRoW)
  - PERMISSIVE PATH
  - INDICATIVE SOLAR PV ARRAY
  - INVERTER
  - INVERTER HARDSTAND
  - SUBSTATION COMPOUND
  - TEMPORARY CONSTRUCTION COMPOUND
  - FENCE LINE
  - GATE (FENCE)
  - ✱ WATERCOURSE CROSSING
  - ⬢ EXISTING HEDGEROW GAP TO BE ENLARGED
  - ⬢ PRoW CROSSING POINT
  - ⬢ UPDATED PRoW ACCESS
  - ⬢ INDICATIVE HERITAGE INTERPRETATION BOARD
  - ◀ CCTV



ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
5	FG	BD	EB	2024-03-11	Minor amendments (Indicative heritage added, key update)
4	FG	JM	BD	2024-03-04	Minor amendments (OHL constraint buffer update)
3	FG	JM	BD	2024-01-18	Drawing title, planning boundary and PoC update
2	FG	JM	BD	2024-01-11	Site boundary and point of connection update

PURPOSE		COORDINATES	
PERMITTING		OSGB 1936	
SCALE		DATUM	
1:5,000	@A3	N/A	
LAYOUT DRAWING		T-LAYOUT NO	
N/A		N/A	

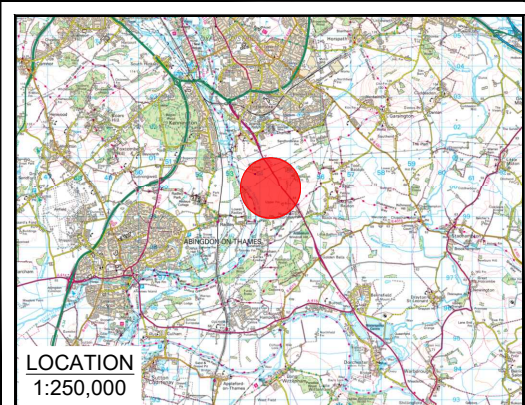
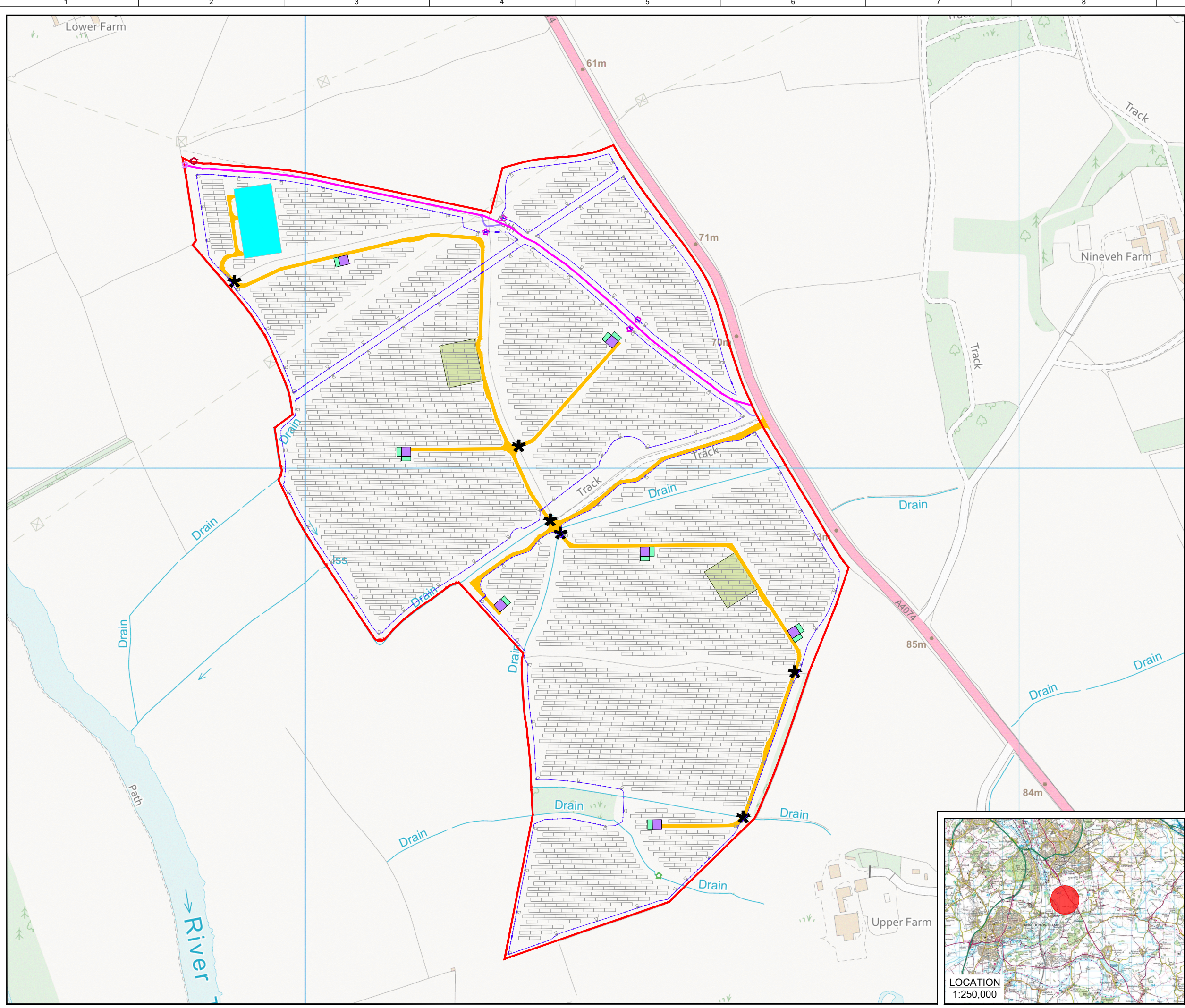
PROJECT TITLE  
**NUNEHAM SOLAR FARM**

DRAWING TITLE  
**FIGURE 4  
PLANNING INFRASTRUCTURE LAYOUT**

RES DRAWING NUMBER	REV
04531-RES-LAY-DR-PT-003	5

THIS DRAWING IS THE PROPERTY OF RENEWABLE ENERGY SYSTEMS LIMITED AND NO REPRODUCTION MAY BE MADE IN WHOLE OR IN PART WITHOUT PERMISSION

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## **APPENDIX B – OXFORDSHIRE COUNTY COUNCIL RESPONSE TO CONSULTATION (NOVEMBER 2022)**

# **OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL**

**District:** South Oxfordshire

**Application no:** P22/S3476/SCO

**Proposal:** Environmental Impact Assessment Scoping Opinion for a proposed Solar Energy Development and Associated Infrastructure

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

**Response Date:** 10th November 2022

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This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

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**Application no: P22/S3476/SCO**

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

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## **General Information and Advice**

### **Recommendations for approval contrary to OCC objection:**

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via [planningconsultations@oxfordshire.gov.uk](mailto:planningconsultations@oxfordshire.gov.uk)) as to why material consideration outweighs OCC's objections, and to be given an opportunity to make further representations.

### **Outline applications and contributions**

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

### **Where a S106/Planning Obligation is required:**

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**  
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

**Security of payment for deferred contributions** - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more
- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

**Application No: P22/S3476/SCO**

**Location:** Land West of A4074, North-West of Nuneham Courtenay

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## **Transport Development Control**

### **Detailed Comments**

The submitted 'Environmental Impact Assessment: Scoping Report' (Pegasus, September 2022) document requests that the topic of transport and highways be scoped out of the EIA; therefore, it is proposed not to include the relevant chapter in the Environmental Statement.

This appears reasonable as it is unlikely that significant effects defined by the EIA regulations relating to transport and highways would occur during either the construction phase or operational phase of the development proposal.

Were the topic of transport and highways to be scoped in, any assessment should be undertaken in accordance with the Institute of Environmental Assessment (IEA) document 'Guidance Note Number 1: Guidelines for the Environmental Assessment of Road Traffic (1993)'. The use of these guidelines to assess this topic is common practice.

The planning application should be accompanied by a Transport Statement, as well as a comprehensive Construction Traffic Management Plan, as it is likely that the majority of vehicle movements to and from the site as a result of the development proposal would occur during the construction phase rather than when the Solar Farm is operational.

A single document which comprises both reports and includes the information set out in paragraph 11.15 of the 'Environmental Impact Assessment: Scoping Report' would be acceptable to accompany the planning application.

The routing of HGVs along the A4074 to and from the Eastern By-Pass Road during the construction phase of the development proposal would be acceptable to the Local Highway Authority. This would avoid HGVs travelling through Nuneham Courtenay and would also have the benefit of reducing vehicle turning movements at the site access to right-in / left-out only.

An upgrade of the existing agricultural access to the site along the A4074 to a simple priority T-junction as part of the development proposal would be acceptable to the Local Highway Authority in principle. The planning application should demonstrate that appropriate visibility splays for the 85<sup>th</sup> percentile vehicle speeds along the A4074 in accordance with DMRB guidance would be provided, as well as show with swept path analysis that HGVs would be able to safely enter and exit the site in a forward gear.



A visibility splay of 4.5m x 215.0m to both the left and right upon egress from the site as shown on the '04531-RES-ACC-DR-PE-001, Rev 1' drawing would be appropriate for the development proposal were the recorded 85th percentile vehicle speeds to be below 60mph.

The overall arrangement of the site access junction shown on the '04531-RES-ACC-DR-LO-001, Rev 1' drawing appears to show that two HGVs would be able to safely pass each other in to and out of the Solar Farm.

**Officer's Name: Anthony Bubb**

**Officer's Title:** Transport Planner

**Date:** 25/10/2022

**Application no: P22/S3476/SCO**

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

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### **Lead Local Flood Authority**

#### **Recommendation:**

Comments

#### **Detailed comments:**

It is proposed that the Scoping Report should include a FRA and a SWDS. It is not considered that there will be any effect on the local drainage, as the site is shown as being in Flood Zone 1. This is however incorrect. There is evidence on the surface water flooding maps that there are a number of minor tributaries of the Thames on the site and these will be affected by the proposed solar arrays and associated infrastructure. There will therefore be a requirement for formalising of these minor watercourses and dealing with any increased run-off from the site using SuDS.

**Officer's Name: Diane Rotherham**

**Officer's Title:** Flood Risk Engineer

**Date:** 22/10/2022

**Application no: P22/S3476/SCO**

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

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## **Archaeology**

### **Recommendation:**

Comments

### **Comments:**

The scoping report submitted sets out that the EIA will contain a chapter on Cultural Heritage. This chapter is to be informed by a desk based assessment, including the results of a geophysical survey. This assessment will need to be undertaken in line with the Chartered Institute for Archaeologists standards and guidance for desk based assessments and geophysical survey including the submission of an appropriate written scheme of investigation to agree the scope of the assessment.

The scoping report identifies that any further requirement for evaluation trenching will be subject to further consultation following the results of the initial phase desk based assessment and geophysical survey works. Whilst we would not disagree with such an approach we would advise that a programme of archaeological trenched evaluation will very likely be needed to be undertaken in advance of the determination of any planning application for this site, this required to test the veracity of the geophysical survey results and to inform the conclusions, and any onward mitigation proposals, of the EIA.

**Officer's Name: Steven Weaver**

**Officer's Title:** Archaeologist

**Date:** 06/10/2022

**Application no: P22/S3476/SCO**

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

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## **Minerals & Waste**

### **Recommendation:**

Comment

### **Key issues:**

### **Legal agreement required to secure:**

### **Conditions:**

### **Informatives:**

### **Detailed comments:**

We are pleased to see inclusion of Policy EP5 Minerals Safeguarding Areas from the South Oxfordshire Local Plan within the Policy Context of the EIA Scoping Report. However, we would also have expected to see inclusion of the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy within this section. In particular, reference to Policy M8 Safeguarding mineral resources, which should be considered.

Minerals are a finite resource and can only be worked where they exist. It is Government policy that important mineral resources should be safeguarded for the long term and this is undertaken, at the local level, through Policy M8 of the Minerals and Waste Core Strategy. The proposed solar development and associated infrastructure lies directly to the east of a mineral safeguarded area for sharp sand and gravel. At its closest, they are approximately 24m apart. There are known mineral resources within this safeguarded area as a site has been submitted in this location for possible inclusion within Part 2: Site Allocations for the Minerals and Waste Local Plan.

The development is proposing the capacity to deliver 49.9MW of energy with the inclusion of a substation to allow for the connection of the solar development to the National Grid. There is no detail given on the length of time the proposed development

would be on site. Therefore, the impact of this proposed development and whether it would prevent or hinder the possible working of the mineral in the safeguarded area should be explored.

**Officer's Name: Charlotte Simms**

**Officer's Title:** Minerals and Waste Local Plan Principal Officer

**Date:** 13/10/2022

**Application no: P22/S3476/SCO**

**Location:** Land west of A4074 North-west of Nuneham Courtenay Oxfordshire

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## **Landscape / Green Infrastructure**

### **Comments**

The District Council landscape officer, biodiversity officer and heritage officer should be consulted.

I agree that Landscape and Visual effects are scoped in. I also agree that the landscape and visual assessment should be carried out in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3). Visualisation should be in accordance with Technical Guidance Note 06/19 on 'Visual Representation of Development Proposals' by the Landscape Institute (June 2019).

The LVIA should take account of existing local landscape character assessments and studies. It should also assess direct and indirect effects and take account of lighting and cumulative effects with other developments in the area, eg the proposed Grenoble Road housing development. Design and assessment should be an interactive process and inform any potential mitigation.

The LVIA should also include an assessment of impacts on Public Rights of Way (PROW) and the Council's Public Rights of Way officer should be consulted on this.

The development is proposed to occupy 69 hectares of existing agricultural land on undulating terrain, some of which might be high quality. The site and surrounding landscape are open agricultural fields with little intervening vegetation increasing the visibility of the proposed development in views. The application site is also not far from the Nuneham Courtenay Conservation Area and the Nuneham Park Historic Parks and Garden increasing the site's sensitivity in landscape character and visual terms.

The development seeks the installation of solar panels, fencing and other associated structures on a permanent basis increasing the impact of the development in landscape and visual terms. Consideration will need to be given how the development can be integrated into the landscape without causing significant adverse landscape or visual effects.

The proposed viewpoints selection looks rather limited, and I recommend that assessment methodology, study area, viewpoints and visualisations are agreed with the District Council's landscape officer at the outset of the assessment. Consideration should also be given whether a Glint & Glare assessment is required to ensure that the impacts on views are adequately understood.

I suggest that additional viewpoints are chosen from the PRoW within the site, Nuneham Courtenay Conservation Area, the Nuneham Park Historic Parks & Garden and from the A4074 (cyclists and motorists). Being mindful of the potential visibility of the development in long-distance views, I recommend that visibility is tested from Sandford Lock, locations at the southern edge of Oxford, Radley and PRoWs near Toot Baldon. I also suggest that impacts on users of the River Thames and additional sequential viewpoints from the Thames National Trail are considered.

Although not a landscape matter, the site is located within the Oxford Greenbelt and consideration should be given whether a Greenbelt Assessment is required.

It is unclear whether the proposal has the potential to impact on trees or hedgerows. A tree survey to BS5837:2012 (Trees in relation to construction) and Arboricultural Impact Assessment should be requested should the development have the potential to adversely affect trees or other mature vegetation.

It should be noted in this context that Oxfordshire County Council have adopted a tree policy that seeks to protect and increase tree cover along the county highways ([https://mycouncil.oxfordshire.gov.uk/documents/s60154/CA\\_APR2622R06%20ANNEX%201%20-%20Tree%20Policy%20for%20Oxfordshire.pdf#:~:text=Policy%203%3A%20For%20every%20tree%20that%20is%20on,be%20planted%20in%20the%20same%20or%20similar%20location.](https://mycouncil.oxfordshire.gov.uk/documents/s60154/CA_APR2622R06%20ANNEX%201%20-%20Tree%20Policy%20for%20Oxfordshire.pdf#:~:text=Policy%203%3A%20For%20every%20tree%20that%20is%20on,be%20planted%20in%20the%20same%20or%20similar%20location.) ).

No Site Layout Plan or Landscape Masterplan have been submitted at this stage, but the proposals should not only seek to minimise adverse landscape and visual impacts but also deliver landscape and green infrastructure enhancements as part of the proposals.

**Officer's Name:** Haidrun Breith

**Officer's Title:** Landscape Specialist

**Date:** 07/11/2022



## **APPENDIX C – NATIONAL HIGHWAYS CONSULTATION FOR A SCOPING OPINION**



18053 P22/S3476/SCOLand west of A4074 North-west of Nuneham Courtenay  
Oxfordshire

Blake, Patrick <[REDACTED]>

Wed 26/10/2022 15:39

To: Planning Registration <[REDACTED]>

Cc: Planning SE <[REDACTED]>

>; Colclough, Joseph <[REDACTED]>

>; Ginn, Beata

<[REDACTED]>

Doyle, Simon/LON <[REDACTED]> Tom

**\*\*EXTERNAL\*\***

**For the attention of:** Phil Moule, South Oxfordshire District Council

**Reference:** P22/S3476/SCO

**Our reference:** 7655

**Location:** Land west of A4074, North-west of Nuneham Courtenay, Oxfordshire

**Proposal:** Environmental Impact Assessment Scoping Opinion for a proposed Solar Energy Development and Associated Infrastructure.

**Consultation on request for a Screening or Scoping Opinion of the Local Planning Authority under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017**

Dear Phil,

Thank you for consulting National Highways (we) in your email dated 20<sup>th</sup> July 2022 regarding a response to the request for an EIA scoping opinion in relation to the proposal for a new solar farm at the site referenced above.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A34.

We do not offer a view of the scope of EIA's as this is for the Local Planning Authority to determine. However, we note that part three of the EIA Scoping Report suggests that transport will be scoped out. A Construction Traffic Management Plan (CTMP) will however be provided, and we encourage this to properly assess any impact of construction trips on the SRN.

Please do keep us updated with the progress of this proposal through our inbox [PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk).

I hope this is helpful.

Kind Regards,

**Patrick Blake, Spatial Planning Manager – South East**

National Highways | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highways.gov.uk>

GTN: 0300 470 1043

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**National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | [info@nationalhighways.co.uk]info@nationalhighways.co.uk**

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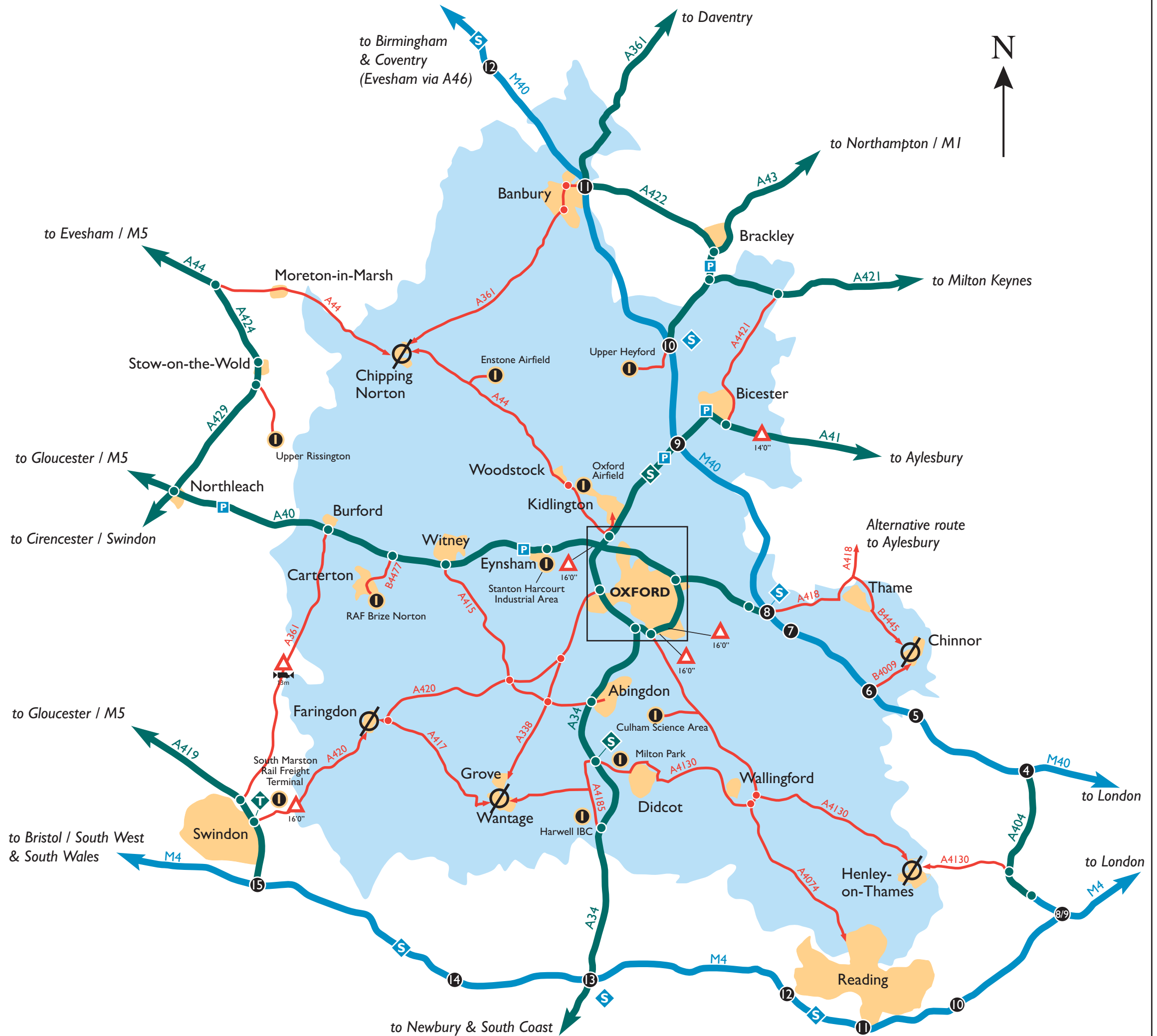


## APPENDIX D – OFQP LORRY ROUTE MAP

# Oxfordshire Freight Quality Partnership LORRY ROUTE MAP

## Key

-  Lorry routes for through movements (motorways / A roads)
-  Routes for local access only
-  Motorway Service Area (full access for HGVs)
-  Other Service Area (full access for HGVs)
-  Truck Services (dedicated services for HGVs)
-  Layby on through routes with space for >6HGVs
-  Height restrictions 16'0"
-  Length restrictions
-  Key Lorry origins and destinations (outside towns)
-  Milton Park
-  Towns unsuitable for through lorry traffic



**Halcrow**

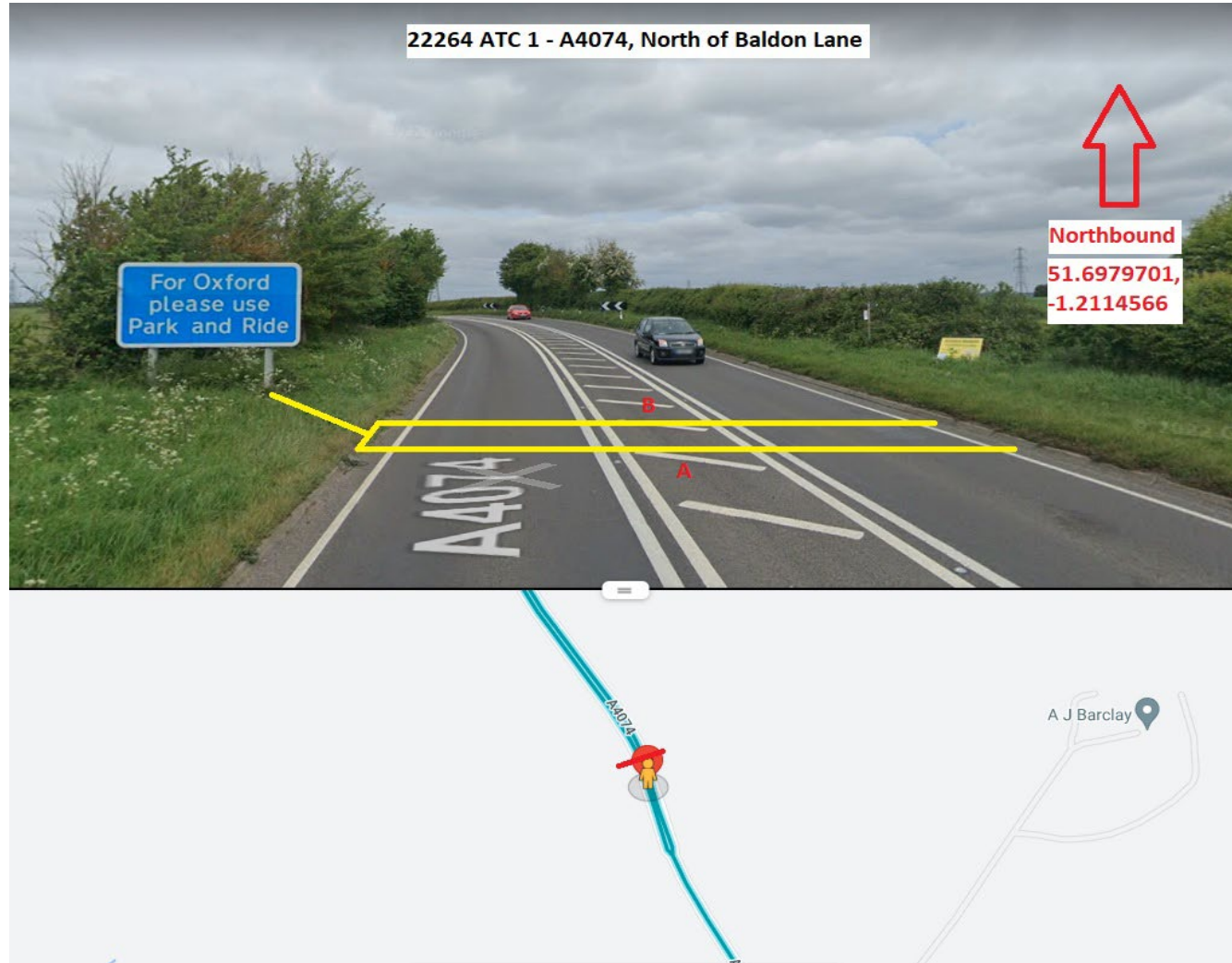
**OXFORDSHIRE  
COUNTY COUNCIL**  
ENVIRONMENT & ECONOMY  
www.oxfordshire.gov.uk



## **APPENDIX E – A4074 AUTOMATIC TRAFFIC COUNT DATA**

**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Location**



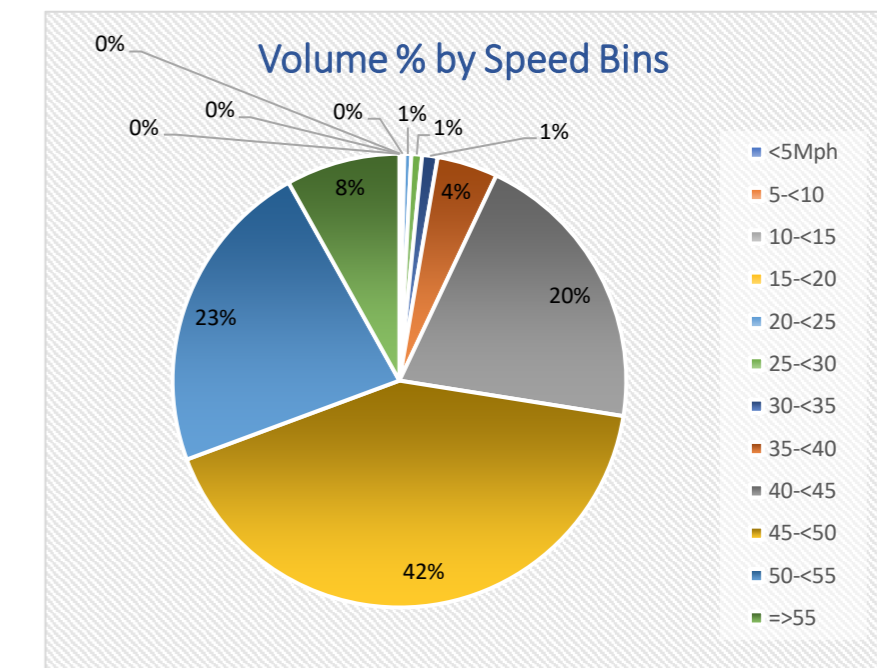
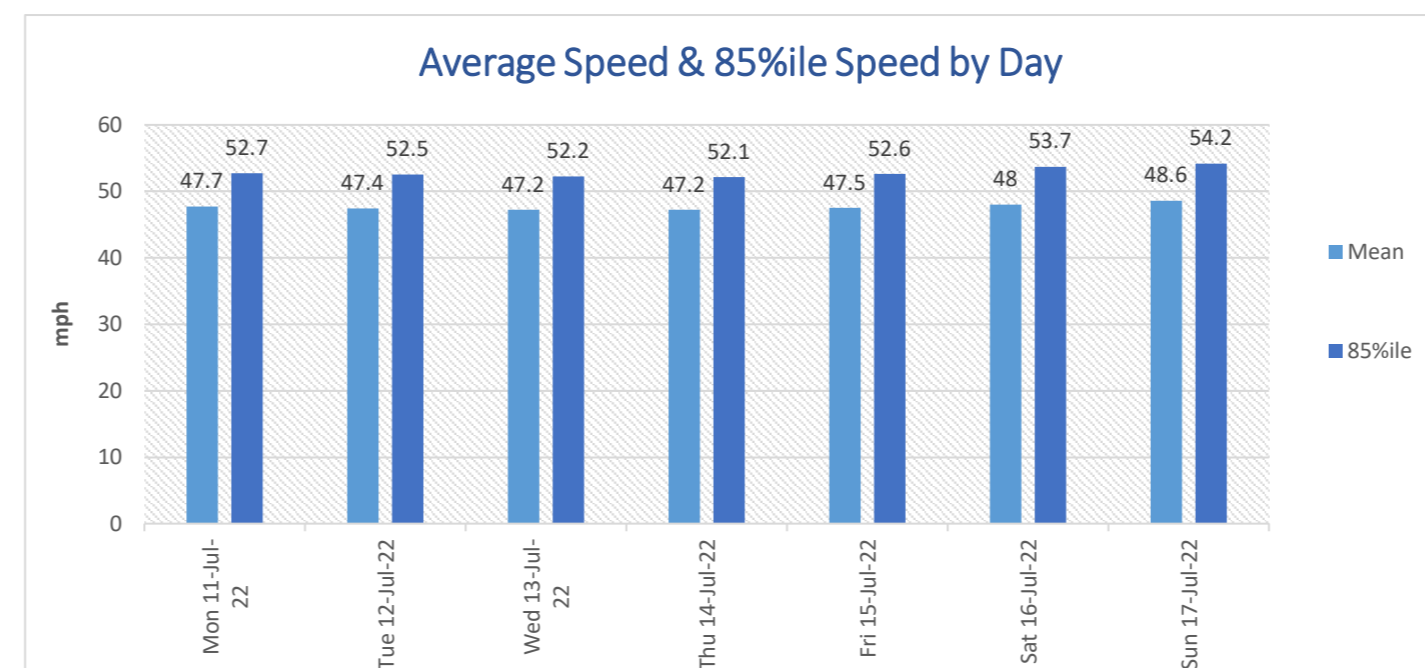
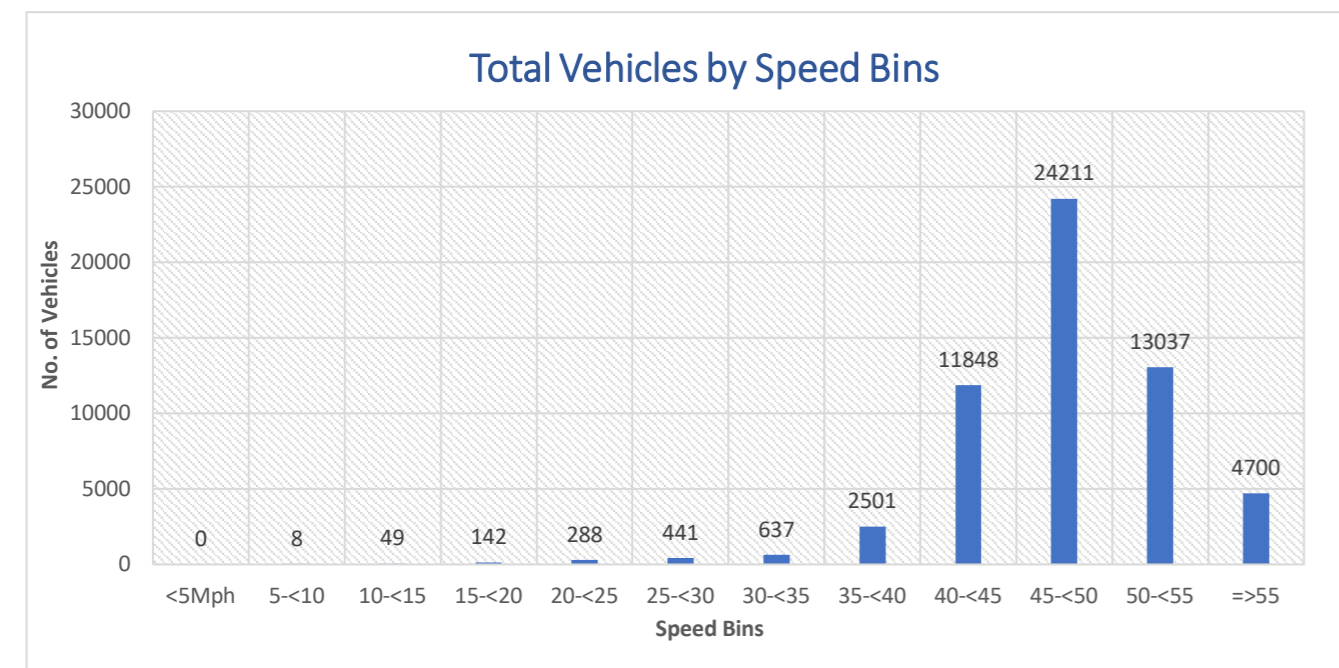
**Observations**



**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound  
**Posted Speed Limit(mph)** 50mph

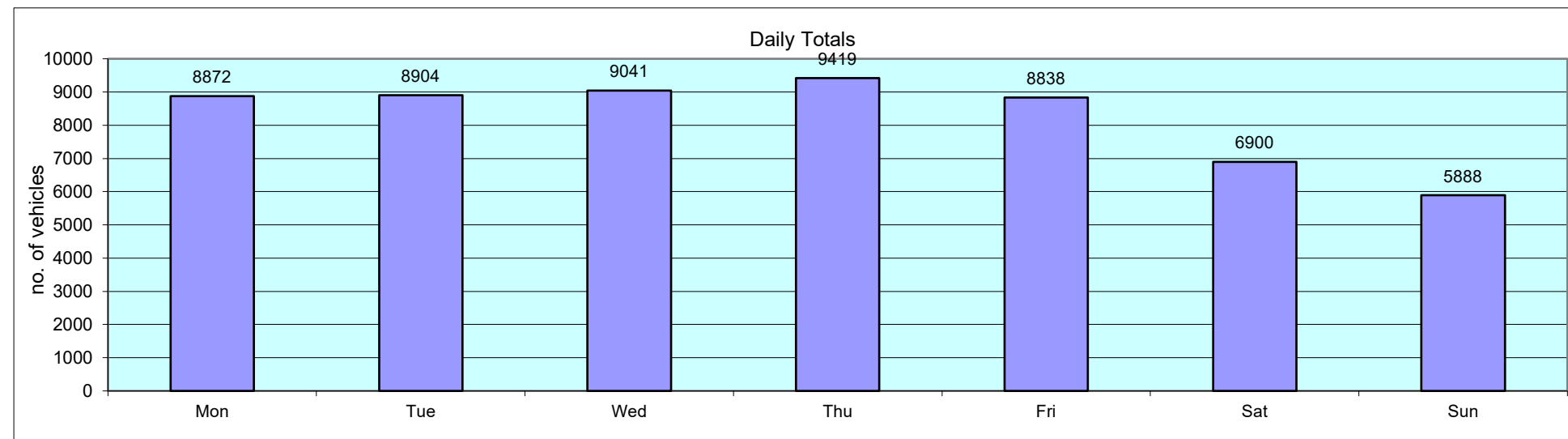
Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 11-Jul-22	Sun 17-Jul-22	57862	9015	8266	52.7	47.6	6.2

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 11-Jul-22	8872	52.7	47.7	6.1	0	3	9	23	32	66	92	348	1777	3742	2092	688
Tue 12-Jul-22	8904	52.5	47.4	6.2	0	1	4	29	46	94	101	346	1818	3881	1960	624
Wed 13-Jul-22	9041	52.2	47.2	6.1	0	1	7	34	74	68	69	384	1986	3903	1909	606
Thu 14-Jul-22	9419	52.1	47.2	5.8	0	1	19	19	31	28	73	486	2229	4008	1905	620
Fri 15-Jul-22	8838	52.6	47.5	6.2	0	1	4	18	50	77	116	428	1741	3772	1941	690
Sat 16-Jul-22	6900	53.7	48	6.6	0	0	5	12	27	71	134	275	1288	2655	1694	739
Sun 17-Jul-22	5888	54.2	48.6	6.4	0	1	1	7	28	37	52	234	1009	2250	1536	733
<b>Total Vehicles</b>																
[--]	57862	52.7	47.6	6.2	0	8	49	142	288	441	637	2501	11848	24211	13037	4700



**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

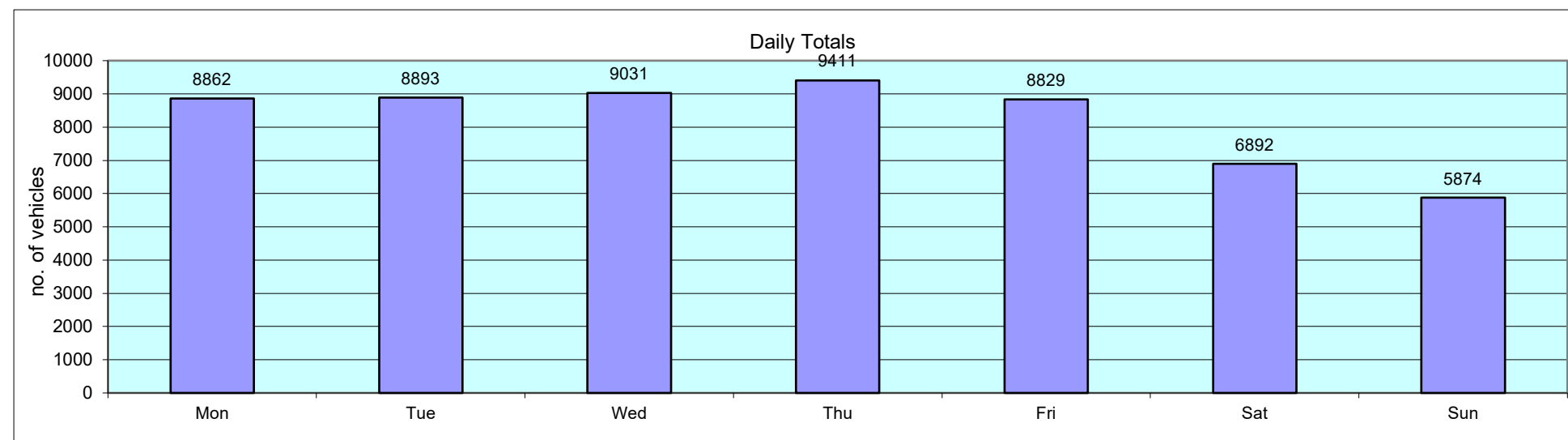
Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	41	36	31	33	38	31	69	36	40
0200	15	18	18	24	29	33	39	21	25
0300	11	19	16	11	18	25	36	15	19
0400	18	15	23	19	15	25	22	18	20
0500	29	32	37	38	37	17	16	35	29
0600	120	132	137	136	126	67	41	130	108
0700	355	335	338	369	329	155	117	345	285
0800	871	937	863	885	760	261	144	863	674
0900	839	849	848	860	789	377	231	837	685
1000	629	668	638	663	639	510	449	647	599
1100	524	484	540	539	545	596	517	526	535
1200	556	469	505	523	559	575	498	522	526
1300	484	525	508	533	552	509	510	520	517
1400	492	489	527	498	551	553	501	511	516
1500	502	511	511	596	592	528	435	542	525
1600	588	637	656	650	628	439	437	632	576
1700	724	763	756	768	688	457	407	740	652
1800	708	635	709	701	552	429	374	661	587
1900	449	477	520	526	439	372	292	482	439
2000	368	286	305	383	306	293	260	330	314
2100	260	266	231	271	256	241	203	257	247
2200	155	171	172	184	174	173	140	171	167
2300	98	108	111	144	133	145	98	119	120
2400	36	42	41	65	83	89	52	53	58
<b>08-09</b>	<b>839</b>	<b>849</b>	<b>848</b>	<b>860</b>	<b>789</b>	<b>377</b>	<b>231</b>	<b>837</b>	<b>685</b>
<b>17-18</b>	<b>708</b>	<b>635</b>	<b>709</b>	<b>701</b>	<b>552</b>	<b>429</b>	<b>374</b>	<b>661</b>	<b>587</b>
<b>07-19</b>	<b>7366</b>	<b>7444</b>	<b>7581</b>	<b>7742</b>	<b>7294</b>	<b>5606</b>	<b>4795</b>	<b>7485</b>	<b>6833</b>
<b>07-23</b>	<b>8247</b>	<b>8275</b>	<b>8400</b>	<b>8724</b>	<b>8163</b>	<b>6458</b>	<b>5496</b>	<b>8362</b>	<b>7680</b>
<b>00-24</b>	<b>8872</b>	<b>8904</b>	<b>9041</b>	<b>9419</b>	<b>8838</b>	<b>6900</b>	<b>5888</b>	<b>9015</b>	<b>8266</b>



**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Volumetric Summary - Motorised Vehicles**

Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	41	36	31	33	38	31	69	36	40
0200	15	18	18	24	29	33	39	21	25
0300	11	19	16	11	18	25	36	15	19
0400	18	15	23	19	15	25	22	18	20
0500	29	32	37	38	37	17	15	35	29
0600	120	132	137	136	126	67	41	130	108
0700	355	334	338	369	328	155	117	345	285
0800	871	937	862	883	759	261	144	862	674
0900	837	847	847	860	788	377	231	836	684
1000	628	668	637	663	638	510	449	647	599
1100	524	484	540	539	545	595	516	526	535
1200	556	469	504	523	559	574	496	522	526
1300	484	525	507	532	552	507	506	520	516
1400	492	489	527	498	551	552	500	511	516
1500	502	511	511	596	591	525	435	542	524
1600	588	637	655	649	628	439	436	631	576
1700	722	762	756	768	687	457	406	739	651
1800	707	633	708	701	551	429	374	660	586
1900	449	476	519	525	438	372	290	481	438
2000	366	284	305	381	305	293	259	328	313
2100	259	265	230	270	256	241	203	256	246
2200	154	171	171	184	174	173	140	171	167
2300	98	108	111	144	133	145	98	119	120
2400	36	41	41	65	83	89	52	53	58
<b>08-09</b>	<b>837</b>	<b>847</b>	<b>847</b>	<b>860</b>	<b>788</b>	<b>377</b>	<b>231</b>	<b>836</b>	<b>684</b>
<b>17-18</b>	<b>707</b>	<b>633</b>	<b>708</b>	<b>701</b>	<b>551</b>	<b>429</b>	<b>374</b>	<b>660</b>	<b>586</b>
<b>07-19</b>	<b>7360</b>	<b>7438</b>	<b>7573</b>	<b>7737</b>	<b>7287</b>	<b>5598</b>	<b>4783</b>	<b>7479</b>	<b>6825</b>
<b>07-23</b>	<b>8237</b>	<b>8266</b>	<b>8390</b>	<b>8716</b>	<b>8155</b>	<b>6450</b>	<b>5483</b>	<b>8353</b>	<b>7671</b>
<b>00-24</b>	<b>8862</b>	<b>8893</b>	<b>9031</b>	<b>9411</b>	<b>8829</b>	<b>6892</b>	<b>5874</b>	<b>9005</b>	<b>8256</b>

























**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Grand Total**

Time	Total Motorised Vehicles	Totals	Cycles	Motor Cycles	Number Vehicle Classes DfT 2010 + COBA Scheme									Percentage Vehicle classes DfT 2010 + COBA Scheme														Vehicle Speed																P-Tile 85%	Average Speed	Standard deviation	
					Car	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	Cycles	Motor Cycles	Cars	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90				MPH 95
--	57792	57862	70	929	42218	10628	2519	197	66	355	4	422	454	0.121	1.606	72.96	18.37	4.353	0.34	0.114	0.614	0.007	0.729	0.785	0	8	49	142	288	441	637	2501	11848	24211	13037	3407	864	275	108	29	12	4	0	1	52.7	47.6	6.2

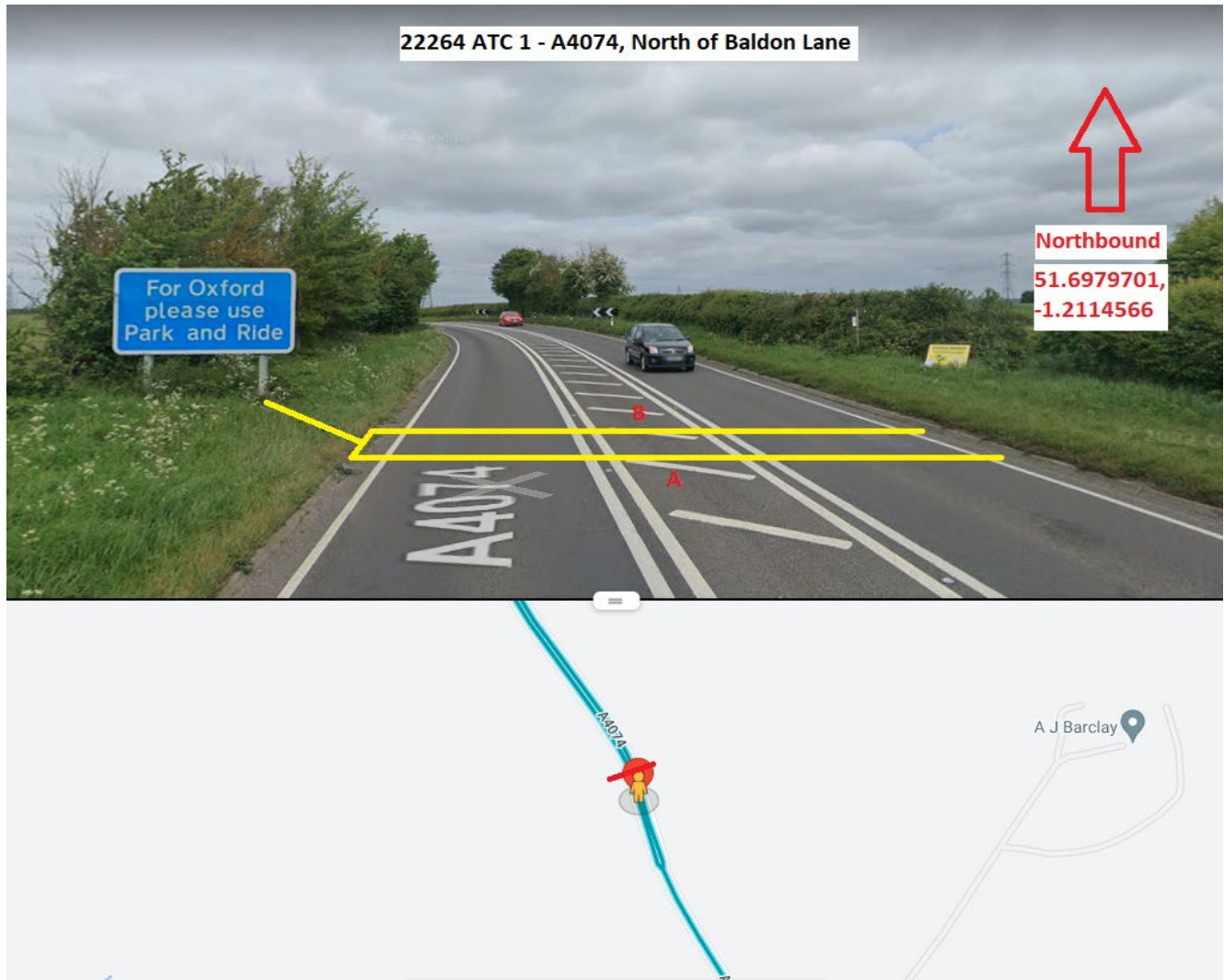






**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Location**

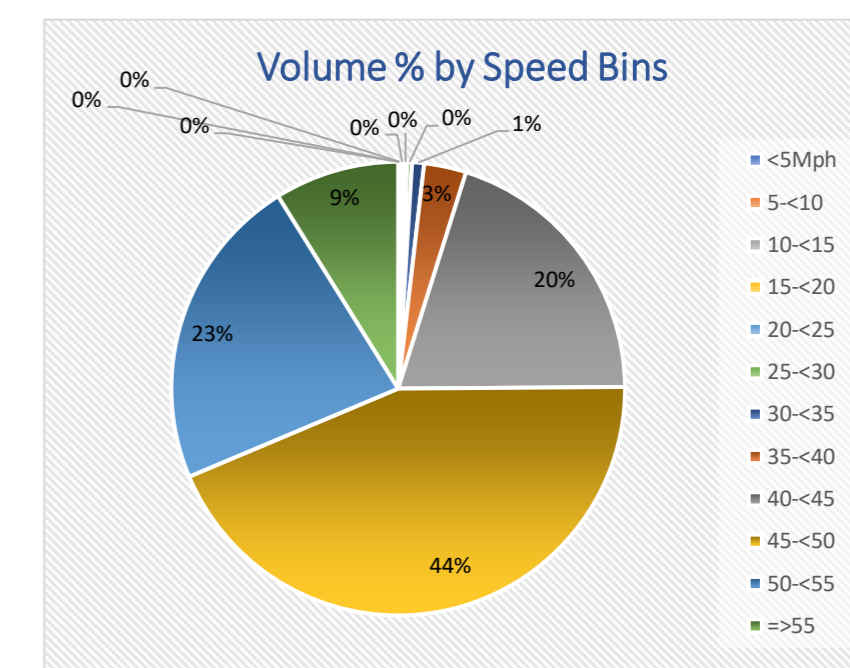
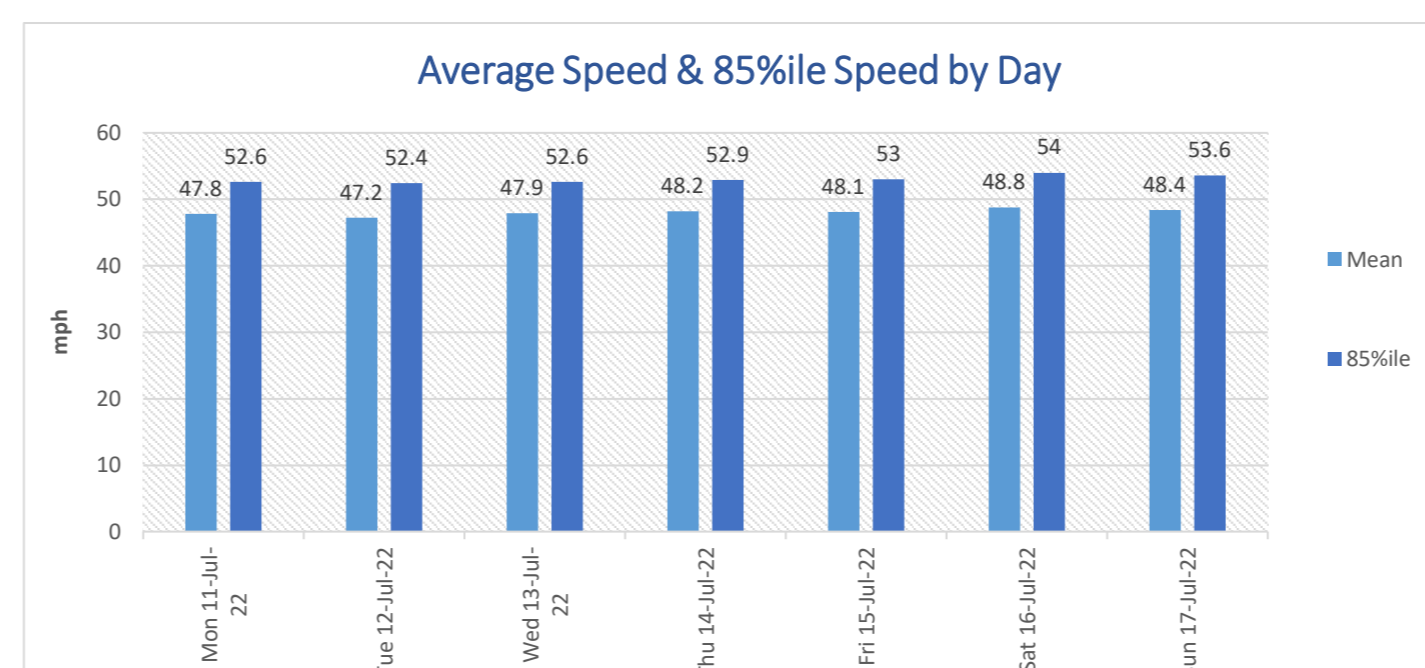
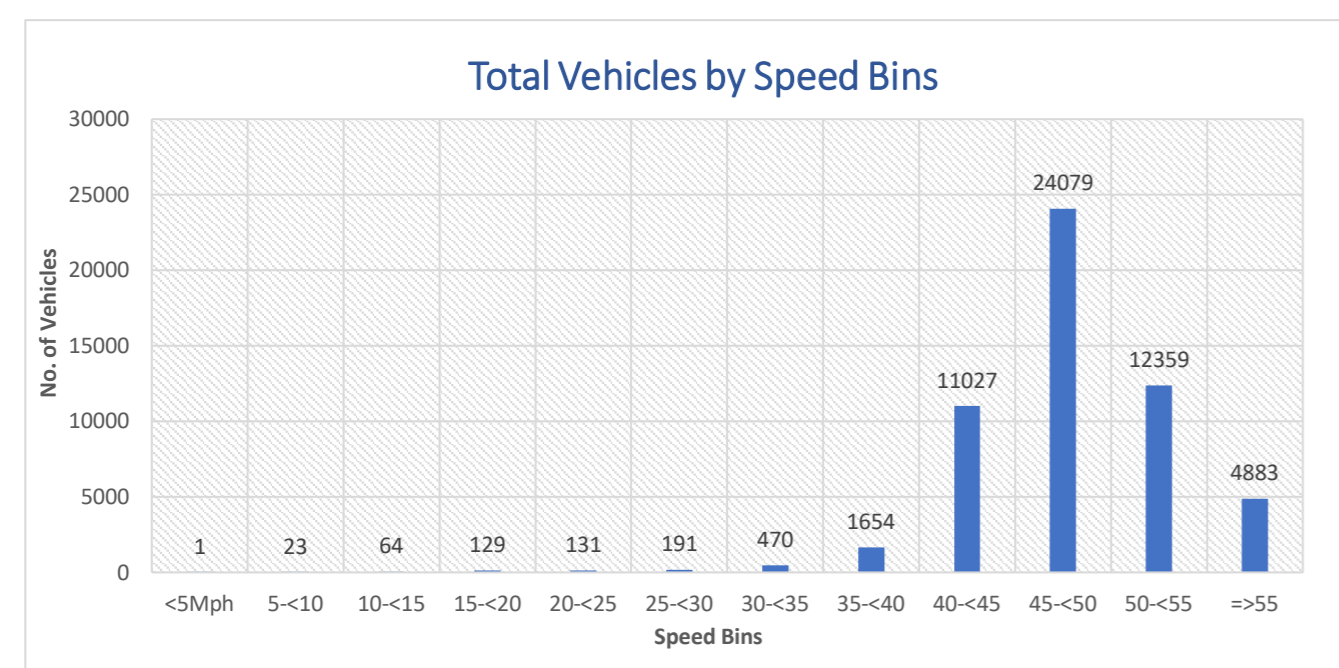


**Observations**

**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound  
**Posted Speed Limit(mph)** 50mph

Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 11-Jul-22	Sun 17-Jul-22	55011	8496	7859	53.0	48.0	5.9

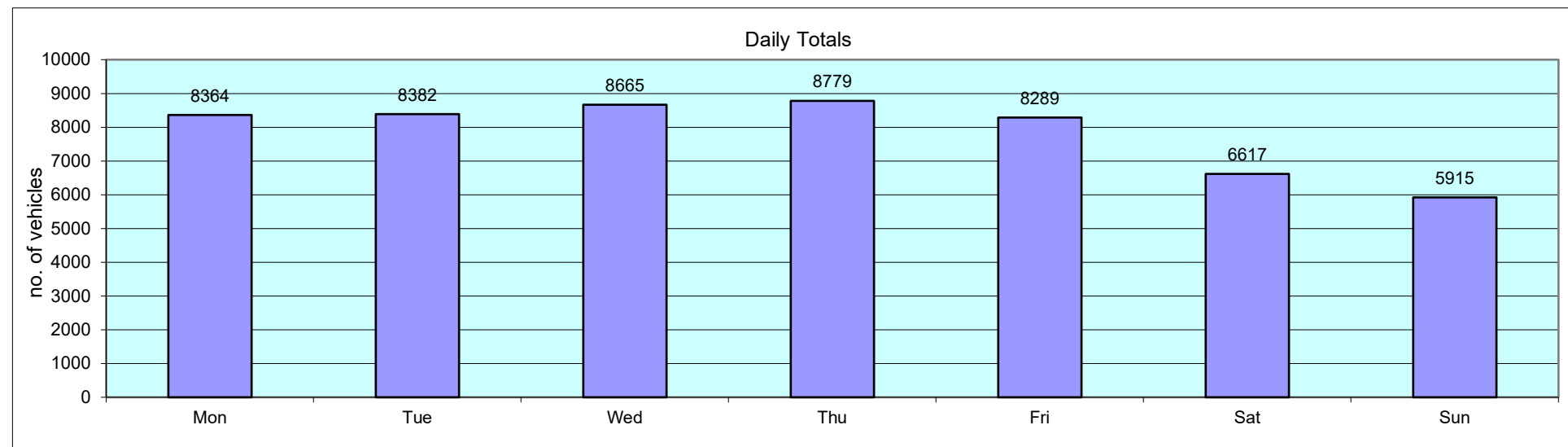
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 11-Jul-22	8364	52.6	47.8	5.5	0	1	3	8	17	13	57	335	1847	3668	1754	661
Tue 12-Jul-22	8382	52.4	47.2	6.9	0	18	36	76	35	58	82	256	1777	3626	1789	629
Wed 13-Jul-22	8665	52.6	47.9	5.4	0	1	5	4	6	26	74	299	1819	3894	1857	680
Thu 14-Jul-22	8779	52.9	48.2	5.5	1	2	11	22	8	17	55	196	1641	4015	2089	722
Fri 15-Jul-22	8289	53	48.1	5.7	0	1	3	8	24	22	69	245	1736	3583	1836	762
Sat 16-Jul-22	6617	54	48.8	6.1	0	0	5	4	10	39	94	139	1089	2811	1626	800
Sun 17-Jul-22	5915	53.6	48.4	6	0	0	1	7	31	16	39	184	1118	2482	1408	629
<b>Total Vehicles</b>																
[--]	55011	53.0	48.0	5.9	1	23	64	129	131	191	470	1654	11027	24079	12359	4883





**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

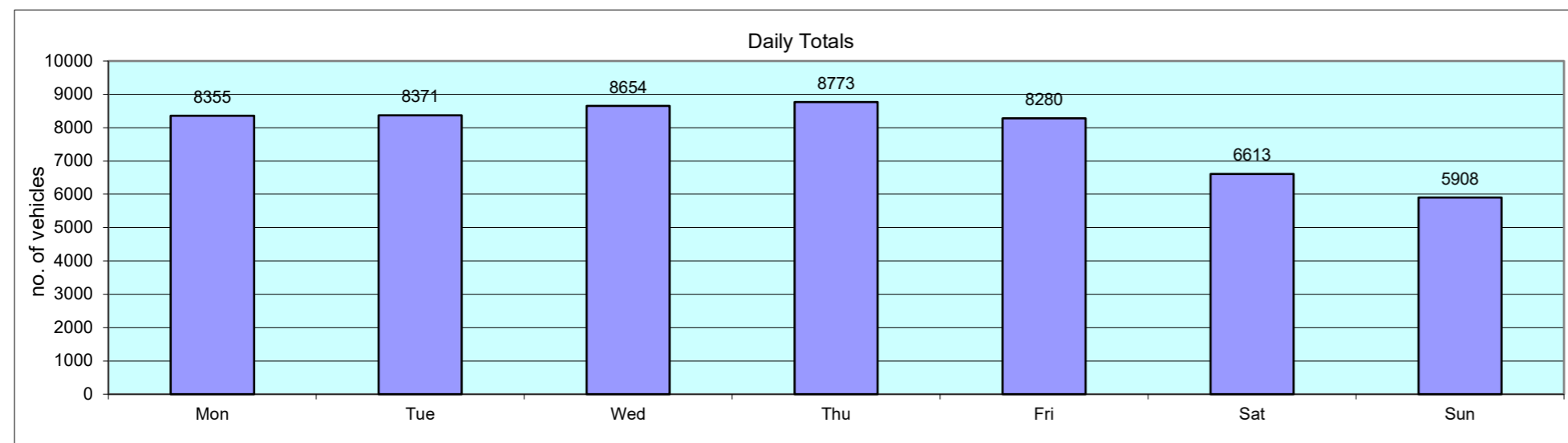
Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	36	32	35	35	40	70	81	36	47
0200	18	18	13	20	25	33	36	19	23
0300	15	10	16	14	15	30	26	14	18
0400	7	14	10	23	9	16	18	13	14
0500	27	29	43	51	47	49	10	39	37
0600	94	102	118	110	95	50	31	104	86
0700	287	311	340	323	289	117	91	310	251
0800	639	641	659	651	553	198	164	629	501
0900	556	633	608	619	547	255	232	593	493
1000	501	460	466	509	412	359	292	470	428
1100	420	449	428	462	434	481	415	439	441
1200	480	417	518	458	512	501	522	477	487
1300	539	492	520	515	536	615	525	520	535
1400	452	476	523	467	530	525	521	490	499
1500	542	514	543	547	576	484	457	544	523
1600	616	619	579	594	621	411	405	606	549
1700	739	766	813	726	741	497	442	757	675
1800	790	749	722	829	636	473	382	745	654
1900	577	577	572	596	470	374	306	558	496
2000	340	361	368	374	391	315	307	367	351
2100	278	278	272	311	291	236	237	286	272
2200	210	214	234	239	233	197	204	226	219
2300	131	162	183	222	179	210	140	175	175
2400	70	58	82	84	107	121	71	80	85
<b>08-09</b>	<b>556</b>	<b>633</b>	<b>608</b>	<b>619</b>	<b>547</b>	<b>255</b>	<b>232</b>	<b>593</b>	<b>493</b>
<b>17-18</b>	<b>790</b>	<b>749</b>	<b>722</b>	<b>829</b>	<b>636</b>	<b>473</b>	<b>382</b>	<b>745</b>	<b>654</b>
<b>07-19</b>	<b>6851</b>	<b>6793</b>	<b>6951</b>	<b>6973</b>	<b>6568</b>	<b>5173</b>	<b>4663</b>	<b>6827</b>	<b>6282</b>
<b>07-23</b>	<b>7810</b>	<b>7808</b>	<b>8008</b>	<b>8119</b>	<b>7662</b>	<b>6131</b>	<b>5551</b>	<b>7881</b>	<b>7298</b>
<b>00-24</b>	<b>8364</b>	<b>8382</b>	<b>8665</b>	<b>8779</b>	<b>8289</b>	<b>6617</b>	<b>5915</b>	<b>8496</b>	<b>7859</b>



**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Volumetric Summary - Motorised Vehicles**

Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	36	32	35	35	40	70	81	36	47
0200	18	18	13	20	25	33	36	19	23
0300	15	10	16	14	15	30	26	14	18
0400	7	14	10	23	9	16	18	13	14
0500	27	29	43	51	47	49	9	39	36
0600	94	101	118	110	95	50	31	104	86
0700	287	310	340	323	288	117	90	310	251
0800	638	638	659	650	550	198	164	627	500
0900	553	631	608	617	547	254	232	591	492
1000	501	460	466	508	412	359	292	469	428
1100	419	449	427	462	434	481	415	438	441
1200	480	417	518	458	512	501	522	477	487
1300	539	492	520	515	535	614	524	520	534
1400	452	476	523	467	530	525	520	490	499
1500	542	514	543	547	574	484	455	544	523
1600	615	619	578	593	620	410	405	605	549
1700	739	764	813	726	741	497	442	757	675
1800	789	748	719	829	635	473	382	744	654
1900	576	577	568	596	470	373	305	557	495
2000	339	360	367	374	391	315	307	366	350
2100	278	278	272	310	291	236	237	286	272
2200	210	214	234	239	233	197	204	226	219
2300	131	162	182	222	179	210	140	175	175
2400	70	58	82	84	107	121	71	80	85
<b>08-09</b>	<b>553</b>	<b>631</b>	<b>608</b>	<b>617</b>	<b>547</b>	<b>254</b>	<b>232</b>	<b>591</b>	<b>492</b>
<b>17-18</b>	<b>789</b>	<b>748</b>	<b>719</b>	<b>829</b>	<b>635</b>	<b>473</b>	<b>382</b>	<b>744</b>	<b>654</b>
<b>07-19</b>	<b>6843</b>	<b>6785</b>	<b>6942</b>	<b>6968</b>	<b>6560</b>	<b>5169</b>	<b>4658</b>	<b>6820</b>	<b>6275</b>
<b>07-23</b>	<b>7801</b>	<b>7799</b>	<b>7997</b>	<b>8113</b>	<b>7654</b>	<b>6127</b>	<b>5546</b>	<b>7873</b>	<b>7291</b>
<b>00-24</b>	<b>8355</b>	<b>8371</b>	<b>8654</b>	<b>8773</b>	<b>8280</b>	<b>6613</b>	<b>5908</b>	<b>8487</b>	<b>7851</b>





















**Site Number** 22264-1  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Grand Total**

Time	Total Motorised Vehicles	Totals	Cycles	Motor Cycles	Number Vehicle Classes DfT 2010 + COBA Scheme										Percentage Vehicle classes DfT 2010 + COBA Scheme										Vehicle Speed															P-Tile 85%	Average Speed	Standard deviation					
					Car	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	Cycles	Motor Cycles	Cars	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60	MPH 65	MPH 70				MPH 75	MPH 80	MPH 85	MPH 90	MPH 95
--	54954	55011	57	925	42904	8062	1918	178	58	264	3	338	304	0.104	1.681	77.99	14.66	3.487	0.324	0.105	0.48	0.005	0.614	0.553	1	23	64	129	131	191	470	1654	11027	24079	12359	3496	967	273	103	29	8	5	0	2	53	48	5.9

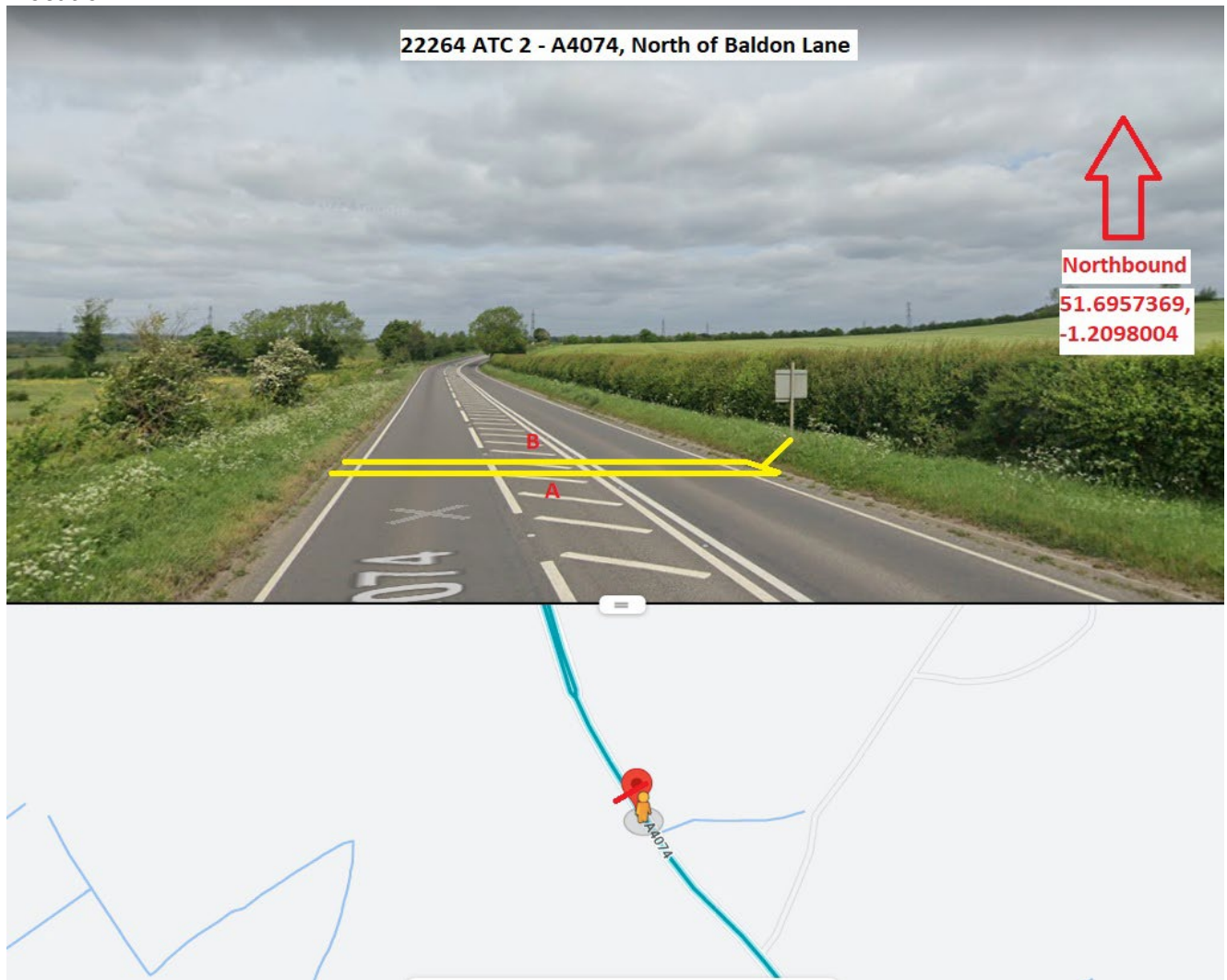






**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Location**

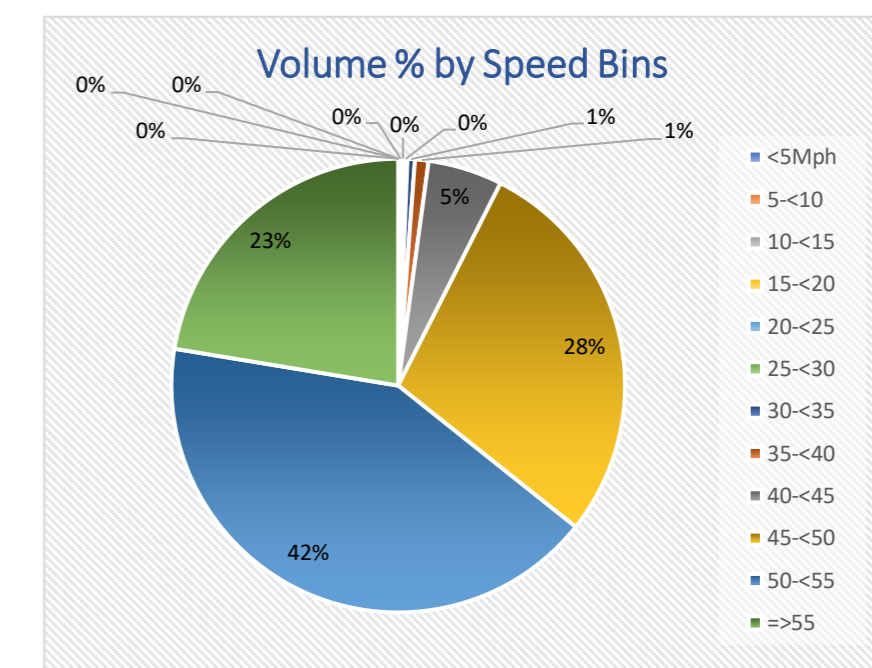
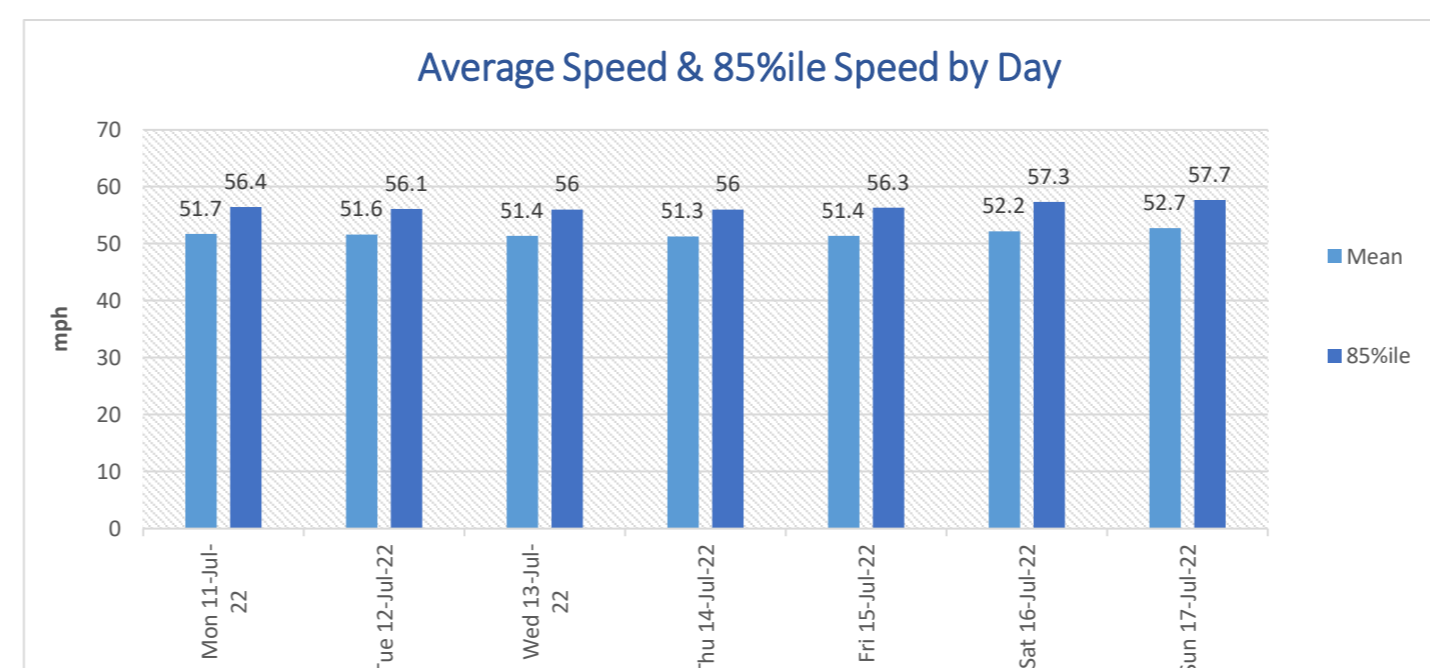
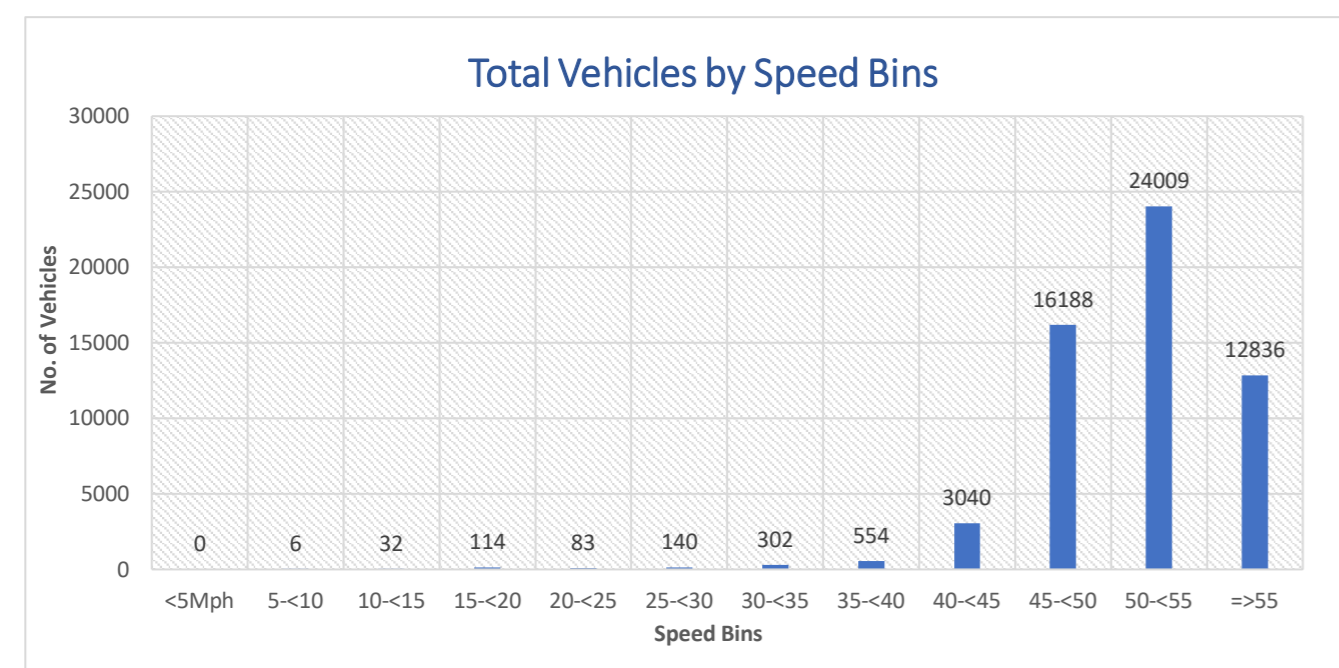


**Observations**

**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound  
**Posted Speed Limit(mph)** 50mph

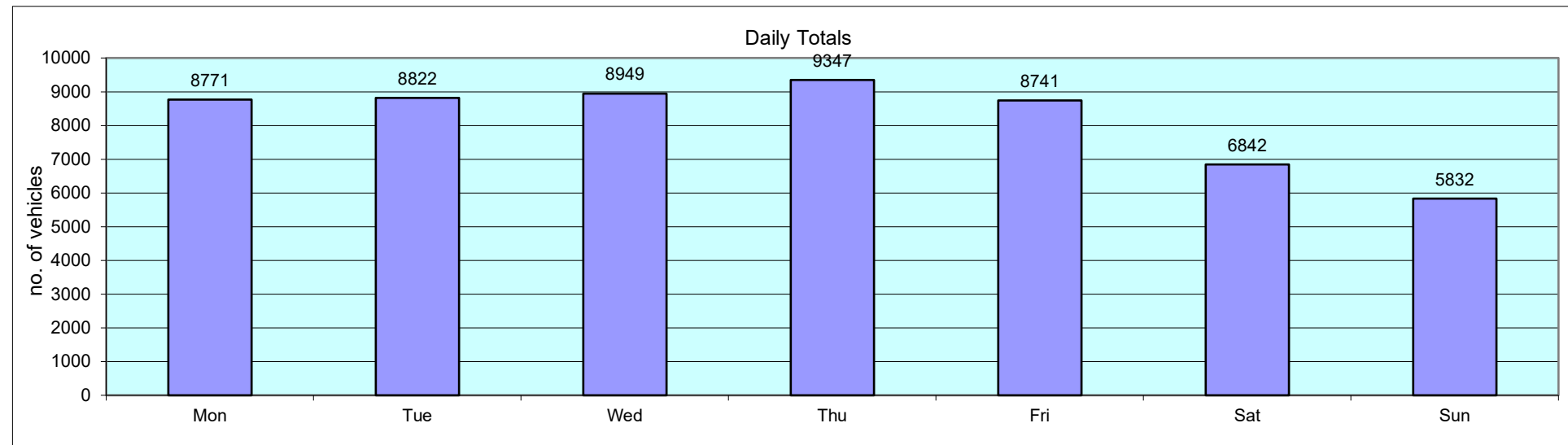
Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 11-Jul-22	Sun 17-Jul-22	57304	8926	8186	56.5	51.7	5.9

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 11-Jul-22	8771	56.4	51.7	5.9	0	1	0	18	27	22	33	75	487	2421	3655	2032
Tue 12-Jul-22	8822	56.1	51.6	5.7	0	0	3	9	10	29	49	112	424	2433	3885	1868
Wed 13-Jul-22	8949	56	51.4	5.6	0	0	5	10	14	22	36	95	439	2822	3723	1783
Thu 14-Jul-22	9347	56	51.3	5.8	0	5	9	36	10	6	12	59	615	2965	3797	1833
Fri 15-Jul-22	8741	56.3	51.4	6.2	0	0	15	39	5	19	67	87	499	2486	3697	1827
Sat 16-Jul-22	6842	57.3	52.2	6.2	0	0	0	1	8	27	68	91	353	1666	2815	1813
Sun 17-Jul-22	5832	57.7	52.7	6.1	0	0	0	1	9	15	37	35	223	1395	2437	1680
<b>Total Vehicles</b>																
[--]	57304	56.5	51.7	5.9	0	6	32	114	83	140	302	554	3040	16188	24009	12836



**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	41	35	30	29	34	29	69	34	38
0200	15	20	19	22	27	35	39	21	25
0300	11	17	14	11	17	24	36	14	19
0400	19	15	22	17	12	25	22	17	19
0500	27	33	32	36	36	17	16	33	28
0600	119	130	135	131	120	66	40	127	106
0700	356	341	335	363	321	151	116	343	283
0800	861	920	839	876	753	257	142	850	664
0900	817	834	838	853	775	374	227	823	674
1000	634	671	629	658	638	504	446	646	597
1100	519	484	551	535	529	591	517	524	532
1200	548	462	504	520	558	575	495	518	523
1300	476	518	505	537	557	515	508	519	517
1400	490	490	516	495	549	547	489	508	511
1500	507	507	515	599	589	518	431	543	524
1600	583	635	660	642	620	433	440	628	573
1700	714	761	741	767	678	451	405	732	645
1800	690	618	699	696	551	430	365	651	578
1900	444	470	513	522	436	365	285	477	434
2000	369	281	299	380	301	290	257	326	311
2100	249	266	228	268	258	241	200	254	244
2200	151	167	175	181	169	172	141	169	165
2300	96	107	107	143	131	143	95	117	117
2400	35	40	43	66	82	89	51	53	58
<b>08-09</b>	<b>817</b>	<b>834</b>	<b>838</b>	<b>853</b>	<b>775</b>	<b>374</b>	<b>227</b>	<b>823</b>	<b>674</b>
<b>17-18</b>	<b>690</b>	<b>618</b>	<b>699</b>	<b>696</b>	<b>551</b>	<b>430</b>	<b>365</b>	<b>651</b>	<b>578</b>
<b>07-19</b>	<b>7283</b>	<b>7370</b>	<b>7510</b>	<b>7700</b>	<b>7233</b>	<b>5560</b>	<b>4750</b>	<b>7419</b>	<b>6772</b>
<b>07-23</b>	<b>8148</b>	<b>8191</b>	<b>8319</b>	<b>8672</b>	<b>8092</b>	<b>6406</b>	<b>5443</b>	<b>8284</b>	<b>7610</b>
<b>00-24</b>	<b>8771</b>	<b>8822</b>	<b>8949</b>	<b>9347</b>	<b>8741</b>	<b>6842</b>	<b>5832</b>	<b>8926</b>	<b>8186</b>

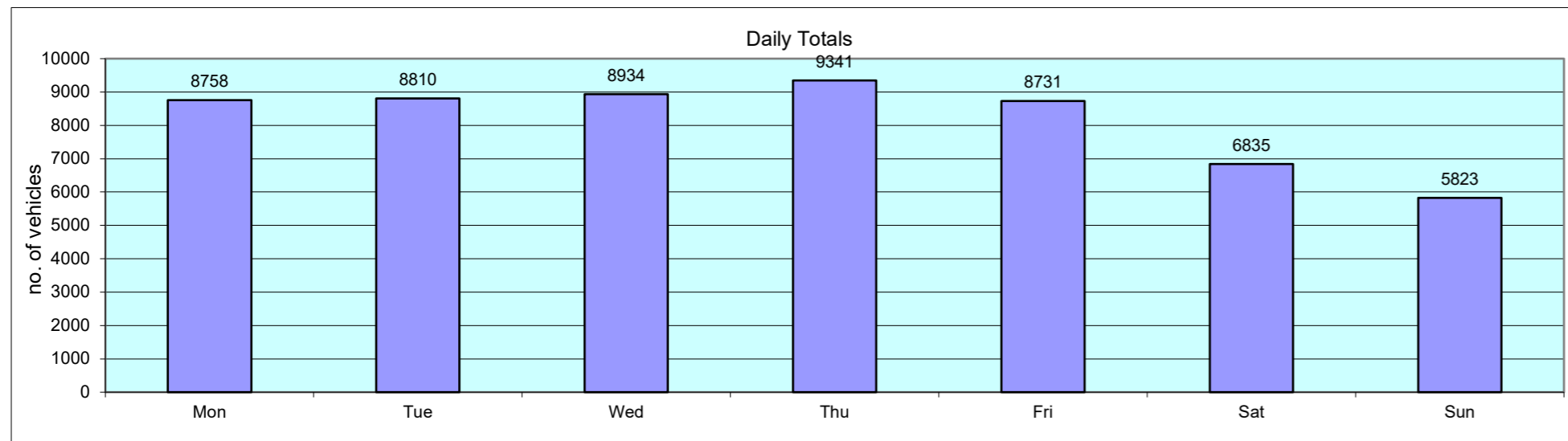




**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Volumetric Summary - Motorised Vehicles**

Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	41	35	30	29	34	29	69	34	38
0200	15	20	19	22	27	35	39	21	25
0300	11	17	14	11	17	24	36	14	19
0400	19	15	22	17	12	25	22	17	19
0500	27	33	32	36	36	17	15	33	28
0600	119	130	135	131	120	66	40	127	106
0700	356	341	335	363	320	151	116	343	283
0800	859	919	838	874	752	257	142	848	663
0900	817	831	836	853	774	374	227	822	673
1000	633	671	629	658	637	504	446	646	597
1100	519	484	551	534	529	590	516	523	532
1200	548	462	504	520	558	574	495	518	523
1300	476	518	502	536	557	513	507	518	516
1400	488	489	513	495	549	546	488	507	510
1500	507	506	515	599	589	517	431	543	523
1600	581	635	658	642	619	432	439	627	572
1700	713	760	741	766	678	451	404	732	645
1800	689	617	699	696	549	430	364	650	578
1900	444	469	512	521	434	365	283	476	433
2000	368	280	299	380	300	290	257	325	311
2100	247	265	226	268	258	241	200	253	244
2200	150	167	174	181	169	172	141	168	165
2300	96	107	107	143	131	143	95	117	117
2400	35	39	43	66	82	89	51	53	58
<b>08-09</b>	<b>817</b>	<b>831</b>	<b>836</b>	<b>853</b>	<b>774</b>	<b>374</b>	<b>227</b>	<b>822</b>	<b>673</b>
<b>17-18</b>	<b>689</b>	<b>617</b>	<b>699</b>	<b>696</b>	<b>549</b>	<b>430</b>	<b>364</b>	<b>650</b>	<b>578</b>
<b>07-19</b>	<b>7274</b>	<b>7361</b>	<b>7498</b>	<b>7694</b>	<b>7225</b>	<b>5553</b>	<b>4742</b>	<b>7410</b>	<b>6764</b>
<b>07-23</b>	<b>8135</b>	<b>8180</b>	<b>8304</b>	<b>8666</b>	<b>8083</b>	<b>6399</b>	<b>5435</b>	<b>8274</b>	<b>7600</b>
<b>00-24</b>	<b>8758</b>	<b>8810</b>	<b>8934</b>	<b>9341</b>	<b>8731</b>	<b>6835</b>	<b>5823</b>	<b>8915</b>	<b>8176</b>





















**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Northbound

**Grand Total**

Time	Total Motorised Vehicles	Totals	Cycles	Motor Cycles	Number Vehicle Classes DFT 2010 + COBA Scheme									Percentage Vehicle classes DFT 2010 + COBA Scheme										Vehicle Speed														P-Tile 85%	Average Speed	Standard deviation							
					Car	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	Cycles	Motor Cycles	Cars	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	MPH 0	MPH 5	MPH 10	MPH 15	MPH 20	MPH 25	MPH 30	MPH 35	MPH 40	MPH 45	MPH 50	MPH 55	MPH 60				MPH 65	MPH 70	MPH 75	MPH 80	MPH 85	MPH 90	MPH 95
--	57232	57304	72	918	45169	8093	1993	144	53	275	0	313	274	0.126	1.602	78.82	14.12	3.478	0.251	0.092	0.48	0	0.546	0.478	0	6	32	114	83	140	302	554	3040	16188	24009	9469	2319	643	240	95	36	18	12	4	56.5	51.7	5.9









**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Location**

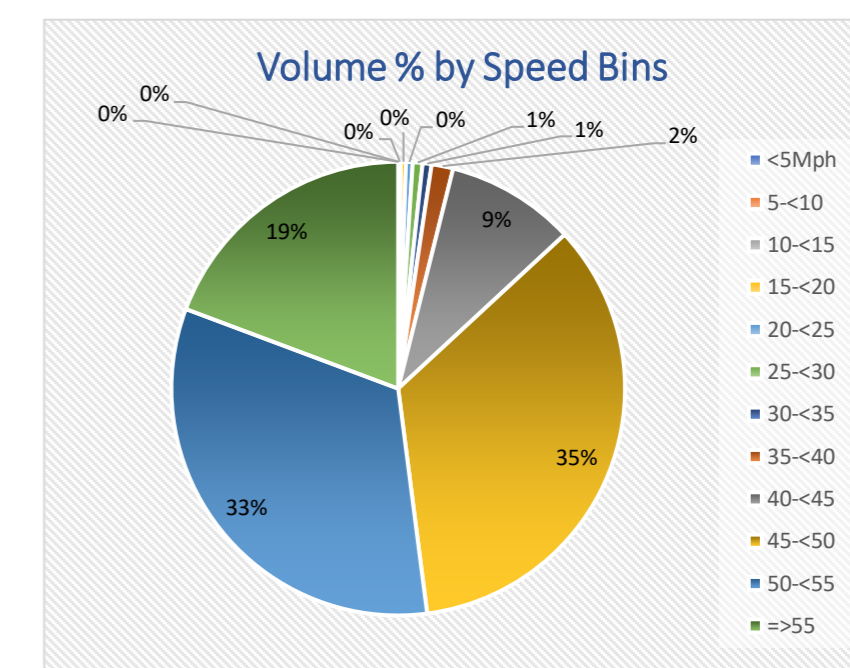
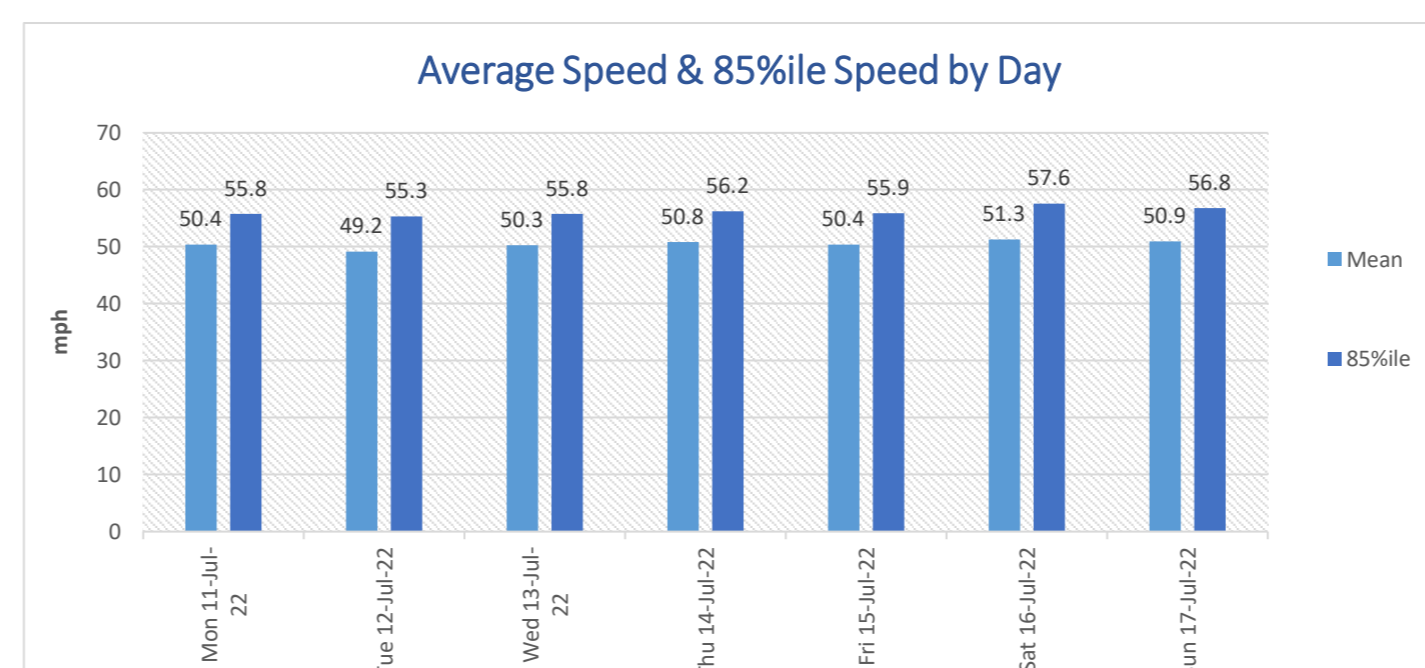
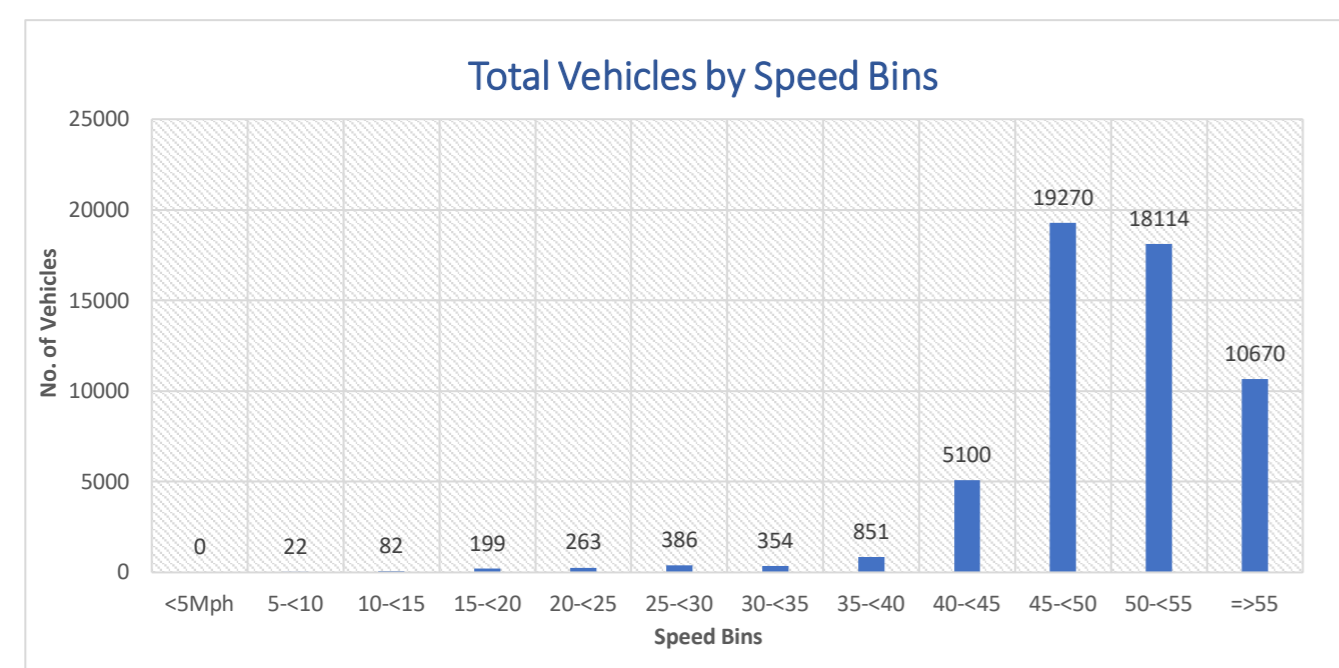


**Observations**

**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound  
**Posted Speed Limit(mph)** 50mph

Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed	Standard Dev.
Mon 11-Jul-22	Sun 17-Jul-22	55311	8548	7902	56.1	50.4	7.0

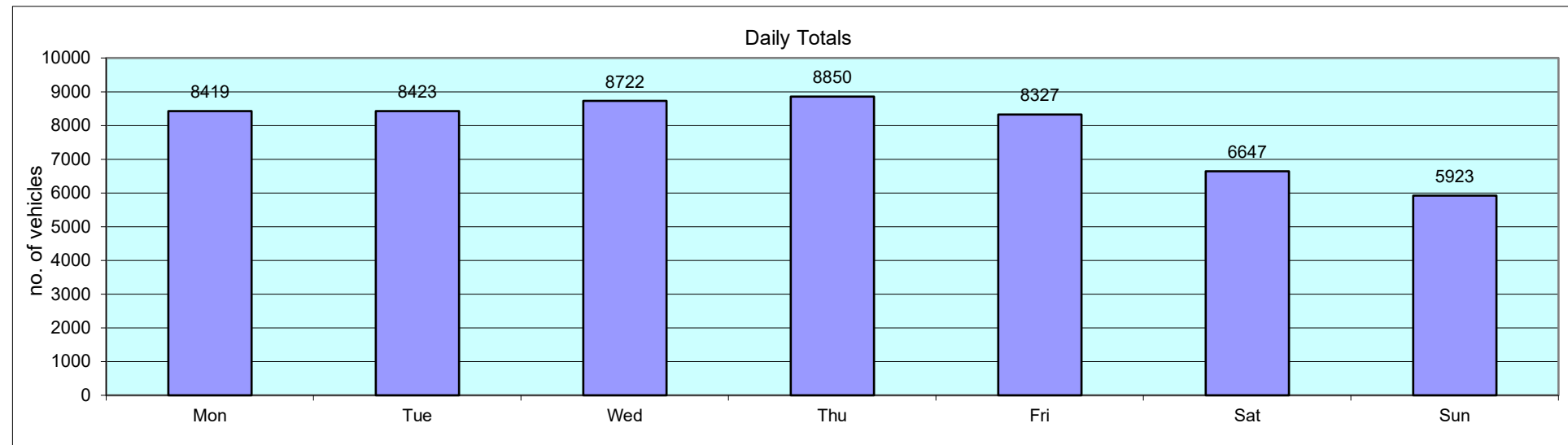
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<5Mph	5-<10	10-<15	15-<20	20-<25	25-<30	30-<35	35-<40	40-<45	45-<50	50-<55	=>55
Mon 11-Jul-22	8419	55.8	50.4	6.6	0	2	11	32	11	43	35	150	805	3033	2756	1541
Tue 12-Jul-22	8423	55.3	49.2	8	0	5	28	90	84	91	63	170	953	3059	2528	1352
Wed 13-Jul-22	8722	55.8	50.3	6.5	0	2	4	16	41	54	80	119	814	3134	2874	1584
Thu 14-Jul-22	8850	56.2	50.8	6.6	0	10	21	25	23	29	37	109	695	3010	3142	1749
Fri 15-Jul-22	8327	55.9	50.4	6.7	0	0	5	17	34	50	51	113	847	3021	2650	1539
Sat 16-Jul-22	6647	57.6	51.3	7.4	0	2	6	7	29	94	59	91	466	2051	2217	1625
Sun 17-Jul-22	5923	56.8	50.9	7.2	0	1	7	12	41	25	29	99	520	1962	1947	1280
<b>Total Vehicles</b>																
[--]	55311	56.1	50.4	7.0	0	22	82	199	263	386	354	851	5100	19270	18114	10670





**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

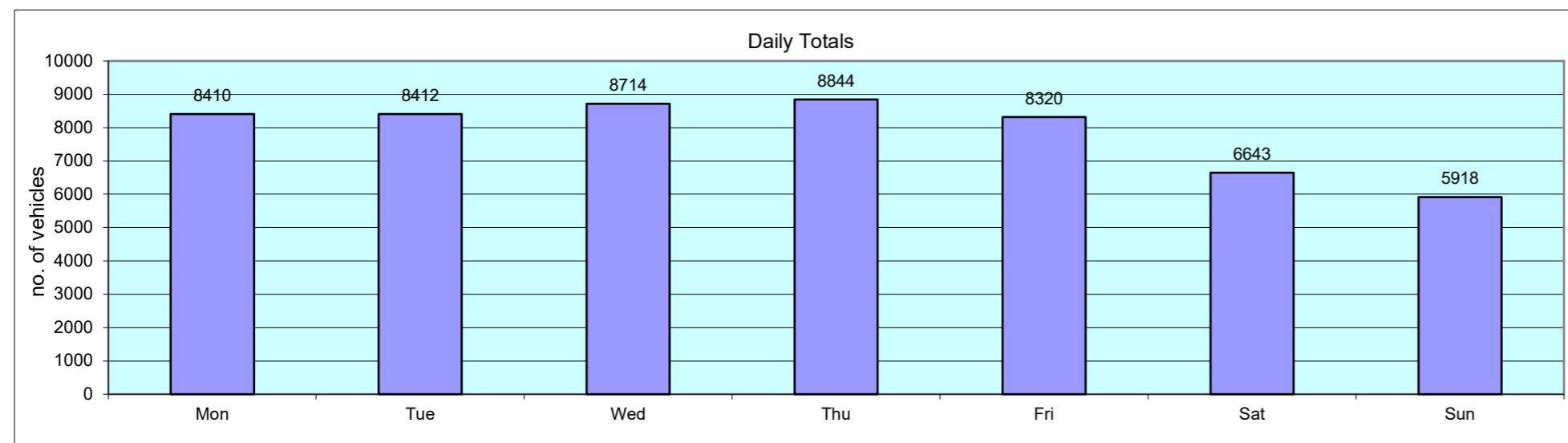
Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	36	33	35	35	43	70	81	36	48
0200	20	20	15	21	26	38	37	20	25
0300	16	9	15	16	16	29	26	14	18
0400	9	15	11	24	9	16	18	14	15
0500	28	34	43	53	47	49	11	41	38
0600	102	103	119	120	100	51	31	109	89
0700	292	319	345	335	298	117	90	318	257
0800	646	646	655	649	553	196	164	630	501
0900	568	619	625	623	554	261	231	598	497
1000	512	463	475	511	414	362	297	475	433
1100	429	457	445	465	435	478	402	446	444
1200	471	435	520	462	522	502	526	482	491
1300	539	490	525	512	533	621	532	520	536
1400	451	473	525	470	531	523	520	490	499
1500	538	514	550	548	580	492	454	546	525
1600	613	623	576	602	602	407	404	603	547
1700	747	761	808	724	747	495	444	757	675
1800	782	748	722	837	632	477	376	744	653
1900	586	575	570	598	467	374	310	559	497
2000	344	367	371	378	392	318	309	370	354
2100	276	280	272	314	295	237	236	287	273
2200	211	215	234	237	235	202	209	226	220
2300	133	164	182	227	187	210	141	179	178
2400	70	60	84	89	109	122	74	82	87
<b>08-09</b>	<b>568</b>	<b>619</b>	<b>625</b>	<b>623</b>	<b>554</b>	<b>261</b>	<b>231</b>	<b>598</b>	<b>497</b>
<b>17-18</b>	<b>782</b>	<b>748</b>	<b>722</b>	<b>837</b>	<b>632</b>	<b>477</b>	<b>376</b>	<b>744</b>	<b>653</b>
<b>07-19</b>	<b>6882</b>	<b>6804</b>	<b>6996</b>	<b>7001</b>	<b>6570</b>	<b>5188</b>	<b>4660</b>	<b>6851</b>	<b>6300</b>
<b>07-23</b>	<b>7846</b>	<b>7830</b>	<b>8055</b>	<b>8157</b>	<b>7679</b>	<b>6155</b>	<b>5555</b>	<b>7913</b>	<b>7325</b>
<b>00-24</b>	<b>8419</b>	<b>8423</b>	<b>8722</b>	<b>8850</b>	<b>8327</b>	<b>6647</b>	<b>5923</b>	<b>8548</b>	<b>7902</b>



**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Volumetric Summary - Motorised Vehicles**

Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Sat 16-Jul-22	Sun 17-Jul-22	Weekday Av.	7day Av.
0100	36	33	35	35	43	70	81	36	48
0200	20	20	15	21	26	38	37	20	25
0300	16	9	15	16	16	29	26	14	18
0400	9	15	11	24	9	16	18	14	15
0500	28	34	43	53	47	49	10	41	38
0600	102	102	119	120	100	51	31	109	89
0700	292	318	345	335	298	117	89	318	256
0800	642	643	655	647	552	196	164	628	500
0900	567	618	624	622	553	260	231	597	496
1000	512	463	475	510	414	362	296	475	433
1100	428	457	445	465	435	478	402	446	444
1200	471	435	520	462	522	502	525	482	491
1300	539	490	523	511	532	621	532	519	535
1400	451	473	525	469	531	522	519	490	499
1500	538	514	550	548	579	492	454	546	525
1600	613	623	575	602	601	406	404	603	546
1700	747	759	808	724	747	495	444	757	675
1800	781	747	722	837	630	476	376	743	653
1900	585	574	569	598	467	374	310	559	497
2000	343	366	370	378	392	318	309	370	354
2100	276	280	272	314	295	237	236	287	273
2200	211	215	234	237	235	202	209	226	220
2300	133	164	180	227	187	210	141	178	177
2400	70	60	84	89	109	122	74	82	87
<b>08-09</b>	<b>567</b>	<b>618</b>	<b>624</b>	<b>622</b>	<b>553</b>	<b>260</b>	<b>231</b>	<b>597</b>	<b>496</b>
<b>17-18</b>	<b>781</b>	<b>747</b>	<b>722</b>	<b>837</b>	<b>630</b>	<b>476</b>	<b>376</b>	<b>743</b>	<b>653</b>
<b>07-19</b>	<b>6874</b>	<b>6796</b>	<b>6991</b>	<b>6995</b>	<b>6563</b>	<b>5184</b>	<b>4657</b>	<b>6844</b>	<b>6294</b>
<b>07-23</b>	<b>7837</b>	<b>7821</b>	<b>8047</b>	<b>8151</b>	<b>7672</b>	<b>6151</b>	<b>5552</b>	<b>7906</b>	<b>7319</b>
<b>00-24</b>	<b>8410</b>	<b>8412</b>	<b>8714</b>	<b>8844</b>	<b>8320</b>	<b>6643</b>	<b>5918</b>	<b>8540</b>	<b>7894</b>





















Site Number 22264-2  
 Description A4074, North of Baldon Lane  
 Direction Southbound

17-Jul-22

Time	Total Motorized Vehicles	Totals	Cycles	Motor Cycles	Number Vehicle Classes DFT 2010 + COBA Scheme										Percentage Vehicle classes DFT 2010 + COBA Scheme										Vehicle Speed										P-Title 85%	Average Speed	Standard deviation											
					Car	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	Cycles	Motor Cycles	Cars	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	MPH 0-5	MPH 5-10	MPH 10-15	MPH 15-20	MPH 20-25	MPH 25-30	MPH 30-35	MPH 35-40	MPH 40-45	MPH 45-50				MPH 50-55	MPH 55-60	MPH 60-65	MPH 65-70	MPH 70-75	MPH 75-80	MPH 80-85	MPH 85-90	MPH 90-95	MPH 95-100	
0015	25	25	0	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63.3	56.4	4.9	
0030	25	25	0	1	16	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63.3	55.1	11.7		
0045	16	16	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67.7	54.8	9.9		
0100	15	15	0	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	53.6	8.3		
0115	7	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.9	5.7	0		
0130	11	11	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65.8	57	6.8		
0145	6	6	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	8.2	0		
0200	13	13	0	0	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63.4	55.7	7.2		
0215	7	7	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.5	5.5	0	
0230	5	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	10.8	0	
0245	8	8	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.7	5.2	0	
0300	6	6	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.7	2.2	0	
0315	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	3.3	0	
0330	5	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	7.4	0	
0345	8	8	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.3	6.3	0	
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	0	0
0415	3	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.4	13.6	0	
0430	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54.1	7.4	0	
0445	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.1	0	0	
0500	2	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	27.3	0	
0515	6	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51.4	3.8	0	
0530	11	11	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78.5	59.6	11.5	
0545	10	10	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	6.9	0	
0600	4	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53.8	3.8	0	
0615	14	14	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70.7	55.6	9.5	
0630	10	11	1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63.8	53.7	13.8	
0645	32	32	0	0	26	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62.4	53.9	6.6	
0700	33	33	0	0	27	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60.3	54.1	5.6	
0715	30	30	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.6	53.6	4.3	
0730	40	40	0	0	29	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.3	53.1	6.4	
0745	44	44	0	0	38	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.9	54	5.5	
0800	50	50	0	1	39	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	54.5	6	
0815	59	59	0	0	49	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59.4	53.4	6.1	
0830	56	56	0	2	36	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.6	51.8	5	
0845	61	61	0	1	47	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.9	51.9	4.4	
0900	55	55	0	3	44	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52.8	49.3	4.3	
0915	53	53	0	2	43	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58.3	51.8	4.8	
0930	78	78	0	7	53	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56.6	51.5	4.6	
0945	75	76	1	3	58	10	3	0	0	0	0																																					

**Site Number** 22264-2  
**Description** A4074, North of Baldon Lane  
**Direction** Southbound

**Grand Total**

Time	Total Motorised Vehicles	Totals	Cycles	Motor Cycles	Number Vehicle Classes DFT 2010 + COBA Scheme										Percentage Vehicle classes DFT 2010 + COBA Scheme										Vehicle Speed														P-Tile 85%	Average Speed	Standard deviation						
					Car	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	Cycles	Motor Cycles	Cars	LGV	2 Axle Rigid	3 Axle Rigid	4 Axle Rigid	3 Axle Artic.	4 Axle Artic.	5+ Axle Artic.	Buses	MPH 0 <5mph	MPH 5 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph				MPH 70 <75mph	MPH 75 <80mph	MPH 80 <85mph	MPH 85 <90mph	MPH 90 <95mph	MPH 95 <100mph
--	55261	55311	50	909	40140	10451	2259	210	64	354	1	431	442	0.09	1.643	72.57	18.89	4.084	0.38	0.116	0.64	0.002	0.779	0.799	0	22	82	199	263	386	354	851	5100	19270	18114	7093	2327	820	257	91	46	18	9	9	56.1	50.4	7



## **APPENDIX F – SITE ENTRANCE LAYOUT (drawing 04531-RES-ACC-DR-PE-001)**



- KEY:**
- DEVELOPMENT BOUNDARY
  - PROPOSED SITE TRACK
  - - - VISIBILITY SPLAY SIGHTLINE

- NOTES:**
1. PROPOSED ACCESS TRACK ALIGNMENT SUBJECT TO CHANGE FURTHER TO DETAILED DESIGN.
  2. VEHICLE TRACKING BASED ON 16.5m MAX UK LEGAL ARTICULATED VEHICLE.
  3. VISIBILITY SPLAY BASED ON DMRB GUIDANCE FOR 60mph ROAD.

- REFERENCES:**
- [1] 04531-RES-ACC-DR-LO-001 - SITE ENTRANCE TRACKING.



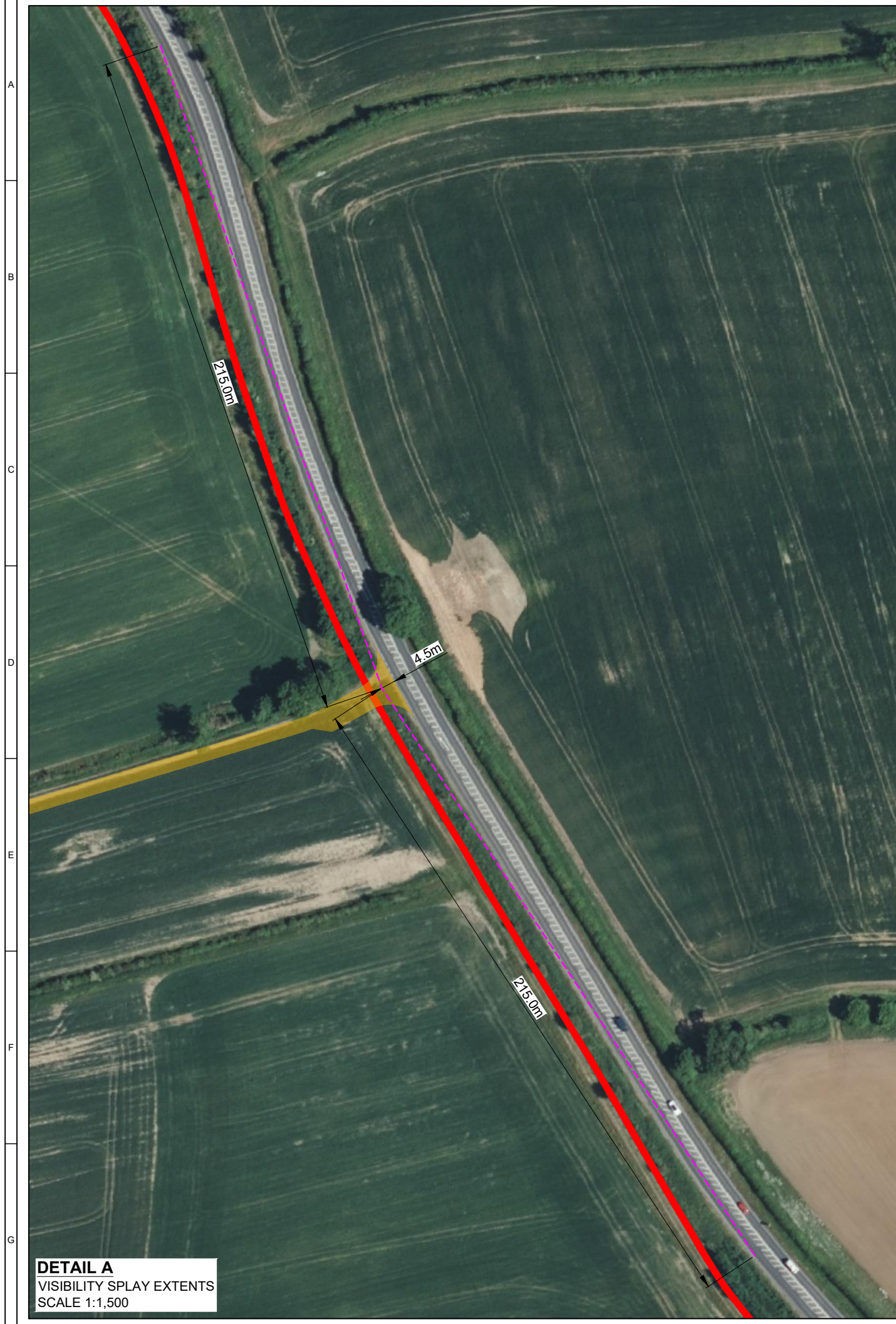
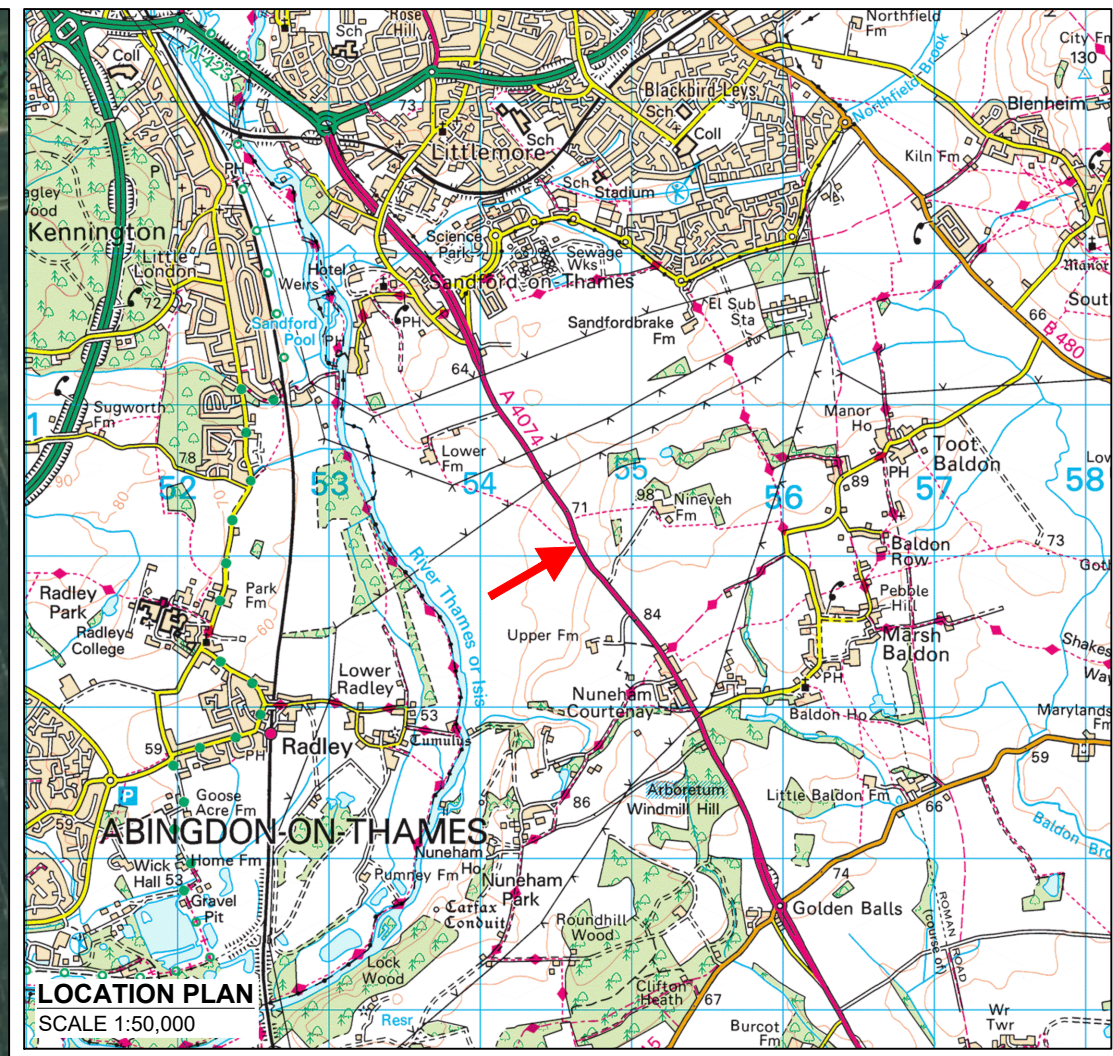
1	JL	BY APPD	JM	2022-08-23	First Issue
ISSUE DRAWN	CHKD	APPD	DATE	REVISION NOTES	
PURPOSE				COORDINATES	
PRELIMINARY				OSGB 1936	
SCALE				DATUM	
AS SHOWN @A3				N/A	
LAYOUT DRAWING				T-LAYOUT NO	
N/A				N/A	
PROJECT TITLE					
NUNEHAM					

DRAWING TITLE	
PRELIMINARY SITE ENTRANCE LAYOUT	
RES DRAWING NUMBER	REV
04531-RES-ACC-DR-PE-001	1

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## **APPENDIX G– SITE ENTRANCE TRACKING (drawing 04531-RES-ACC-DR-LO-001)**

KEY:

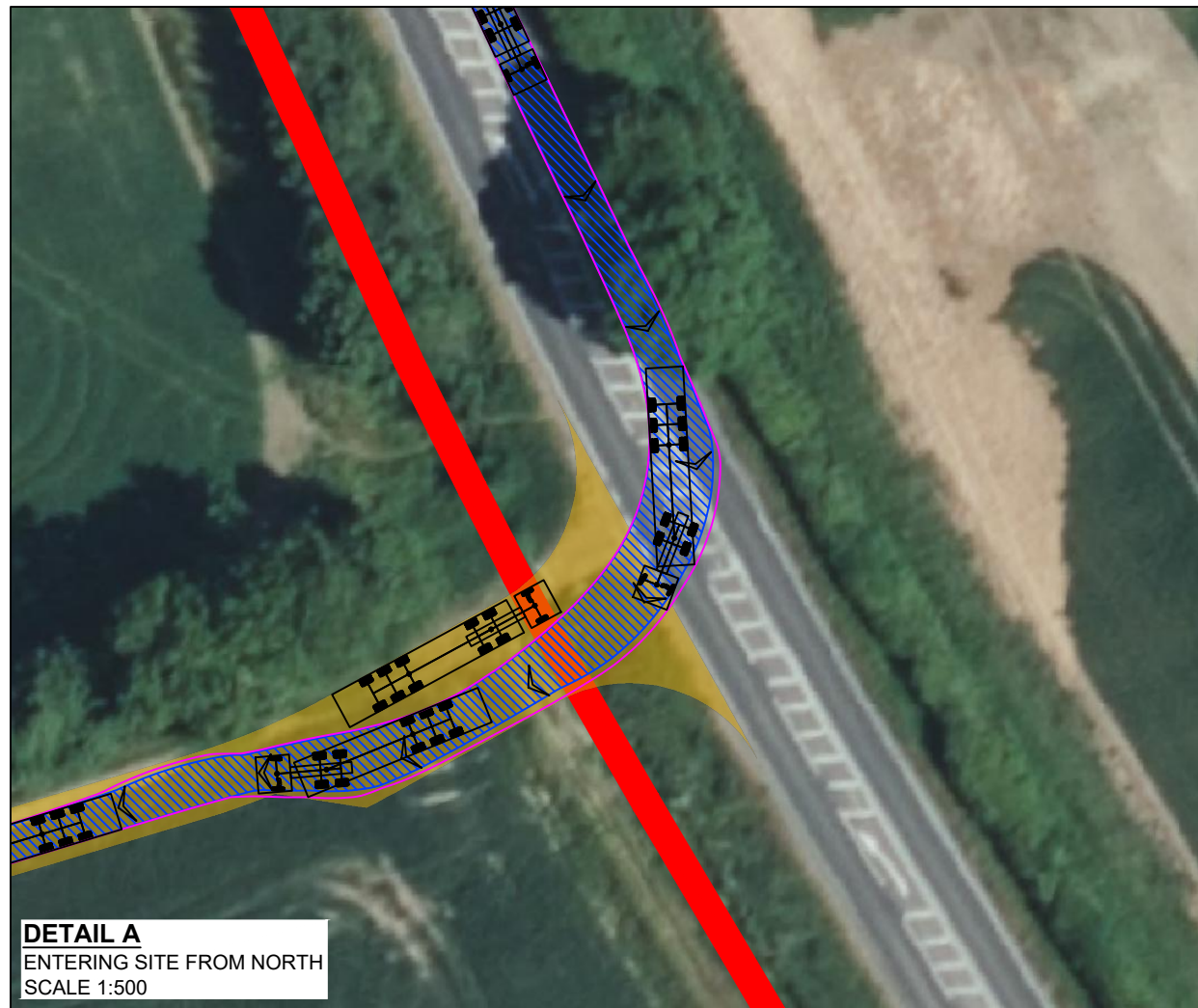
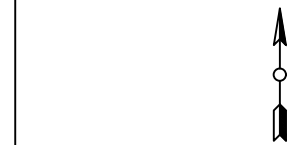
- DEVELOPMENT BOUNDARY
- PROPOSED SITE TRACK

NOTES:

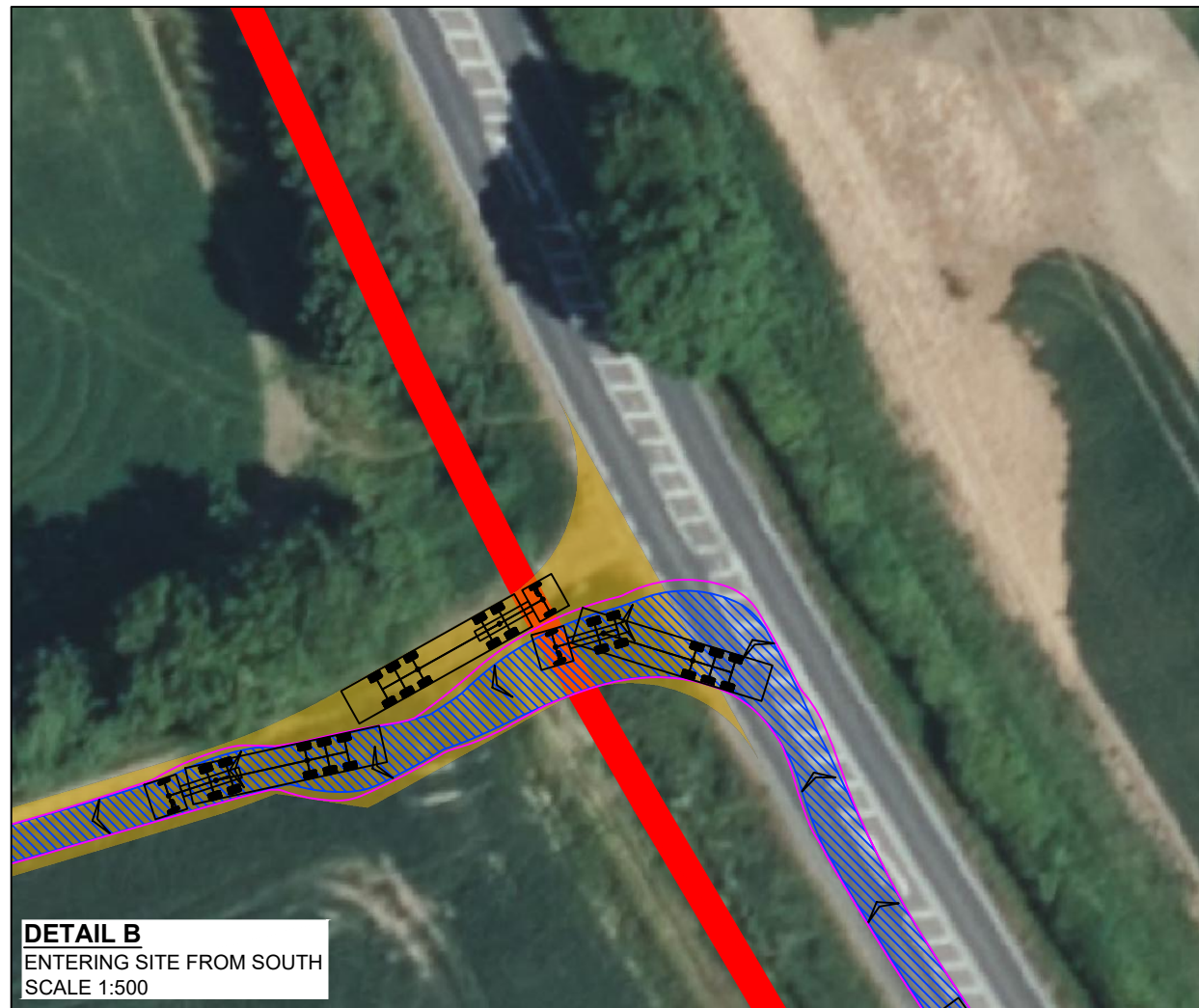
1. PROPOSED ACCESS TRACK ALIGNMENT SUBJECT TO CHANGE FURTHER TO DETAILED DESIGN.
2. VEHICLE TRACKING BASED ON 16.5m MAX UK LEGAL ARTICULATED VEHICLE.

REFERENCES:

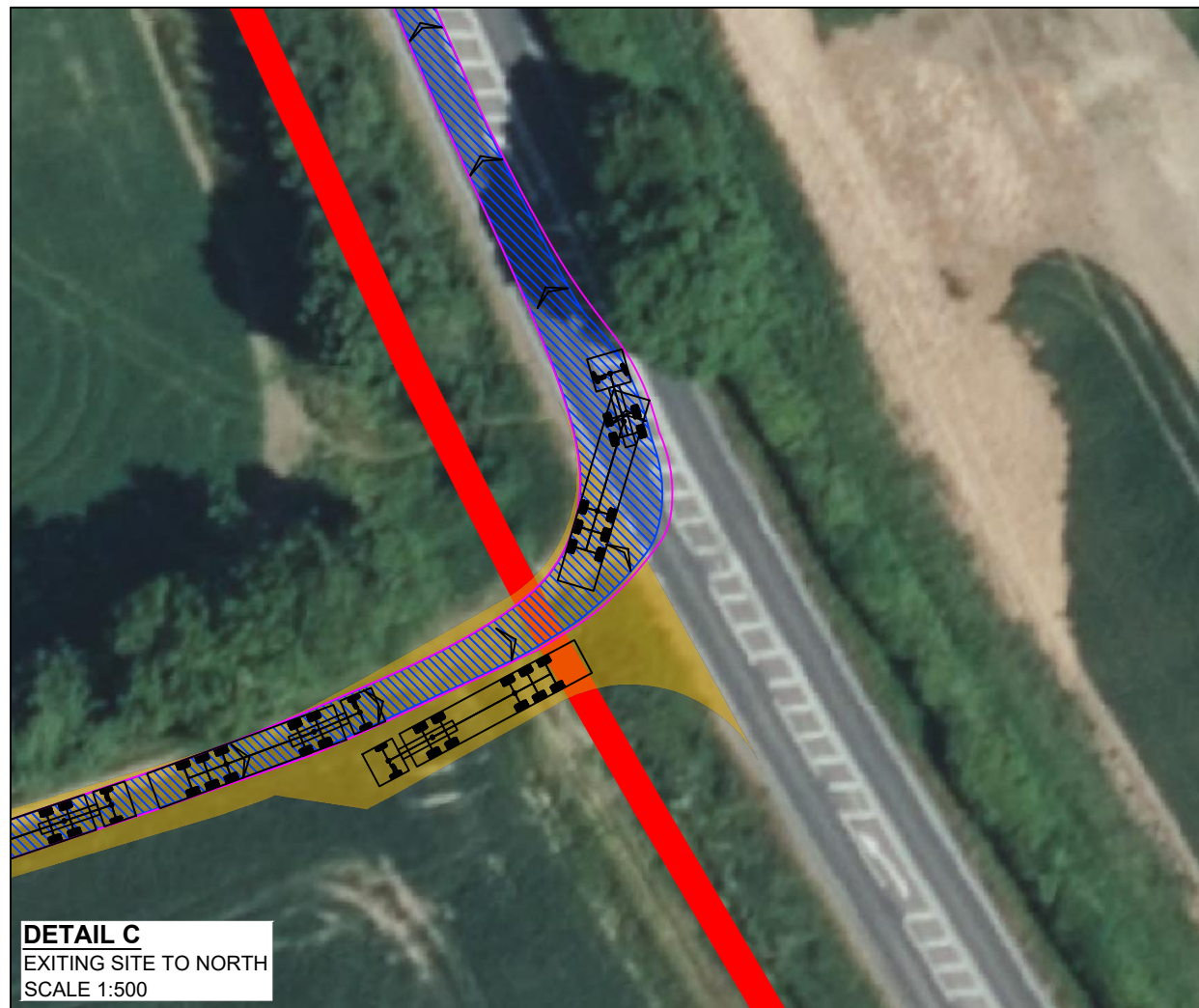
- [1] 04531-RES-ACC-DR-PE-001 - PRELIMINARY SITE ENTRANCE LAYOUT.



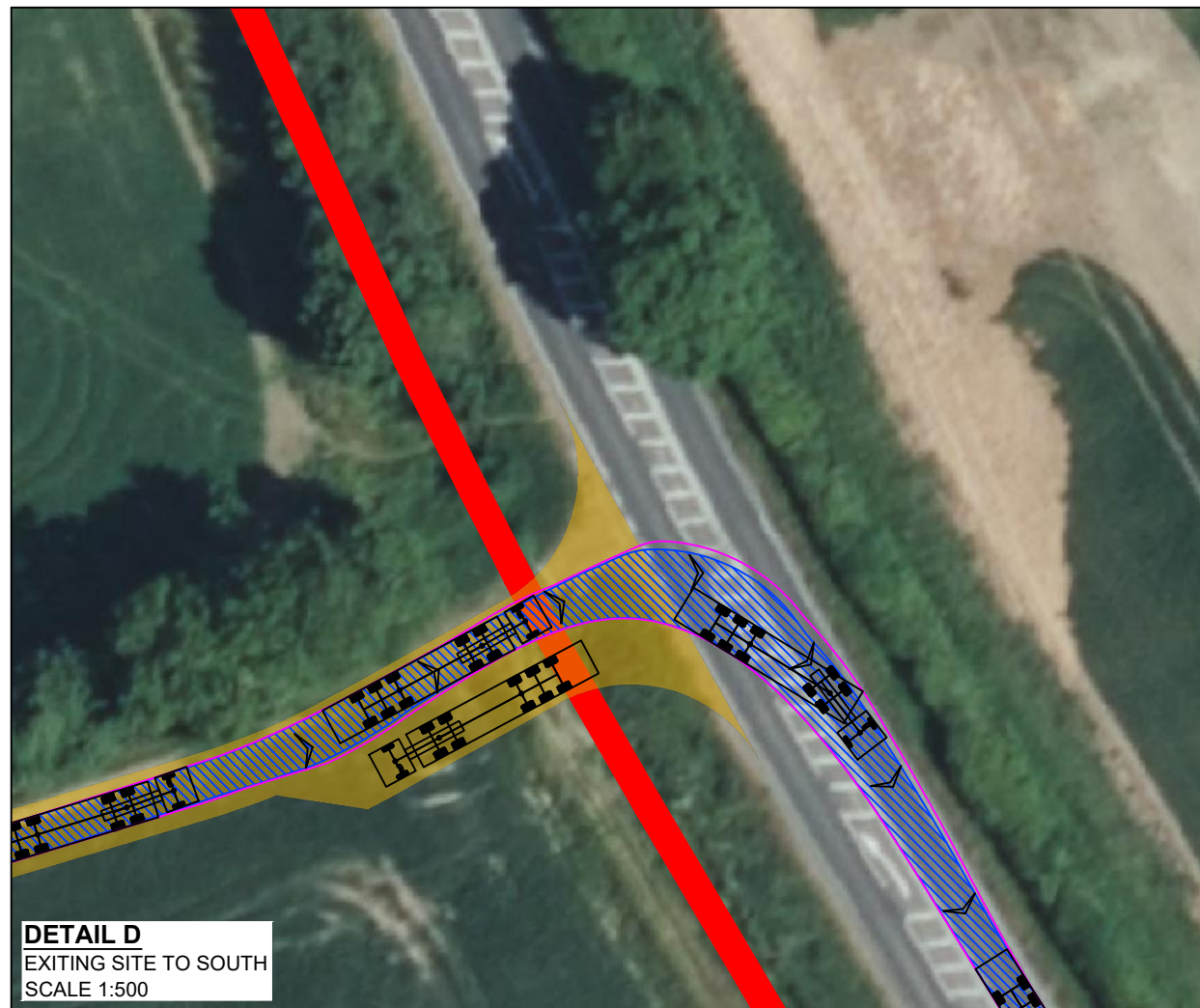
**DETAIL A**  
ENTERING SITE FROM NORTH  
SCALE 1:500



**DETAIL B**  
ENTERING SITE FROM SOUTH  
SCALE 1:500



**DETAIL C**  
EXITING SITE TO NORTH  
SCALE 1:500



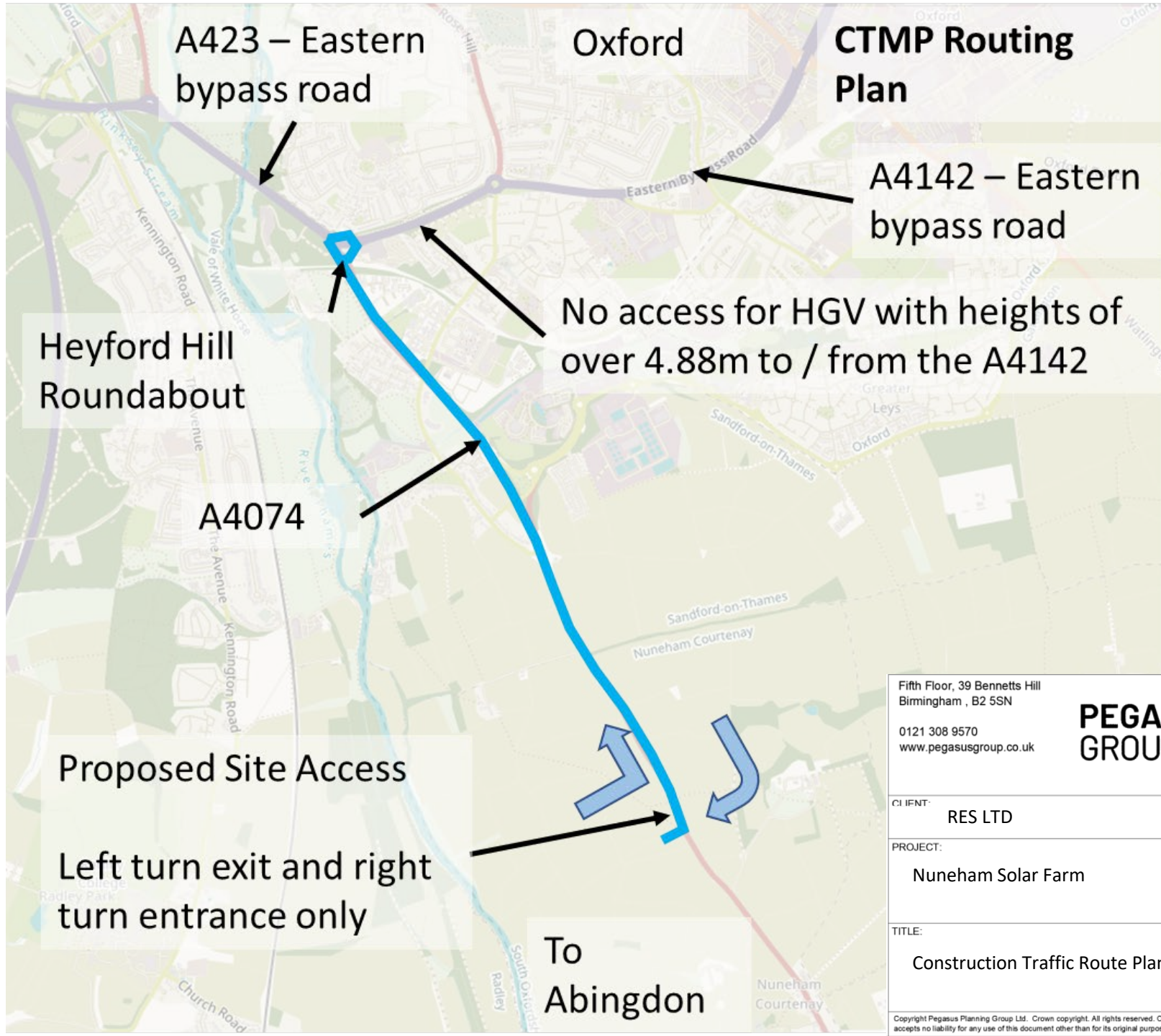
**DETAIL D**  
EXITING SITE TO SOUTH  
SCALE 1:500

1	JL	BY APPD	JM	2022-08-23	First Issue
ISSUE	DRAWN	CHKD	APPD	DATE	REVISION NOTES
PURPOSE					COORDINATES
PRELIMINARY					OSGB 1936
SCALE					DATUM
AS SHOWN @A3					N/A
LAYOUT DRAWING					T-LAYOUT NO
N/A					N/A
PROJECT TITLE					
NUNEHAM					
DRAWING TITLE					
SITE ENTRANCE TRACKING					
RES DRAWING NUMBER					REV
04531-RES-ACC-DR-LO-001					1
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## APPENDIX H – CONSTRUCTION TRAFFIC ROUTE PLAN





**Key**

 Construction Traffic Route

Fifth Floor, 39 Bennetts Hill Birmingham, B2 5SN  0121 308 9570 www.pegasusgroup.co.uk				REV	DATE	BY	DESCRIPTION	CHK	APD
CLIENT: RES LTD				SCALE @ A3: NTS		CHECKED: KE		APPROVED: KE	
PROJECT: Nuneham Solar Farm				DATE: 06/03/2023		DESIGN-DRAWN: JK		DRAWING-STATUS: SKETCH	
TITLE: Construction Traffic Route Plan				PROJECT No: P22-2947		DRAWING No: SK01		REV: -	

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