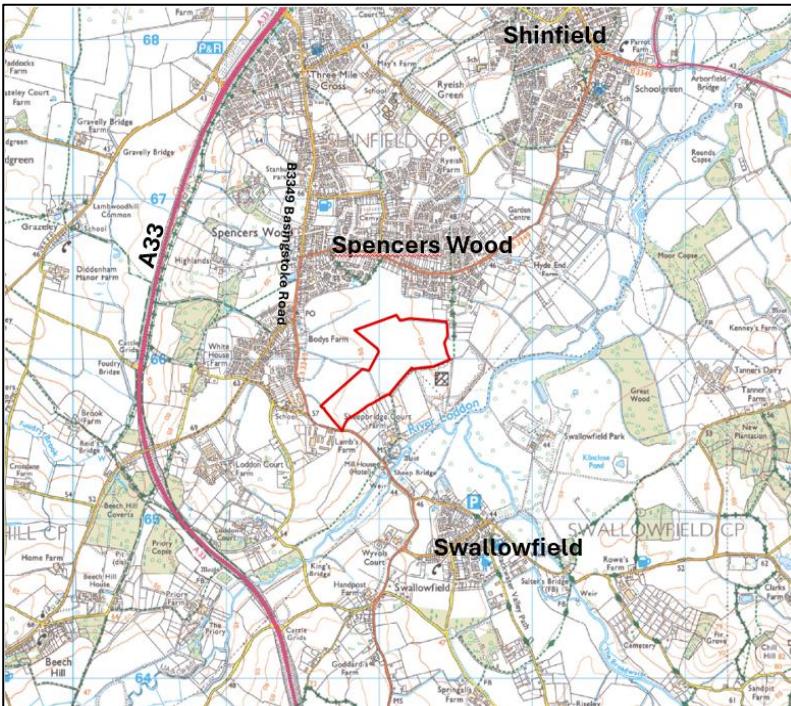


Public Right of Way Safety Plan

Spencers Wood Solar Farm
Land North Of Sheepbridge Court Farm,
Basingstoke Road, Swallowfield, RG7 1PT

Planning permission: 232653

Planning Condition: 10



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CONTENTS

DOCUMENT INFORMATION & CONTROL.....	2
Information	2
Control	2
1. Introduction.....	3
2. Construction Traffic Management Procedure	4
2.1 Construction traffic Route.....	4
2.2 Delivery Procedure.....	4
2.3 Work Sequence.....	4
2.3 Work Sequence.....	4
2.4 Traffic Marshals.....	5
2.6 Delivery Driver Instructions.....	5
2.8 Maintenance of Route.....	6

Appendix 1: Signage

DOCUMENT INFORMATION & CONTROL

INFORMATION

GTPUK/Our Project Reference	2021-0085_Spencers Wood Solar Farm
Local Planning Authority:	Wokingham Council
Local Planning Authority Reference:	232653
Planning Condition:	10

CONTROL

Date	Version	Author	Notes
12/09/2025	1	JJ	
05/12/2025	2	JJ	Traffic marshalling activities updated to ensure no conflict between arriving and departing delivery vehicles

Glossary

CEMP	CEMP
PRoWSP	Public Right of Way Safety Plan

1. INTRODUCTION

- 1.1 This Public Right of Way Safety Plan (PRoWSP) sets out the construction practices and safety and protection measures for the development of a solar farm at Land North Of Sheepbridge Court Farm, Basingstoke Road, Swallowfield, RG7 1PT. It describes the signage and safety practices that are proposed for the period of construction activities at the site and has been produced as per the requirements of Condition 10 attached to planning permission 232653. This document should be read in conjunction with the approved CEMP prepared for this project, and the approved plans as listed below:

Greentech PV Layout Plan dated 10/24

- 1.2 Condition 10 reads:

No development shall commence on site until details of how Public Rights of Way on site (SWAL18 and SHIN22) will be maintained during the operation of the development. These public rights of way shall be restored to their pre-construction condition as a minimum standard.

- 1.3 The site comprises 2 large and relatively level fields. The farm track or its margins leading to the site is also the route of a Public Right of Way (Swallowfield 18) as set out in Figure 1 below. The track is level. The track ends short of the existing solar farm and the footpath (now Shinfield 22A) extends along grass land to the north boundary of the existing solar farm before turning north to Spencers Wood.



Figure 1: Location of PROW Swallowfield 18 and Shinfield 22A

- 1.4 The approved solar farm details in relation to the PRoW are set out below :

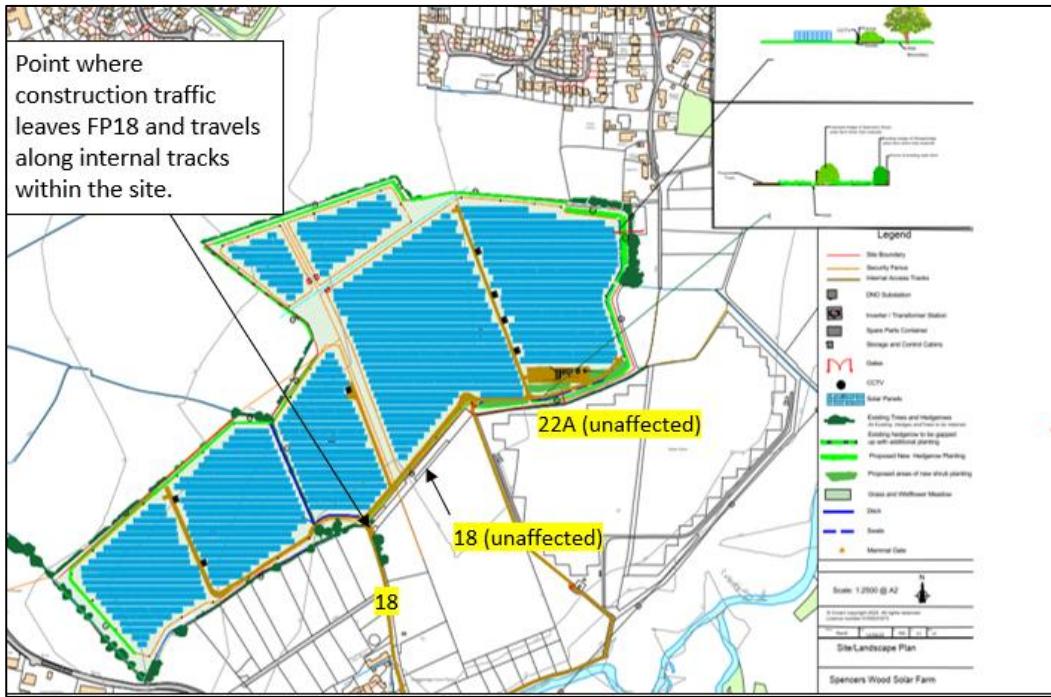


Figure 2: Site layout plan with PRoW shown.

2. CONSTRUCTION TRAFFIC MANAGEMENT PROCEDURE

- 2.1 The construction route will therefore follow FP18 for approximately 450 metres from the site entrance of Sheepbridge Court Farm on the B3349 to the corner of the track where it turns east, and effective construction management will be required to ensure that there is no conflict with footpath users. The route is sufficiently wide for the passing of an HGV and a pedestrian, however, if it is identified there are areas where the track is too narrow then temporary hardstanding will be laid. It should be noted that this was manageable for the construction of the existing solar farm on the site.
- 2.2 Deliveries will only be undertaken between 9am and 5pm on weekdays. The delivery schedule will be flattened out to minimise potential conflict with users of the PRoW to ensure that during peak delivery times (approximately 3 months) there will be no more than 10 HGV or tipper truck deliveries per day (approximately one delivery every 48 minutes) and there will be only one delivery vehicle travelling along the track/PRoW route at any one time in any direction. This is achieved by constructing the solar farm in a sequential manner that also ensures that only one type of delivery is taking place by the same delivery company over a period of time.
- 2.3 The unloading of a delivery vehicle and distribution of material to the fields is a fast process (refer Plate 1 below) whereby material is unloaded from the HGV by a telehandler and placed in the outside storage area. In the period when the HGV is exiting the site and prior to the next HGV arriving the material is taken from the storage area by telehandlers and distributed to the fields for assembly (refer Plate 2 below). So the assembly process is predicated on maintaining time gaps between each delivery.



Plate 1: Photographs of a typical construction compound and unloading of framework.



Plate 2: Unloaded material is distributed to fields for assembly immediately after unloading.

- 2.4 There will be two site operatives conducting traffic marshalling activities. One site operative will be charged with walking in front of the HGV between the highway access to Sheepbridge Court Farm from the B3349 and the site entrance when the delivery arrives, and again when it departs- waiting at the site entrance for the next delivery vehicle to repeat the process. Where an escorted vehicle encounters a pedestrian walking in the opposite direction the delivery vehicle will be halted to allow the pedestrian to pass. A speed limit of 5mph will also be enforced along the route.
- 2.5 Only one HGV will be allowed to travel along the farm track at any one time in any direction and deliveries will be timed to ensure this. There will be no more than 10 deliveries per day, or one delivery every 48 minutes. A speed limit of 5mph will be enforced along the route and a traffic marshall will proceed in front of each HGV as it enters the access to Sheepbridge Court Farm from the B3349 to the point where it enters the solar farm site, and then repeat the process in reverse when the HGV leaves the site.
- 2.6 The traffic marshal will maintain telephone communication with all delivery drivers to ensure that the identified route is adhered to and ensure that delivery vehicles do not approach the B3349 access whilst another HGV is traveling between the construction compound and the access or manoeuvring out of the access. The traffic Marshall will use google maps or similar to establish the estimated travel time between the M4 at J11 and the site entrance. If it appears that a delivery vehicle will arrive sooner than expected and another HGV will be exiting the site then the approaching HGV will be instructed to either modify their speed prior to their arrival at J11 or will be directed to Reading M4 Services to await further notification to proceed.

- 2.7 All delivery drivers will be issued with an acetated paper delivery plan with a map showing the footpath route and explaining the delivery protocol. Additionally, warning signs for both delivery drivers and PROW of way users will be established along the route as set out in Appendix 1.
- 2.8 A photographic record will be made of the condition of the track the PRoW follows along the construction route prior to work commencing on site and immediately on completion. The records will be reviewed and the track restored to its original condition within 2 weeks of work completion. The condition of the track will also be monitored during the construction process to ensure that it is stable, level and safe for passage at all times.

Appendix 1: Signage



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