

A Planning Application by
MELKSHAM CALNE GREEN LIMITED

In respect of
**Melksham Solar Farm,
MELKSHAM**

Public Rights of Way Improvement Plan

2408-013/PRoW IP/01 | March 2025



Document Management

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Contents	Page
1 Introduction	1
2 Baseline Conditions	3
3 Construction Management Measures	6
4 Conclusion	7

List of Tables

Table 2.1 PRow Within or immediately Adjacent to the Site

List of Figures

Figure 1.1 Site Location

List of Appendices

- | | |
|---|------------------------------|
| A | Photos of current conditions |
| B | PRowS Plan |

1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Melksham Calne Green Limited (the 'Applicant') to prepare a Public Rights of Way Improvement Plan (PRoW IP) in relation to the approved Solar farm and battery storage development (REF: PL/2021/08690) on land at Studley Farm, Melksham (the 'Scheme').
- 1.2 The Scheme would comprise the construction, operation, maintenance and decommissioning of a solar photovoltaic (PV) together with a Battery Energy Storage System (BESS), export and import connection to the national grid via the existing National Grid Melksham Substation.
- 1.3 The Site Comprises approximately 35 hectares and is located to the south of the village of Atworth Wiltshire, which is under the jurisdiction of Wiltshire Council. A site location Plan is included as **Figure 1.1**.

Development and Condition Wording

- 1.4 The Site has planning permission from Wiltshire Council for the following development:

"Installation of a solar farm and battery storage facility with associated infrastructure."

- 1.5 This report has been prepared in order to discharge Planning Condition 8 of the Decision Notice. The relevant condition wording is set out below:

Wiltshire Council (PL/2021/08690) Condition 8

"No development shall commence until a Public Right of Way Improvement Plan has been submitted to and agreed in writing by the Local Planning Authority. The Plan will identify the locations of existing structures, replacement structures and any surface improvements to the paths (where necessary). The approved plan will be implemented prior to first commercial export of electricity."

REASON: The matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to ensure the protection and mitigation of the public right of way network."

- 1.6 This Public Rights of Way Improvement Plan (PRoW IP) provides all the details on PRoWs and Improvements in order to satisfy the above condition.

Purpose and Structure of this Plan

- 1.7 This PRoW IP outlines how Public Rights of Way (PRoW) will be managed by the Applicant for the Scheme to ensure they have been suitably considered and able to operate as well as possible, in terms of both user safety and accessibility.
- 1.8 The PRoW IP has been prepared in view of the National Policy Statement (NPS) for Renewable Energy Infrastructure EN-3 (November 2023) (Ref. 1), which was published in November 2023. The NPS states:
- a. Paragraph 2.10.41 – “Public rights of way may need to be temporarily closed or diverted to enable construction, however, applicants should keep, as far as is practicable and safe, all public rights of way that cross the proposed development site open during construction and protect users where a public right of way borders or crosses the site”.
 - b. Paragraph 2.10.44 – “Applicants should consider and maximise opportunities to facilitate enhancements to the public rights of way and the inclusion, through site layout and design of access, of new opportunities for the public to access and cross proposed solar development sites (whether via the adoption of new public rights of way or the creation of permissive paths), taking into account, where appropriate, the views of landowners.”
 - c. Paragraph 2.10.45 – “Applicants should set out detail on how public rights of way would be managed to ensure they are safe to use in an outline Public Rights of Way Management Plan”.

2 Baseline Conditions

- 2.1 There are several PRoWs which are located within the Red Line boundary of the site and within the immediate vicinity. The Details of the PRoW that fall within or intersect with the Boundary have been obtained from the Wilshire Council PRoW Website.
- 2.2 The PRoWs which pass through or border the Site, and form part of a wide network of PRoW in the surrounding area are presented in **Table 2.1**. Photos of the current conditions of each footpath are shown in **Appendix A**.

Table 2.1 PRoW Within or immediately Adjacent to the Site

PRoW Ref	Length Approx	Description	Condition	Photo reference
ATW013	1.5km	A footpath which runs down the western boundary of the Solar PV site. Running southbound from Coronation Road Atworth to the interception with ATW021.	This footpath is a lightly used footpath however is visibly used with compacted grass. There are a few stiles along this footpath. Sections of this footpath are part of ploughed field and therefore majority of this footway is an edge of field footpath	Appendix A 1-6
ATW018	1km	A footpath that runs generally North to South heading southbound down Studley Farm Lane, ATW019 intersects approx. 260m from the north and crosses over. Approx. 280m ATW018 crosses over the internal road of the site.	This footpath starts by running parallel to Studley farm lane and then diverts to the east. This is a lightly used footpath with limited visual usage. Runs through the centre of farm fields. Stiles in working order.	Appendix A 7-14
ATW019	621m	A footpath that runs generally east to West connecting ATW020 to ATW018. This footpath doesn't run directly through the site.	This foot path has limited use and no visual public use, with limited ware on the fields. Runs through the centre of the fields with all stiles in working order.	Appendix A 15-20
ATW020	641m	A footpath that runs in a southern direction down the eastern boundary of the site. coming off the ATW019 footpath.	This foot path has limited use and no visual public use, with limited ware on the fields. Runs through the centre of the fields with all stiles in working order.	Appendix A 21-28
ATW021	816m	A footpath ATW021 connects to the south of ATW013 footpath and continues down to the common	This footpath is a lightly used footpath however is visibly used with compacted grass. There are a few stiles along this footpath. Sections of this footpath are part of ploughed field and therefore majority of this footway is an edge of field footpath	Appendix A 29-32
BGIF2	252m	Continues further south off the ATW018 connecting to BGIF1.	This foot path has limited use and no visual public use, with limited ware on the fields. Runs through the centre of the fields with all stiles in working order.	Same conditions as ATW018

- 2.3** The location of the PRowS listed in **Table 2.1** are illustrated in **DRAWING SK02** shown in **Appendix B**.

3 Construction Management Measures

Introduction

- 3.1 The objective of this section is to provide details of how the impact of the construction works on local communities would be minimised, by reducing traffic at highways and local PRow, and where necessary implementing mitigation.
- 3.2 Access to all existing PRow will be retained during construction, with no PRow closures proposed and a limited number of PRow diversions necessitated by the Scheme. The below provides details of how existing PRow are expected to be managed during construction. Mitigation and management measures are described in this Section.

PRow Management

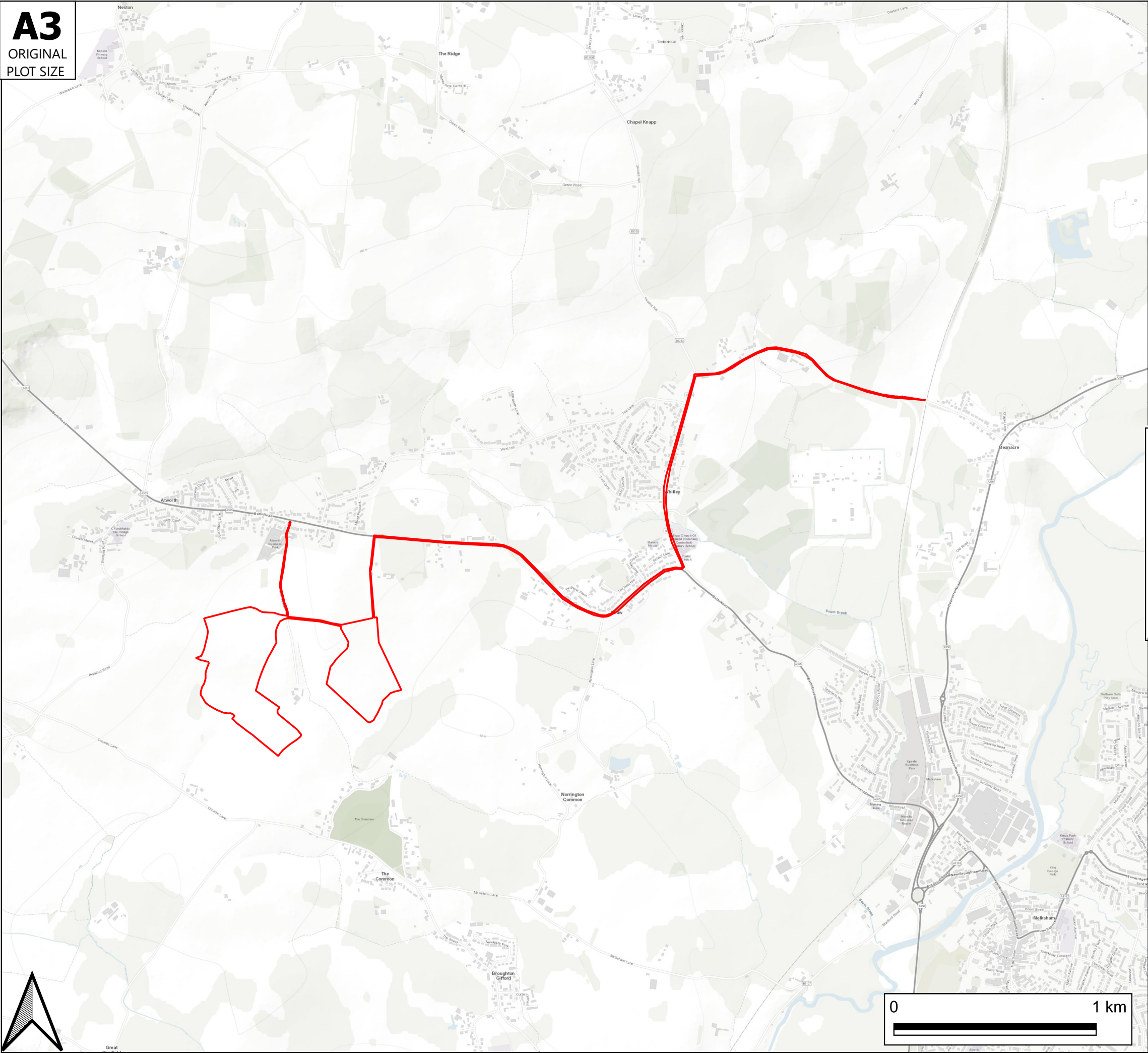
- 3.3 The PRow management measures include:
- Where possible maintaining access to/along PRow during construction, including any minimum legal widths for PRow users.
 - Providing sufficient protection/separation between existing PRow and the Scheme infrastructure (Solar PV Panels, BESS Area);
 - Managing areas where internal construction traffic routes cross any existing PRow (where these are unable to be diverted), by maximising visibility between construction vehicles and other users (i.e. pedestrians, cyclists, equestrians), implementing traffic management (e.g. advanced signage to advise other users of the works), as well as manned controls at each crossing point (i.e. marshals or banksmen), with a default priority that construction traffic will give-way to other users.
 - Developing a communications strategy including regular meetings with contractors to review and address any issues associated with walking, cycling, or equestrian activity to/from/within the Order limits, as well as to relay information including any restrictions and requirements which should be followed.
 - Ensure that any hazards (e.g. overhanging branches, cables etc.) have a suitable clearance above any affected PRow.
 - All PRow will be reinstated to their original condition after the construction of the development.

4 Conclusion

- 4.1 In summary, all PRowS will remain open during the construction and operation of the development and will be managed by the mitigation measures outlined in Chapter 3.
- 4.2 All PRowS will be reinstated to their original, pre-construction condition.

FIGURES

A3
ORIGINAL
PLOT SIZE



NOTES

Key
Site Location

Rev	Date	Details			Drawn by
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Melksham Calne Green Limited

PROJECT:
Melksham Solar Farm,
Wiltshire

TITLE:
Site Location Plan

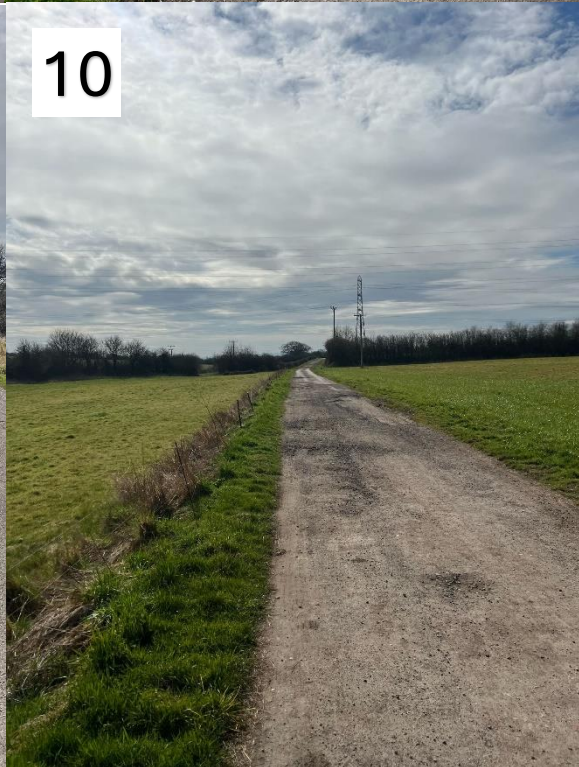
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SCALE: NTS	DATE: 30/10/24	DRAWN: AG	CHECKED: JD	APPROVED: JD
JOB NO: 2408-013		DRAWING NO: Figure 1.1		REVISION: -

APPENDIX A



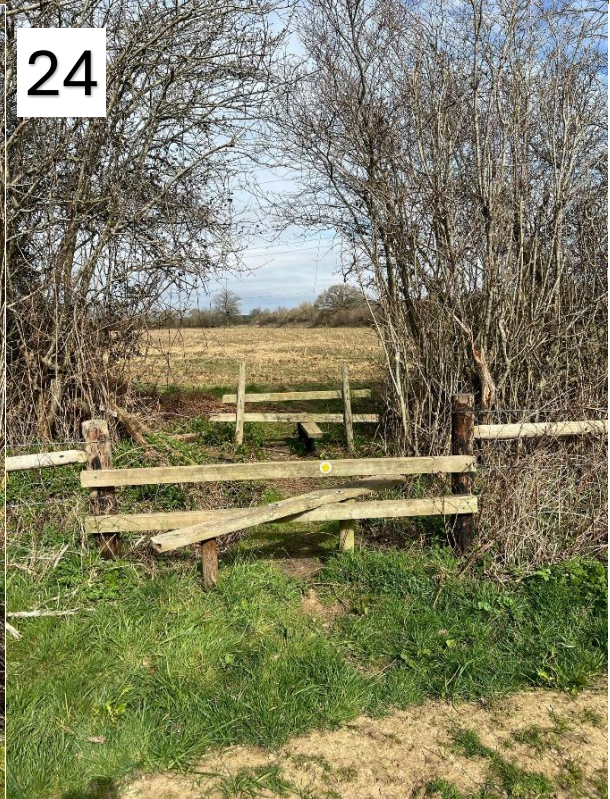








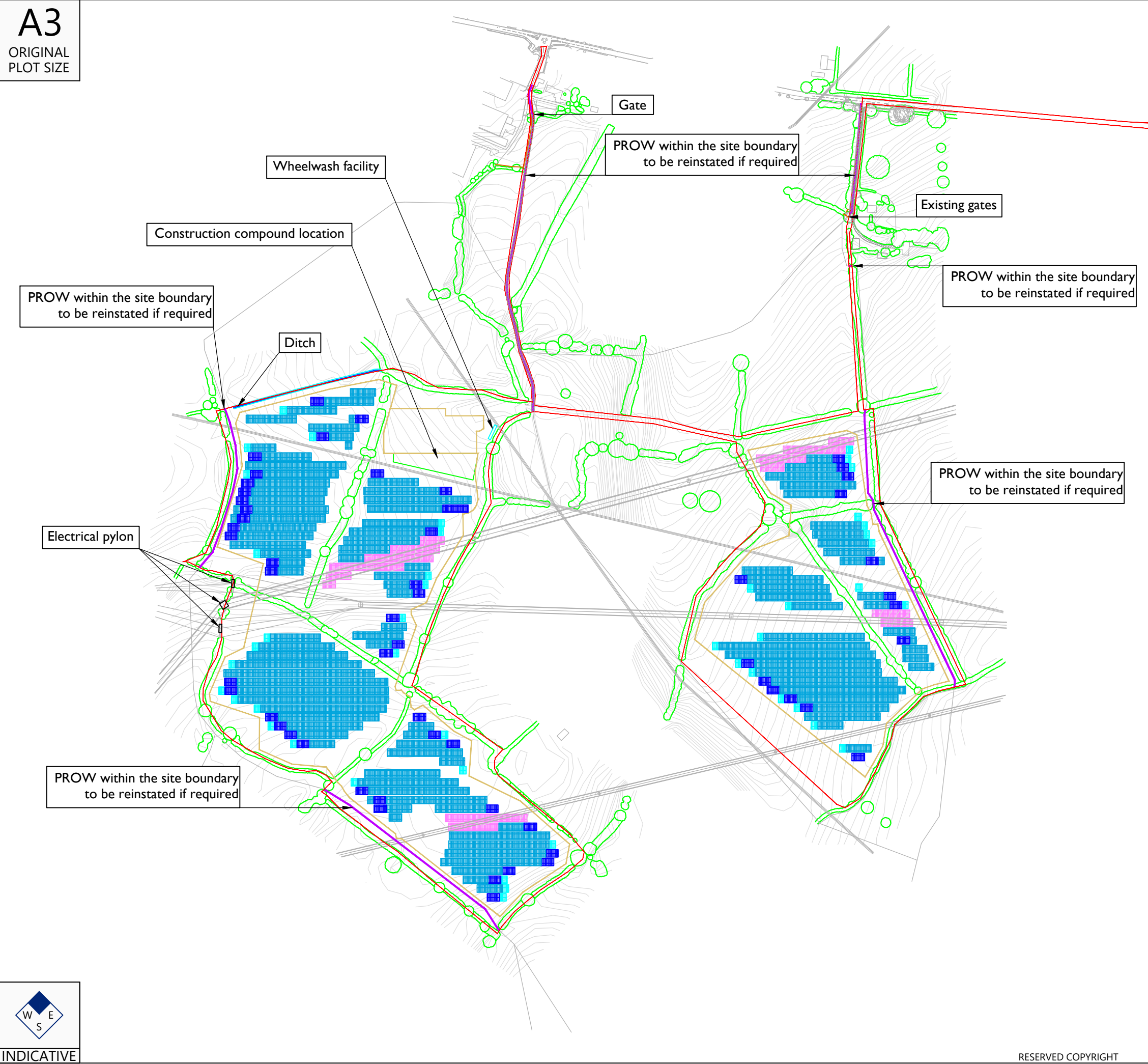








APPENDIX B



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NOTES:
All PROWs need to be returned to their original condition.

- KEY:
- = Existing public right of way.
 - = Existing Fence
 - = Approximate redline boundary
 - = Hedge
 - = Gate
 - = Ditch
 - = Existing surface
 - = 4 in portrait structure (4x7)
 - = 4 in portrait structure (4x14)
 - = 4 in portrait structure (4x28)
 - = 4 in portrait ballast structure (represent all three)
 - = Proposed site fence

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MELKSHAM CALNE GREEN LIMITED

PROJECT:
MELKSHAM SOLAR FARM
AND BESS

TITLE:
Public Right of Way
Improvement Plan

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