

Rosefield Solar Farm

Outline Rights of Way & Access Strategy (RoWAS) (Clean)

EN010158/APP/7.8.5
Revision 05
Change Application
June 2026
Rosefield Energyfarm Limited

APFP Regulation 5(2)(q)
Planning Act 2008
Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations 2009



Table of Contents

- Table of Contents 1**
- 1. Introduction 3**
 - 1.1. Purpose of the Report.....3
 - 1.2. The Order Limits3
 - 1.3. The Proposed Development3
 - 1.4. Structure of this Strategy5
 - 1.5. Legislation and Planning Policy.....5
 - Definition of PRow and Permissive Paths6
- 2. The Proposed Development 8**
 - 2.1. Site Location8
 - 2.2. Project Overview8
 - 2.3. Project Layout9
- 3. Existing PRow and Permissive Paths within the Order Limits..... 11**
 - 3.1. Overview of Existing Pedestrian, Equestrian & Cycle Links.....11
 - 3.2. Existing PRow.....16
 - 3.3. Existing Permissive Paths.....19
 - 3.4. Existing Promoted Routes.....19
 - 3.5. Cycle Routes within the Order Limits20
 - 3.6. Desire Line Connections outside of the Order Limits20
- 4. Impact of Construction Activities 22**
 - 4.1. Construction Phase22
 - 4.2. Potential for Path Closures23
 - 4.3. Permanent PRow Diversions23
 - 4.4. Effects on PRow24
 - 4.5. Phasing of Diversions.....25
 - 4.6. Inspections26
 - 4.7. Improvements to any crossing points26
 - 4.8. User Protection27
 - 4.9. Signage, Information and Community Liaison.....27
- 5. Operational Phase 28**
 - 5.1. Effects28
- 6. Access Management Plan during Construction 31**
 - 6.1. General Measures31
 - 6.2. Areas of Proposed Exclusion.....32

| | |
|--|-----------|
| 6.3. Proposed Temporary Diversions | 33 |
| 6.4. Path Signage | 33 |
| 6.5. Crossing Point Details | 33 |
| 7. Proposed Access Enhancements | 35 |
| 7.1. Proposed PRow diversions | 35 |
| 7.2. Proposed Permissive Paths | 38 |
| 7.3. Treatment of existing PRow and permissive routes | 39 |
| 7.4. Connectivity to key destinations..... | 40 |
| 7.5. Legal Delivery Mechanism..... | 41 |
| 8. Operational Phase Management | 42 |
| 9. Implementation | 43 |
| 10. References | 44 |

1. Introduction

1.1. Purpose of the Report

- 1.1.1. This Outline Rights of Way and Access Strategy (RoWAS) **[EN010158/APP/7.8]** has been prepared on behalf of Rosefield Energyfarm Limited ('the Applicant') to consider internal site access matters in relation to the Development Consent Order (DCO) application for the construction, operation and decommissioning of Rosefield Solar Farm (hereafter referred to as the 'Proposed Development').
- 1.1.2. This document has been updated alongside the Change Application to add reference to a new bridleway link within Parcel 2. References to other application documents have not been updated from the original submission. Please refer to the **Guide to the Application [EN010158/APP/1.2.9]** for the list of current versions of documents.
- 1.1.3. The **Outline RoWAS [EN010158/APP/7.8]** forms the framework for a detailed Rights of Way and Access Strategy Plan(s) which is to be developed by the principal contractor to cover all phases of the Proposed Development. The outline framework submitted with this DCO Application details the principles, management and inspection requirements as well as the extent and nature of any closure, diversion and/or improvement to the Public Rights of Way (PRoW) network and permissive footpaths.

1.2. The Order Limits

- 1.2.1. The extent of the Order limits is shown in **Location, Order Limits and Grid Coordinate Plans [EN010158/APP/2.1]** and the Proposed Development is described in full in **ES Volume 1, Chapter 3: Proposed Development Description [EN010158/APP/6.1]** and shown spatially on the **Works Plans [EN010158/APP/2.3]**.

1.3. The Proposed Development

- 1.3.1. The Proposed Development comprises the construction, operation (including maintenance), and decommissioning of solar photovoltaic ('PV') development and energy storage, together with associated infrastructure and an underground cable connection to the National Grid East Claydon Substation.
- 1.3.2. The Proposed Development would include a generating station with a total exporting capacity exceeding 50 megawatts ('MW').
- 1.3.3. The principal components of the Proposed Development include:
- Solar PV development consisting of:

- Ground mounted Solar PV generating station. The generating station would include Solar PV modules and mounting structures; and
- Balance of Solar System (BoSS) which comprises: Inverters, Transformers, Switchgear and Combiner Boxes.
- A project substation (the 'Rosefield Substation') compound which may include Transformers, Switchgear, reactive power compensation bays, disconnectors, circuit breakers, busbars, control equipment, lightning surge arrestors, building(s) including office, control, functions, material storage, welfare facilities, firewalls and a security cabin and parking as well as wider monitoring and maintenance equipment. The buildings within the compound may also include roof-mounted solar panels and/or rain and/or grey water harvesting and recycling systems;
- 400kV Grid Connection Corridor to connect the Rosefield Substation and National Grid East Claydon Substation;
- A Main Collector Compound and two Satellite Collector Compounds comprising: Switchgear, Transformers, ancillary equipment, and operation, maintenance and welfare facilities and security cabins. The buildings and security cabins across these compounds may also include roof-mounted solar panels and/or rain and/or grey water harvesting and recycling systems;
- Battery Energy Storage System (BESS) compound including batteries and associated Inverters, Transformers, Switchgear and ancillary equipment and their containers, office/control/welfare buildings, enclosures, fencing and acoustic fencing, monitoring systems, air conditioning, electrical cables, fire safety infrastructure, and operation and maintenance security facilities. The buildings across these compounds may also include roof-mounted solar panels and/or rain and/or grey water harvesting and recycling systems;
- Cabling to connect the Solar PV modules and the BESS to the Satellite and Main Collector Compounds, the Main Collector Compound to the Rosefield Substation, and the Rosefield Substation to the National Grid East Claydon Substation;
- Ancillary infrastructure works including: boundary treatment, security equipment, lighting, fencing, landscaping, internal access tracks, works to facilitate vehicular access, earthing devices, earthworks, surface water management, and any other works identified as necessary to enable the Proposed Development;
- Green and blue infrastructure, recreation and amenity works including: amenity improvements;
- Site-wide operational monitoring and security equipment; and

- Highways infrastructure improvements and safety works including, where necessary: minor junction improvement works, road widening, passing places and works to facilitate vehicular access to the Site.

1.4. Structure of this Strategy

1.4.1. Following this introduction, the strategy is structured as follows:

- The Proposed Development;
- Existing Rights of Way and Footpaths;
- The Impact of Construction Activities;
- Access Management Plan;
- Proposed Access Enhancements; and
- Summary and Conclusions.

1.5. Legislation and Planning Policy

1.5.1. Consideration has been given to national and local policy and guidance relevant to this assessment. The policy and guidance documents considered within this assessment are as follows:

- Section 329, Highways Act 1980;
- Equality Act (2010);
- Section 53, Wildlife and Countryside Act 1981;
- Section 136, Planning Act 2008;
- Countryside and Rights of Way Act 2000;
- Overarching National Policy Statement for Energy (NPS EN-1);
- National Policy Statement for Renewable Energy Infrastructure (NPS EN-3);
- National Planning Policy Framework (NPPF);
- Design Manual for Roads & Bridges (DMRB);
- Planning Practice Guidance “Travel Plans, Transport Assessments and Statements”;
- Institute of Environmental Assessment (IEA), The Guidelines for the Environmental Assessment of Road Traffic (1993);
- Institute of Environmental Management and Assessment (IEMA) Environmental Assessment of Traffic and Movement (2023);
- Buckinghamshire Council, Highways Development Management Guidance, 2018;

- Buckinghamshire Council, Rights of Way Improvement Plan (2020-2030);
- Buckinghamshire Council, Local Transport Plan 4, 2018; and
- Vale of Aylesbury Local Plan, Policy C4.

Definition of PRow and Permissive Paths

1.5.2. Within Section 329 of the Highways Act 1980 [Ref 1], Section 66 of the Wildlife and Countryside Act 1981 [Ref 2], and/or the Countryside and Rights of Way Act 2000 [Ref 3], PRow are defined as one of the following categories:

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

1.5.3. In respect to a restricted byway, this is also defined in Section 329 of the Highways Act 1980 as:

- *“(a) a right of way on foot;*
- *(b) a right of way on horseback or leading a horse; and*
- *(c) a right of way for vehicles other than mechanically propelled vehicles”*.

1.5.4. A permissive path is considered to be a route that a landowner permits the public to use, but with the intention that it would not become a PRow.

1.5.5. Non-motorised users also have a right to use highways which are also ‘classified’ roads under section 12 of the Highways Act 1980 [Ref 1]. Non-motorised users have also been considered in the EIA within **ES Volume**

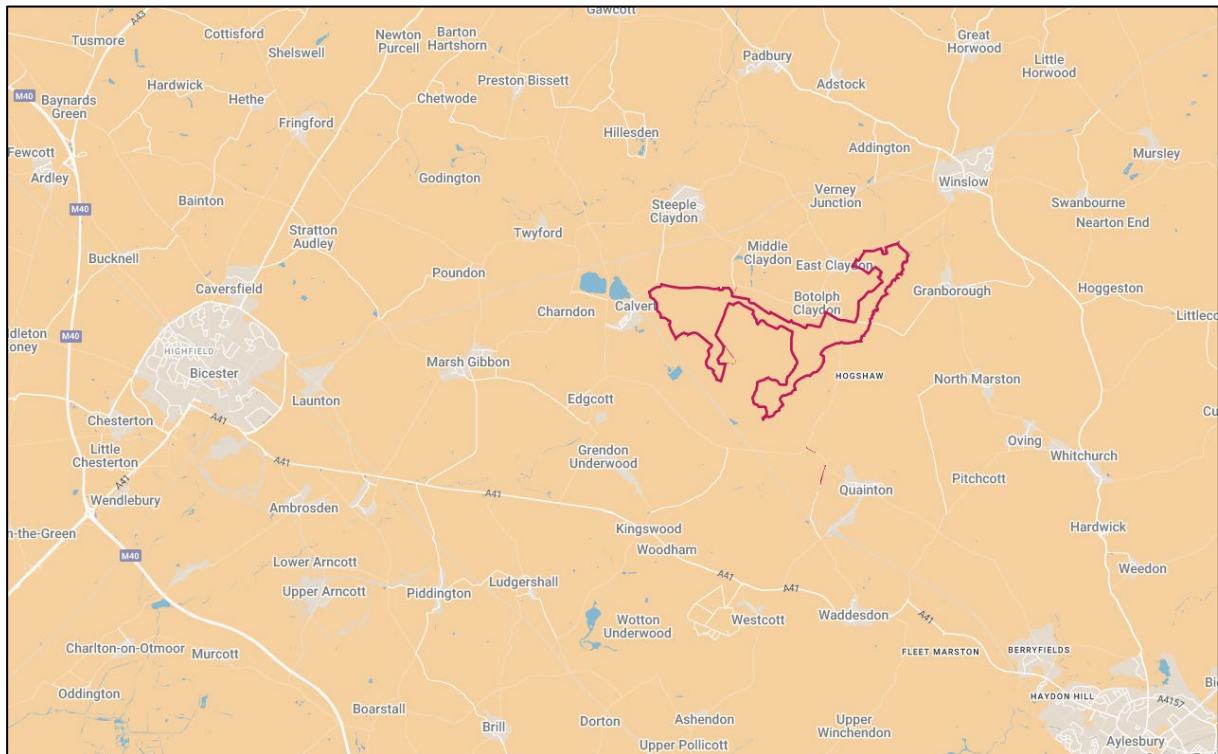
2, Chapter 15: Transport and Access [EN010158/APP/6.2]. ES Volume 2, Chapter 14: Population [EN010158/APP/6.2] considers the potential effects on walkers, cyclists and horse riders of impacts on PRow.

2. The Proposed Development

2.1. Site Location

- 2.1.1. The Proposed Development is located in close proximity to the settlements of Calvert, Middle Claydon, Botolph Claydon, East Claydon and Hogshaw. Steeple Claydon, Edgcott, Shipton Lee, Quainton, Granborough and Winslow are also located within 3km of the Site.
- 2.1.2. The High Speed Rail 2 (HS2) works area is located adjacent to the western edge of Parcel 1 and Parcel 1a. It is approximately 100m from Parcel 1 and 1a and less than 500m from Parcel 2. This section of HS2 is currently in its construction phase.
- 2.1.3. The Site measures approximately 875.47 hectares (ha) and is divided into four land parcels and is illustrated in Figure 1, outlined in red. The existing Site predominantly comprises agricultural land.

Figure 1: Site Location Plan



2.2. Project Overview

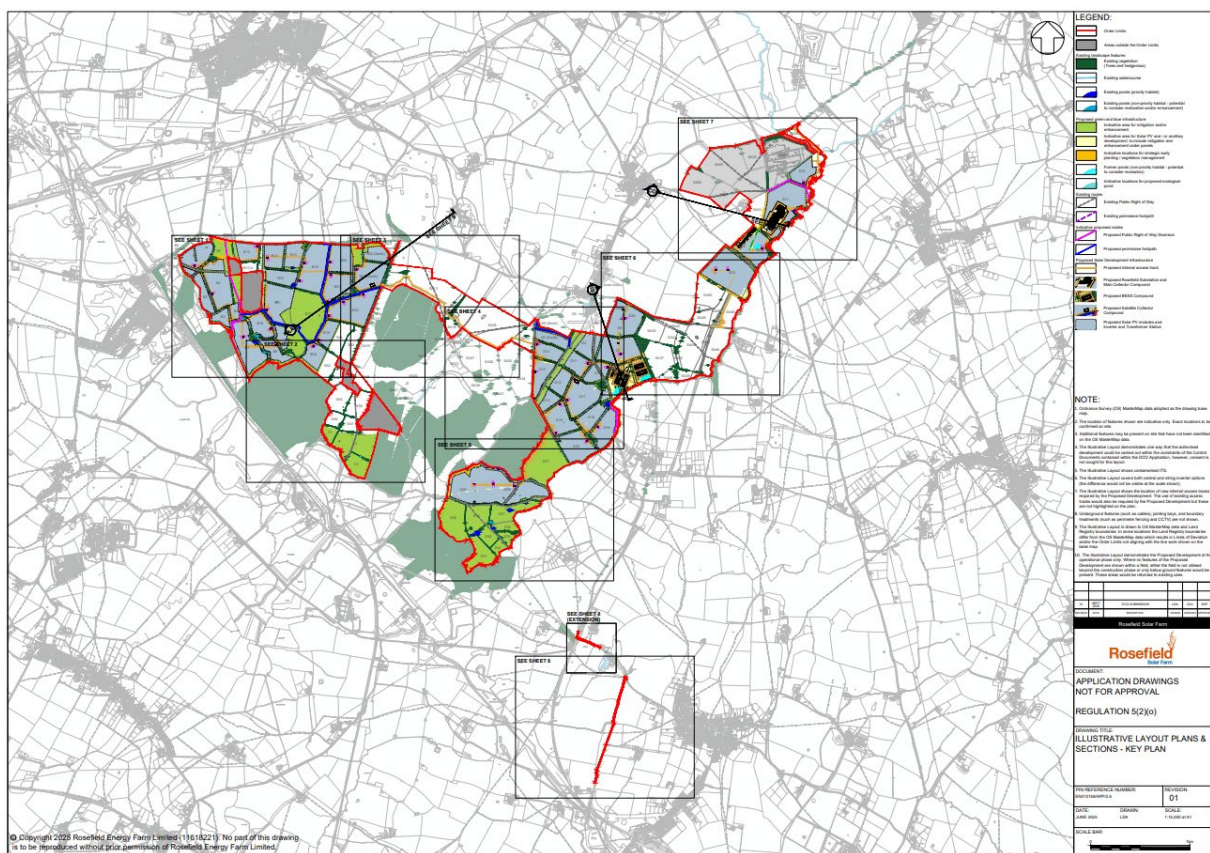
- 2.2.1. The Proposed Development is a proposed solar farm with energy storage which will generate and store renewable electricity for export to the National Grid.

2.2.2. The Proposed Development will comprise the construction, operation (including maintenance), and decommissioning of a solar photovoltaic (PV) electricity generating facility with a total capacity exceeding 50 megawatts (MW), an energy storage facility and an export/import connection to the National Grid, via the National Grid East Claydon Substation.

2.3. Project Layout

2.3.1. The Proposed Development layout is illustrated in Figure 2.

Figure 2: Proposed Development Layout



- 2.3.2. For ease of reference, the Site can be subdivided into four sections; namely:
- Parcel 1: The Western development area, located to the east of Calvert and to the south of Calvert Road. This would comprise solar arrays and associated access tracks;
 - Parcel 1a: The Southern development area, located to the south east and adjacent to the HS2 development corridor and Greatmoor Energy from Waste (EfW) plant. This would comprise of mitigation areas and associated access tracks;

- Parcel 2: The Eastern development area, located to the south of Botolph Claydon village and to the west of Claydon Road. This would comprise solar arrays, a Battery Energy Storage System (BESS) development, and associated access tracks; and
- Parcel 3: The Northern development area, located to the north of Granborough Road and to the south of the National Grid East Claydon Substation. This area would feature solar arrays, Rosefield Substation and electrical grid connection infrastructure.

3. Existing PRow and Permissive Paths within the Order Limits

3.1. Overview of Existing Pedestrian, Equestrian & Cycle Links

- 3.1.1. A review of the Buckinghamshire Council Public Rights of Way (PRow) map **[Ref 4]** has been undertaken. There are a number of PRow routes located within the Site and these are illustrated in **Plates 3.1 – 3.4** in this document and shown on **ES Volume 3, Figure 2.2: Existing Public Rights of Way [EN010158/APP/6.3]**. The majority of PRow and permissive paths comprise unsurfaced public footpaths or public bridleways, with the exception of ECL/10/2 to ECL/10/5 which is a surfaced public bridleway that largely follows Splash Lane (Three Points Lane Bridleway), along the western boundary of Parcel 2.

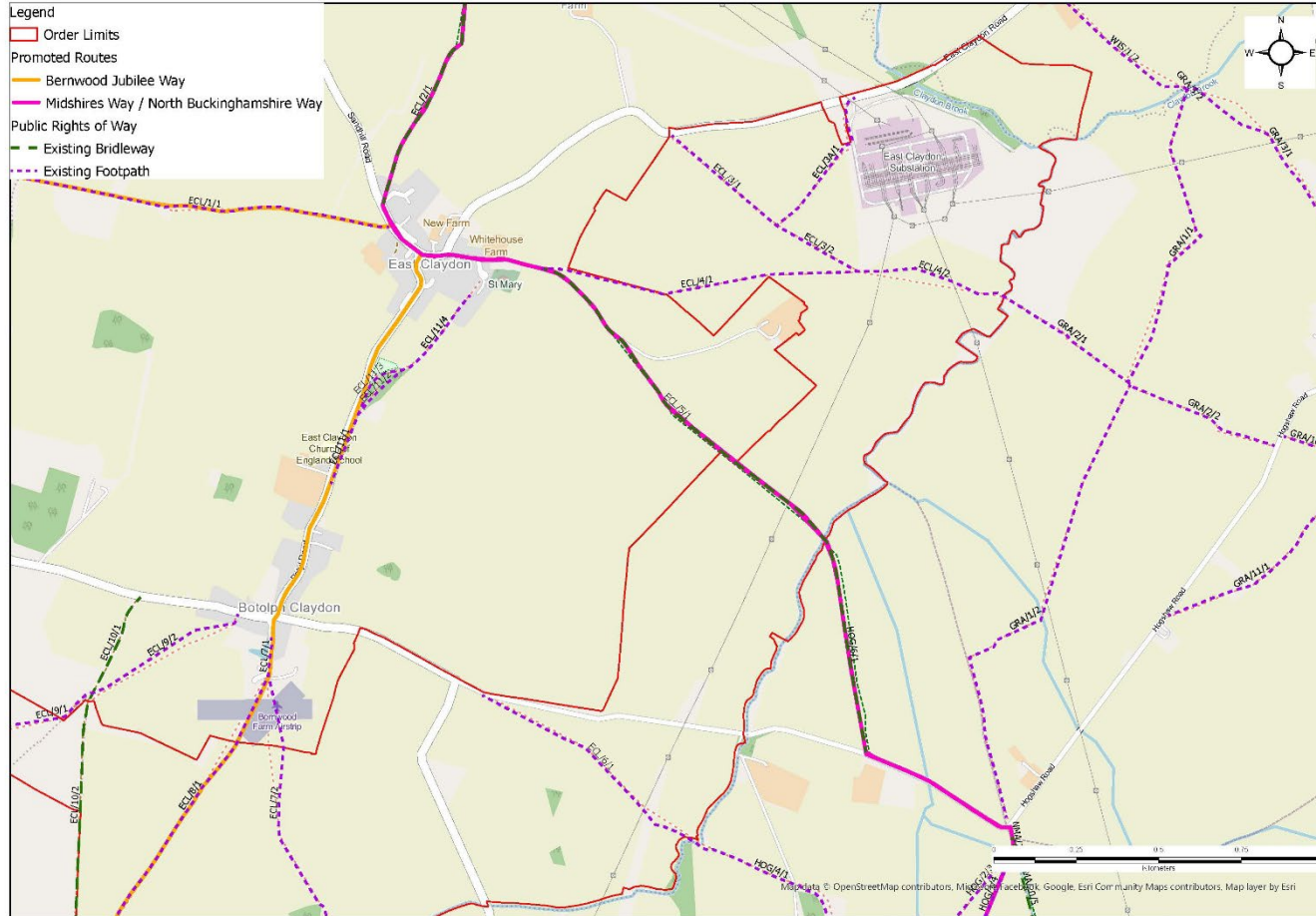


Plate 3.3: PRow and permissive paths within Parcel 3

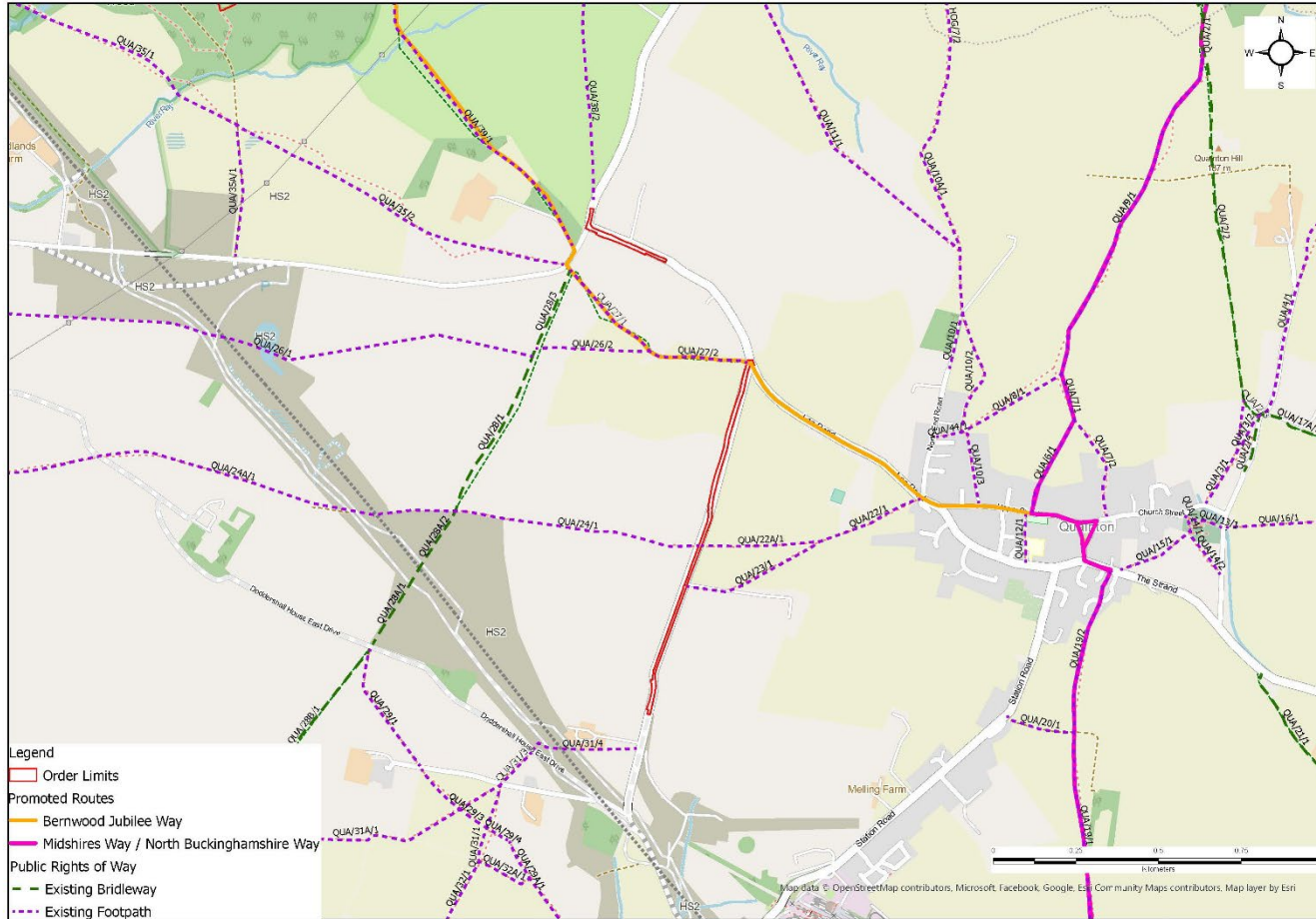


Plate 3.4: PRoW and permissive paths along Snake Lane/Fiddlers Field

- 3.1.2. As set out in the definitions at paragraphs 1.5.2 to 1.5.5, the PRow routes can be used by pedestrians, cyclists or equestrians, depending on their status. There are no cycle tracks within or adjacent to the Site.

3.2. Existing PRow

- 3.2.1. **Table 3.1** lists the existing PRow and permissive paths within and directly adjacent to the Order Limits:

Table 3.1 PRow within and adjacent to the Site

| PRow | Type | Location within Site |
|----------|-----------|---|
| SCL/12/1 | Footpath | Parcel 1 |
| SCL/12/2 | Footpath | Parcel 1 |
| SCL/13/1 | Footpath | Parcel 1 |
| SCL/13/2 | Footpath | Parcel 1 |
| SCL/8/1 | Footpath | Immediately north of Parcel 1 |
| MCL/13/1 | Footpath | Immediately north of Parcel 1 |
| MCL/14/1 | Footpath | Immediately north of Parcel 1 |
| MCL/21/1 | Footpath | Immediately north of Parcel 1 |
| ECL/9/1 | Footpath | Between Parcel 1 and Parcel 2 (Interconnecting Cabling Corridor) |
| GUN/28/1 | Bridleway | South of Parcel 1a |
| GUN/30/1 | Footpath | South of Parcel 1a |
| GUN/33/1 | Bridleway | South of Parcel 1a |
| GUN/33/2 | Bridleway | South of Parcel 1a |
| MCL/15/1 | Footpath | Between Parcel 1 and Parcel 2 (Interconnecting Cabling Corridor) |
| MCL/16/1 | Footpath | Immediately to the south of Order Limits, joining ECL/9/1 and MCL/15/1, between Parcel 1 and Parcel 2 |
| MCL/17/1 | Bridleway | Between Parcel 1 and Parcel 1a (Interconnecting Cabling Corridor) |
| MCL/18/1 | Bridleway | Between Parcel 1 and Parcel 1a (Internal access corridor) |
| MCL/18/2 | Bridleway | Parcel 1a/Internal access corridor |
| MCL/20/1 | Bridleway | South of Parcel 1a |
| MCL/20/2 | Bridleway | Parcel 1a/Internal access corridor |

| PRoW | Type | Location within Site |
|----------|-----------|---|
| MCL/23/1 | Footpath | South of Parcel 1a |
| ECL/7/1 | Footpath | To the north of Order Limits, connecting to ECL/8/1 and ECL/7/2 |
| ECL/7/2 | Footpath | Parcel 2 |
| ECL/8/1 | Footpath | Parcel 2 |
| ECL/9/2 | Footpath | To the north of Order Limits, connecting to ECL/9/1 |
| ECL/10/1 | Bridleway | To the north of Order Limits, connecting to ECL/9/1 and ECL/10/2 |
| ECL/10/2 | Bridleway | Parcel 2 |
| ECL/10/3 | Bridleway | Immediately to the south of Order Limits, connecting to ECL/10/2 |
| ECL/10/4 | Bridleway | Immediately to the south of Order Limits, connecting to ECL/10/5 |
| ECL/10/5 | Bridleway | Parcel 2 |
| ECL/8/2 | Footpath | Parcel 2 |
| HOG/7/1 | Footpath | Parcel 2 |
| QUA/38/1 | Footpath | Parcel 2 |
| QUA/41/1 | Footpath | Parcel 2 |
| QUA/42/2 | Bridleway | Parcel 2 |
| MCL/19/1 | Bridleway | Immediately to the west of Order Limits, connecting to QUA/42/2 |
| MCL/22/1 | Footpath | Immediately to the west of Order Limits, connecting to QUA/42/2 |
| QUA/38/2 | Footpath | Immediately to the south of Order Limits, connecting to QUA/38/1 |
| QUA/39/1 | Footpath | Parcel 2 |
| QUA/40/1 | Bridleway | Parcel 2 |
| QUA/40/2 | Bridleway | Parcel 2 |
| QUA/40/3 | Bridleway | Parcel 2 |
| QUA/40/4 | Bridleway | Immediately to the south east of Order Limits, connecting to QUA/40/3 |
| QUA/42/1 | Bridleway | Immediately to the west of Order Limits, connecting to QUA/40/1 |

| PRoW | Type | Location within Site |
|-----------|-----------|--|
| ECL/3/1 | Footpath | West of National Grid East Claydon Substation (Grid Connection Cabling Corridor) |
| ECL/3A/1 | Footpath | West of National Grid East Claydon Substation (Grid Connection Cabling Corridor) |
| ECL/3/2 | Footpath | West of National Grid East Claydon Substation (Grid Connection Cabling Corridor) |
| ECL/4/1 | Footpath | West of National Grid East Claydon Substation (Grid Connection Cabling Corridor) |
| ECL/4/2 | Footpath | Parcel 3 |
| ECL/5/1 | Bridleway | Parcel 3 |
| ECL/6/1 | Footpath | Between Parcel 2 and Parcel 3 (Interconnecting Cabling Corridor) |
| HOG/4/1 | Footpath | Immediately to the east of Order Limits, connecting to ECL/6/1 |
| HOG/6/1 | Bridleway | Immediately to the east of Order Limits, connecting to ECL/5/1 |
| GRA/2/1 | Footpath | To the east of Order Limits, connecting to ECL/4/2 |
| QUA/22A/1 | Footpath | To the east of Order Limits at Snake Lane/Fiddlers Field |
| QUA/23/1 | Footpath | To the east of Order Limits at Snake Lane/Fiddlers Field |
| QUA/24/1 | Footpath | To the west of Order Limits at Snake Lane/Fiddlers Field |
| QUA/27/2 | Footpath | To the west of Order Limits at Snake Lane/Fiddlers Field |

- 3.2.2. These routes are as shown by Buckinghamshire PRoW data dated 2023. Ongoing works related to both HS2 and East West Rail result in localised closures and will lead to permanent diversions as the works progress. Whilst some of the works are located in close proximity to the Site, they will not affect any of the PRoW as they cross the Site.

3.3. Existing Permissive Paths

- 3.3.1. There is a single existing Permissive Footpath within the Order Limits. This is illustrated in **Plate 3.2** in this document and shown on **ES Volume 3, Figure 2.2: Existing Public Rights of Way [EN010158/APP/6.3]**. It provides an informal link along the southern edge of Runt's Wood, linking PRow ECL/8/2, QUA/38/1 and QUA/41/1 with MCL/19/1 and QUA/42/2. This is an unsurfaced route along the field margin.

3.4. Existing Promoted Routes

- 3.4.1. In addition to the PRow network, there are four longer distance recreational routes that pass through the Site. These are:
- Bernwood Jubilee Way
 - Midshires Way
 - North Buckinghamshire Way
 - National Cycle Network (NCN) 51 'Varsity Way – Oxford to Cambridge'
- 3.4.2. The Bernwood Jubilee Way passes through the west of Parcel 2 and is a 61 mile walking and cycling route which circles the former Bernwood Forest, the Royal Hunting Forest of Henry II. The route as a whole is circular and connects many woodland areas, as well as Buckingham. Within the Site, the Bernwood Jubilee Way follows the alignment of PRow ECL/8/1, QUA/27/2, QUA/42/2, QUA/40/1 and QUA/39/1. In addition, it follows ECL/10/3 and MCL/19/1 along the western edge of Runt's Wood outside the Order Limits, but connecting the north and south of Parcel 2. Within the Site, the PRow are mainly footpaths and therefore can only be used by pedestrians.
- 3.4.3. The Midshires Way and North Buckinghamshire Way both pass through Parcel 3 on the same alignment. The Midshires Way is a 225 mile route between the Ridgeway National Trail in Buckinghamshire to the South and the Trans Pennine Trail in Greater Manchester to the North. The North Buckinghamshire Way is a 33 mile route from the Ridgeway National Trail in the south to the Buckinghamshire county boundary to the north. Within the Site both routes follow PRow ECL/5/1 and HOG/6/1, continuing to East Claydon to the north west and Quainton to the south. Within the Site, the PRow are footpaths and therefore can only be used by pedestrians.
- 3.4.4. NCN 51 is a 211 mile route between Oxford and Cambridge, passing through Milton Keynes and continuing to Cambridge and then on to Ipswich and Felixstowe on the east coast. It passes to the north of the Site and does not interact with any of the proposed construction traffic delivery route highways. There is however a short interaction with the potential AIL route on Vicarage Road in Winslow, where the route shares a 310m

section of highway with the AIL route. Given that AIL traffic will be under strict police escort, the potential interactions are considered to be very low and wholly controllable.

- 3.4.5. The Buckinghamshire Greenway is also proposed to pass through the Site. Buckinghamshire Council's website states:

"The Buckinghamshire Greenway is the Council's vision for a continuous walking, wheeling and cycling route spanning the length of Buckinghamshire.

When complete, it will connect the entire county from the north (Silverstone) to the south (Colne Valley)."

- 3.4.6. The stretch in the vicinity of the Site would link new green bridges being created by HS2 to the parkland of Claydon House, but a defined route has not yet been agreed.

3.5. Cycle Routes within the Order Limits

- 3.5.1. There are no existing cycle routes within the Order Limits.

3.6. Desire Line Connections outside of the Order Limits

- 3.6.1. Desire lines from the existing PRow network within the Order Limits to destinations outwith the Order Limits have been considered to fully consider accessibility for all users. Key destinations highlighted through consultation feedback include:

- Walking routes to and from Botolph Claydon and East Claydon;
- Walking and horse riding routes from the informal parking area at the northern end of Splash Lane/Three Points Lane (bridleway);
- Links to Claydon House;
- Horse riding connections to the wider bridleway network;
- Provision of the Buckinghamshire Greenway route;
- Walking routes to and from Steeple Claydon, including connecting to the new footway along Addison Road implemented as part of the HS2 works and the proposed continuation of that along Calvert Road into Calvert, to the north west corner of the Site; and
- Connections to the revised PRow network once HS2 works have been implemented.

- 3.6.2. These key destinations and linkages are illustrated on **Plate 3.5** below.

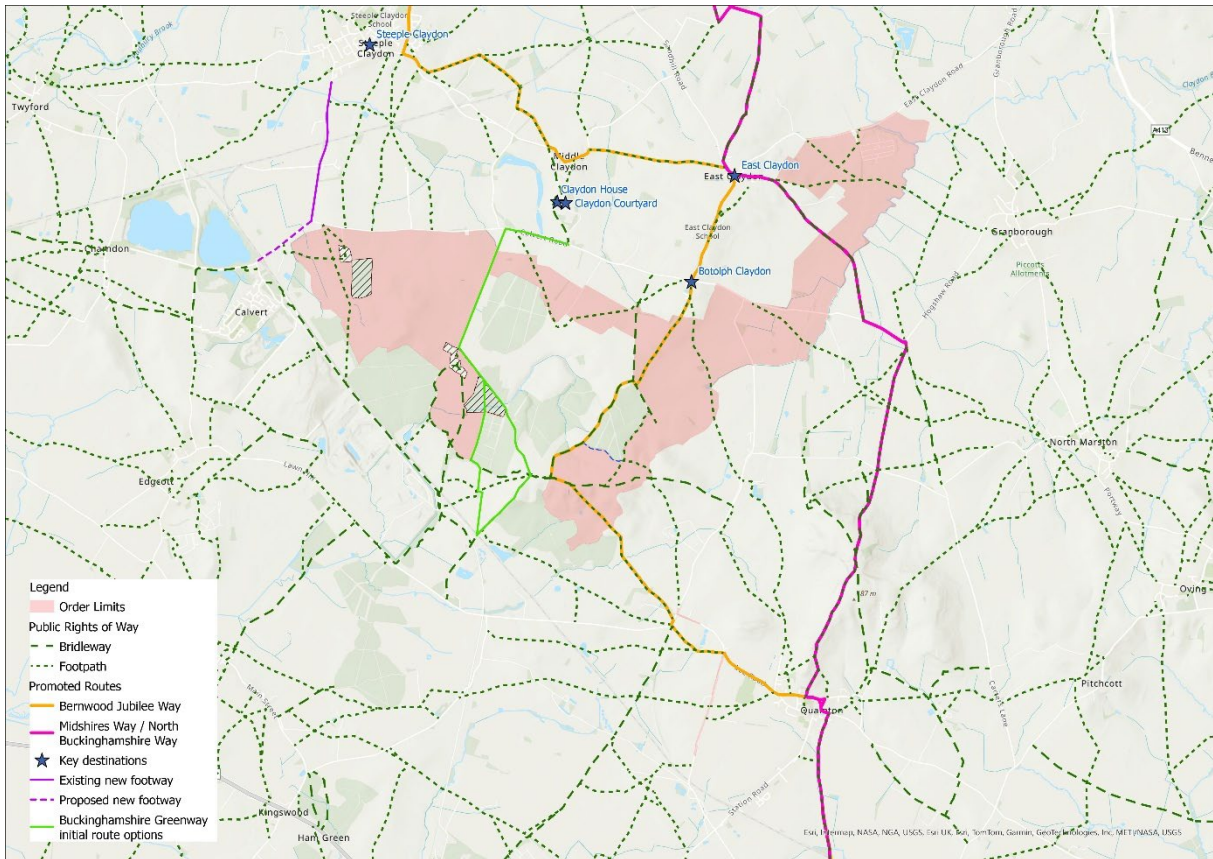


Plate 3.5: Key destinations for desire line connections

4. Impact of Construction Activities

4.1. Construction Phase

4.1.1. Construction activities would be undertaken during the 30-month construction period in accordance with the principles set out within the **Outline Construction Environmental Management Plan (CEMP) [EN010158/APP/7.2]**. The indicative construction activities that would be required comprise (not necessarily in order):

- Site preparation, including minor localised site levelling, vegetation clearance, landscape planting diversion or installation of utilities and establishment of perimeter fencing and security measures;
- Import of construction materials, plant, and equipment to Site;
- Establishment of Site construction compounds and welfare facilities;
- Appropriate storage and capping of soil;
- Management of waste;
- Establishment of drainage systems;
- Upgrading of existing Site access works and construction of new Site tracks and points of access from the public accesses from the highway;
- Diversion of PRow
- Installation of bridges and culverts across watercourses and ditches;
- Off-site highway works;
- Installation of PV module frames, PV modules, ITS, cabling, and fencing within each PV field;
- Installation of Rosefield Substation, Main and Satellite Collector Compounds, BESS and associated foundations and cabling within Interconnecting Cabling Corridor(s);
- Trenching in sections;
- Installation of HDD launch and reception compounds and drilling of HDD crossings;
- Testing and commissioning; and
- Site reinstatement (i.e., returning any land used during construction for temporary purposes to its previous condition).

4.1.2. The erection of the mounting structures and the mounting of the Solar PV modules to the mounting structures within Work No. 1 would include the following activities (not necessarily in order):

- Import and delivery of materials to the Site;
- Piling (where appropriate), or formation of ballasted foundations and installation of the mounting structures;
- Mounting of the Solar PV modules; and
- The installation of cabling between Solar PV modules.

4.2. Potential for Path Closures

- 4.2.1. During the 30-month construction phase, existing PRowS and Permissive Paths that interact with the Order Limits would be kept open as far as it is practicable and safe to do so. However, where it is not practicable and safe, some PRowS may need to be subject to temporary management around works areas (as described in Paragraph 6.3.3).
- 4.2.2. Where PRowS are to be temporarily diverted, the duration of such a diversion in that area would be for a maximum period of 6 months. Temporarily diverted PRow will be reinstated to their original route and to at least their original condition following track and cable trench construction activities.

4.3. Permanent PRow Diversions

- 4.3.1. During the construction phase, the following five PRowS would be permanently stopped up, with diversions provided in each case. These diversions comply with Section 136(1)(a) of the Planning Act (2008) and allow for construction activities to take place safely and to divert paths through solar development areas:
- A diversion to the existing PRow Footpath (reference 'ECL/4/2') (463m to be stopped up) to the north of Parcel 3 to align the PRow Footpath with the field boundaries of Fields E10 and E11, rather than crossing Field E11 (new length 559m), resulting in a 21% increase in length of this section of the link;
 - A diversion to the existing PRow Footpath (reference 'ECL/7/2') (243m to-be stopped up) to the east of Parcel 2 to align the PRow Footpath with the field boundary of Field D19 (new length 274m), resulting in a 12% increase in length of this section of the link;
 - A diversion to the existing PRow Footpath (reference 'SCL/13/2' and SCL/13/1) (1,210m to-be-stopped up) to the south of Parcel 1 (between Shrubs Wood and Decoypond Wood) to align the PRow Footpath with the field boundary of Field B7 (total new length 1240m), resulting in a 2.5% increase in length of this section of the link; and
 - Diversions to existing PRow Footpath (reference 'SCL/12/2') (190m to-be-stopped up) to rationalise them into a single PRow Footpath providing access between Pond Farm and Calvert Road (new length

454m), resulting in an increase in length of this section of the link. No dead ends are being provided as a result of this alteration.

4.3.2. These diversions would then become permanent and would therefore be in place throughout the operation (including maintenance) and decommissioning phases of the Proposed Development and remain post-decommissioning.

4.3.3. At the detailed design stage, a detailed survey of the proposed diversion routes will be undertaken. A 2m width will be recorded in the definitive statement for newly created public footpaths resulting from the proposed diversions, unless this would require hedgerow removal where the routes pass through existing gaps in hedgerows or where there are gates or stiles in place. Details of any variations from the 2m width will be identified in the submitted detailed Rights of Way and Access Strategy.

4.4. Effects on PRow

4.4.1. The approach to assessments of potential significant effects on PRowS and access, and users of those routes/links considered relevant legislation, policy and guidance referred to in the following chapters within the ES:

- ES Volume 2, Chapter 10: Landscape and Visual [EN010158/APP/6.2];
- ES Volume 2, Chapter 13: Noise and Vibration [EN010158/APP/6.2];
- ES Volume 2, Chapter 14: Population [EN010158/APP/6.2]; and
- ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2].

4.4.1. **ES Volume 2, Chapter 14: Population [EN010158/APP/6.2]** provides a link-level assessment to assess the changes to each individual link (as determined by the Buckinghamshire Definitive Map) where links interact with or are affected by the Proposed Development for any part of its length. This is considered in the context of embedded mitigation (via diversions, new or alternative links both permanent and temporary) that would be provided as part of the Proposed Development as diverted/replacement PRow, and which would be subject to the commitments in terms of delivery, design and maintenance set out in this **Outline Rights of Way and Access Strategy [EN010158/APP/7.8]**.

4.4.2. That assessment primarily considers where connectivity in terms of journey distance is changed as a result of the Proposed Development, in the context of replacement and alternative access during both the construction/decommissioning and operation (including maintenance) phases.

- 4.4.3. The assessment within **ES Volume 2, Chapter 14: Population [EN010158/APP/6.2]** therefore considers the ability for people to continue to use PRoW for recreational and connectivity purposes, in order to access commercial, recreational, community facilities and social networks and to undertake recreational active travel as intended by the purpose of the PRoW. It considers whether the PRoW network is affected by temporary disruption (for example iterative closure) or diversion which would increase journey length.
- 4.4.4. A further consideration was given where the Proposed Development affects existing (or provides new) strategically important links identified by policy, designation, stakeholder feedback or where they are substantively new routes that provide an improvement to the network in-line with wider plans and policies is also identified in **ES Volume 2, Chapter 14: Population [EN010158/APP/6.2]**.
- 4.4.5. **ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2]**, assess effects related to users of PRoW as follows:
- Severance of communities (for example, as a result of changes in traffic flows on roads crossed by PRoW);
 - Pedestrian delay (for example, where this relates to changes in traffic flows interacting with paths used by walkers, cyclists and horse ride);
 - Non-motorised user amenity (for example, where users of the highway including walkers, cyclists and horse riders may experience change in journey time or amenity as a result of a change in traffic flows); and
 - Fear and intimidation (for example, where changes in traffic flow, heavy vehicle composition, the speed at which vehicles are passing and the proximity of traffic to people discourages walkers, cyclists and horse riders from using PRoW).
- 4.4.6. **ES Volume 2, Chapter 10: Landscape and Visual [EN010158/APP/6.2]** and **ES Volume 2, Chapter 13: Noise and Vibration [EN010158/APP/6.2]** consider changes in environmental amenity experienced by users of PRoW.

4.5. Phasing of Diversions

- 4.5.1. Diversions to PRoW will be put in place to protect users from construction activities and to divert a limited number of routes from passing through the centres of development land parcels. This outline strategy sets out the framework, outline measures and control mechanisms that would form part of the finalised Rights of Way & Access Strategy that would be secured under the approved DCO.

- 4.5.2. User safety in any diversion is paramount. Route diversions have been identified taking into account the existing conditions and those of the diversion route.
- 4.5.3. The Applicant is committed to minimising disruption to the public along the PRow network wherever possible whilst maintaining safety throughout the construction and operation (including maintenance) of the Proposed Development. A pragmatic approach will be taken, balancing the risks to users of the PRow and permissive paths with the needs of the Proposed Development. This Outline RoWAS has sought to achieve this through phasing/timing of works based on the current understanding and assumptions in advance of the appointment of a Principal contractor.
- 4.5.4. Specific and more detailed management measures for these provisions will be subject to agreement with relevant planning/PRow Officers and will be secured in a construction phasing detailed iteration of the RoWAS prior to the commencement of the construction works. Where any alternative approaches to PRow and permissive path management emerge through the detailed design stage, these would be subject to agreement with the local planning authority under the requirements of the DCO.
- 4.5.5. A programme of closures / diversions will be advised to the appropriate Access Officers at Buckinghamshire Council prior to construction works commencing.

4.6. Inspections

- 4.6.1. Temporary diversion installation inspections will be undertaken on a regular basis by the Principal Contractor during construction, and any required remedial works will be undertaken to ensure that diversions remain in good condition during the construction period. This will include temporary fencing, signage and surface condition to ensure it always remains safe and accessible.
- 4.6.2. Contact details will be provided on signage placed around the construction site in order that anyone has a direct route to report any concerns relating to PRow and permissive path management directly with the project team.

4.7. Improvements to any crossing points

- 4.7.1. Determination of crossing points will be addressed in the detailed RoWAS following the appointment of the Principal Contractor.
- 4.7.2. Local management would be principally used during construction activities. Further detail will be established within the detailed RoWAS to be implemented by the appointed Principal Contractor.

4.7.3. Where it is considered safe to do so, a PRow or permissive path near construction works or which adjoin roads that may be affected by works will remain open with appropriate signage in place at the earliest opportunity. This signage will warn of the presence of construction vehicles, and will warn drivers of the presence of walkers, cyclists or other non-motorised users. Where a PRow or permissive path crosses a construction haul road, a banksman would be utilised to facilitate vehicles crossing.

4.8. User Protection

4.8.1. PRow and permissive path protection during construction via temporary fencing or distancing tactics (via a banksman) will be employed as appropriate, ensuring users are protected from the construction works area and/or any crossing vehicular traffic.

4.9. Signage, Information and Community Liaison

4.9.1. Where appropriate, signage will provide information on any alternative links, new links, details of works and contact information for the project team. The location and details of these signs will be discussed with the relevant planning authority/PRow Officers.

4.9.2. As part of the detailed RoWAS, a programme of PRow diversions will be produced by the Applicant and its Principal contractor. Appropriate advanced notification will be provided to all relevant stakeholders prior to commencement.

5. Operational Phase

5.1. Effects

- 5.1.1. No closures of existing PRow will be undertaken until the diversion routes have been completed for that closure. Appropriate signage will be provided prior to and during diversions periods.
- 5.1.2. The permanent diversions are described in Section 4.3 of this report.
- 5.1.3. **ES Volume 3, Figure 3.10: Existing and Proposed PRow and Permissive Footpaths [EN010158/APP/6.3]** provides a plan showing the existing PRow network as well as the recreation and amenity improvements. In terms of new paths, this includes:
- A new public route across Parcel 1 by connecting the to-be-rationalised PRow Footpath (reference 'SCL/13/2') before tracking east to the south of Shrubs Wood, east across Knowl Hill (Field B17) and then tracking north towards Three Points Lane (approximate length 1.9km);
 - A new public route across Parcel 1 connecting the above permissive path beginning from the intersection between Fields B17, B20 and B21 which then runs north to the west of B21 and B22 to Calvert Road and onwards to PRow Footpath (reference 'MCL/13/1') (approximate length 0.7km);
 - A new public route across Parcel 2 which connects the existing PRow Footpath (reference 'ECL/8/1') before tracking west along the north of D3 (South) to PRow Footpath (reference 'ECL/9/2') and PRow Bridleway (reference 'ECL/10/2') (approximate length 0.5km); and
 - A new bridleway link across Parcel 2, which would be accessible to the public during the operation (including maintenance) phase of the Proposed Development. It would connect to the existing PRow Bridleway (reference 'ECL/10/5'), before tracking south west along the proposed internal access track through Field D27 and then along PRow Footpath (reference 'QUA/41/1') to join the PRow Bridleway (reference 'QUA/40/2' and 'QUA/40/3') that runs along the southern edge of Fields D28 and D29. The total distance of the link would be approximately 0.9 km long, of which the northern section of 0.6km follows the alignment of the proposed internal access track/permissive path and the southern section of 0.3 km follows the alignment of PRow Footpath reference 'QUA/41/1'.
- 5.1.4. The works outlined in **ES Volume 3, Figure 3.10: Existing and Proposed PRow and Permissive Footpaths [EN010158/APP/6.3]** are considered to be embedded mitigation and would be secured via the Outline Landscape and Ecological Management Plan **[EN010158/APP/7.6]**.

- 5.1.5. The proposed permissive footpaths would be implemented during the construction phase, remain open and accessible to the public during the operation (including maintenance) phase. Post decommissioning, the proposed permissive footpaths, including the northern section of the bridleway link, would be either retained or removed at the discretion of the landowner. The enjoyment of PRow footpath reference 'QUA/41/1' as though it were a bridleway (i.e. the southern section of the bridleway link) is only temporary and the right would terminate on the date of decommissioning as notified by the Applicant and secured by a requirement in the **Draft DCO [EN010158/APP/3.1.6]**.
- 5.1.6. **ES Volume 3, Figure 3.10: Existing and Proposed PRow and Permissive Footpaths [EN010158/APP/6.3]** illustrates the permanent PRow diversions, the new permissive footpaths and the new bridleway link (noting for completeness, that the northern section of the bridleway link is a new permissive path and the southern section an existing PRow with a temporarily changed use for the operation (including maintenance) period).
- 5.1.7. **ES Volume 2, Chapter 6: Air Quality [EN010158/APP/6.2]** suggests that within the operation (including maintenance) phase, despite the human receptors recorded to be high sensitivity receptors, the Proposed Development is not expected to generate traffic that exceeds the Environmental Protection UK and Institute of Air Quality Management screening criteria which results in the residual effect on human receptors not being significant.
- 5.1.8. Best practice mitigation measures as outlined within **Outline Operational Environmental Management Plan (OEMP) [EN010158/APP/7.3]** will also be adhered to. In addition to this, site activities during operation are not expected to generate significant emissions so effects on dust and particulate matter emissions during the operation (including maintenance) phase have been scoped out.
- 5.1.9. In light of this assessment, changes to air quality would not be anticipated to affect the factors that contribute to the use of community/recreation facilities and the service that these facilities provide. Users of these facilities would not be deterred from using these facilities by any air quality impacts.
- 5.1.10. **ES Volume 2, Chapter 10: Landscape and Visual [EN010158/APP/6.2]** **[APP-053]** considers in detail the visual effects of the Proposed Development on users of PRow and other community/recreation facilities.
- 5.1.11. **ES Volume 2, Chapter 13: Noise and Vibration [EN010158/APP/6.2.2]** **[REP1-040]** reports that no sensitive receptor, which would include users of community/recreation facilities, would experience daytime lowest observed adverse effect level (LOAEL) exceedances as a result of noise

associated with the Proposed Development. Planning Practice Guidance determines this level as when *“noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area but not such that there is a change in the quality of life”*. Best practice mitigation measures as outlined within **Outline OEMP [EN010158/APP/7.3]** will also be adhered to.

6. Access Management Plan during Construction

6.1. General Measures

- 6.1.1. As set out within the subsequent sections of this Outline Strategy, the implementation of any new route, and the approach to diversion and extinguishment of any route, would comply with the legal requirements of the Highways Act 1980 and Equality Act 2010 in terms of temporary access infrastructure and management, by ensuring that there are no physical barriers to access without lawful authority and that reasonable adjustments are made to facilitate participation by all.
- 6.1.2. Any new or diverted PRow implemented by the Applicant shall be designed in accordance or with regard to design standards adopted by Buckinghamshire Council, and be approved by Buckinghamshire Council in that regard before they are implemented, with accordance to those standards reviewed and approved on completion prior to adoption of any new or diverted PRow into the local highway network. Details such as surfacing of routes will be discussed with and approved by Buckinghamshire Council to create an appropriate high quality network.
- 6.1.3. During the construction phase, construction traffic has the potential to interact with walkers, cyclists and equestrians using the existing footpath network. Various measures are proposed to assist with the safety of all path users.
- 6.1.4. The Applicant and Principal Contractor will adhere to the following principles relating to any change in access to existing PRow that interact with the construction/decommissioning areas during the construction and decommissioning phase:
- Minimise as far as reasonably practicable any physical disruption or any other reductions in amenity on existing PRow, permissive footpaths, and all other pre-existing linear and area access;
 - Minimise as far as reasonably practicable any reductions in connectivity in and around the Proposed Development;
 - Comply with the legal requirements of the Equality Act 2010 and the Highways Act 1980 in terms of temporary access infrastructure and management, by ensuring that there are no physical barriers to access without lawful authority and that reasonable adjustments are made to facilitate participation by all;
 - Ensure that all new surfaces are easy to use;
 - Minimise the need for temporary path closures and diversions, and where these are unavoidable, to provide and maintain alternative routes so as to reduce to a minimum any disruption or loss of amenity;

- Minimise road crossing points and, where unavoidable, to carry out relevant road safety audits and implement recommendations to ensure user safety;
- Apply and maintain best practice in terms of on-site signage and other information provision, and to maintain visitor enjoyment and safety; and

6.1.5. Justify, manage and agree temporary closures in advance and to publicise closures to members of the public, as required. During construction activities, the Construction Contractor operatives will act and behave in a responsible manner when asking people to avoid construction activity risks. They will:

- Display signs notifying path users of any upcoming diversion option, prior to any diversion taking place;
- Notifying path users that a diversion option is in place by displaying signage at the Site of the diversion itself;
- Take precautions, such as asking people to avoid using a particular route or area, or to avoid doing a particular activity where there are more serious or less obvious hazards to their safety;
- Keep any precautions to the minimum area and duration required to safeguard people's safety;
- Notify the public about any precautions at all access points;
- Not deliberately obstruct a footpath; and
- Not obstruct or hinder people from exercising access rights, either by physically obstructing access or by otherwise discouraging or intimidating them.

6.1.6. In addition, all construction operatives will be required to understand the requirements of onsite access rights at their induction. Failure to observe these may result in their removal from Site.

6.2. Areas of Proposed Exclusion

6.2.1. Construction operations such as track construction, cabling and fencing works will require exclusion areas being set out in the areas surrounding these works.

6.2.2. Should there be a need to provide a short-term closure of a footway, the Applicant will advise Buckinghamshire Council's. Such closures would be signposted entrances to the affected footpath(s).

6.3. Proposed Temporary Diversions

- 6.3.1. Diversions to footpaths will only be required during track and cable trench construction activities.
- 6.3.2. During construction, it will be necessary to form the access track across existing footpath alignments. During these operations, the footpath will be subject to a minor diversion around the advancing head of the access track works. This will ensure access for footpath users in safety and diversion signs will be provided.
- 6.3.3. The diversion works will be 2 m in width and will provide a 10 m approximate diversion to allow the access track works to slightly pass the crossing point. Ducting will be provided to allow cabling works at a later stage that will not disrupt footpath access.
- 6.3.4. Temporarily diverted PRow will be reinstated to their original route and to at least their original condition following track and cable trench construction activities.

6.4. Path Signage

- 6.4.1. Signage to inform footpath users will be provided on stakes at strategic locations on the footpath network. This will include at the entry points to the Site, at any crossing points and at strategic points as a reminder.
- 6.4.2. All direction signs will be green and will have text height of 75mm to allow easy viewing.
- 6.4.3. In addition, the Principal Contractor will post a plan of the Site at the entrance points to the Site each week highlighting areas where works are ongoing to help advise path users.

6.5. Crossing Point Details

- 6.5.1. Where a footpath crosses the access tracks, a crossing point would be formed. This will include the following:
 - “Access Track Crossing Ahead” signage for the footpath, on either side of the crossing, located at least 20m in advance of the crossing;
 - “Crossing Point” and “Please look in both directions” signage for the footpath on either side of the crossing;
 - A 2 m wide chicane to ensure that cyclists slow down for the crossing to ensure the safety of all users;
 - “Crossing Ahead” and “Slow Down, 10mph” signs on access tracks, located 100m and 50m in advance of the crossing on both directions; and

- “Give Priority to Footpath Users” on the Site access track.
- 6.5.2. Reflective pole markers will be provided in advance of the crossing point to aid identification for access track users.
- 6.5.3. A visibility splay in the access track verge will be created so that footpath users have good visibility in either direction at each crossing point. This will be maintained throughout the construction phase.
- 6.5.4. All signage would be kept and maintained during the operational phase of the Proposed Development.
- 6.5.5. A review of the PRow and other pathway works would be undertaken regularly by the Applicant. Any improvements to arrangements would be discussed with the Traffic Management Group (a potential subgroup of the Community Liaison Group), as described in the **Outline Construction Traffic Management Plan (CTMP) [EN010158/APP/7.5]**.

7. Proposed Access Enhancements

7.1. Proposed PRow diversions

- 7.1.1. As set out above, a small number of PRow within the Site are proposed to be permanently diverted. These diversions are illustrated in **Plates 7.1 – 7.3** in this document and shown on **ES Volume 3, Figure 3.10: Existing and Proposed PRow and Permissive Footpaths [EN010158/APP/6.3]**.

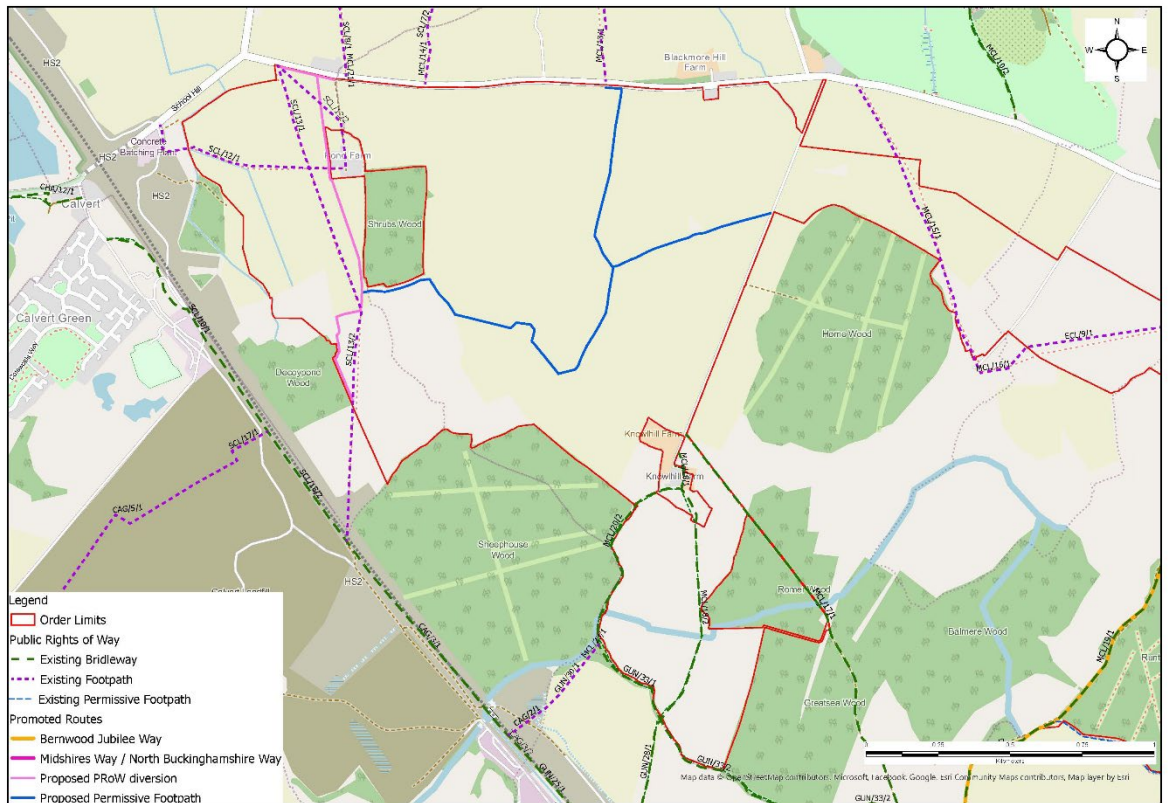


Plate 7.1: Proposed PRow diversions and permissive paths in Parcel 1

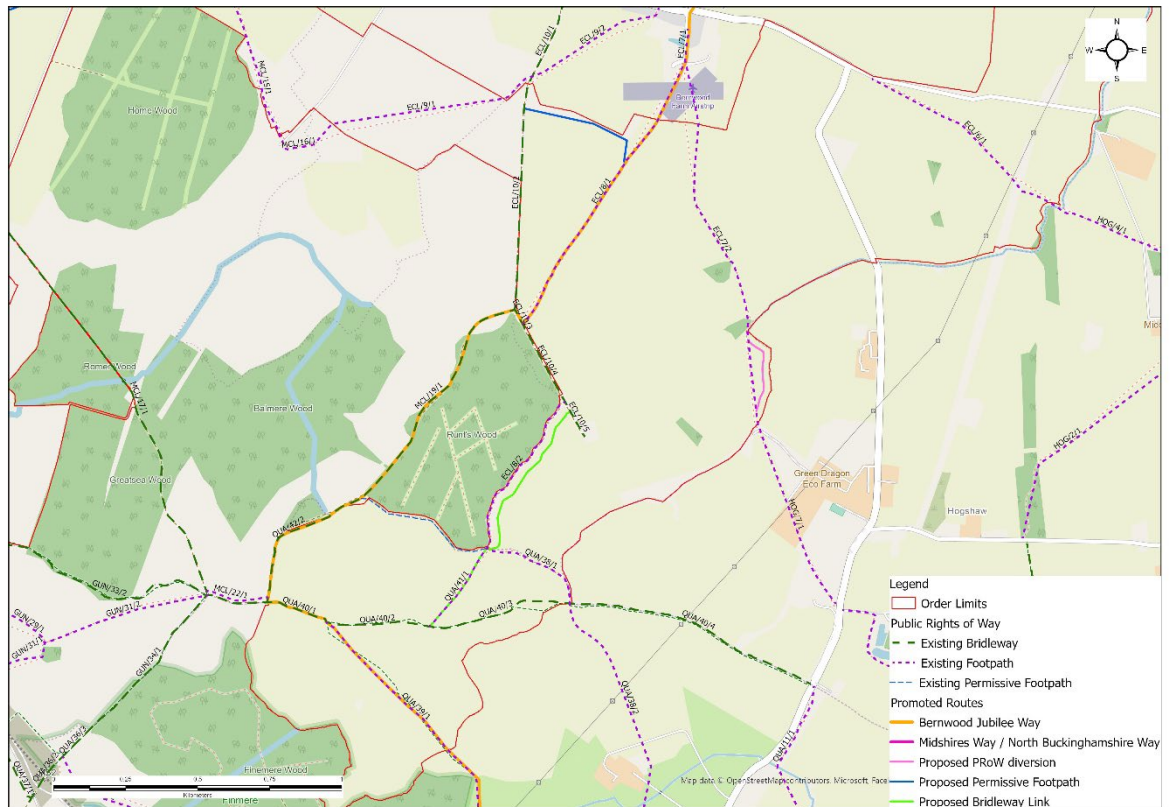


Plate 7.2: Proposed PRoW diversions, permissive paths and illustrative alignment of the proposed bridway link (the northern section would be a permissive path and the southern section and existing PRoW with a temporarily changed use as explained in paragraphs 5.1.5-5.1.6) in Parcel 2



Plate 7.3: Proposed PRoW diversions in Parcel 3

7.1.2. The proposed diversions include:

- Diversions to three existing PRoW SCL/13/1, SCL/12/2 and SCL/13/2, to rationalise them into a single PRoW Footpath providing access between Pond Farm and Calvert Road (see **Plate 7.1**). This allows the diverted routes to remain close to the connection with the new footway instated by HS2 along Addison Road to the north west of the Site and also to connect at a closer location to existing PRoW MCL/21/1 to the north of Calvert Road, which connects to Steeple Claydon. The diverted route would pass through areas of open space within the Proposed Development, rather than through the proposed solar PV panels. The route proposals retain the loop through Pond Farm.
- Diversion of the existing PRoW SCL/13/2 in the south of Parcel 1 (between Shrubs Wood and Decoypond Wood) to align the PRoW Footpath with the field boundary of Field B7 (see **Plate 7.1**). The diverted route would pass a corridor of open space within the Proposed Development, rather than through the proposed solar PV panels.
- Diversion of the existing PRoW ECL/7/2 in the east of Parcel 2 to align the PRoW with the field boundary of Field D19 (see **Plate 7.2**). The diverted route would pass a corridor of open space and woodland within

the Proposed Development, rather than through the proposed solar PV panels.

- Diversion to the existing PRow ECL/4/2 to the north of Parcel 3 to align the PRow with the field boundaries of Fields E10 and E11, rather than crossing Field E11 (see **Plate 7.3**). The diverted route would pass a corridor of open space within the Proposed Development, rather than through the proposed Rosefield Substation compound or solar PV panels.

7.2. Proposed Permissive Paths and Proposed Bridleway Link

7.2.1. The Proposed Development includes the following proposed permissive routes:

- A new footpath route across Parcel 1 connecting to the realigned PRow SCL/13/2, before passing east to the south of Shrubs Wood, east across Knowl Hill (Field B17) and then north towards Three Points Lane (see **Plate 7.1**). This route would allow access to Knowl Hill, which has not previously been publicly accessible, and elevated views towards Claydon House. The route would pass through an open corridor of wildflower grassland with some scrub planting.
- A new footpath route across Parcel 1 connecting the above permissive path beginning from the intersection between Fields B17, B20 and B21 which then runs north to the west of Fields B21 and B22 to Calvert Road (see **Plate 7.1**). This would allow a connection to PRow MCL/13/1, and onwards to Steeple Claydon, increasing the options for circular walks south from the village.
- A new footpath route across Parcel 2 which connects the existing PRow ECL/8/1 to PRow ECL/9/2 and ECL/10/2 (see **Plate 7.2**). This route would run along the northern edge of Field D3, allowing a shortcut to the Bernwood Jubilee Way from Splash Lane/Three Points Lane (bridleway) that would allow users to experience the more open views retained from Bernwood Jubilee Way.
- A new bridleway link across Parcel 2, which would be accessible to the public during the operation (including maintenance) phase of the Proposed Development. It would connect to the existing PRow Bridleway (reference 'ECL/10/5'), before tracking south west along the proposed internal access track through Field D27 and then along PRow Footpath (reference 'QUA/41/1') to join the PRow Bridleway (reference 'QUA/40/2' and 'QUA/40/3') that runs along the southern edge of Fields D28 and D29.

7.2.2. These routes would be made available to the public, 364 days a year, by permission of the landowner. This applies to the northern section of the bridleway link which is a permissive path, whereas the southern section of

the bridleway link is a PRow Footpath ('QUA/41/1') which is to be enjoyed as though it were a bridleway for the operation (including maintenance) period as secured by way of requirement in the **Draft DCO [EN010158/APP/3.1.6]**. There may be closures as necessary associated with maintenance procedures during the operational phase. The permissive paths will be managed by the Applicant and will include signs to make clear that its use is for the public by permission of the landowner. Subject to discussion with the Landowner, it is assumed that the permissive paths would be removed at the end of the Proposed Development's operation (with further detail to be included in the Decommissioning Environmental Management Plan) when the land will be in private ownership and the permissive paths would be retained or removed at the discretion of the landowner post-decommissioning, including the northern section of the bridleway link. The enjoyment of PRow footpath reference 'QUA/41/1' as though it were a bridleway (i.e. the southern section of the bridleway link) is only temporary and the right would terminate on the date of decommissioning as notified by the Applicant and secured by a requirement in the **Draft DCO [EN010158/APP/3.1.6]**.

7.3. Treatment of existing PRow and permissive routes

7.3.1. With the exception of the routes identified in paragraph 7.1.2 above, existing PRow would be retained on their current alignments. A hierarchy of routes has been applied to the treatment of these routes, giving greater offsets to those routes that are promoted beyond the immediate vicinity of the Site, as follows:

- The Bernwood Jubilee Way, as a longer distance promoted recreational route, as well as forming part of the walking routes accessible from Botolph Claydon and the informal parking area on Splash Lane/Three Points Lane (bridleway), has been treated as a key route through the Site. It currently experiences elevated views towards Quainton Hill and the vales and claylands to the north of the hill. A 55m corridor has been retained along the route of the PRow, which would allow views to be retained over the top of the proposed Solar PV development. The retained corridor would be treated as wildflower meadow with some scrub planting along it, and a new hedgerow would be planted between the Bernwood Jubilee Way and the Solar PV development to provide lower level screening of the Solar PV development.
- The Midshires Way and North Buckinghamshire Way has also been given a wide corridor of 30m, which would be treated as wildflower meadow with some scrub planting along it. A new hedgerow would be planted to the south of the route, with an existing hedgerow to the north of the route retained and enhanced, to provide screening of the Solar PV development.

- A 10m buffer has been applied to either side of all other PRow between the route and the perimeter fencing surrounding the Solar PV development. These corridors would be treated as would be treated as wildflower meadows with some scrub planting along them.
- As referred to above, the southern section of the bridleway link follows the alignment of existing PRow Footpath 'QUA/41/1,' and is to be enjoyed as though it were a bridleway for the operation (including maintenance) period as secured by way of requirement in the **Draft DCO [EN010158/APP/3.1.6]**.

7.3.2. Prior to submission of the detailed Rights of Way and Access Strategy, a survey will be undertaken of stiles and gates along PRow within the Order Limits, to identify any that would benefit from replacement with a mobility gate to improve access for the mobility impaired. Details of any proposed replacements will be provided in the detailed Rights of Way and Access Strategy and will be compliant with BS5709: 2018 'Gaps, gates and stiles. Specification'.

7.4. Connectivity to key destinations

- 7.4.1. As identified in paragraph 3.6.1, key destinations for pedestrians, equestrians and cyclists highlighted through consultation feedback include:
- Walking routes to and from Botolph Claydon and East Claydon;
 - Walking and horse-riding routes from the informal parking area at the northern end of Splash Lane/Three Points Lane (bridleway);
 - Links to Claydon House;
 - Horse riding connections to the wider bridleway network;
 - Provision of the Buckinghamshire Greenway route;
 - Walking routes to and from Steeple Claydon, including connecting to the new footway along Addison Road implemented as part of the HS2 works and the proposed continuation of that along Calvert Road into Calvert, to the north west corner of the Site; and
 - Connections to the revised PRow network once HS2 works have been implemented.
- 7.4.2. The retention of all PRow, with the minor diversions identified at paragraph 7.1.2 will ensure that walking routes to and from Botolph Claydon and East Claydon, and walking and horse riding routes from the informal parking area at the northern end of Splash Lane/Three Points Lane (bridleway) are maintained. The provision of the permissive footpath between Splash Lane/Three Points Lane (bridleway) and the Bernwood Jubilee Way will further enhance these provisions.

- 7.4.3. While it is not possible to provide any additional links to Claydon House within the Site, the permissive footpaths in Parcel 1 link on to Three Points Lane, which is the closest part of the Site to South Lodge on the southern approach to Claydon House along PRow MCL/10/2. This increases the wider network of footpaths in the vicinity of Claydon House.
- 7.4.4. The provision of horse-riding connections to the wider bridleway network and the proposed stretch of the Buckinghamshire Greenway route in the vicinity of the Site is not currently possible within the Order Limits.
- 7.4.5. Walking routes to and from Steeple Claydon, including connecting to the new footway along Addison Road implemented as part of the HS2 works and the proposed continuation of that along Calvert Road into Calvert, will be enhanced by the proposed diversions to PRow SCL/13/1, SCL/12/2 and SCL/13/2 in the vicinity of Pond Farm and by the permissive footpaths in Parcel 1, which will increase the potential for circular walks to and from Steeple Claydon.
- 7.4.6. The revised PRow network once HS2 works have been implemented would be located outside the Order Limits and would not result in any changes to the PRow network either within the Site or immediately adjacent to the Order Limits. As a result, the PRow through the Site would remain connected to the PRow network in the vicinity of HS2, even when proposed permanent diversions have been implemented.

7.5. Legal Delivery Mechanism

- 7.5.1. The Draft Development Consent Order [EN010158/APP/3.1] includes the necessary powers to temporarily manage public rights of way during construction (pursuant to Article 12 and as specified in Part 2 of Schedule 6) and to permanently stop up and divert public rights of way (pursuant to Article 13 and as specified in Part 1 of Schedule 6).

8. Operational Phase Management

- 8.1.1. Where new permissive paths and new bridleway link are proposed for use during the operational (including maintenance) phase of the Development, these will be managed to ensure their safe use.
- 8.1.2. The new permissive paths and new bridleway link will require ongoing management in respect to maintenance. Details and specifications including maintenance agreements for the new permissive paths and new bridleway link, and signage will be agreed between the Applicant and Buckinghamshire Council as part of the detailed RoWAS and secured by Requirement in the **Draft DCO [EN010158/APP/3.1]**.
- 8.1.3. The following overarching measures will be adhered to during the operation of the Proposed Development:
- Comply with the legal requirements of the Equality Act 2010 and the Highways Act 1980, in terms of any new or existing access infrastructure and management, by ensuring that there are no barriers without lawful authority and that reasonable adjustments are made to facilitate access to all;
 - Ensure that all new surfaces are easy to use;
 - Ensure that all new or diverted routes are accessible and well-maintained in terms of vegetation management, clearance of obstructions and flooding /waterlogging; and
 - Apply and maintain best practice in terms of on-site signage and other information provision, and to enhance visitor enjoyment and safety.

9. Implementation

9.1.1. The Principal Contractor will prepare and implement the detailed RoWAS which will describe the management, safety and control measures proposed during construction of the Proposed Development on PRow, permissive paths and the proposed bridleway link. This will include details of the following, as appropriate:

- Measures to provide for the safety of all path and bridleway users during construction works and temporary control measures;
- Measures to ensure that the maintenance and condition of PRow do not significantly deteriorate due to construction activities, including monitoring arrangements with Buckinghamshire Council;
- Procedures to be followed for the temporary or permanent closure or diversion of PRow, permissive paths or bridleway links; including details of required notice periods;
- Details of crossing arrangements and banksman management;
- Temporary and permanent access to the works;
- Permitted access routes for construction traffic;
- Monitoring requirements in relation to the plan;
- A programme of traffic management measures to be implemented and details of traffic management proposals for the works on PRow;
- Details of phasing of works and timing of operations as required;
- Details of any variation from the proposed 2m recorded width of the diverted PRow as a result of surveys of the proposed routes;
- Details of any proposed replacement of stiles or gates within the Order Limits with mobility gates; and
- The name and contact details of the contractor's appointed person to allow the public to request information or raise issues.

10. References

- **Ref. 1:** Section 329, Highways Act 1980. Available online: Highways Act 1980 (legislation.gov.uk).
- **Ref. 2:** Section 66, Wildlife and Countryside Act 1981. Available online: [https://www.legislation.gov.uk/ukpga/1981/69/section/66#:~:text=66%20Interpretation%20of%20Part%20III.&text=\(3\)The%20provisions%20of%20section,the%20purposes%20of%20this%20Part](https://www.legislation.gov.uk/ukpga/1981/69/section/66#:~:text=66%20Interpretation%20of%20Part%20III.&text=(3)The%20provisions%20of%20section,the%20purposes%20of%20this%20Part).
- **Ref. 3:** Section 12, Highways Act 1980. Available online: Highways Act 1980 (legislation.gov.uk).
- **Ref. 4:** Buckinghamshire Council Public Rights of Way map. Available online: <https://prow.buckscc.gov.uk/standardmap.aspx>



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