

**Reference: Reference: Botley West  
Solar Farm (Ref. EN010147)**

**Oxfordshire County Council  
County Hall  
New Road  
Oxford,  
OX1 1ND**

National Infrastructure Planning  
Temple Quay House  
2 The Square  
Bristol,  
BS1 6PN  
[BotleyWestSolar@planninginspectorate.gov.uk](mailto:BotleyWestSolar@planninginspectorate.gov.uk)


**20 October 2025**

Dear Case Team

**Re: Botley West Solar Farm (Ref. EN010147)- Written Summary of Oral  
Submission- CA1 08.10.2025**

Please find below Oxfordshire County Council's Written Summary of Oral Submission  
for the Compulsory Acquisition hearing on the 10.10.2025.

Yours faithfully,

  
Nationally Significant Infrastructure Projects Principal Planner

Email: @[oxfordshire.gov.uk](mailto:oxfordshire.gov.uk)  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

Oxfordshire County Council is the Local Highways Authority and as such is in control of land within the Highway Network. This includes all the Highways Land within the order limits.

Article 22 of the draft DCO allows for the acquisition of rights over land. The land plans and book of reference provide clarity as to which land parcels are proposed for the acquisition of new rights.

OCC notes that at several places the applicant proposes the DCO to grant the power to acquire new rights over Highways Land such as (but not limited to) plots 1-01, 2-15, 2-17, and 10-29.

However, the council also notes that articles 8 to 15 of the draft DCO provide the applicant with all the necessary powers to enter the highway and undertake authorised works including maintenance.

Given this, the council does not believe it is necessary for the applicant to be provided powers to acquire rights over Highways Land, when the draft DCO already provides the applicant with sufficient powers to undertake the authorised works without the need to acquire these rights.

Furthermore, the highway authority's obligation is for the safety and smooth running of the highway network for all users, and this cannot be allowed to be compromised for this temporary development. The management of the highways network and planned future highway schemes will be impacted (e.g. a footway/cycleway which is imperative for active travel and reducing car use). Another potential impact of compulsory acquisition is the request by the applicant for the right for the extinguishment of easements. However, highway easements are often required to maintain drainage to the highway. The highway authority needs to retain full control of the highway network in order to ensure its smooth running and so would request that compulsory acquisition powers are not granted in relation to any highway land or in relation to the land to be safeguarded for footway/cycleway improvements (which have been highlighted in **[REP1-072]**).

OCC recognises that a DCO is supposed to be a 'one stop shop' for powers and consenting but the council is satisfied that the powers granted to the applicant to undertake highways work are sufficiently robust to prevent the applicant ever needing to fall back on compulsory acquisition.

The Council therefore does not see how the compulsory acquisition of rights over highways land is necessary in order to facilitate the proposed development in line with section 122 of the Planning Act

The Council notes the applicant's response during CA1 outlining that they will provide case law justifying the inclusion of Highways Land within the scope compulsory acquisition within a DCO. OCC looks forward to receiving these and will provide a response at Deadline 7.