

Rosefield Solar Farm

Applicant's Response to Action Point 18 from ISH3

EN010158/APP/8.40
Deadline 5
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Rosefield Energyfarm Limited



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1. Response to Action Point 18

1.1. Action Point 18

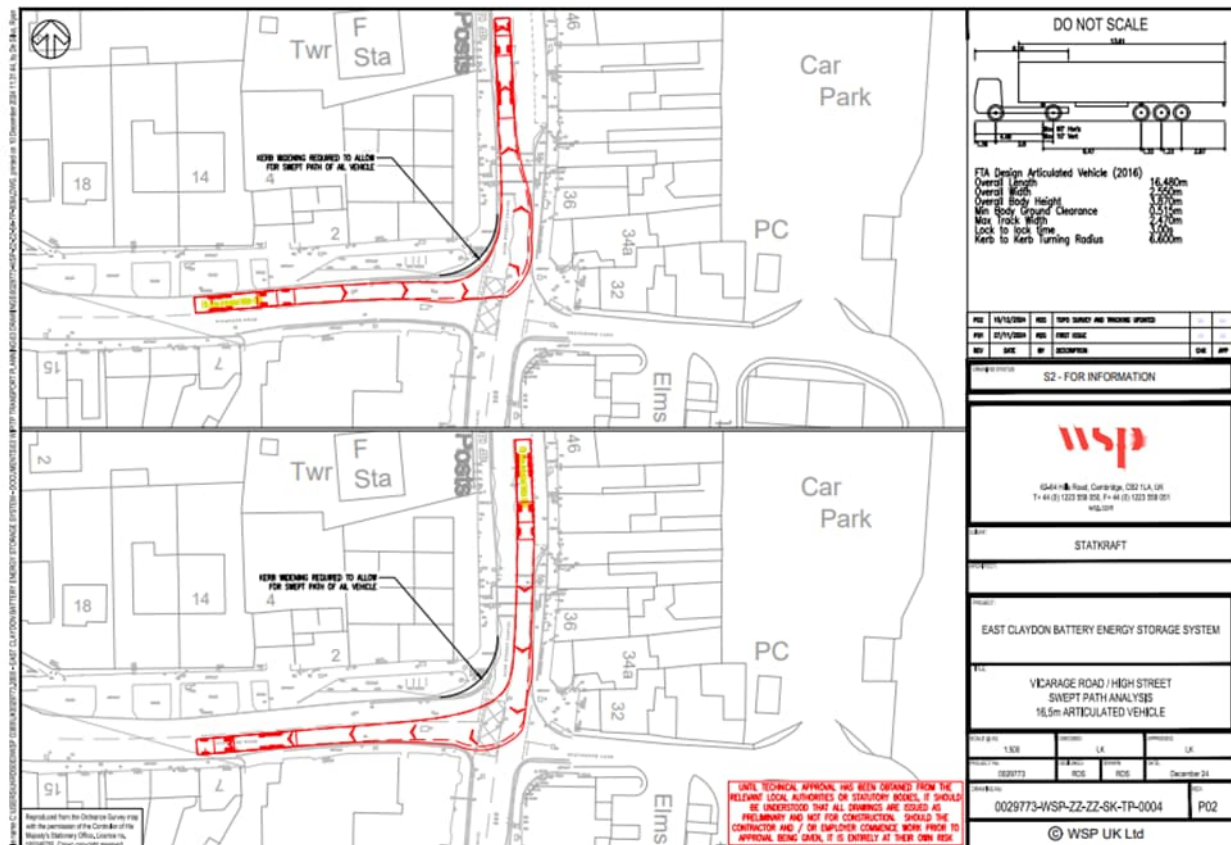
- 1.1.1. During Issue Specific Hearing 3 (ISH3), the Examining Authority (ExA) requested a response to Action Point 18, namely, a note further detailing the cumulative impact risks associated with use of the High Street/Vicarage Road junction for construction traffic.

1.2. Concerns Arising from Cumulative Developments

- 1.2.1. The **Construction Access Review [EN010158/APP/8.29] [REP4-087]** outlines the background to the issues with the alternative access route proposed by TCS Biosciences within the town of Winslow.
- 1.2.2. The primary concern relates to the ability for Heavy Goods Vehicle (HGV) traffic passing through the junction of the High Street and Vicarage Road.
- 1.2.3. A swept path of the movement of HGV traffic has been presented in both the Statera Energy (23/03875/APP) and Statkraft Battery Energy Storage System (BESS) (25/01297/APP) applications. An extract from the Statkraft application documents is provided in **Figure 1**.
- 1.2.4. The figure illustrates that HGV traffic turning left from Vicarage Road onto the High Street require access to both traffic lanes, reducing the capacity of the highway network and necessitating a corner modification.
- 1.2.5. The corner modification is insufficient to permit two-way HGV access at the junction. 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 could be managed via traffic management for the Proposed Development's construction traffic in isolation, potentially involving banksmen, it is more preferable to design out the risk. The only effective way of undertaking this is to use the Applicant's proposed construction access route, which completely avoids construction traffic passing through Winslow.
- 1.2.6. A temporary traffic control system involving revised traffic signals could be installed, however this would reduce pedestrian accessibility and increase delays in Winslow.
- 1.2.7. Whilst it may be possible to have a banksman for the low HGV traffic levels associated with the Proposed Development specifically, this mitigation is far from ideal and under the Construction (Design and Management) Regulations 2015, the hierarchy of risk reduction dictates that hazards should be eliminated rather than managed. Consequently,

the Applicant does not accept the residual risk associated with reliance on a banksman at this location and proposes the use of its original proposed construction access route to eliminate this risk entirely.

Figure 1: Swept Path Assessment Plan



- 1.2.8. In the absence of suitable control measures, there is a clear risk of a detrimental impact on road safety. This raises significant concerns regarding the ability of multiple projects to safely use the junction for daily, sustained HGV deliveries.
- 1.2.9. The potential for peak traffic flows through the junction is detailed in **ES Volume 4, Appendix 15.1: Transport Assessment [EN010158/APP/6.4.2] [REP4-046]** in **Table 5.1**. 105 two-way daily trips are predicted, of which 31 are HGV movements.
- 1.2.10. On average, assuming a 10-hour working day, three Proposed Development HGV movements per hour, circa one HGV every 20 minutes, would pass through the junction, accessing only the Site.
- 1.2.11. The Statera Energy, Statkraft and Tuckey Farm Solar Farm are however all consented. During peak construction times, these three developments would add an additional 155 HGV movements through the junction per

day. This would result in 15.5 HGV movements per hour through the junction, or one every 3.8 minutes.

- 1.2.12. The increase in HGV traffic through this constrained junction will lead to HGV traffic entering and exiting the junction at the same time, resulting in localised conflict, congestion and delay as vehicles are unable to pass each other safely at the junction.
- 1.2.13. Adding the Proposed Development's construction traffic to these cumulative traffic flows would result in 18.6 HGV movements per hour through the junction, or one every 3.2 minutes, further exacerbating the traffic delays and potential safety issues at the junction.

1.3. Effects of Increased HGV Use

- 1.3.1. The layout of the junction is illustrated in **Figure 2** with an image taken from Google StreetView.

Figure 2: High Street / Vicarage Road Junction



Credit: Google StreetView, 2026

- 1.3.2. The swept path analysis demonstrates that HGV traffic will use both lanes of the junction, with vehicles passing back to the correct side of the road to the north of the signal controlled crossing (one of only two controlled pedestrian crossings on the High Street). This in itself is not considered desirable and presents a clear highway safety concern given the close proximity for traffic to the footways.
- 1.3.3. The road safety risks associated with increased HGV traffic at the junction are obvious. Cumulative HGV traffic from competing developments will

require access to both sides of the High Street and on Vicarage Road (at the give way line) to complete turning manoeuvres at the junction.

- 1.3.4. Delays from HGV traffic trying to negotiate the junction are likely to result in driver frustration, time pressure on HGV drivers, congestion from other road users, all resulting in the potential for traffic trying to force its way through or mounting the kerb to pass. This represents a significant and real danger to vulnerable road users, including pedestrians, school pupils, the elderly and cyclists, as well as vehicle occupants.
- 1.3.5. The use of the junction by multiple developments construction traffic cannot be readily managed over the length of the various construction programmes in a safe and efficient manner by the use of banksmen, especially given the constrained physical nature of the junction.
- 1.3.6. The addition of the Proposed Development's construction traffic to this constrained location would inevitably lead to further severe road safety hazards and increase the potential for serious accidents occurring. It is the professional opinion of the transport consultant acting on behalf of the Applicant, a Chartered Engineer and a Fellow of the Chartered Institution of Highways and Transportation, that the use of this junction by the Proposed Development's construction traffic is unsuitable, highly detrimental to highway safety and poses a significant risk to road users.
- 1.3.7. The removal of the Proposed Development's construction traffic from this junction, and using the Applicant's proposed construction access route to access the Site from the south from the A41, rather than the TCS Biosciences route via Winslow, is considered to be a substantially safer option, given the details presented in this response.



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