Rosefield Solar Farm

Construction Access Review (Clean)

EN010158/APP/8.29.2
Revision 02
Deadline 5
July2026
Rosefield Energyfarm Limited

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Executive Summary

This document has provided further detail on the access strategy adopted for the Proposed Development.

A description of the access strategy has been provided along with a review of alternative access routes.

A traffic impact and focussed environmental review of two alternative access routes as proposed by TCS Bioscience Limited has been undertaken. Whilst additional mitigation can be provided, concerns about the practical access of HGV traffic in Winslow have been raised. This cumulative issue could present a risk to all road users.

A comparison between the proposed and alternative access route has been undertaken. Overall, the proposed access route is considered the most appropriate access route to site.

The use of the alternative access route would not preclude construction access associated with the construction of the proposed cable route. This would still require construction access from Granborough Road.

Details of biosecurity measures to protect livestock have been outlined. The Applicant is open on the exact detail of these measures and encourages discussion with all parties to identify suitable mitigation measures. Further biosecurity measures are provided in the **Outline Biosecurity Management Plan [EN010158/APP/8.39]**.

1. Introduction

1.1. Purpose of Report

1.1.1. This Construction Access Review has been prepared on behalf of Rosefield Energyfarm Limited ('the Applicant') to review the construction transport access in relation to the Development Consent Order (DCO) Application for the construction and operation (including maintenance) of Rosefield Solar Farm (hereafter referred to as the 'Proposed Development').

1.1.2. This document has been updated at Deadline 5 and provides further details on alternative accesses following further engagement with TCS Biosciences Limited. References to other application documents have not been updated from the original submission. Please refer to the Guide to the Application **[EN010158/APP/1.2.11]** for the list of current versions of documents.

1.1.3. This document considers the proposed access route, the alternative access route raised by TCS Bioscience Limited (Ltd), proposed access management measures and suggested biosecurity measures.

2. Applicant's Proposed Access Strategy

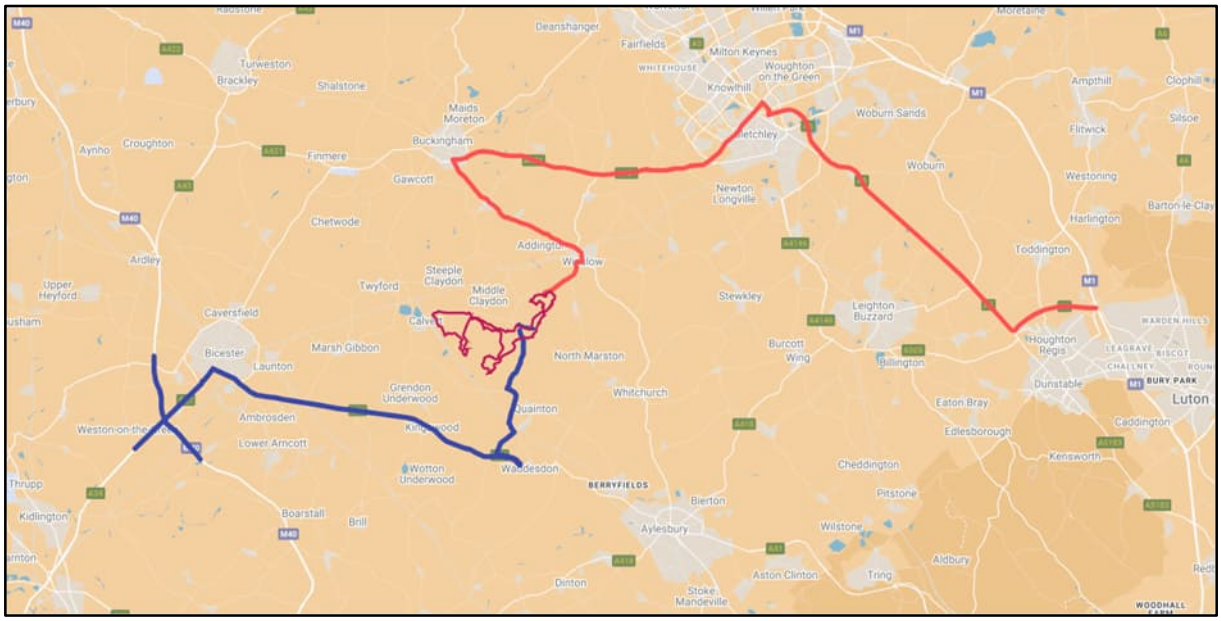
2.1. Description of Route

2.1.1. All construction traffic, with the sole exception of Abnormal Indivisible Loads (AIL), is proposed to approach the Site from the A41, located to the south of the Proposed Development. Deliveries for construction materials will be made by Heavy Goods Vehicle (HGV) and Light Goods Vehicles (LGV).

2.1.2. Access from the A41 will be taken from South Station Road/Dews Way, Snake Lane/Fiddlers Field and Claydon Road. The proposed construction access route is illustrated in **Figure 1** (in blue) from the M40 corridor.

2.1.3. Construction traffic will originate from across the study area road network, with all traffic bypassing Bicester to the south. The Applicant's proposed access route avoids interaction with villages and urban areas and has been discussed and agreed with Buckinghamshire Council as the relevant highways authority.

Figure 1: Proposed Access Strategy



2.1.4. A principal access junction is to be built on Claydon Road, providing access to Parcels 1, 1a, 2 and 3 via a network of upgraded and new private access tracks.

2.1.5. Access to Parcel 3 will be taken from the south from a new junction on Granborough Road. This will be used by all construction traffic, with the sole exception of AIL traffic. AIL traffic is unable to use the A41 corridor due to a low rail bridge (to the north of Blackthorn). As such, the National

Highways High and Heavy Load route from Winslow, specifically designated to access the National Grid East Claydon Substation, is to be used.

2.1.6. It is expected that AIL traffic associated with the transport of Transformer components will commence from the M1 corridor and will proceed to the Site via Milton Keynes, Buckingham and Winslow. The AIL route is illustrated in red in **Figure 1**.

2.2. Abnormal Loads

2.2.1. As detailed above, AIL traffic will travel through to the Site using the National Highways High and Heavy Load route from Winslow.

2.2.2. It is expected that AIL traffic associated with the transport of Transformer components will commence from the M1 corridor and will proceed to the Site via the following route:

- Loads will depart the M1 at Junction 11a;
- Loads will join the A5 and will bypass Dunstable before turning north on the A5;
- Loads will depart the A5 at the Redmoor Roundabout and will join the A421 Grafton Street northbound;
- At the junction of Grafton Street and Standing Way, loads will turn left and will proceed on the A421 Standing Way towards Buckingham;
- At the A421/A413 Roundabout in Buckingham, loads will turn left and will proceed southbound towards Winslow;
- In Winslow, loads will proceed southbound on High Street before turning right onto Vicarage Way;
- At the roundabout of Vicarage Way/Burleys Road, loads will turn left and will continue south of Burleys Road/Granborough Road;
- To the south of Winslow, loads will turn right onto East Claydon Road; and
- Loads will continue westbound on East Claydon Road, with the Site access junction potentially located either to the west or east of the existing National Grid East Claydon substation.

2.2.3. A detailed Route Survey of the access route is provided within **ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4.2]**.

2.3. Barred routes

2.3.1. It is proposed that HGV traffic will not be allowed to travel through or access the Site passing through the following settlements:

- Botolph Claydon;

- East Claydon;
- Calvert;
- Steeple Claydon;
- Granborough;
- Quainton;
- Grendon Underwood;
- Edgcott;
- Marsh Gibbon; and
- Twyford.

2.3.2. Access routes through these settlements are not considered suitable for construction traffic (due to physical constraints, impacts on communities, sensitive receptors, etc) and traffic will be regulated and controlled to ensure that these routes are not used. Further details of the control measures are provided in the **Outline Construction Traffic Management Plan (Outline CTMP) [EN010158/APP/7.5.4]**.

2.4. Proposed operational and maintenance access strategy

2.4.1. During the operational phase of the Proposed Development, it is anticipated that the trip generation associated with maintenance will be minimal and that occasional access by LGV or 4x4 vehicles will be required.

2.4.2. The access route for operational traffic will be as per the construction access route.

2.5. Proposed decommissioning access strategy

2.5.1. At the end of the operational life of the Proposed Development, the Solar PV modules, BESS and all associated above ground equipment will be completely removed in line with a detailed Decommissioning Environmental Management Plan to be approved by the relevant authorities prior to the Site being restored.

2.5.2. At this stage, it is not possible to accurately forecast the traffic impacts during the decommissioning phase, as projections of the baseline data into the future will not be accurate.

2.5.3. The levels of traffic associated with the decommissioning of the Proposed Development will be less than that during construction since some of the below ground elements will be left in situ and the internal access tracks may be retained for use by the landowners, as detailed in a future detailed Decommissioning Environmental Management Plan which will include a Decommissioning Traffic Management Plan (DTMP) either as

part of the detailed Decommissioning Environmental Management Plan or as a stand-alone document.

2.5.4. The access route for decommissioning traffic will be as per the construction and operational access route.

2.6. Access Strategy Principles

2.6.1. The access strategy has been developed to provide an efficient and safe method of accessing the Site during all phases of the Proposed Development.

2.6.2. The principal considerations were:

- Providing a strategy that was safe for all road users and minimised interactions with vulnerable road users wherever possible;
- Avoided bringing construction traffic through villages and built-up areas as much as possible;
- Use the trunk and district distributor road network as far as possible before using unclassified roads;
- Avoid passing sensitive receptors such as community halls, schools, hospitals, places of worship, retail areas, etc;
- Avoided the need for significant environmental loss in the form of tree removal and hedge works;
- Reduce the need for temporary works such as short-term tracks required to construct cable connections;
- Provided close connectivity to the three land parcels to reduce unnecessary or long-distance travel between the development parcels;
- Created a means of achieving a secure and discrete Construction (Design and Management) Regulations (CDM) works area; and
- Avoided unnecessary impacts on local residents and businesses.

2.6.3. The proposed access route from the A41 fulfils these requirements in a more efficient manner than other access options that were considered.

2.7. Access Strategy Options

2.7.1. A number of alternative access options were considered and rejected based upon engineering, safety and access constraints, prior to considering the Stage 2 Design. These are summarised below in Table 2.1 with the reasons for not taking these options forward.

Table 2.1: Rejected Access Options

Ref No	Access Option	Reasons for Rejection
1	Access from the A41, but via Quainton and then proceeding via the proposed access route.	Potentially significant effects occurring in Quainton, a weak bridge on Station Road, impeding access, need for parking suspension in Quainton on Station Road and Lower Street, route passes two schools (Quainton CoE Combined School and Quainton Pre-school).
2	Access from the A41 to the east of Waddeston	Potentially significant effects occurring in Quainton and Waddeston, need for parking suspension in Quainton Lower Street, route passes two schools (Quainton CoE Combined School and Quainton Pre-school), impacts on users and businesses on Waddeston High Street.
3	Access from the A41 via Grendon Underwood, Edgcott and Calvert	Potentially significant effects occurring in Edgcott and Calvert. Use of the sinuous Edgcott Road by HGV traffic leading to a higher potential for road safety issues at bends. Cumulative traffic issues at Calvert.
4	Access from the A41 via the Greatmoor Energy from Waste access road	Unable to cross the HS2 construction area, preventing access during the construction and operational phases.

Ref No	Access Option	Reasons for Rejection
5	Access from the A41 via Marsh Gibbon and Steeple Claydon	Potentially significant effects occurring in Marsh Gibbon, Twyford / Charndon (depending upon route) and Steeple Claydon. Use of the sinuous roads in Marsh Gibbon by HGV traffic leading to a higher potential for road safety issues at bends.
6	Access from Aylesbury via Whitchurch and Winslow	Potentially significant effects in Whitchurch and Winslow. Concerns on the practical ability of prolonged two way HGV traffic to pass through Horn Street and Granborough Road (Winslow) due to geometric and parking constraints. Need for significant vegetation loss to form an access junction on East Claydon Road (as access via the National Grid East Claydon Substation is not available).

Ref No	Access Option	Reasons for Rejection
7	Access from Aylesbury via Whitchurch and Granborough	Potentially significant effects in Whitchurch, North Marston and Granborough. Concerns on the practical ability of prolonged two way HGV traffic to pass over the narrow, humped Claydon Brook bridge (to the north of Granborough). Need to widen the junction of Granborough Road (Winslow) and East Claydon Road to enable safe HGV access from the south. Need for significant vegetation loss to form an access junction on East Claydon Road (as access via the National Grid East Claydon Substation is not available).

Ref No	Access Option	Reasons for Rejection
8	Access from the A421 via Buckingham, Padbury and Winslow	Potentially significant effects arising in Padbury and Winslow. Route passes Padbury Pre-school and Padbury CE Primary School, Sir Thomas Freemantle School, Lond Road retail area (Buckingham) and Winslow High Street. The ability for repeat two-way HGV traffic passing through the junctions of High Street and either Vicarage Road or Horn Street in Winslow. Need for significant vegetation loss to form a two way access junction on East Claydon Road (as access via the National Grid East Claydon Substation is not available).

Ref No	Access Option	Reasons for Rejection
9	Access from the A421 via Buckingham, Padbury and Winslow via Furze Lane	Potentially significant effects arising in Padbury and Winslow. Route passes Padbury Pre-school and Padbury CE Primary School, Sir Thomas Freemantle School, Furze Down School and Lond Road retail area (Buckingham). The ability for repeat two-way HGV traffic passing through the junctions at either end of Furze Lane, Winslow. Need for significant vegetation loss to form a two-way access junction on East Claydon Road (as access via the National Grid East Claydon Substation is not available).

2.7.2. Route Options 8 and 9 are favoured by TCS Biosciences Ltd as raised at ISH1 and presented in Appendix F of their submission **[REP3-067]** and will be reviewed in further detail in the following chapters of this report.

2.8. Construction Traffic Generation

2.8.1. The traffic generation associated with the construction of the Proposed Development is detailed in **Chapter 5** of **ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4.2]**. Please note all figures quoted in this report are two-way traffic flows.

2.8.2. The summary of the peak of construction traffic generation is summarised in **Table 2.2** below.

Table 2.2: Construction Peak Month Daily Traffic Flows

Ref No	Description	Cars & LGV	HGV	Total Traffic
1	A34	10	0	10
2	M40 North	10	18	28
3	M40 South	10	24	34

Ref No	Description	Cars & LGV	HGV	Total Traffic
4	A41	29	100	130
5	A41 Bicester	109	100	209
6	A41 West	109	138	247
7	A41 East	109	3	112
8	Station Road / Dewes Lane	218	141	359
9	Snake Lane / Fidlers Field	218	141	359
10	Claydon Road	218	141	359
11	Granborough Road	74	31	105

Please note that rounding errors may occur.

2.9. Operational Phase

2.9.1. During the operational phase, up to 24 LGV journeys per day are predicted to cater for cleaning of Solar PV panels and general site maintenance.

2.9.2. When longer term maintenance of equipment is required, HGV access will be necessary with up to 12 HGV trips potentially per day. The number of vehicle trips occurring during this phase will be well below the number of movements assessed for the construction phase and significantly below the overall IEMA guidance thresholds.

2.10. Decommissioning Phase

2.10.1. During decommissioning, the cabling, Solar PV modules, High Voltage (HV) equipment, foundations, etc. comprising the surface elements of the Proposed Development will be removed. Other elements such as sections of access tracks, access junctions, the grid connection ducting, landscaping, areas of ecological enhancement may be retained. The traffic generation associated with the decommissioning phase is therefore less than that associated with the construction phase.

2.11. Impact of Construction Traffic

2.11.1. The impact of construction traffic is assessed in **Chapter 5** of **ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4.2]**. The increase in traffic volumes is illustrated in percentage increases for each class of vehicle. This is illustrated in **Table 2.3**.

Table 2.3: Percentage Impact Summary

Ref No	Description	Cars & LGV	HGV	Total Traffic
1	A34	0.02%	0.00%	0.01%
2	M40 North	0.01%	0.12%	0.03%
3	M40 South	0.02%	0.31%	0.05%
4	A41	0.09%	4.58%	0.38%
5	A41 Bicester	0.49%	5.13%	0.88%
6	A41 West	0.96%	5.80%	1.88%
7	A41 East	1.06%	0.13%	0.93%
8	Station Road/Dewes Lane	25.88%	55.19%	32.72%
9	Snake Lane/ Fidlers Field	234.59%	461.58%	290.87%
10	Claydon Road	17.12%	57.84%	23.68%
11	Granborough Road	27.32%	36.87%	29.56%

Please note that rounding errors may occur.

2.11.2. The highest total traffic movement increases occur on Station Road/Dewes Lane, Snake Lane/Fidlers Field and Granborough Road. This is expected, due to the relatively low baseline traffic flow on these roads.

2.11.3. With regards to Granborough Road, the increase in traffic will be 74 Car & LGV per day (37 inbound and 37 outbound), with the majority moving into the Site prior to 7am and departing after 7pm.

2.11.4. 31 HGV movements (16 inbound and 15 outbound) per day are anticipated. This equates to 2.5 HGV movements per hour, approximately one HGV every 24 minutes on Granborough Road.

2.11.5. To offset the impact of construction traffic on the road network, a series of measures are proposed through the **Outline CTMP [EN010158/APP/7.5.4]**. On Granborough Road, a series of minor road improvements are proposed in the form of corner widening and the provision of passing places.

2.12. Stakeholder Views on the Proposed Access Strategy

2.12.1. Engagement with National Highways and Buckinghamshire Council as the two relevant highway authorities has been undertaken. Both relevant highway authorities have been consulted on and have agreed the access strategy in principle, with respect to transport and access matters.

2.12.2. TCS Biosciences Ltd have objected to the proposed access from Granborough Road on the grounds that it may pose a risk to the quality of their biomedical products.

3. Review of TCS Biosciences' Ltd Alternative Access Route

3.1. Description of Alternative Access Route (Route 8)

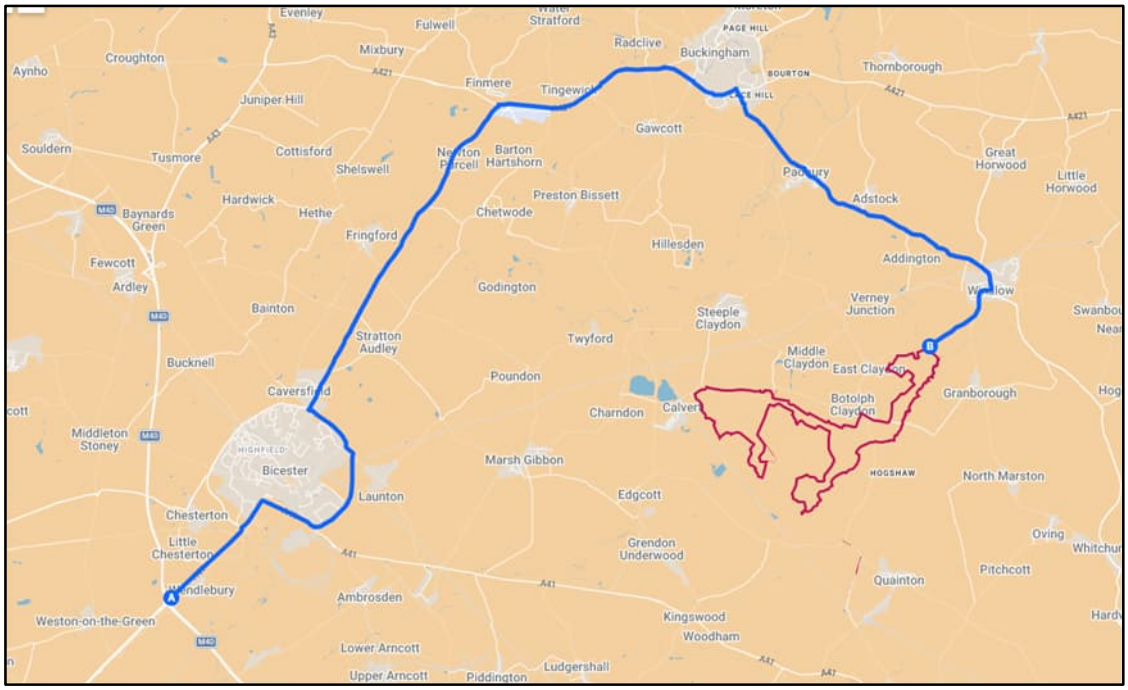
3.1.1. The alternative access route proposed by TCS Biosciences Ltd approaches the Proposed Development from the north and only accesses Parcel 3. In this scenario, access from the A41 would be maintained for access to Parcels 1, 1a and 2 via the proposed access route.

3.1.2. The alternative access route for Parcel 3 would be as follows:

- Depart the A41 at Bicester and proceed northbound on Wretchwick Way, Charbridge Lane and Skimmingdish Lane;
- Join the A4421 and proceed northbound, crossing HS2, through to the junction of the A421;
- Turn right onto the A421 eastbound, travelling into Buckingham;
- In Buckingham, turn right onto the A413, passing through the village of Padbury, before entering into Winslow;
- Proceed through Winslow, passing Sir Thomas Freemantle School, via Buckingham Road and the High Street;
- Turn right onto Vicarage Road, before turning left onto Burley Road. Proceed onto Granborough Road (Winslow) southbound; and
- Turn right onto East Claydon Road and proceed southwest prior to turning into the Proposed Development access junction.

3.1.1. The alternative access route is illustrated in **Figure 2** in blue. The Order Limits are illustrated in red.

Figure 2: Alternative Access Strategy



3.2. Traffic Impact of Alternative Access Review

3.1.3. A review of potential traffic impact has been undertaken for the alternative access route, using the peak construction traffic detailed in Table 2.2.

3.1.4. Traffic count data for the alternative access route has been collated from Department for Transport (DfT) resources and from the nearby Statkraft East Claydon Greener Grid Park application.

3.1.5. Baseline traffic flow data, factored to 2029 traffic flows is provided in Table 3.1 for the locations noted in **Figure 3**.

Table 3.1: 2029 Base Traffic Flows

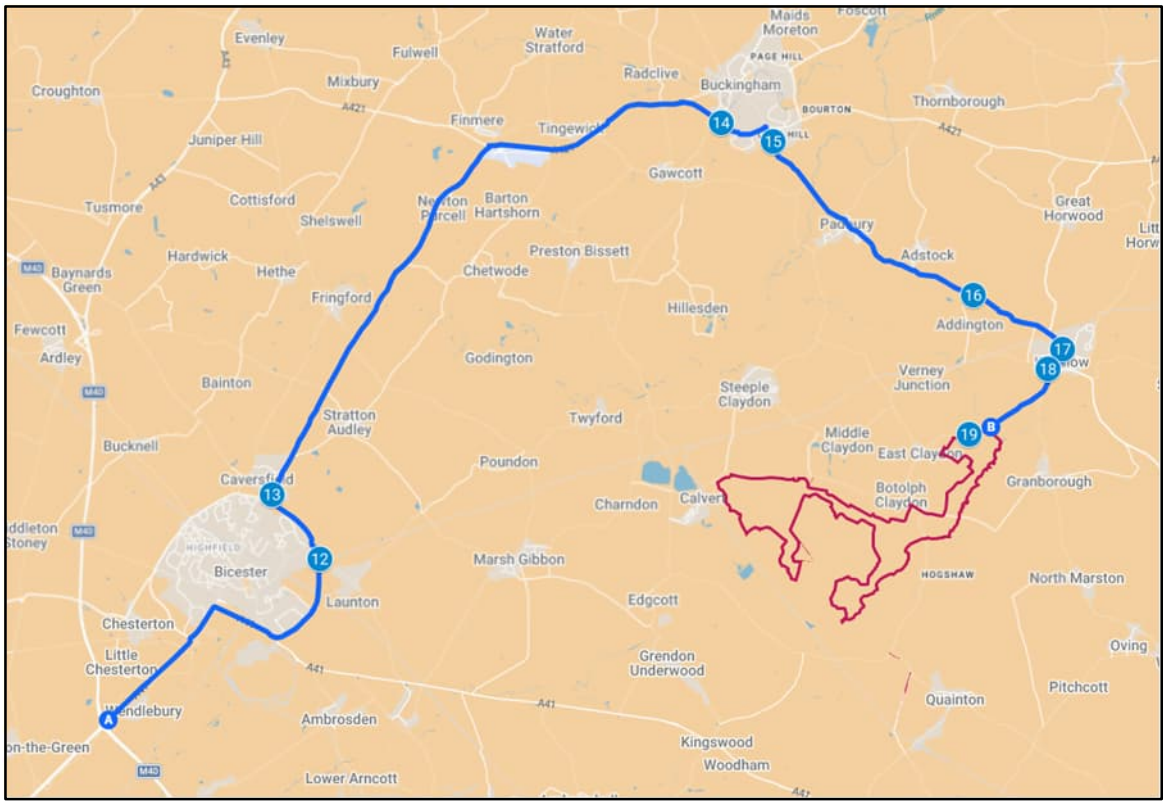
Ref No	Description	Cars & LGV	HGV	Total Traffic
12*	A4421 East of Bicester	12,118	725	12,843
13*	A4421 North of Bicester	13,330	733	14,064
14*	A421 Buckingham	25,345	1,570	26,915
15**	A413 London Road, Buckingham	9,614	421	10,034
16**	A413 between Padbury and Winslow	6,835	405	7,240

Ref No	Description	Cars & LGV	HGV	Total Traffic
17*	Winslow High Street	11,597	305	11,902
18**	Granborough Road (Winslow)	2,820	153	2,973
19**	East Claydon Road	1,405	61	1,465

* Data from the Department for Transport

** Data from East Claydon Green Grid Park

Figure 3: Count Site Location Plan



3.2. Further baseline data in the form of accident statistics for the alternative access route have also been obtained. The number, severity and location of accidents is considered to be average, although there is a cluster of accidents at the junction of the A421/London Road Roundabout in Buckingham, with nine recorded accidents in close proximity to the junction in the last five years.

3.3. Three accidents were clustered on bends on the A413 between Padbury and Winslow. One accident involved a fatality and involved a motorcyclist.

3.4. Recorded HGV accidents were generally low across the assessed area.

3.5. A review of the traffic impact associated with the alternative route has been undertaken and the results are summarised in Table 3.2.

Table 3.2: Predicted % increase in traffic volume during construction

Ref No	Description	Cars & LGV	HGV	Total Traffic
12	A4421 East of Bicester	0.61%	4.27%	0.82%
13	A4421 North of Bicester	0.56%	4.23%	0.75%
14	A421 Buckingham	0.29%	1.97%	0.39%
15	A413 London Road, Buckingham	0.77%	7.37%	1.05%
16	A413 between Padbury and Winslow	1.08%	7.65%	1.45%
17	Winslow High Street	0.64%	10.16%	0.88%
18	Granborough Road (Winslow)	2.62%	20.28%	3.53%
19	East Claydon Road	5.27%	51.21%	7.17%

Please note that rounding errors may occur.

3.2.1. A review of the likely effects associated with the alternative access route has been undertaken using the methodology outlined in **ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2] [APP-058]**.

3.2.2. The sensitivity of receptors on the alternative access route has been estimated and is summarised in Table 3.3.

Table 3.3: Summary of receptor sensitivity (Route 8)

Receptor	Description	Reason
Users of Wretchwick Lane / Charbridge Lane / Skimmingdish Lane	Low	Where the road is Trunk or A-class, constructed to accommodate significant HGV composition.
Users of the A4421	Low	Where the road is Trunk or A-class, constructed to accommodate significant HGV composition.
Users of the A421	Low	Where the road is Trunk or A-class, constructed to accommodate significant HGV composition.

Receptor	Description	Reason
Users of the A431 in Buckingham	High	Where a location is a large rural settlement containing a high number of community and public services and facilities.
Users of the A431 between Buckingham and Winslow	Medium	Where the road is a local A or B class road, capable of regular use by HGV traffic. Includes roads where there is some traffic calming or traffic management measures.
Residents of Padbury / School Users	Medium	Where a location is an intermediate sized rural settlement, containing some community or public facilities and services.
Residents of Winslow / Shoppers and School Users	High	Where a location is a large rural settlement containing a high number of community and public services and facilities.
Granborough Road (Winslow) Users	High	Where the road is a minor rural road, not constructed to accommodate frequent use by HGVs. Includes roads with traffic control signals, waiting and loading restrictions, traffic calming measures.
Granborough Road (Winslow) Residents	High	Where the road is a minor rural road, not constructed to accommodate frequent use by HGVs. Includes roads with traffic control signals, waiting and loading restrictions, traffic calming measures.
East Claydon Road Users	High	Where the road is a minor rural road, not constructed to accommodate frequent use by HGVs. Includes roads with traffic control signals, waiting and loading

Receptor	Description	Reason
		restrictions, traffic calming measures.
East Claydon Road Residents	Low	Where a location includes individual dwellings or scattered settlements with no facilities.

3.2.3. An assessment using the Institute of Sustainability and Environmental Professionals (ISEP) (formerly Institution of Environmental Management and Assessment (IEMA)) Guidelines (2023), has been undertaken to inform a screening exercise to determine which links within the study area are to be considered for detailed analysis in the assessment:

- Rule 1: Include highway links where traffic flows are predicted to increase by more than 30% (or where the number of heavy goods vehicles (HGVs) is predicted to increase by more than 30%).
- Rule 2: Include any other specifically sensitive areas where total traffic flows are predicted to increase by 10% or more.

3.2.4. Receptors that are classified as High or Medium have been considered against the ISEP rules noted above under Rule 2 where flows or HGV flows increase by more than 10%.

3.2.5. The process of review is the same as that described in **ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2] [APP-058]** and has considered the following potential effects:

- Severance;
- Driver delay;
- Pedestrian delay (incorporating delay to all non-motorised users);
- Non-motorised user amenity;
- Fear and intimidation;
- Road safety;
- Road safety audits; and
- Large loads.

3.2.6. To address traffic impacts, the existing measures outlined in the **Outline CTMP [EN010158/APP/7.5.4]** would be implemented. In addition, the following further mitigation measures would be required:

- Inclusion of the alternative access route in the approved routes;
- Provision of additional road signage and public information along the alternative access route;
- A lowered speed limit in Padbury near the schools;
- A lowered speed limit outside Sir Thomas Freemantle School, Winslow;
- A lowered speed limit and potential additional crossing facilities on the High Street, Winslow;
- Traffic control to enable HGV access at the junction of High Street/Vicarage Road;
- Potential parking restrictions on Vicarage Road, Winslow to ease two-way traffic flows;
- Potential parking restrictions on Granborough Road (Winslow) to ease two way traffic flows; and
- Creation of a two way access junction on East Claydon Road.

3.2.7. A review of residual effects during the construction phase has been undertaken using the same process described in **ES Volume 2, Chapter 15: Transport and Access [EN010158/APP/6.2] [APP-058]**. The residual effects are summarised in Table 3.4.

Table 3.4: Residual effects during construction

Receptor (sensitivity)	Magnitude of impact	Residual significance of effect	Effect duration
Users of the A431 in Buckingham **(High)**	Minor	**Minor** **(Not significant)**	Temporary during construction
Users of the A431 between Buckingham and Winslow **(Medium)**	Minor	**Minor** **(Not significant)**	Temporary during construction
Residents of Padbury / School Users **(Medium)**	Minor	**Minor** **(Not significant)**	Temporary during construction
Residents of Winslow / Shoppers and School Users **(High)**	Minor	**Minor** **(Not significant)**	Temporary during construction

Receptor (sensitivity)	Magnitude of impact	Residual significance of effect	Effect duration
Granborough Road (Winslow) Users **(High)**	Minor	**Minor** **(Not significant)**	Temporary during construction
Granborough Road (Winslow) Residents **(High)**	Minor	**Minor** **(Not significant)**	Temporary during construction
East Claydon Road Users **(High)**	Minor	**Minor** **(Not significant)**	Temporary during construction

3.2.8. The addition of further mitigation measures, secured under an extended Outline Construction Management Plan, could mitigate the potential effects, should these be agreed by Buckinghamshire Council as local highway authority and depending upon the infrastructure requirements highlighted in later sections of this report.

3.3. Cumulative Impact of Alternative Access Route (Route 8)

3.5.1. There are a number of cumulative projects that will interact with traffic if the alternative construction route were to be used. These include, but are not limited to:

- East Claydon Greener Grid Park (Statkraft);
- East Claydon Battery Storage System (Statera);
- East Claydon Substation (National Grid) – expected to be submitted in late 2026 / 2027; and
- Tuckey Solar Farm (Elgin Energy).

3.5.2. Whilst road capacity to accommodate these schemes will exist, joint traffic management measures will be necessary to manage competing HGV traffic flows, which will have a noticeable presence on Winslow High Street, Vicarage Road, Granborough Road (Winslow) and East Claydon Road, potentially resulting in additional air quality and noise effects.

3.5.3. It is important to note that the cumulative schemes noted above **have no other alternative route** due to their location or AIL requirements and have to pass through Winslow to gain access to their respective sites. None of these schemes has an opportunity to access from the south via the A41 as the Proposed Development has.

3.5.4. Careful consideration of traffic management measures across all consented schemes will be required and it may be necessary to stagger some of the construction periods to cater for their respective uses (with respect to AIL and bulk load HGV access). The Applicant has committed to ongoing engagement with all relevant schemes and has signed a **Statement of Common Ground with HS2 [EN010158/APP/5.19] [APP1-130]** to that effect.

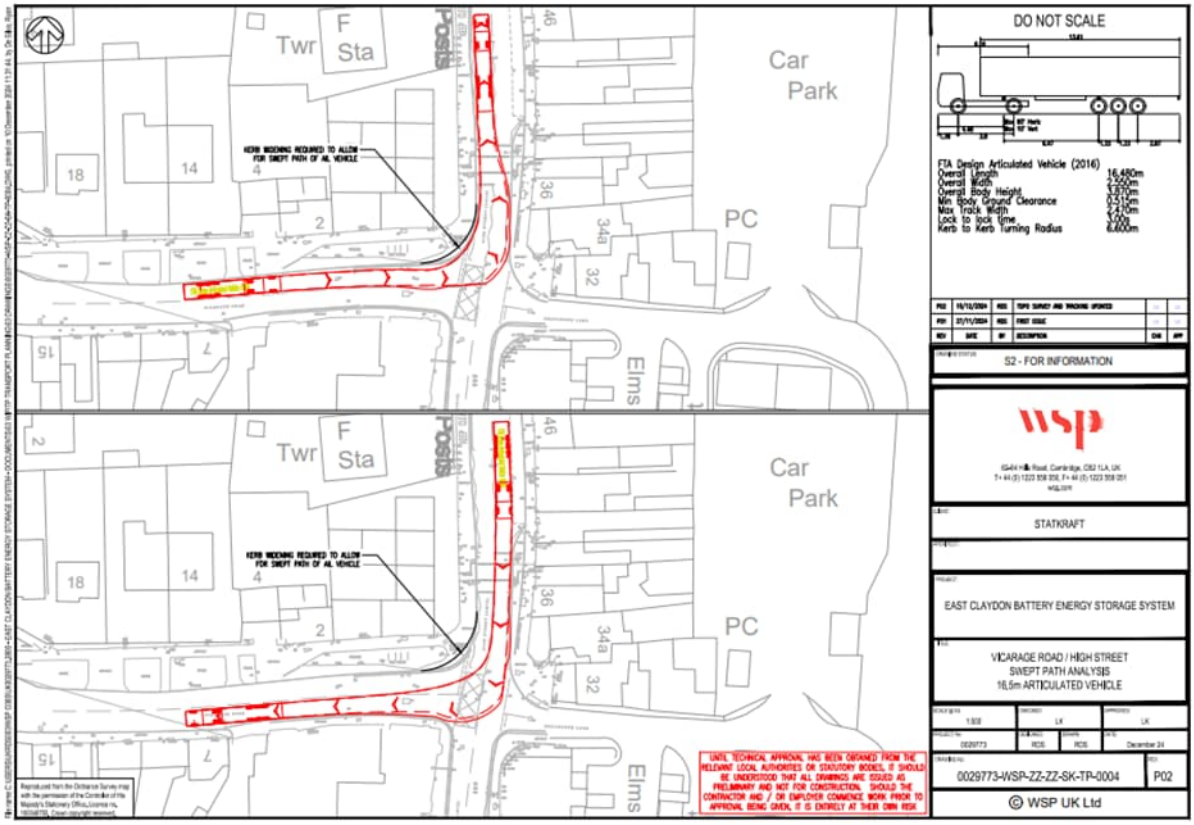
3.5.5. Given that the UK Government and Buckinghamshire Council have both declared climate emergencies, delays to the implementation of these schemes would be contrary to this agreed policy position.

3.4. Infrastructure Requirements of Alternative Access Review

3.5.6. A review of the alternative access route has been undertaken to consider the need for additional infrastructure works.

3.5.7. A review of the junction of High Street/Vicarage Road in Winslow has been undertaken considering articulated HGV traffic at the junction. Swept path assessments have noted that HGV traffic turning left from Vicarage Road onto the High Street require access to both traffic lanes, reducing the capacity of the road network and necessitating a corner modification as illustrated in the drawing extract from The East Claydon Greener Grid Park (Statkraft) Construction Traffic Management Plan provided in **Figure 4**.

Figure 4: Swept Path Assessment Plan



3.5.8. The proposed junction widening would not remove the need for HGV traffic to cross both lanes at this central junction and in close proximity to a pedestrian crossing. The movement through this junction remains a potential health and safety risk. Whilst it can be managed via traffic management, potentially involving banksmen, it is more preferable to design out the risk. The only effective way of undertaking this is to use the proposed access route that completely avoids construction traffic passing through Winslow.

3.5.9. A temporary traffic control system involving revised traffic signals could be installed, however this would reduce pedestrian accessibility and increase delays in Winslow. Not having a suitable control could lead to a detrimental impact on road safety, questioning the ability of multiple projects using the junction for daily, sustained HGV deliveries.

3.5.10. The alternative access route would require a different access junction on East Claydon Road, designed to accommodate two-way HGV flows and junction visibility splays. A junction layout plan has been developed and is provided in **Appendix A**.

3.5.11. The junction design will require the removal of up to two trees and the removal of up to 140m of hedgerows as illustrated in **Figure 5** below.

Figure 5: Approximate Area of Vegetation Loss

3.5.12. The vegetation loss would be permanent to accommodate the construction, operational and decommissioning phases of the Proposed Development, should the alternative access route be used. The extent of the removal is significantly more than that associated with the proposed AIL only access junction.

3.5. Cabling Access and the Alternative Access Route

3.5.1. The alternative access route would not remove the need for construction access on Granborough Road. An access junction would still be required to enable the formation of a temporary access track and cable trench to enable the installation of the cable corridor from Parcels 1 and 2 to the Rosefield Substation and then onto the National Grid East Claydon Substation connection point.

3.5.2. The creation of two construction access points at either end of the parcel is not considered sustainable or efficient as it will still require access from Granborough Road and potentially lead to the risks noted by TCS Biosciences Ltd and as well as resulting in wasted materials necessary in forming the cable works. This will increase carbon emissions associated with these temporary works.

3.6. Operational Access

3.6.1. Access between Parcels 1 & 2 and Parcel 3 would result in a 33.1-mile-long journey if either of the two alternative access routes are used. This is neither efficient in time nor in transport carbon production and would not preclude HGV access through Winslow during the operational phase.

3.7. Review of Route 9

3.7.1. In further discussion with TCS Biosciences held at their offices on 21 July 2026, a further alternative route was tabled by TCS Biosciences. This

route is similar to Route 8, but with traffic using Furze Lane in Winslow, rather than the High Street.

3.7.2. The proposed route revision is illustrated in Figure 6.

Figure 6: Furze Lane Route

3.7.3. This route was not originally considered in the original submission stage as sections of the road were being reconstructed as part of the East – West Rail project. These works have since been completed and a reconstructed road bridge and localised road widening have been completed.

3.7.4. A review of the route was undertaken on the afternoon of 21 July 2026. This noted the following:

- The route does allow traffic to bypass the High Street in Winslow;
- The route passes Sir Thomas Freemantle School (secondary school), Furze Lane Burial Ground, Furze Down School (special educational

school) and residential properties on Verney Road. All are considered to be potentially significant receptors, especially Furze Down School;

- The access junctions of the A413/Furze Lane and Furze Lane/Verney Road are considered to be constrained for HGV traffic; and
- Furze Lane varies in its length and only allows one traffic lane over the railway bridge under signal control. Other smaller sections of road do not allow for free two-way traffic movement.

3.7.5. A review of the ability for HGV traffic to pass each other at the two access junctions has been undertaken and the results noted in Figures 7 and 8 for the A413 and Verney Road junctions respectively.

Figure 7: A413 / Furze Lane Junction HGV Swept Path

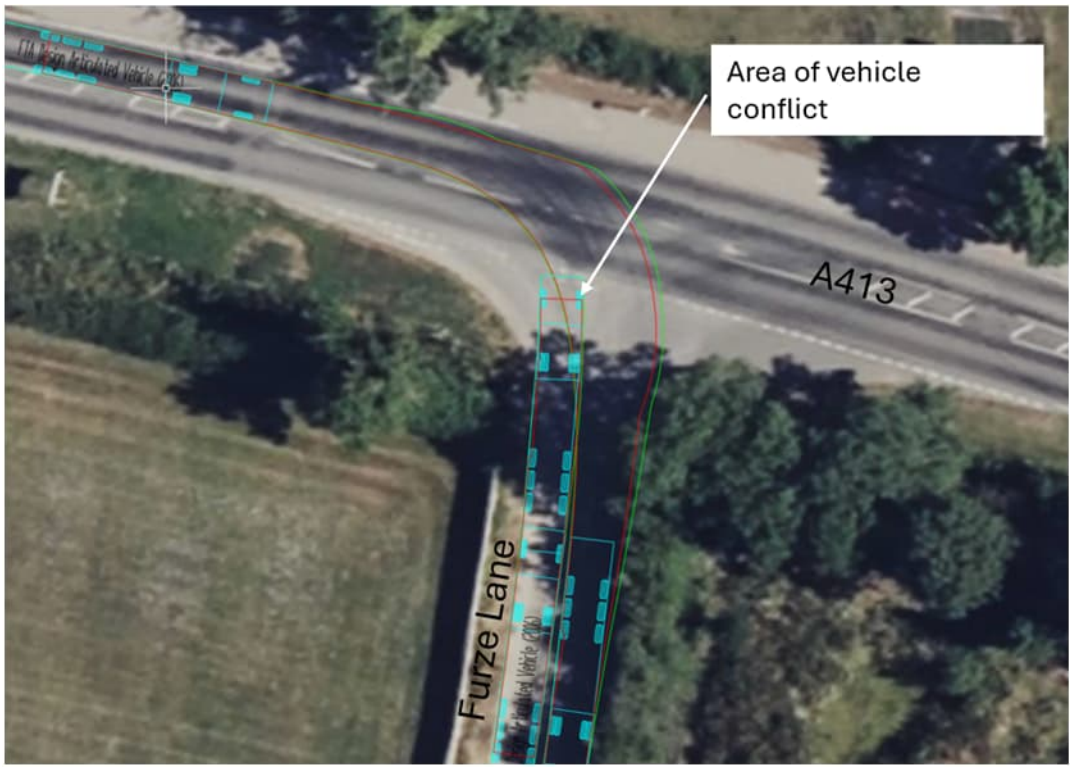
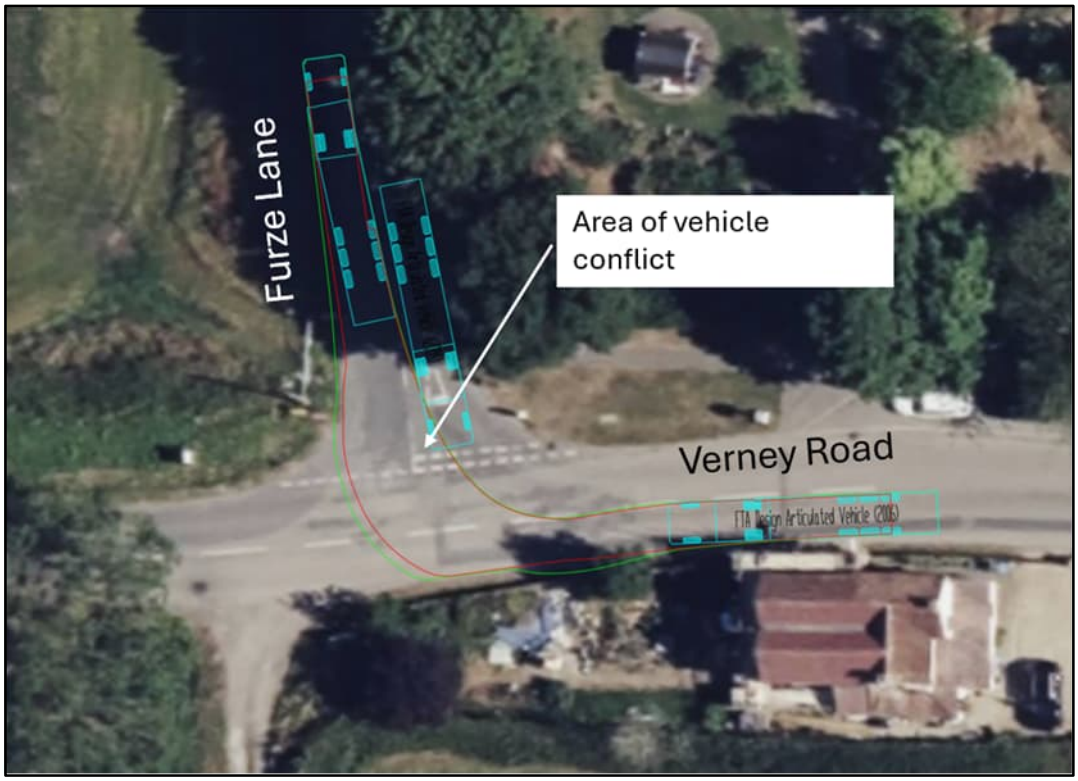


Figure 8: Furze Lane / Verney Road Junction HGV Swept Path



3.7.6. Both Figure 7 and Figure 8 indicate that two-way HGV traffic is not able to move past each other at both junctions. This significantly limits the ability of Furze Lane to accommodate HGV traffic and the suitability of this route for construction traffic.

3.7.7. The proposed alternative route via Furze Lane has only been raised since Deadline 4. It has not been raised in earlier sessions by either Buckinghamshire Council or TCS Biosciences Ltd. Indeed, TCS Biosciences Ltd has maintained a position in Issue Specific Hearing 3 (ISH3) that the route via the High Street is a valid and approved route. This has since been shown to be an incorrect assumption.

3.7.8. The route via Furze Lane is not considered a viable route. It is not proposed for use by any of the other projects in the area including the consented Statera Energy, Tuckey Farm Solar Farm or Statkraft Greener Grid Park.

3.7.9. Whilst the Furze Lane route may have been used by some East – West Rail project traffic, it is not suitable for HGV traffic associated with the Proposed Development for road safety grounds at the two junctions. It still passes sensitive receptors, including a special educational needs school.

3.7.10. The Applicant does not consider that further consideration of this route is required, a view shared by other construction projects in the vicinity of the Proposed Development.

4. Comparison of Proposed and Alternative Access Routes

4.1.1. A comparison between the access routes has been undertaken to provide a comparison specifically on the Granborough Road access element using the access criteria detailed in Chapter 2 and general characteristics of the route.

4.1.2. The comparison is provided in Table 4.1 with a Red / Green summary noting if the alternative access route is either negative or positive when compared to the proposed access route.

Table 4.1: Access Comparison Summary

Criteria	Proposed Access Strategy	Alternative Access Strategy (Options 8 & 9)	Difference (Positive / Negative)
Length (From Bicester)	14.2 miles	20.1 miles	Negative
Settlements Affected (From Bicester)	1 (Kingswood)	3 (Buckingham, Padbury & Winslow)	Negative
Distance travelled on non -A Roads	5.2 miles	1.9 miles	Positive
Number of Sensitive Receptors Passed (From Bicester) including schools, places of worship, retail areas, etc	7	14	Negative
Distance travelled between Parcels 1&2 to Parcel 3 for construction and operational phase traffic	0.6 miles	33.1 miles	Negative
Loss of vegetation (parcel 3 only)	AIL access & Granborough Rd Junctions (hedgerow sections)	East Claydon Road & Granborough Rd Junctions (Hedgerow sections and two trees). Works also located closer	Negative

Criteria	Proposed Access Strategy	Alternative Access Strategy (Options 8 & 9)	Difference (Positive / Negative)
		to Claydon Brook watercourse	
Removal of abortive works	No abortive works	Removal of cabling track and Granborough Rd Access junction	Negative
Need for off-site works	Passing places on Granborough Rd.	Passing places on Granborough Rd, parking suspensions in Winslow and High Street / Vicarage Road junction works.	Negative
Need for mitigation measures	Outline CTMP report as published.	Outline CTMP report + additional measures outlined in this review	Negative
Ability to control in one CDM area	None – Site designed to operate as one	Two effective sites created with a 33.1 mile journey between them (travelling from East Claydon Junction to Main Site Access Junction).	Negative
Direct Business Impacts	Impact on TCS	Temporary impact on TCS	Negative

Criteria	Proposed Access Strategy	Alternative Access Strategy (Options 8 & 9)	Difference (Positive / Negative)
	Biosciences Ltd and agricultural users of Granbrough Road	Biosciences Ltd, agricultural users of East Claydon Road and businesses in Winslow affected by parking restrictions and delays caused by cumulative HGV movements and agricultural users of Granborough Road	
Cumulative Issues with other Projects / Consents	None on Granborough Road	Interactions with up to four energy projects on East Claydon Road alone. Excludes HS2 and EWR 2.	Negative

4.1.3. The comparison table illustrates that the proposed access route is more appropriate than the alternative access route, based upon the balance of all relevant considerations. To assist TCS Biosciences Ltd and the Examining Authority to further consider the access arrangements that affect the fields of interest to TCS Biosciences Ltd, the following sections of this report detail how traffic can be separated from the livestock to further promote safe access and biosecurity.

5. Proposed Access Management and Transport Biosecurity Measures

5.1. Experience from Other Sites

5.1.1. EDF and PS Renewables are not aware of any instances where construction works associated with the construction of one of their solar, battery or wind farm sites has resulted in farm animal injury or distress.

5.1.2. Engagement with the trade bodies is ongoing to ascertain if such incidents have been recorded on other developer sites and what enhancements can be used to present TCS Biosciences Ltd the best possible measures to protect their livestock and business interests, whilst also accommodating access to the Proposed Development.

5.2. Public Road Access Management Strategy

5.2.1. As agreed with Buckinghamshire Council, a safe crossing point for livestock will be provided on Granborough Road to provide a safe and secure means of crossing the public road that TCS Biosciences Ltd currently does not have.

5.2.2. This will enable livestock to cross the road at the existing crossing points identified by TCS Biosciences Ltd without interference from construction or any other vehicular traffic / other road users.

5.2.3. The location of the proposed access junction does not interfere with access to the existing silage clamp facility. The junction is located to the east of the facility and has a separate access junction.

5.2.4. As secured in the Outline CTMP, biosecurity measures relevant to construction traffic will be developed in accordance with the **Outline Biosecurity Management Plan [EN010158/APP/8.39]**.

5.2.5. The Applicant has noted that the existing silage clamp is currently unsecured and is accessible to anyone on Granborough Road. The Applicant is willing to assist TCS Biosciences Ltd to make the facility more secure and enhance its biosecurity in line with the National Farmers Union guidelines by providing secure access gates and appropriate signage if required at the access junctions illustrated in **Figure 9**.

5.2.6. The Applicant can also enhance the existing access junction, by metalling the surface to help prevent road debris or mud being transported from or onto the public road.

Figure 9: Existing Silage Clamp Access

5.2.7. The Applicant is willing to discuss any further elements with TCS Biosciences Ltd and Buckinghamshire Council to reach an agreement on access from the public road at this location. Engagement to this effect is ongoing and the Applicant is grateful to TCS Biosciences Ltd for their time and engagement on this matter.

5.3. Construction Track Access Management Strategy

5.3.1. The junction from the public roads will be metalled for the initial sections to ensure that road debris and construction debris is not brought onto the access track network and vice versa. This area can be kept clean through the use of a road sweeper, which would also keep the section of Granborough Road clean between the two livestock access gates.

5.3.2. The location of the access junction on Granborough Road could be moved up to 50m to the east. The access track can then be aligned to follow the field edge as requested by TCS Biosciences Ltd, with respect to a set back buffer to account for environmental constraints from the nearby brook.

5.3.3. To enable both construction and livestock movements to co-exist, it is proposed to fence off the access track and provide a secure crossing point over the access track.

5.3.4. The Applicant has indicated that the alignment of the access track and the crossing point is flexible and is willing to work with TCS Biosciences Ltd to identify a route and crossing location that best fits their requirements.

5.3.5. To separate the access track, a buffer of 2m is proposed from the edge of the track. This would be delimited by a stock-proof fence. An outfence 4m

from the inner fence would then be provided, ensuring that livestock is at least 6m at all times from construction traffic, in excess of the separation between public roads and fields used currently.

5.3.6. The section between the inner and outer fences at 4m is wide enough to be subject to cutting maintenance as and when required and access to this can be arranged with TCS Biosciences Ltd on a needs basis.

5.3.7. Along the inner fences will be signage reminding staff that no litter is to be left and that animals cannot be fed under any circumstances and that staff should not leave their vehicles in this section. Staff will be advised that any breach of these site rules or crossing the inner fence will be a disciplinary matter, thus making the access track more secure than the existing Public Rights of Way (PRoW) that cross the farmland at present where no such signage is provided.

5.3.8. To enable a safe crossing, a level crossing style facility is proposed. The inner fence and outer fence will have gates suggested at 5m each to allow for a 10m wide crossing of the access track.

5.3.9. 10m wide crossings are double the width of the existing 4-5m wide field access points that appear to be used by TCS Biosciences Ltd presently.

5.3.10. The crossing would operate in the following manner:

- All gates would be locked at all times to ensure safety for all crossing users and livestock;
- The inner track gates would be closed first, blocking site traffic from proceeding;
- The inner fence gates would be swung approximately 90 degrees to provide a buffer to the inner track gates, thus keeping livestock isolated from traffic; and
- The outer gates would then be opened, allowing livestock to cross in safety.

5.3.11. The right of way at the crossing would be for farm livestock movement as a default. Given the traffic arrival profile, engagement with TCS Biosciences Ltd would be undertaken on a regular basis to agree any peak crossing times, whenever this is practical.

5.3.12. The operation of this crossing will reduce the potential for interactions and would protect biosecurity.

5.3.13. The Applicant is willing to discuss the design in greater detail and is flexible in its location.

5.3.14. The control of the crossing can be managed by a banksman during the construction phase, or by TCS Biosciences Ltd, who would have a key to the gates. The operation of the gates can be monitored by cameras to help assume TCS Biosciences Ltd that processes are being followed.

5.4. Rights of Way Biosecurity

5.4.1. The Applicant takes biosecurity matters seriously and is willing to offer assistance to TCS Biosciences Ltd with measures to further protect against biosecurity threats from users of the promoted Midshires Way and North Buckinghamshire Way footpaths that are located on the Site and cross to the north of Field E23.

5.4.2. This support would be focussed on provision of signage and the Countryside Code to help prevent issues from occurring.

5.4.3. Both routes are promoted routes as noted in Long Distance Walker Associated website (https://ldwa.org.uk/) and other online resources.

5.5. Engagement Protocol

5.5.1. To ensure good relations during the construction period, a weekly meeting with TCS Biosciences Ltd and the construction team is proposed. This could have a standing agenda to review the following:

- Actions from the last meeting;
- Update on biosecurity matters;
- Construction progress update;
- Issues and improvements to access;
- Timing of any specific events;
- General transport and construction update; and
- Any other business.

5.5.2. This would also allow issues and matters to be addressed in a focused, private meeting, helping maintain relationships at the highest practical level and resolve any issues quickly.

6. Summary

6.1.1. To assist the Examining Authority and TCS Biosciences Ltd, this document has provided further detail on the access strategy adopted for the Proposed Development.

6.1.2. A description of the access strategy has been provided along with a review of alternative access routes.

6.1.3. A traffic impact and focussed environmental review of the alternative access route has been undertaken. Whilst additional mitigation can be provided, concerns about the practical access of HGV traffic in Winslow have been raised. This cumulative issue could present a risk to all road users.

6.1.4. A comparison between the proposed and alternative access routes has been undertaken. Overall, the proposed access route is considered a superior option on balance and has a lower environmental impact.

6.1.5. The use of the alternative access route would not preclude construction access associated with the construction of the proposed cable route. This would still require construction access from Granborough Road.

6.1.6. As secured in the Outline CTMP, biosecurity measures relevant to construction traffic will be developed in accordance with the **Outline Biosecurity Management Plan [EN010158/APP/8.39]**.

Appendix 1: East Claydon Access Junction

NOTES:

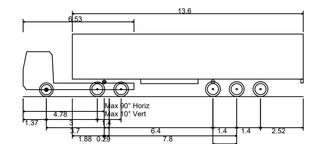
1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE DMRB, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, AND TRAFFIC SIGNS MANUAL.
3. ALL WORKS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENT OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN MANAGEMENT REGULATIONS.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES AND DRAINAGE CONNECTIONS PRIOR TO COMMENCING WORKS.

LEGEND:

VEHICLE WHEELS

VEHICLE BODY

4.5x x 160m VISIBILITY SPLAY



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

App	Date	Description	Drn	Chk	App
02	20/04/26	Second Issue	JS	GB	GB
01	17/02/26	First Issue	JS	GB	GB

Rosefield Solar Farm

Rosefield Solar Farm

DOCUMENT:

PROPOSED ALTERNATIVE ACCESS ROUTE JUNCTION SWEPT PATH ANALYSIS

TITLE:

ALTERNATIVE ACCESS ROUTE: EAST CLAYDON ROAD JUNCTION

PINS REFERENCE NUMBER:

EN010158/APP/8.26
FIGURE SK008

SCALE : 1:500 @ A1

0 7.5 15 Meters

REV: P01

Appendix 2: Livestock Separation and Crossing Proposals

NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.
2. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE DMRB, THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAYS WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, AND TRAFFIC SIGNS MANUAL.
3. ALL WORKS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENT OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN MANAGEMENT REGULATIONS.
4. ANY DISCREPANCIES TO BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING SERVICES AND DRAINAGE CONNECTIONS PRIOR TO COMMENCING WORKS.

App	Date	Description	Drn	Chk	App
01	17/06/26	First Issue	JS	GB	GB

Rosefield Solar Farm

Rosefield Solar Farm

DOCUMENT:
PROPOSED FIELD CONTROL AND BIOSECURITY MEASURES

TITLE:
GRANBOROUGH ROAD ACCESS JUNCTION AND TRACK - PROPOSED CONTROL MEASURES

PINS REFERENCE NUMBER:
EN010158/APP/8.26
FIGURE SK009

SCALE : 1:500 @ A1

0 7.5 15 Meters

REV: P01

Rosefield
Solar Farm

rosefieldsolarfarm.co.uk

Application Document Ref: EN010158/APP/8.29.2
Planning Inspectorate Scheme Ref: EN010158