



Peartree Hill Solar Farm

Environmental Statement

Volume 4

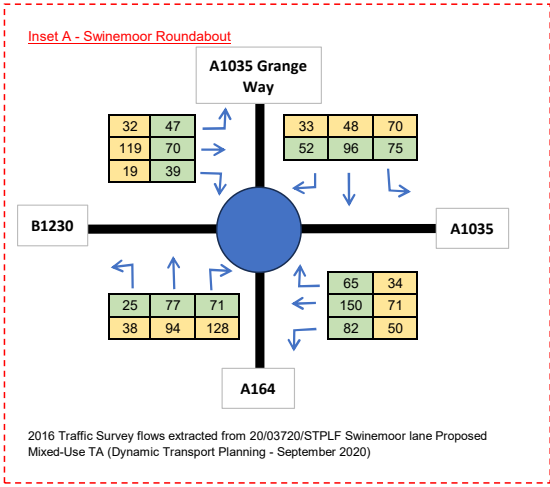
Appendix 14.2: Traffic Flow Diagrams

Revision 2

Application Document Ref: EN010157/APP/6.4
September 2025

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

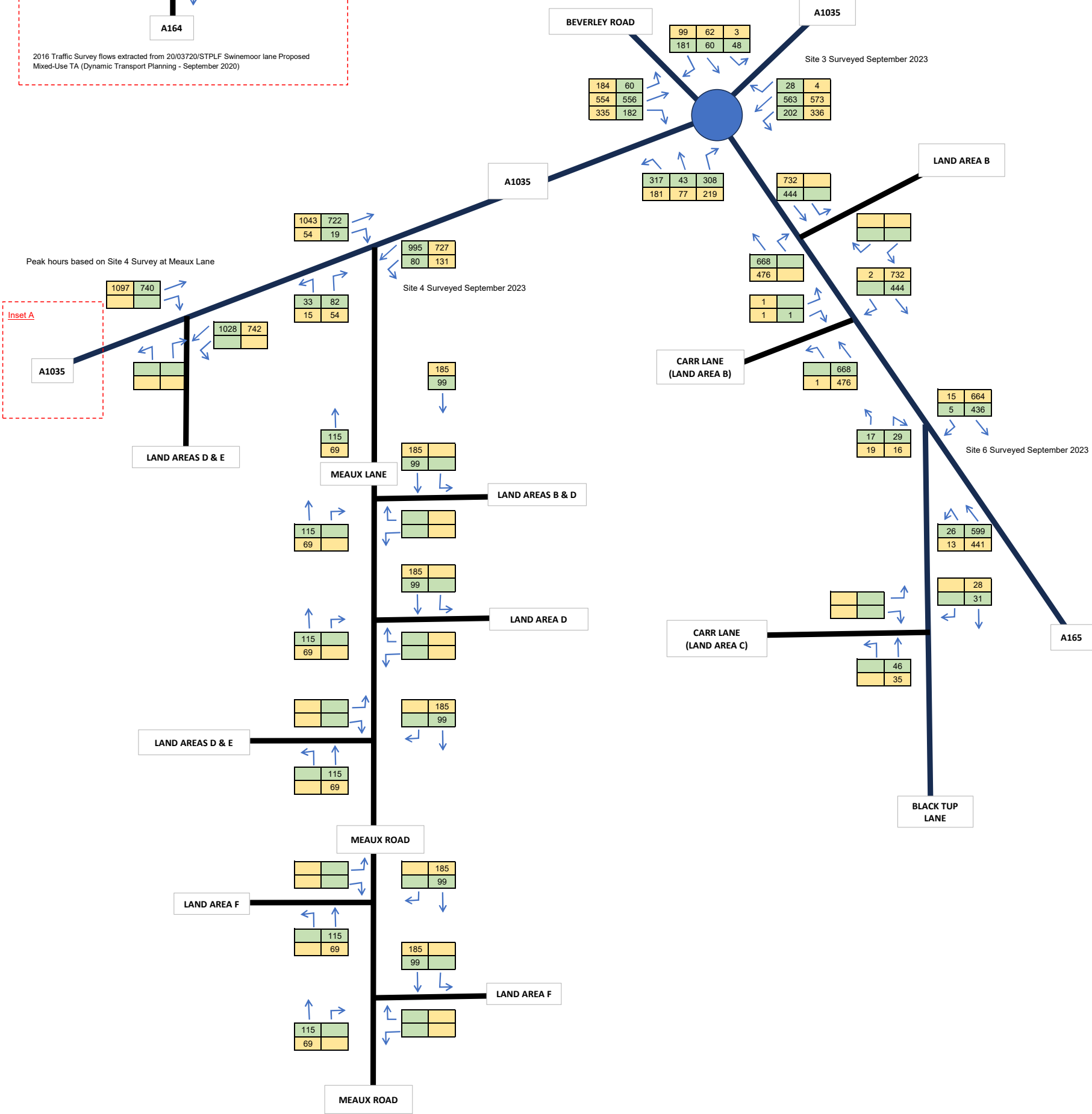
Prepared by  on behalf of RWE Renewables UK Solar and Storage LTD



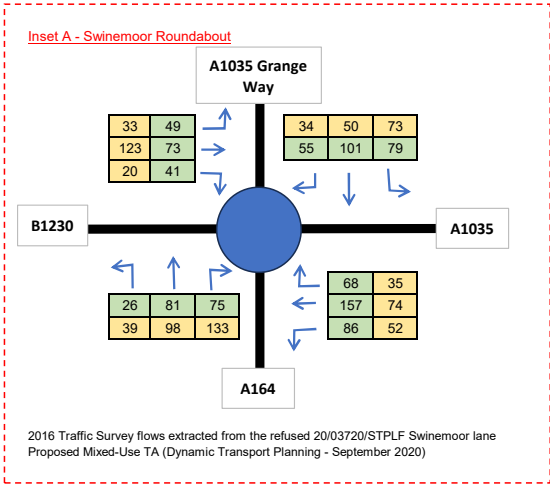
KEY

AM Peak

PM Peak



Baseline Traffic Flows (PCUs)		
Peartree Hill Solar Farm		
<div>SCP</div> <div>TRANSPORT PLANNING INFRASTRUCTURE DESIGN</div> <div>an RSK company</div>	19 August 2025	TRAFFIC FIGURE 1
	Job Number - SCP/250491	



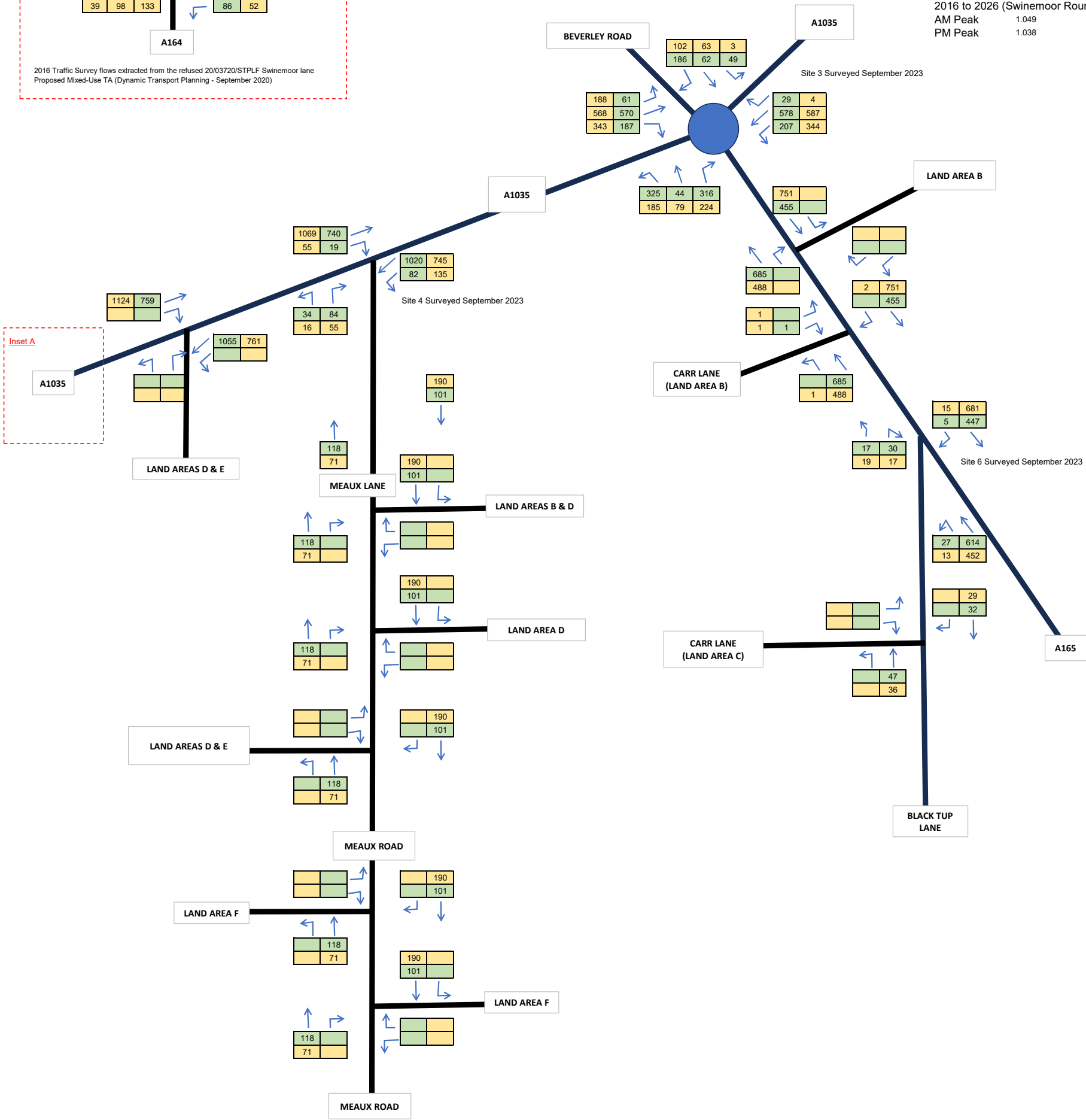
KEY

AM Peak

PM Peak

TEMPro Growth Factors

2023 to 2026	
AM Peak	1.026
PM Peak	1.025
2016 to 2026 (Swinemoor Roundabout)	
AM Peak	1.049
PM Peak	1.038



2026 Base Flows		
Peartree Hill Solar Farm		
<div>SCP</div> <div>TRANSPORT PLANNING INFRASTRUCTURE DESIGN</div> <div>an RSK company</div>	19 August 2025	TRAFFIC FIGURE 2
	Job Number - SCP/250491	

Notes

Land Area B is accessed via east fo A165
White Cross Road, Carr Lane (west of A165
White Cross Road) and through Land Area D
from Meaux Lane.
23% via A165 White Cross Road
33% via Carr Lane
44% via Meaux Lane
This was based on the location of compounds
for staff parking, the size of the areas accessed
and internal staff shuttle bus routing information
provided by RWE.

23% A165
33% Carr Lane
44% Meaux Lane

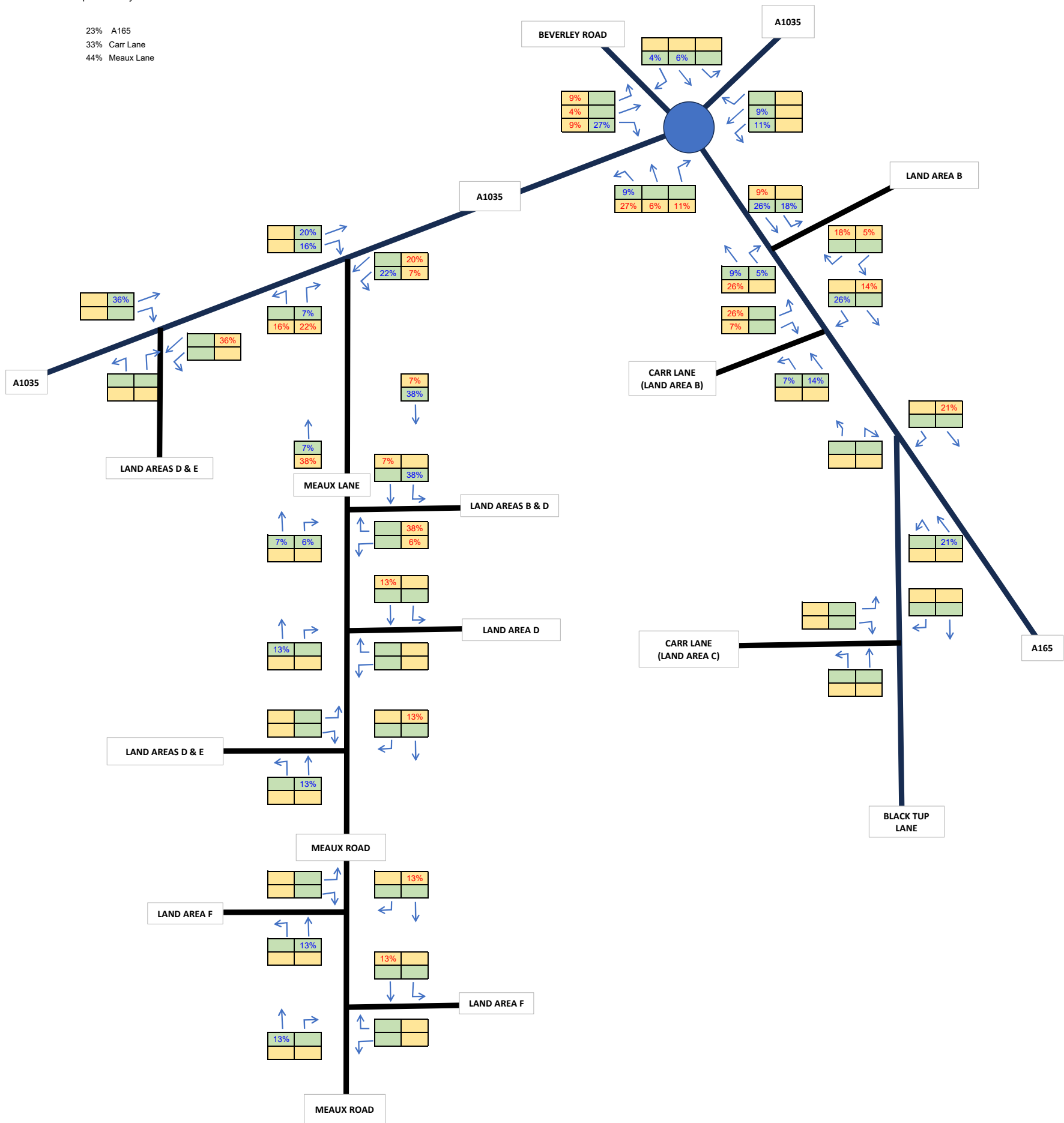
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area B - Traffic Distribution

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 3

Trip Generation

	AM	PM
Arrivals	25	0
Departures	0	25

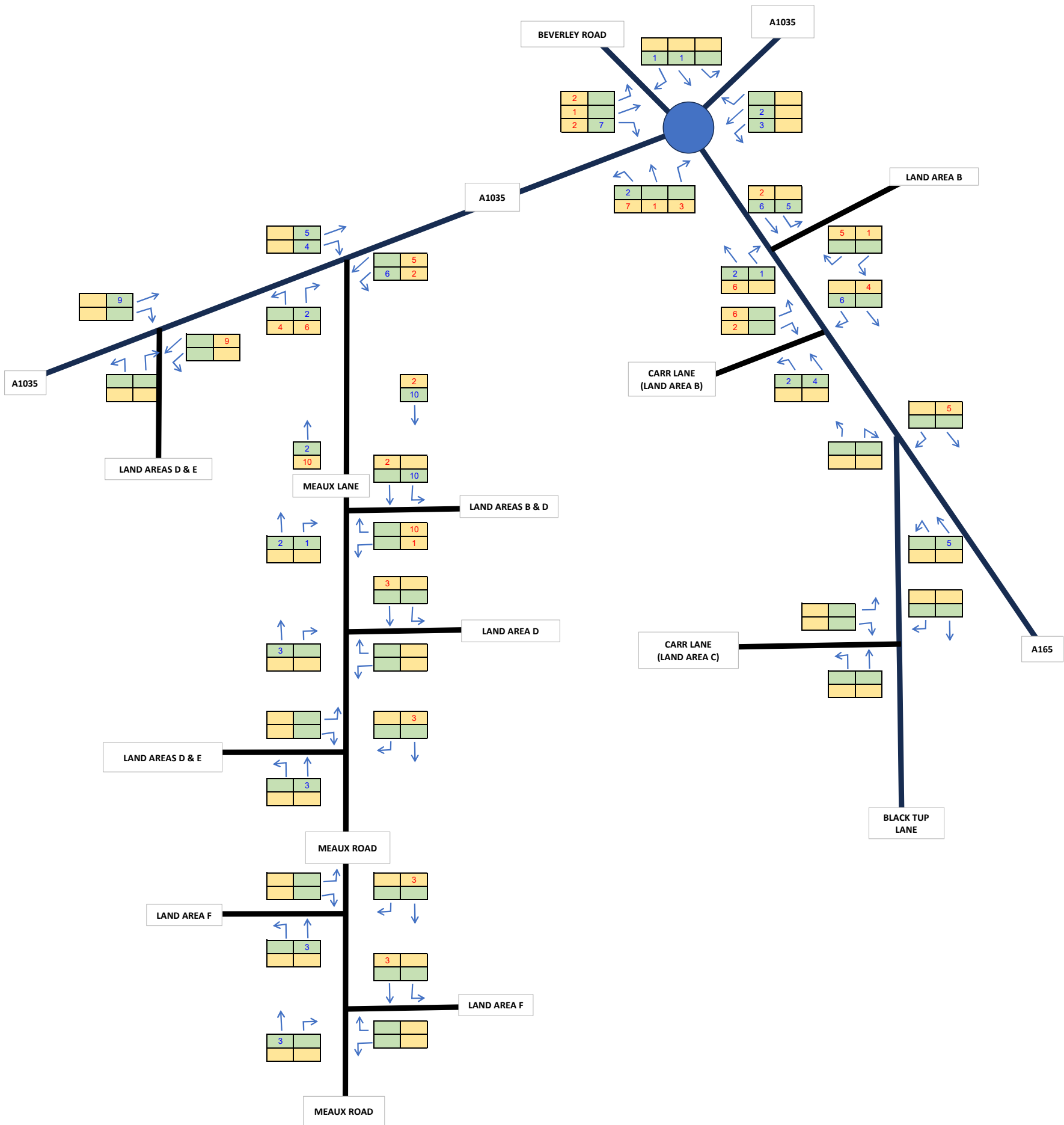
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area B - Traffic Assignment

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 4

Notes

All of Land Area C is accessed via Carr Lane at Arnold.

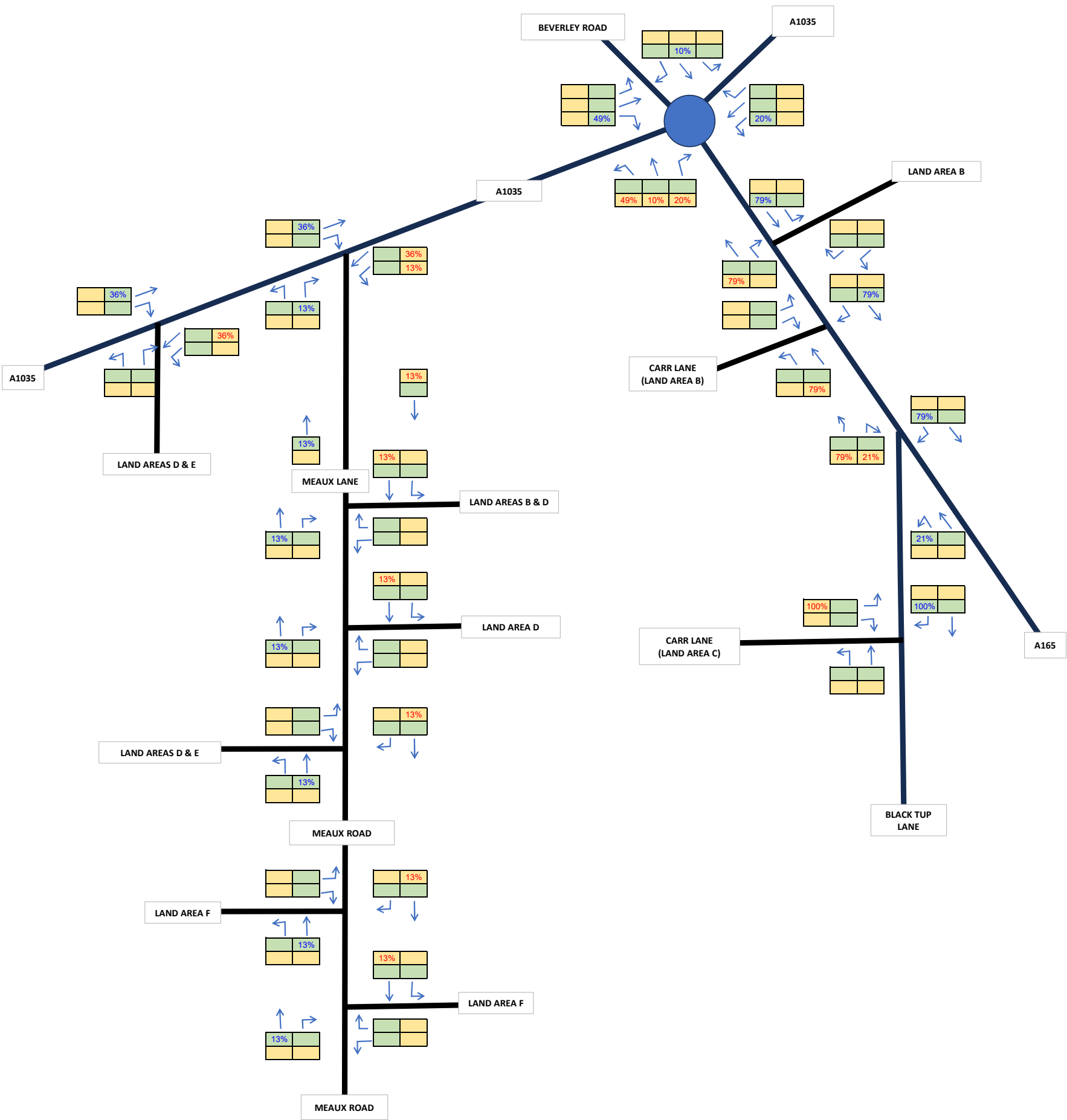
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area C - Traffic Distribution

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 5

Trip Generation

	AM	PM
Arrivals	26	0
Departures	0	26

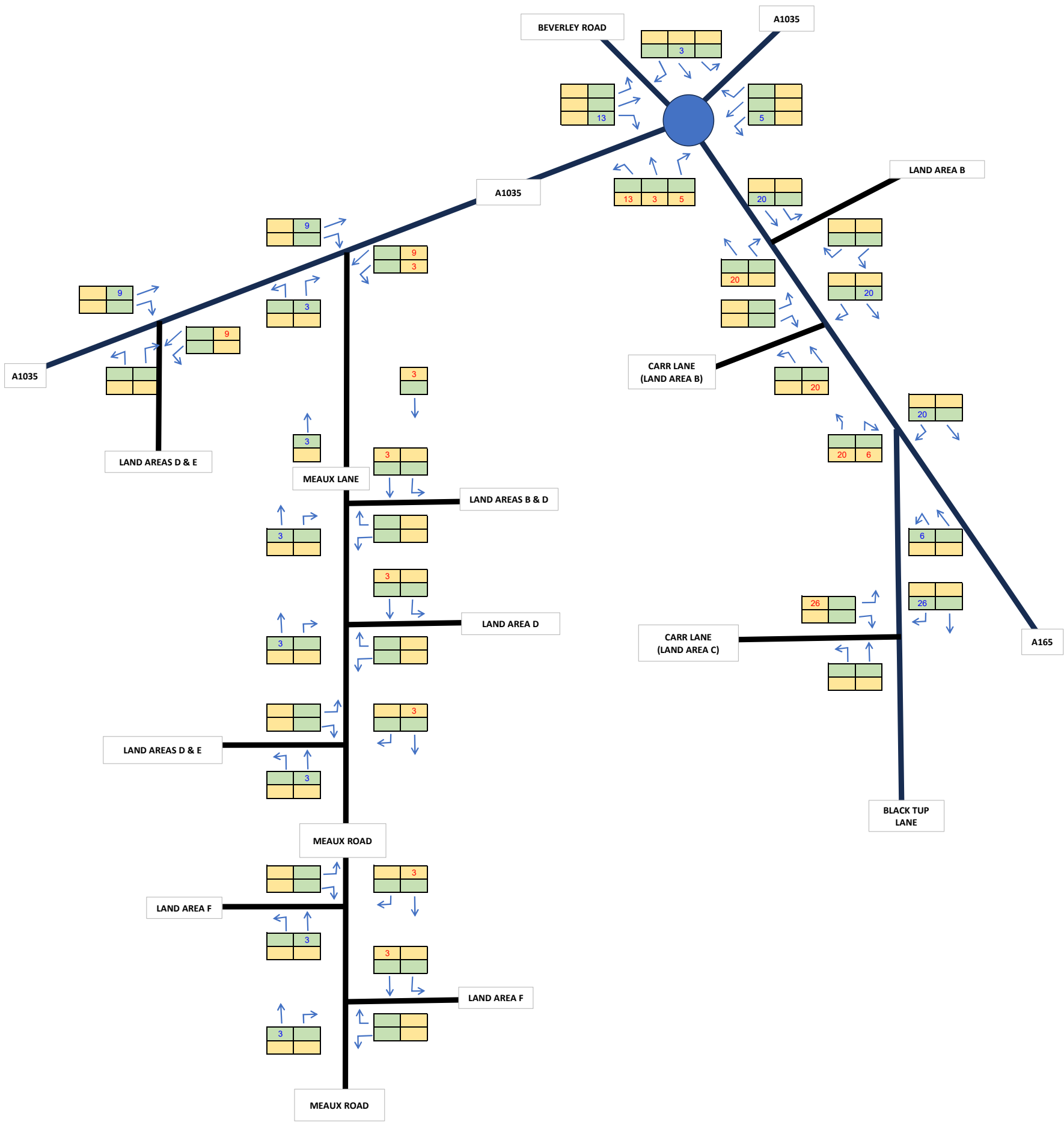
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area C - Traffic Assignment

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 6

Notes

50% of Land Area D is accessed via the A1035

The remaining 50% accesses via Meaux Lane, of which 38% via the northern-most access on the east side of Meaux Lane and 12% via the access to D & E on the west side of Meaux Lane.

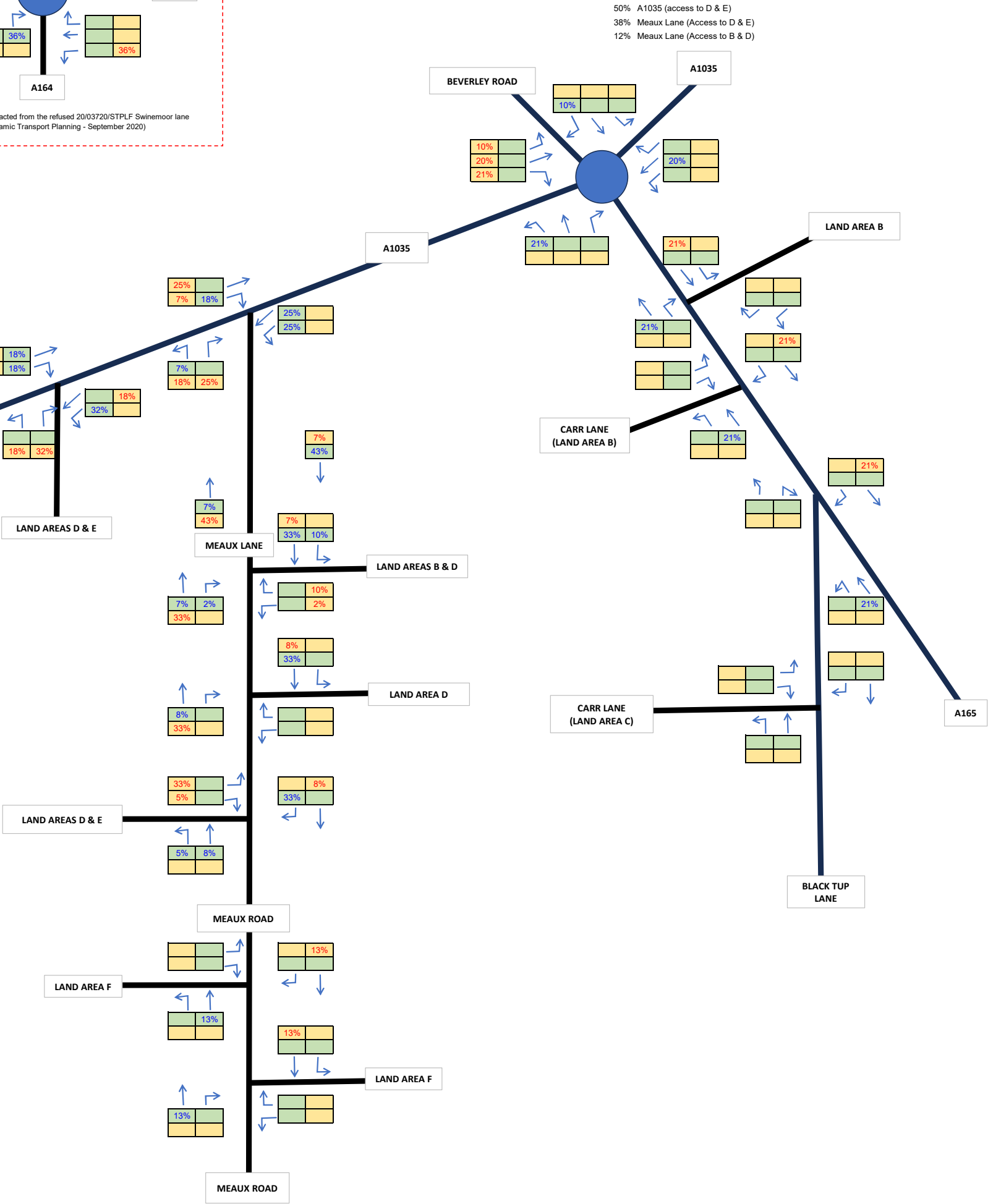
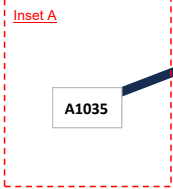
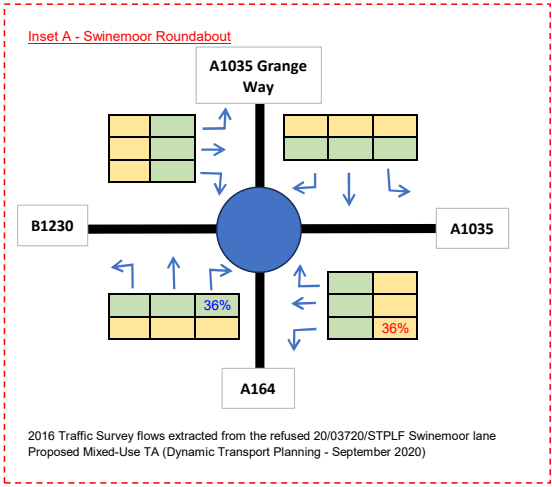
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area D - Traffic Distribution

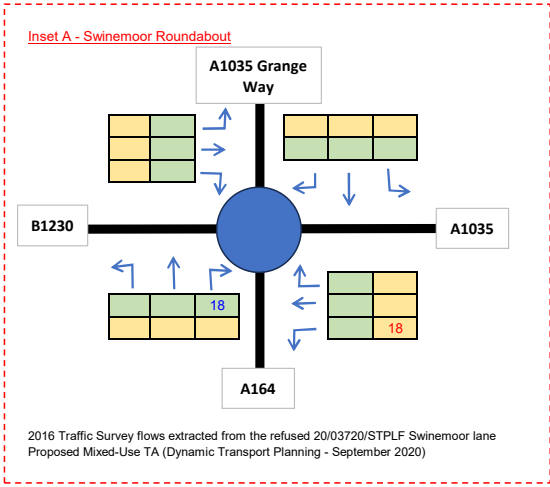
Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 7



KEY

AM Peak

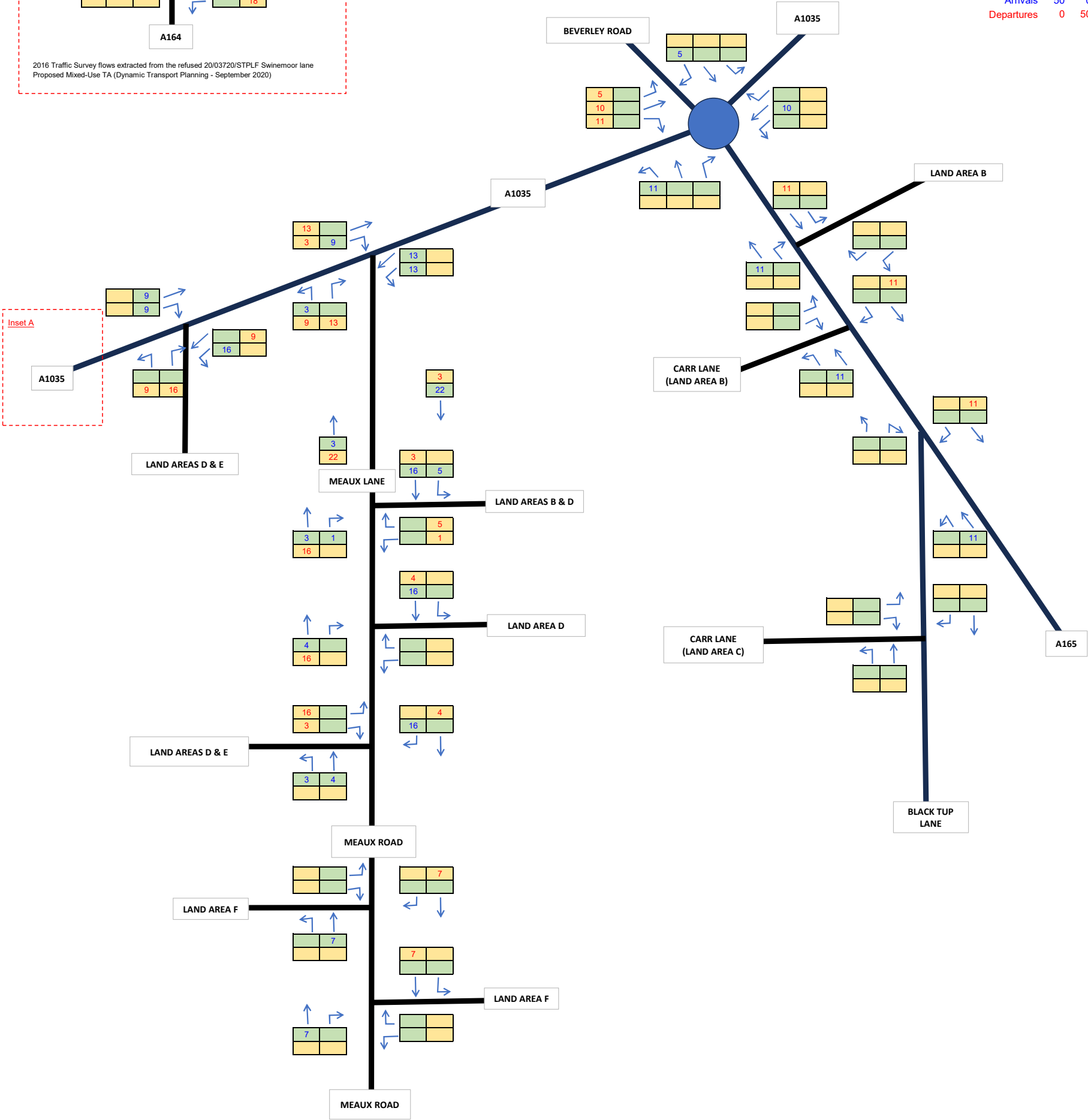
PM Peak

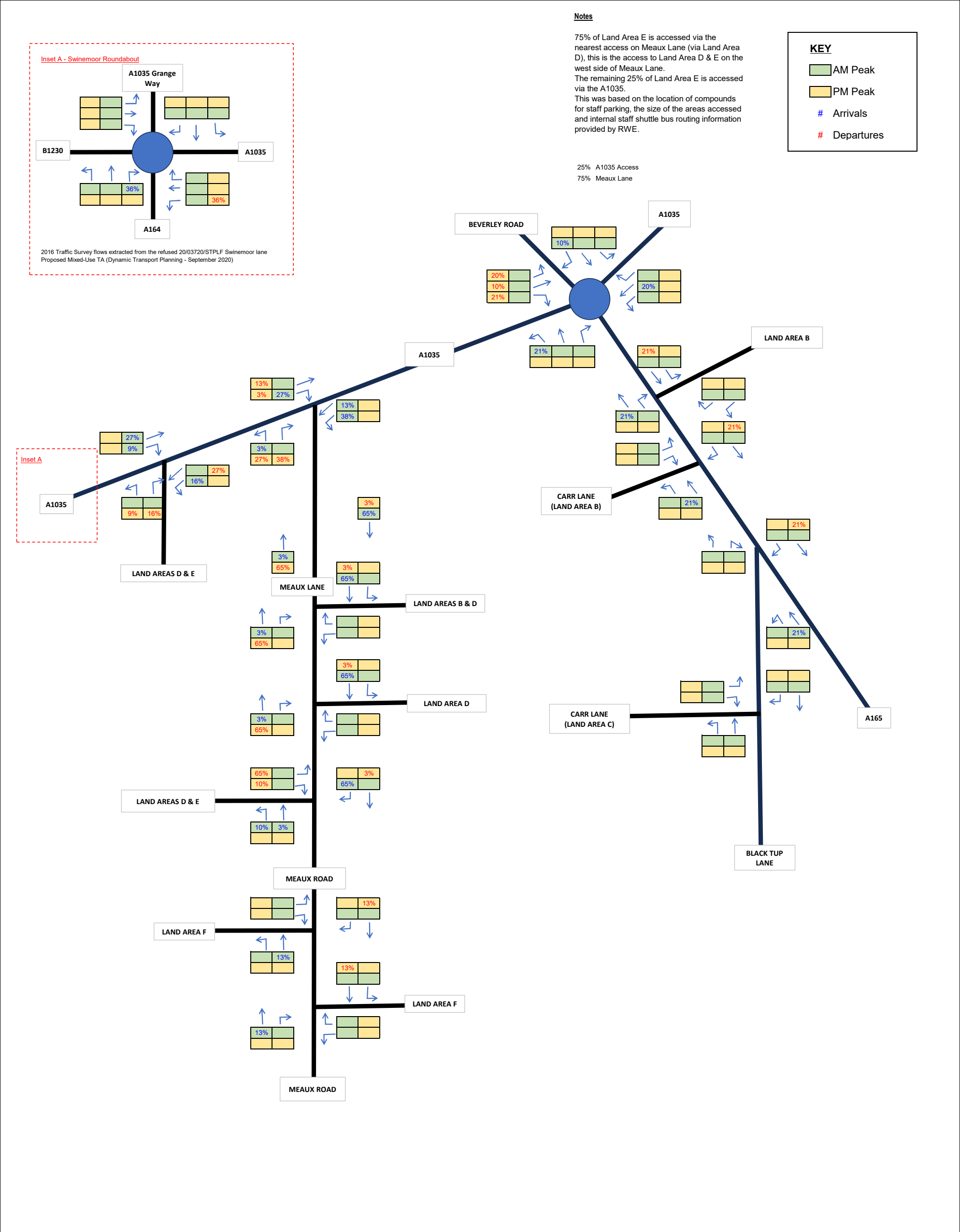
Arrivals

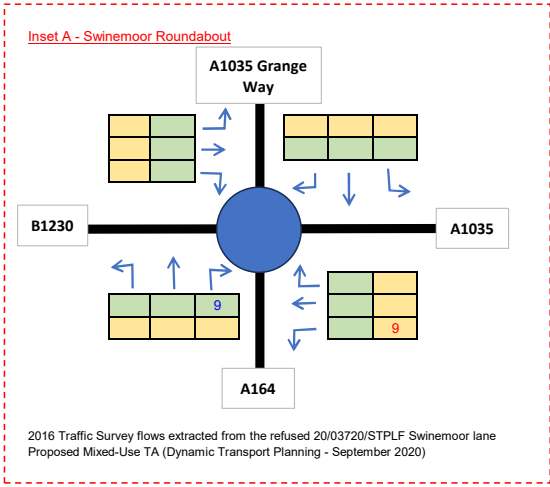
Departures

Trip Generation

	AM	PM
Arrivals	50	0
Departures	0	50







KEY

AM Peak

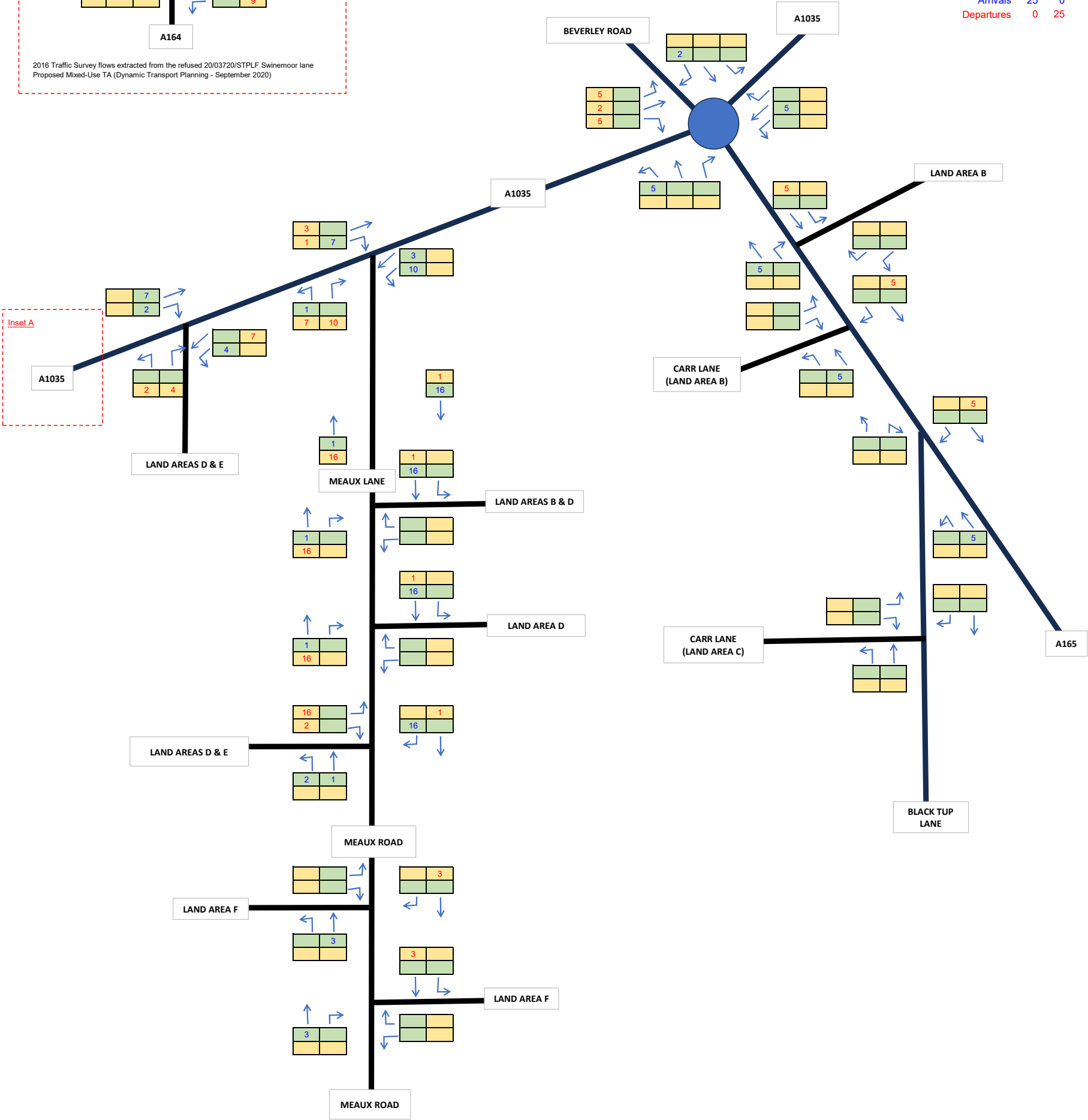
PM Peak

Arrivals

Departures

Trip Generation

	AM	PM
Arrivals	25	0
Departures	0	25



Notes

Land Area F is all accessed via the nearest access on Meaux Lane to the compound, this is the access to Land Area F on the east side of Meaux Lane.

This was based on the location of compounds for staff parking, the size of the areas accessed and internal staff shuttle bus routing information provided by RWE.

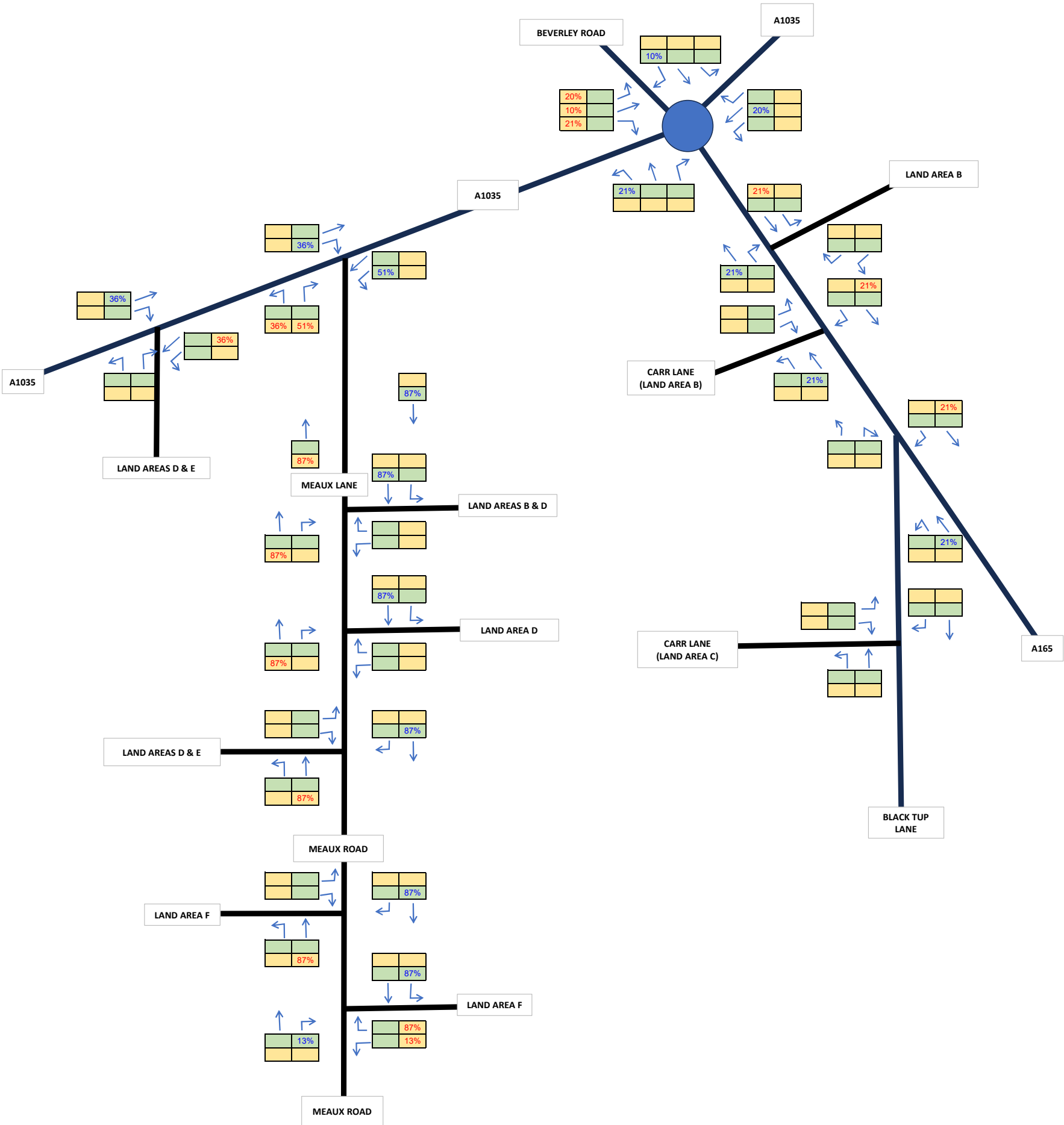
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area F - Traffic Distribution

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 11

Trip Generation

	AM	PM
Arrivals	19	0
Departures	0	19

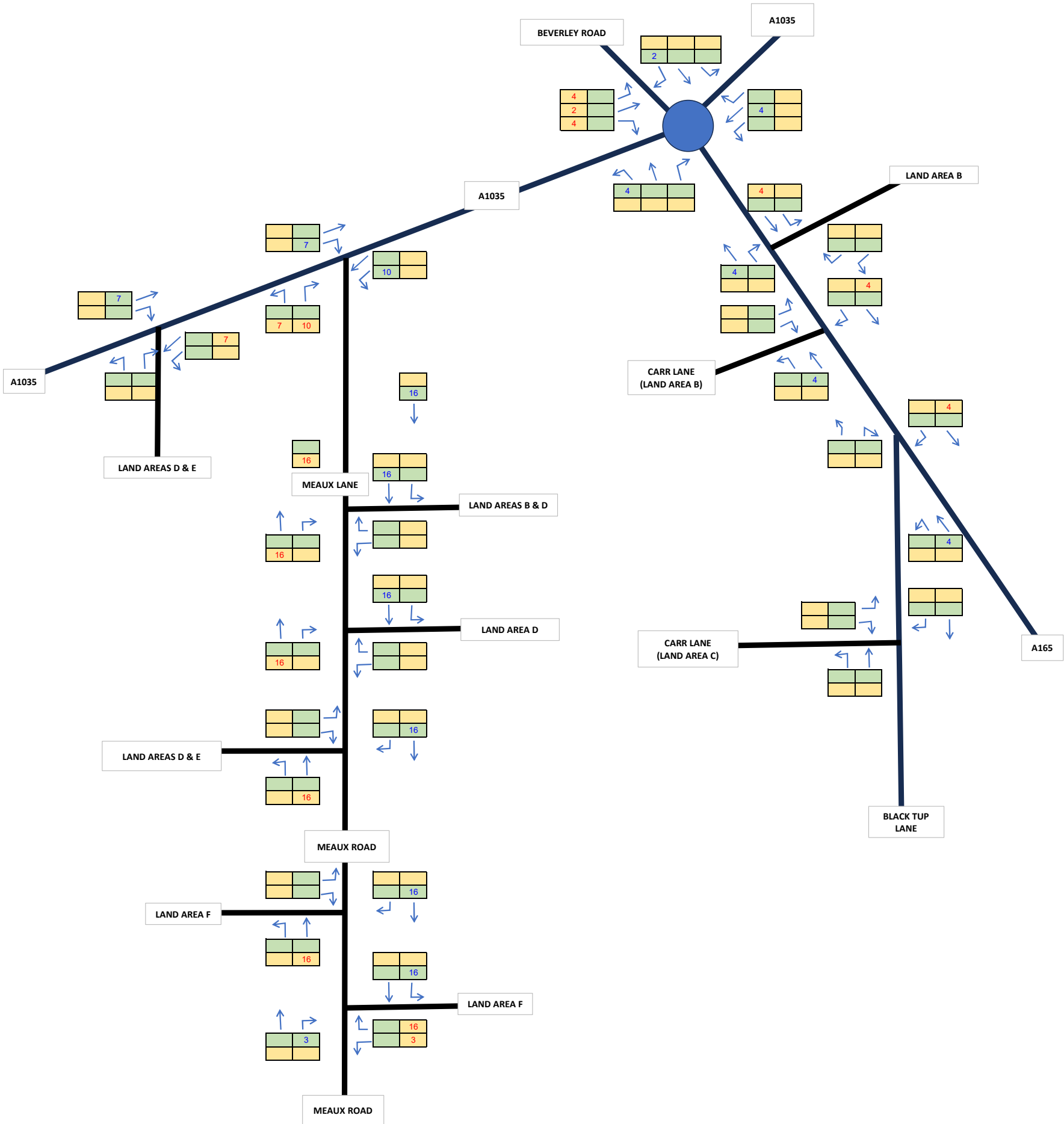
KEY

AM Peak

PM Peak

Arrivals

Departures



Land Area F - Traffic Assignment

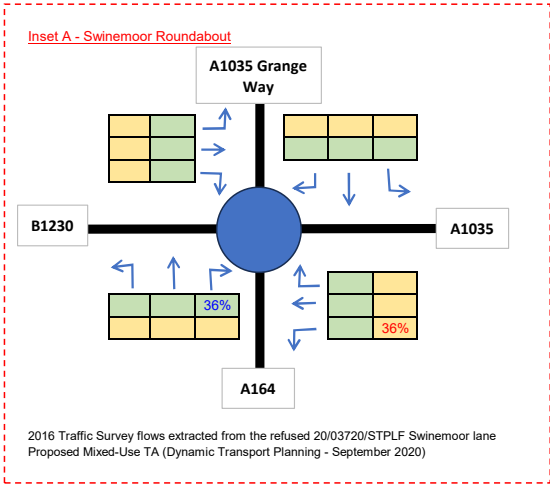
Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 12



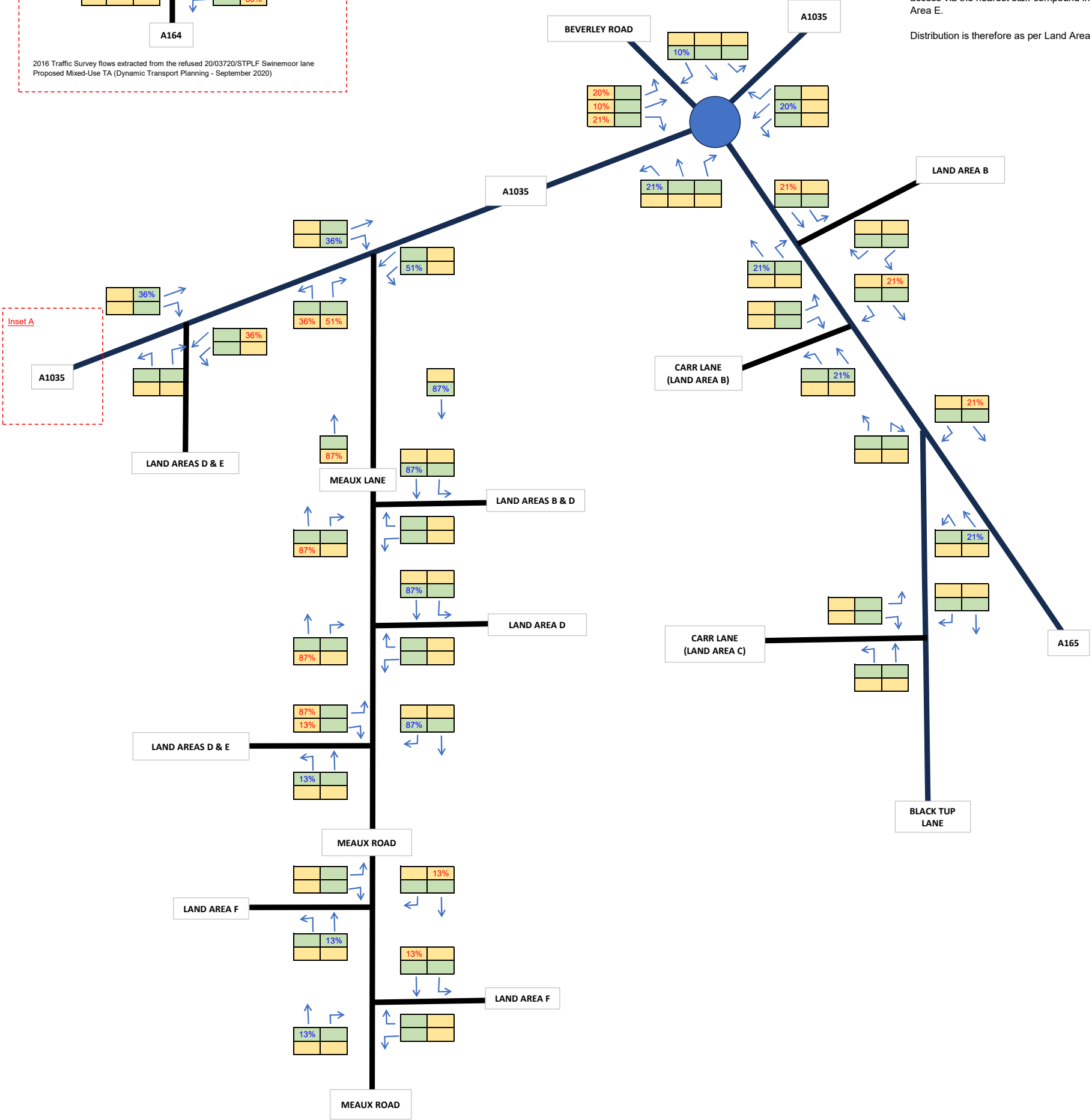
KEY

- AM Peak
- PM Peak
- # Arrivals
- # Departures

Notes

Staff for the Creyke Beck cable works will access via the nearest staff compound in Land Area E.

Distribution is therefore as per Land Area E.



Grid Connection Cable Route Works - Traffic Distribution

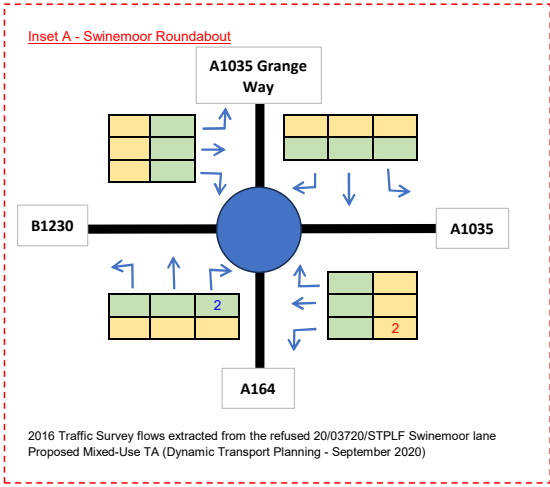
Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 13

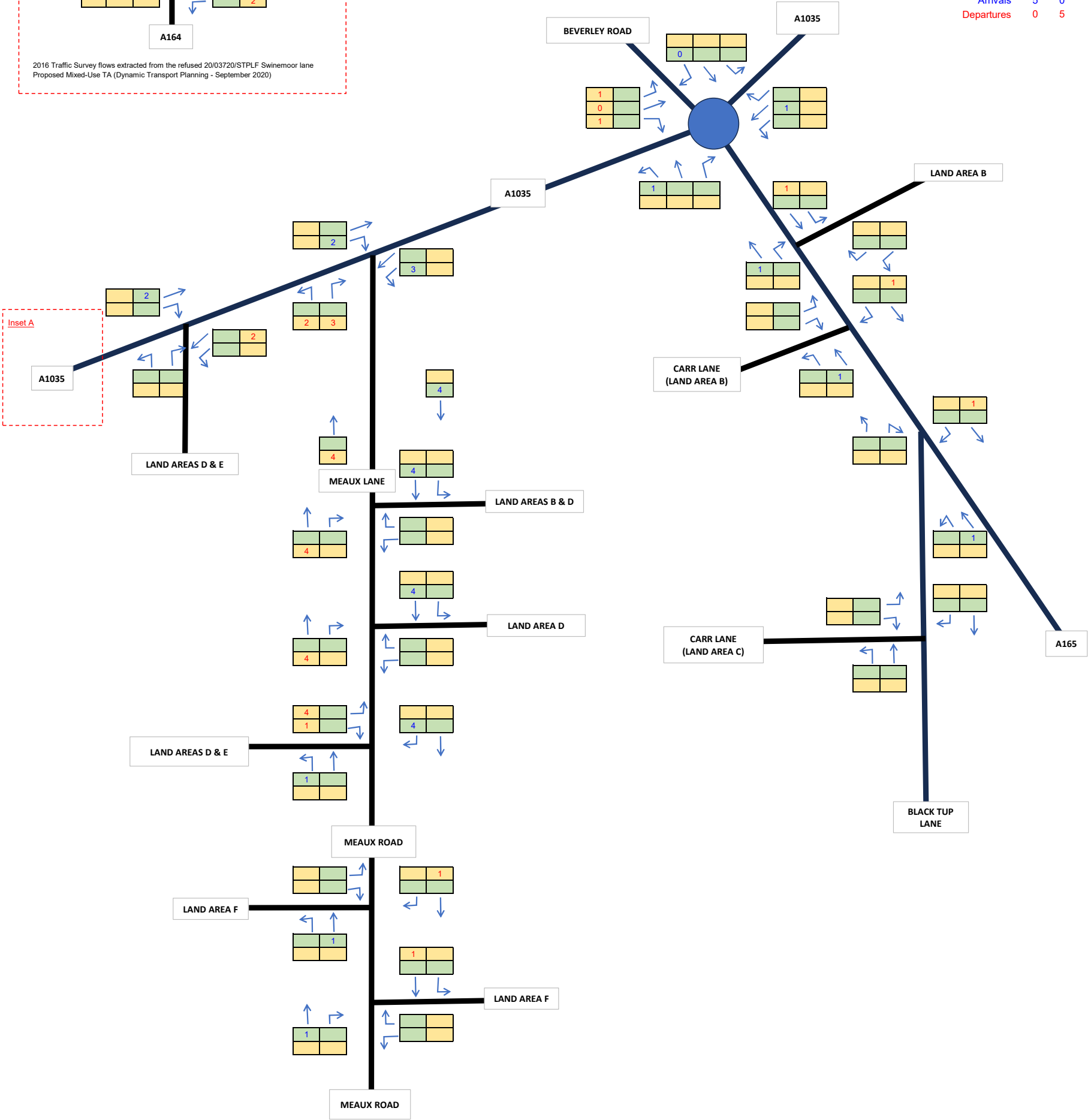


KEY

- AM Peak
- PM Peak
- # Arrivals
- # Departures

Trip Generation

	AM	PM
Arrivals	5	0
Departures	0	5



Grid Connection Cable Route Works - Traffic Assignment

Peartree Hill Solar Farm



19 August 2025

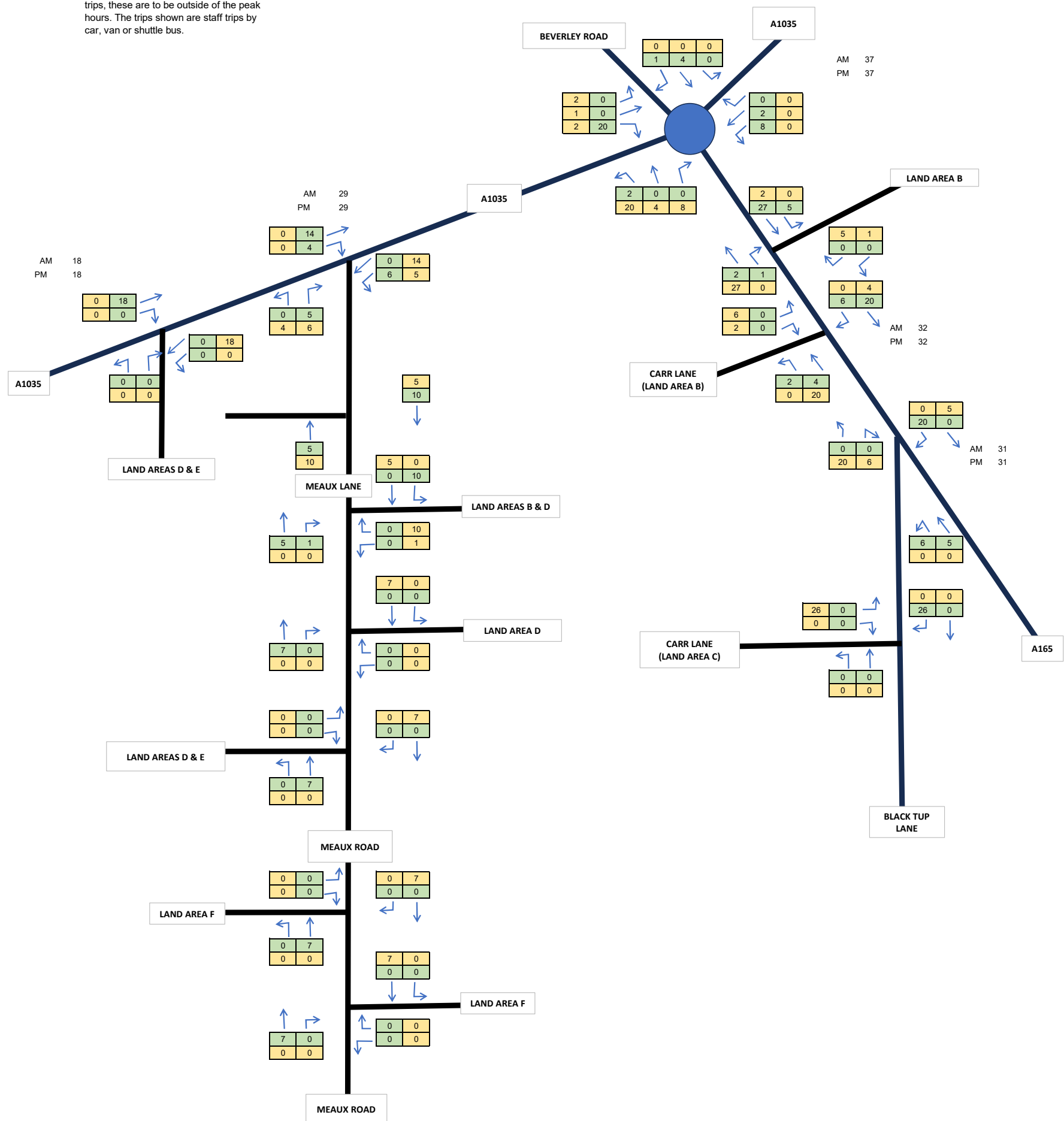
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TRAFFIC FIGURE 14

Phase 2 includes Land Areas B & C

The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.



Phase 2 (Land Areas B & C) - Total Peak Hour Trip Generation

Pear tree Hill Solar Farm

19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 15

Notes

Phase 3 includes Land Areas C & and Creyke Beck

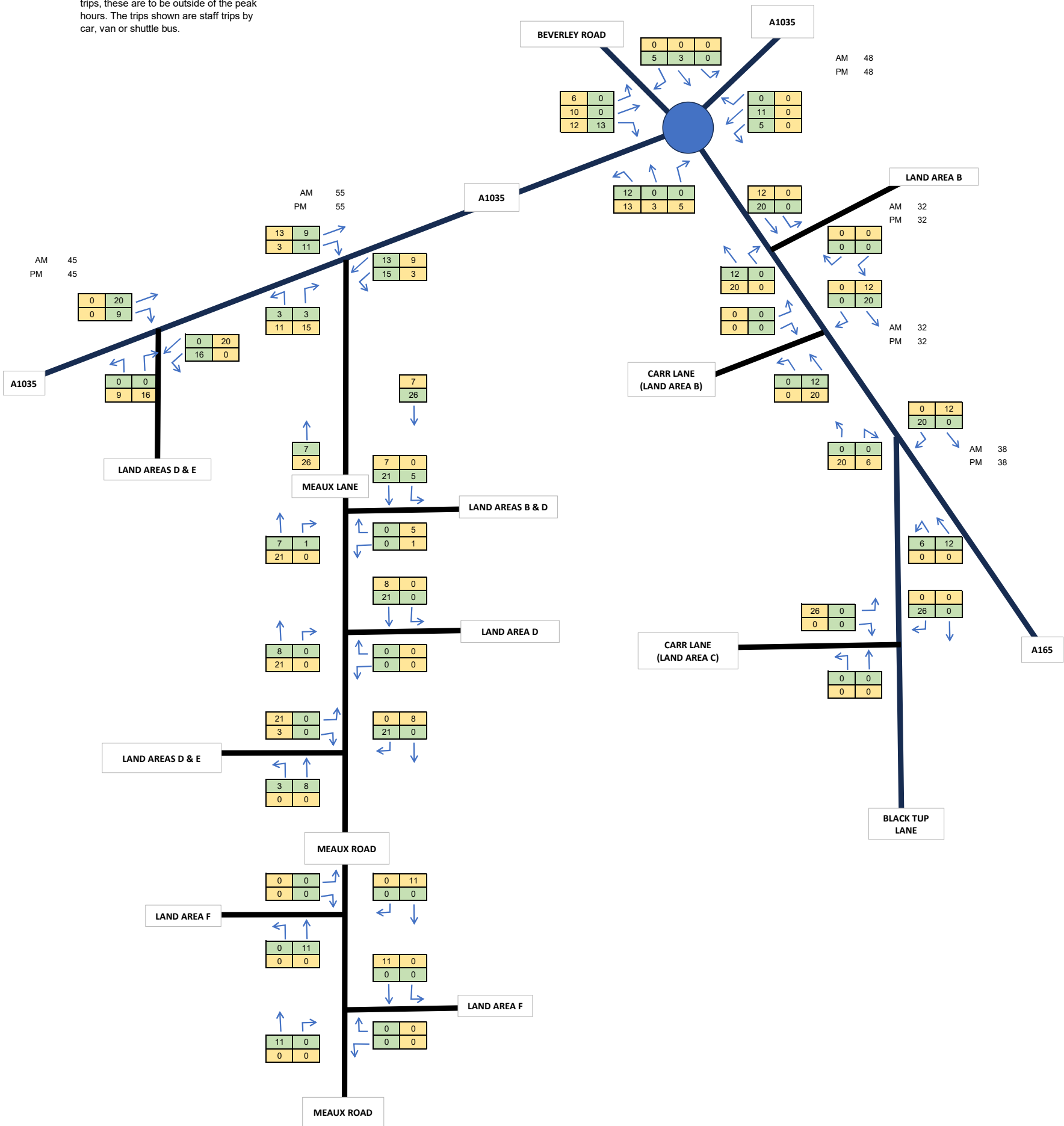
The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.

KEY

AM Peak

PM Peak



Phase 3 (Grid Connection and Land Areas C & D) - Total Peak Hour Trip Generation

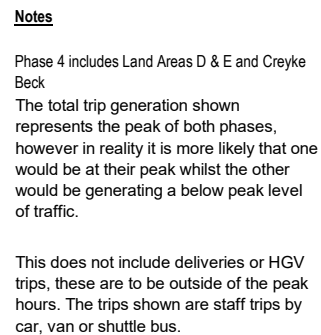
Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 16



Phase 4 (Grid Connection and Land Areas D & E) - Total Peak Hour Trip Generation

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Job Number - SCP/250491

TRAFFIC FIGURE 17

Notes

Phase 5 includes Land Areas E & F and Creyke Beck

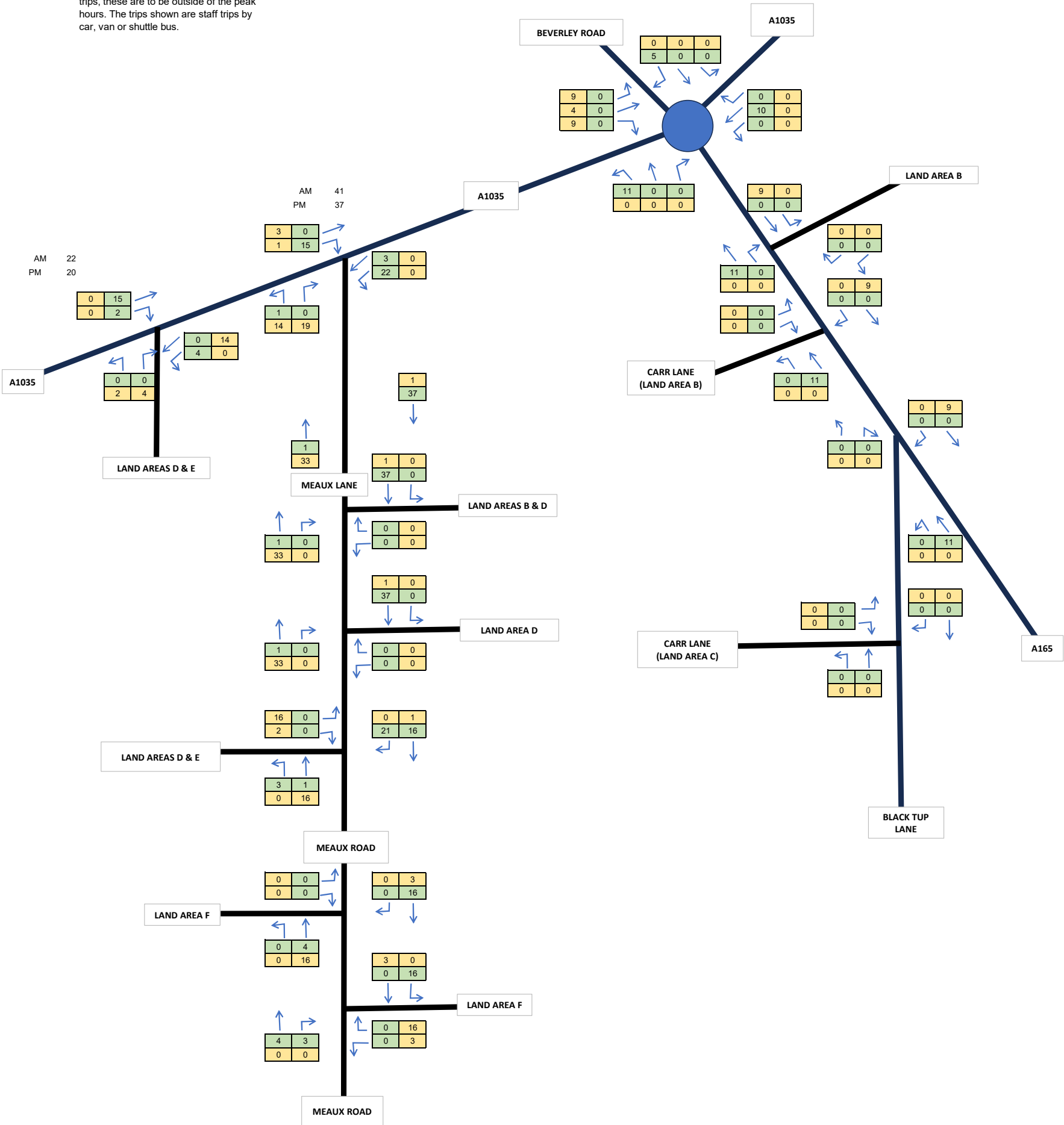
The total trip generation shown represents the peak of both phases, however in reality it is more likely that one would be at their peak whilst the other would be generating a below peak level of traffic.

This does not include deliveries or HGV trips, these are to be outside of the peak hours. The trips shown are staff trips by car, van or shuttle bus.

KEY

AM Peak

PM Peak



Phase 5 (Grid Connection and Land Areas E & F) - Total Peak Hour Trip Generation

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 18

Notes

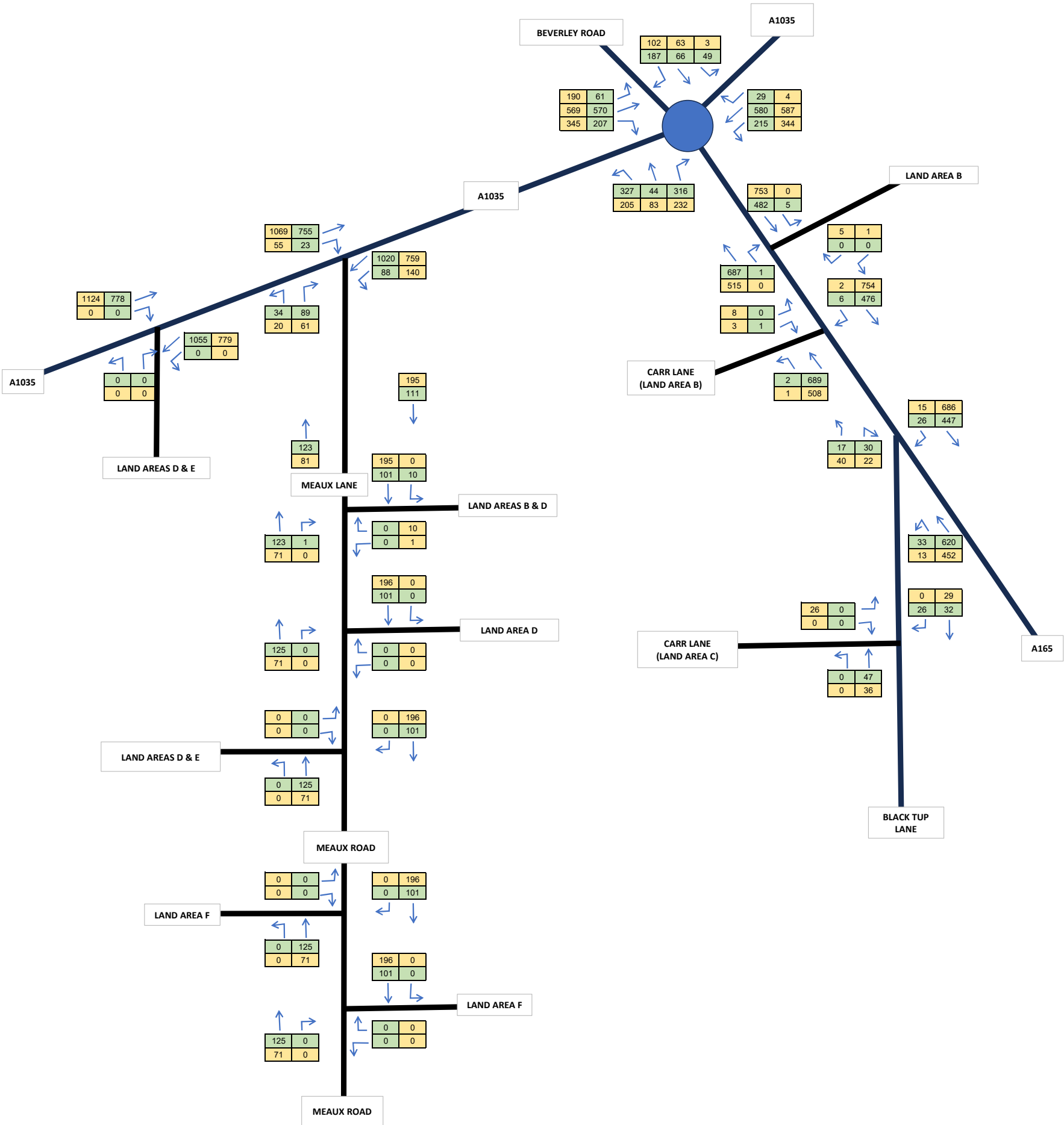
This is the combination of 2026 Base + Committed Developments (TF 60) and Phase 2 development traffic (TF 15)

Note that all 3 committed developments are included although in reality the construction programme may result in the traffic occurring at different times. Included to allow flexibility in the construction programme and assess the worst case.

KEY

AM Peak

PM Peak



Phase 2 - 2026 Base + Committed Developments + Proposed Development

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 19

Notes

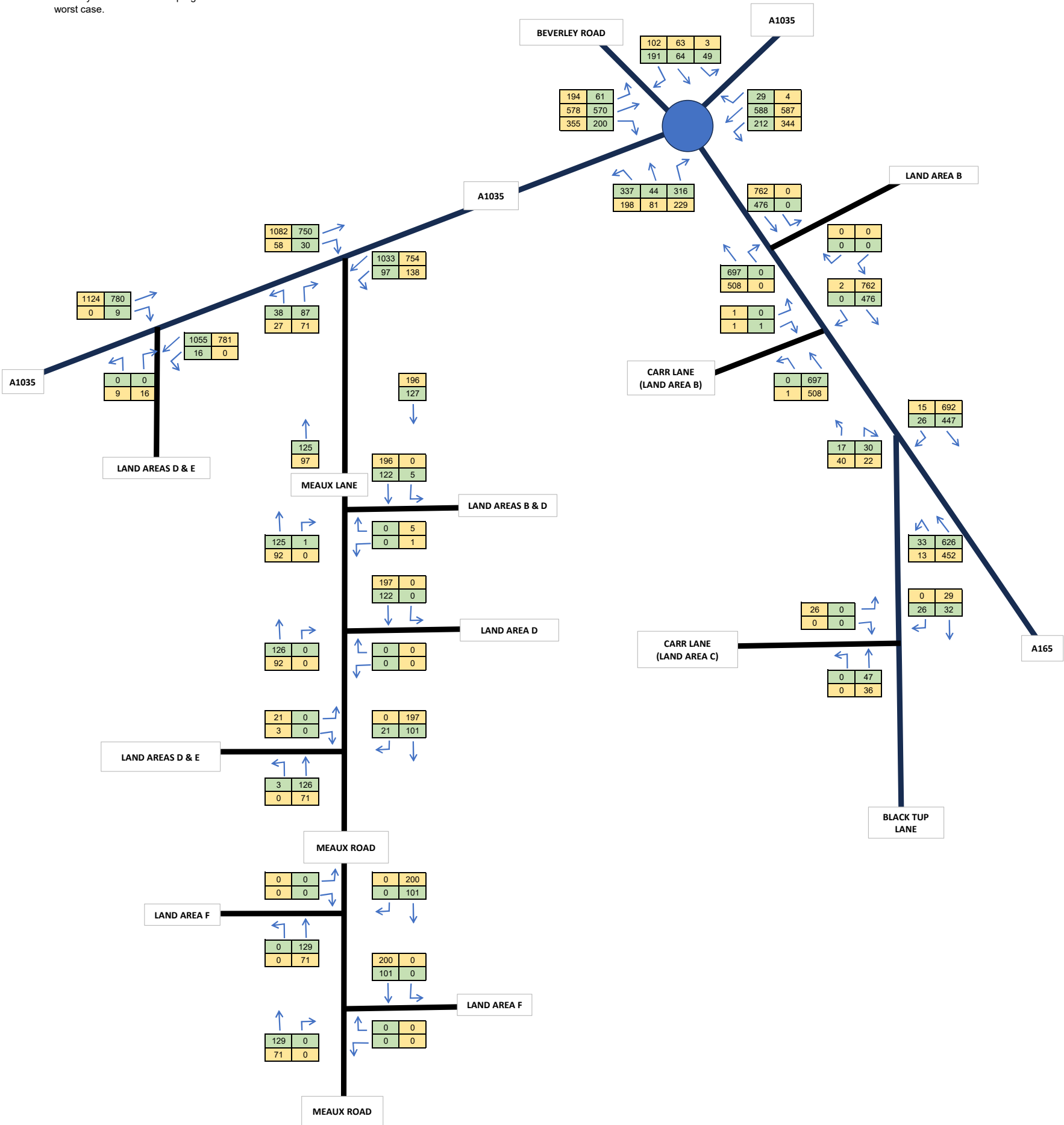
This is the combination of 2026 Base + Committed Developments (TF 60) and Phase 3 development traffic (TF 16)

Note that all 3 committed developments are included although in reality the construction programme may result in the traffic occurring at different times. Included to allow flexibility in the construction programme and assess the worst case.

KEY

AM Peak

PM Peak



Phase 3 - 2026 Base + Committed Developments + Proposed Development

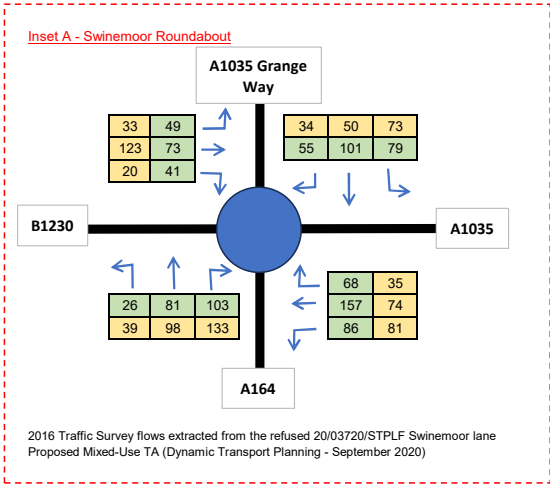
Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

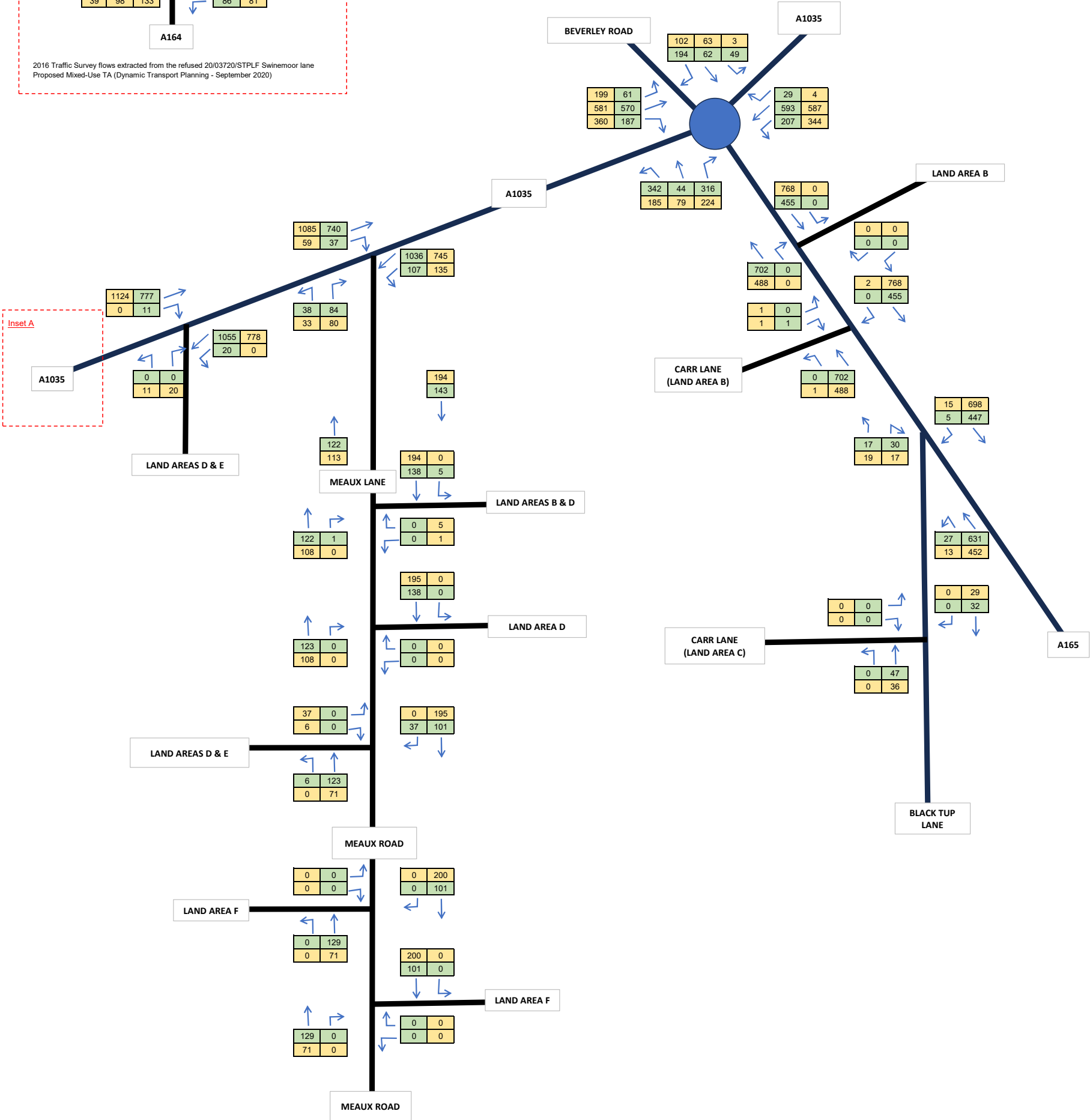
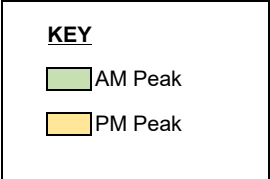
TRAFFIC FIGURE 20



Notes

This is the combination of 2026 Base + Comitted Developments (TF 60) and Phase 4 development traffic (TF 17)

Note that all 3 committed developments are included although in reality the construction programme may result I the traffic occuring at different times. Included to allow flexibility in the construcion programme and assess the worst case.



Phase 4 - 2026 Base + Committed Developments + Proposed Development

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 21

Notes

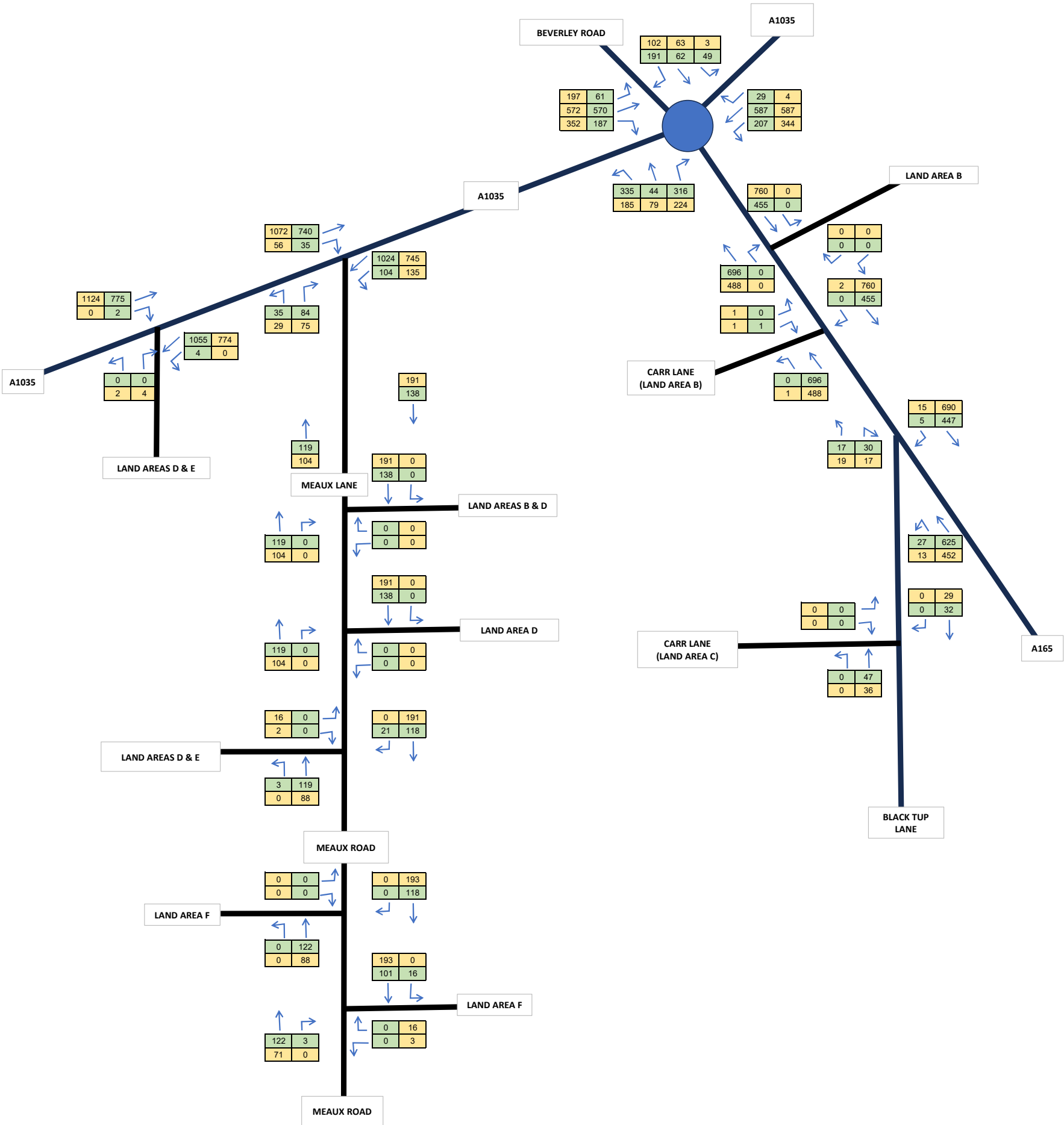
This is the combination of 2026 Base + Comitted Developments (TF 60) and Phase 5 development traffic (TF 18)

Note that all 3 committed developments are included although in reality the construction programme may result l the traffic occuring at different times. Included to allow flexibility in the construcion programme and assess the worst case.

KEY

AM Peak

PM Peak



Phase 5 - 2026 Base + Committed Developments + Proposed Development

Peartree Hill Solar Farm



19 August 2025





Job Number - SCP/250491

TRAFFIC FIGURE 22

Notes:
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

2023 to 2026 TEMPro growth factor
1.026

2024 to 2026 TEMPro growth factor
1.009

 AM Peak
 PM Peak
 AADT Total Veh
 AADT Total HGV

Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

Access

- 23% A165
- 33% Carr Lane
- 44% Meaux Lane

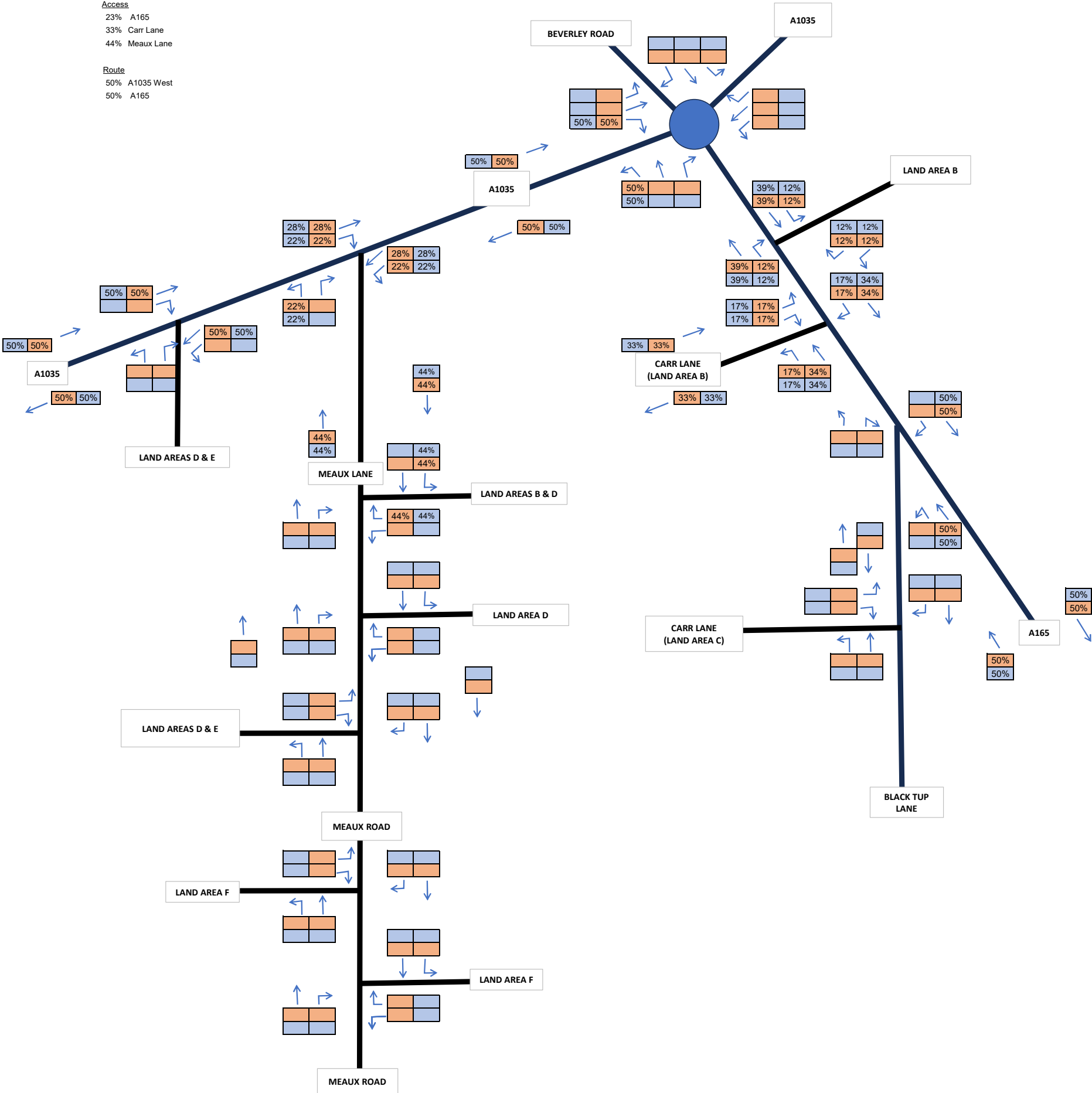
Route

- 50% A1035 West
- 50% A165

KEY

AADT Total Veh

AADT Total HGV



Land Area B - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

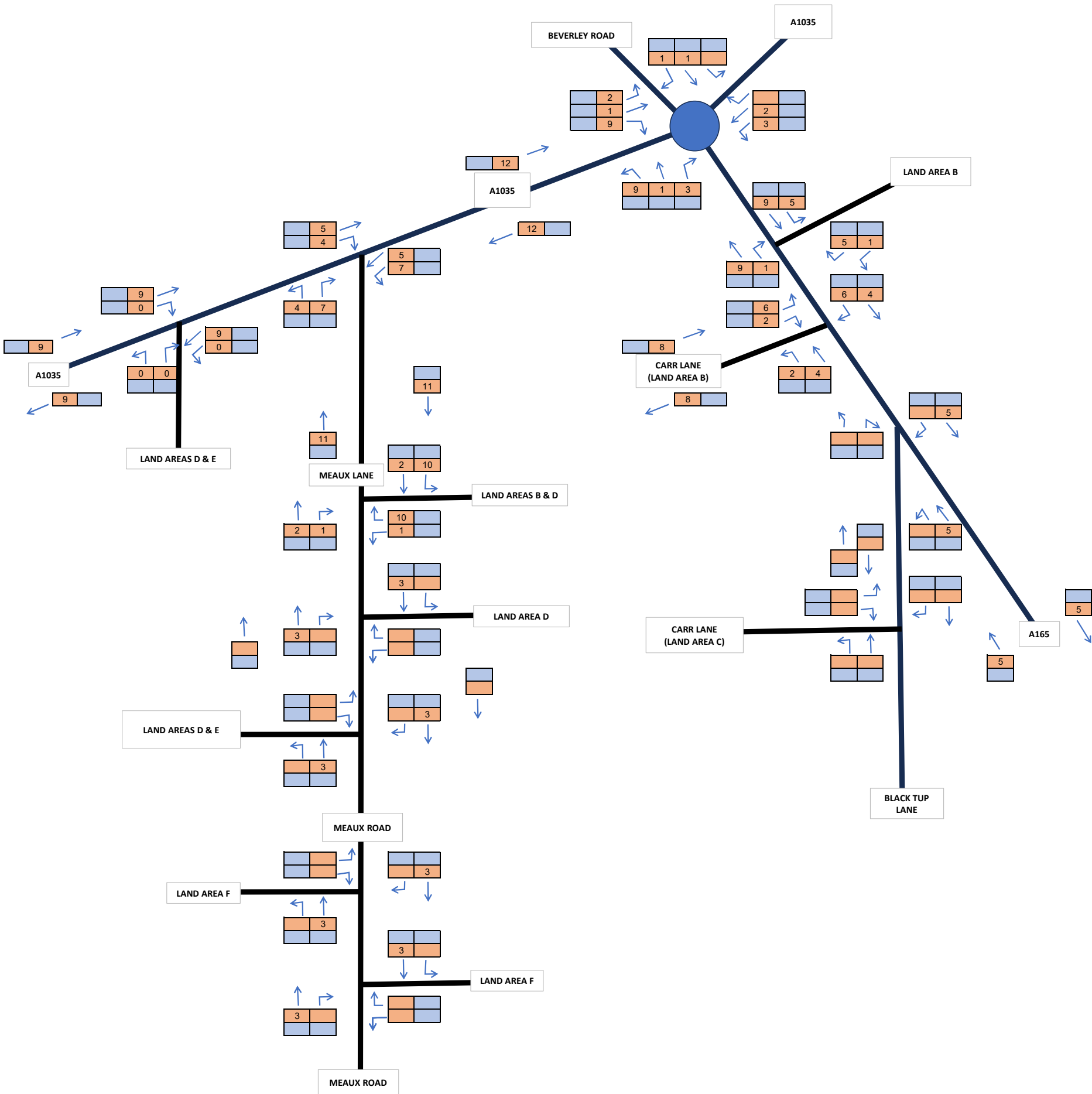
TRAFFIC FIGURE 24

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area B - Staff Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 26

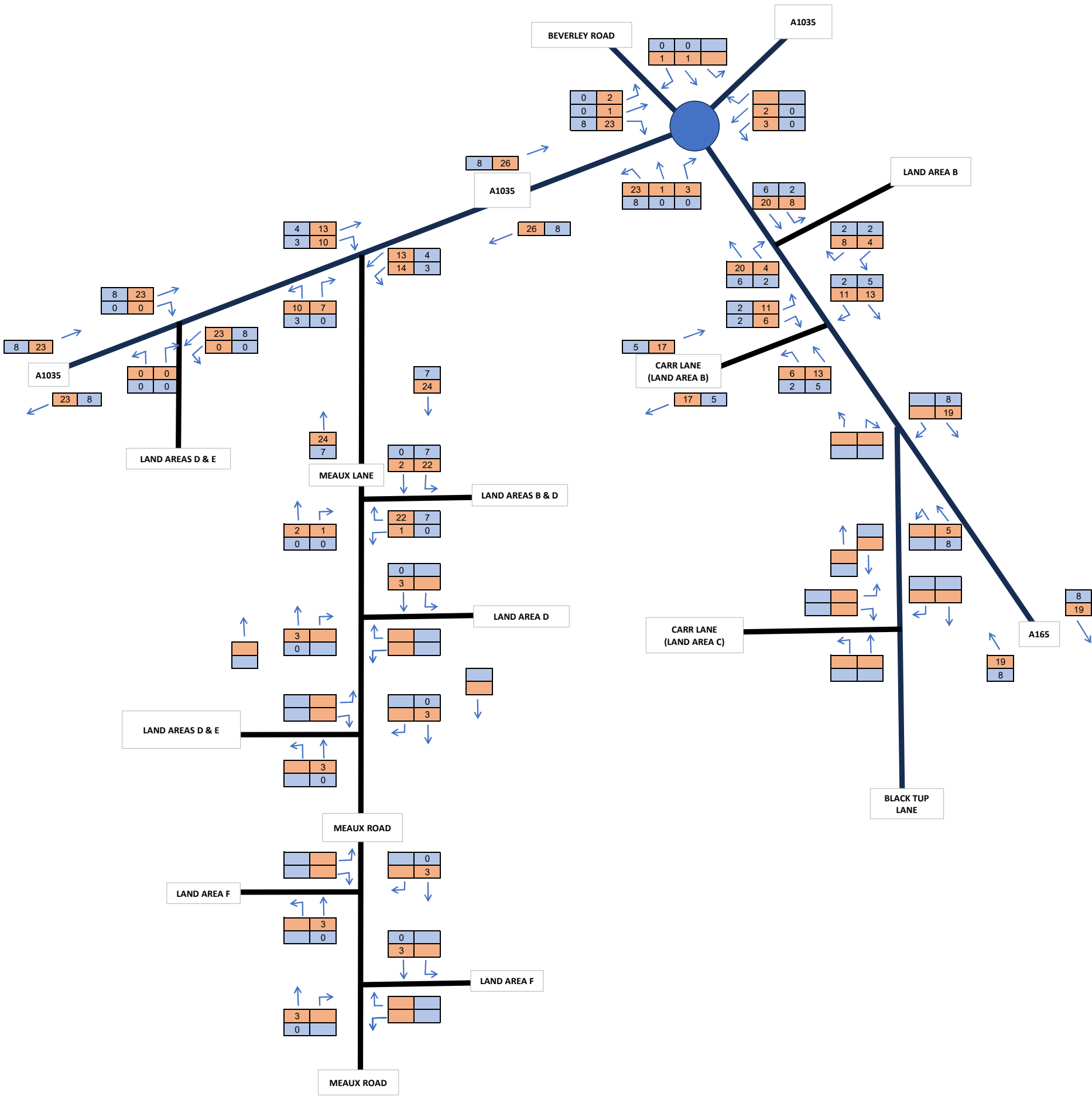
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

KEY

AADT Total Veh

AADT Total HGV



Land Area B - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 27

Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

Route

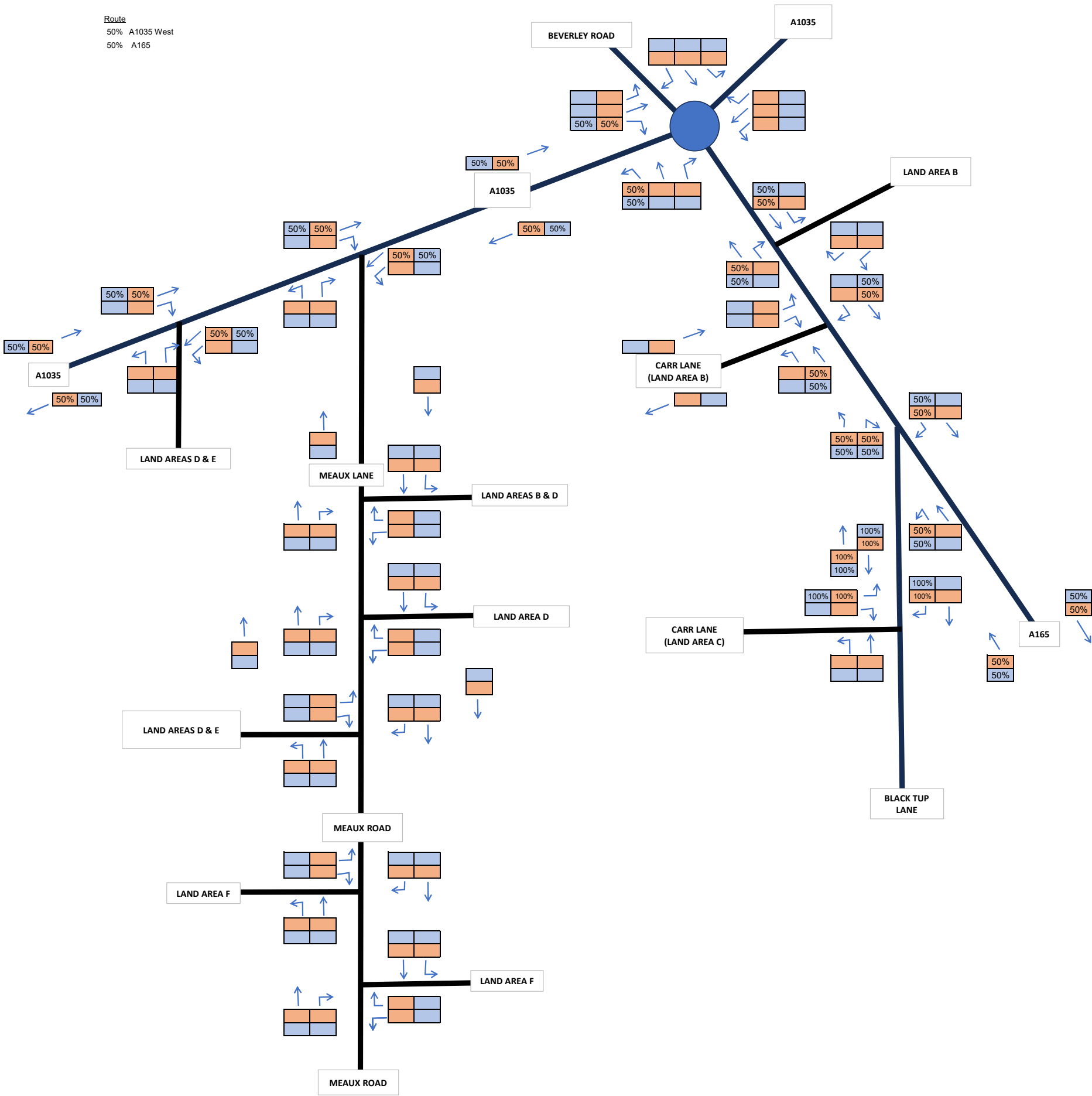
50% A1035 West

50% A165

KEY

AADT Total Veh

AADT Total HGV



Land Area C - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 28

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
One-Way LGVs 16

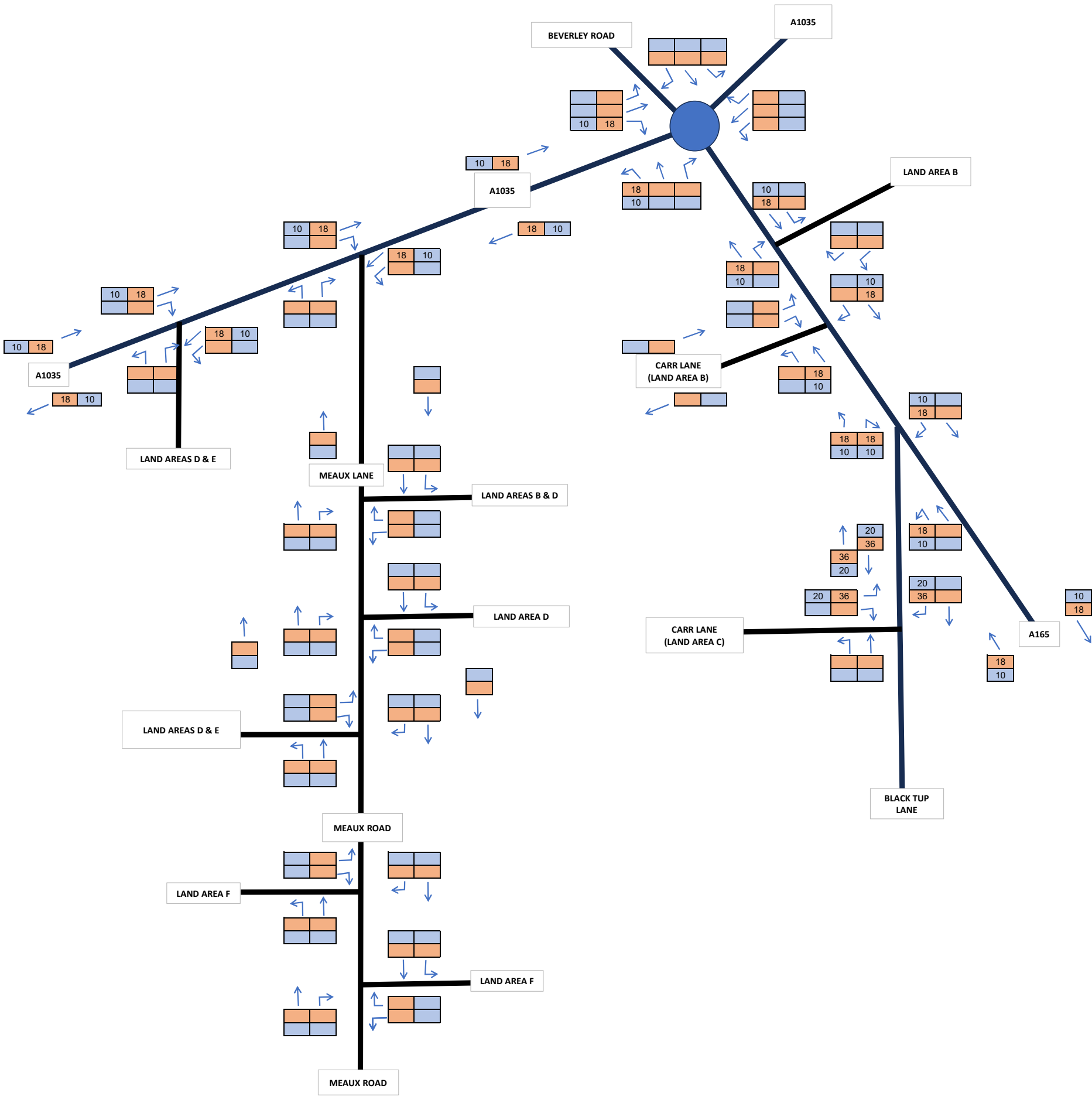
One-Way HGVs 20

Total vehicles 36

KEY

AADT Total Veh

AADT Total HGV



Land Area C - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

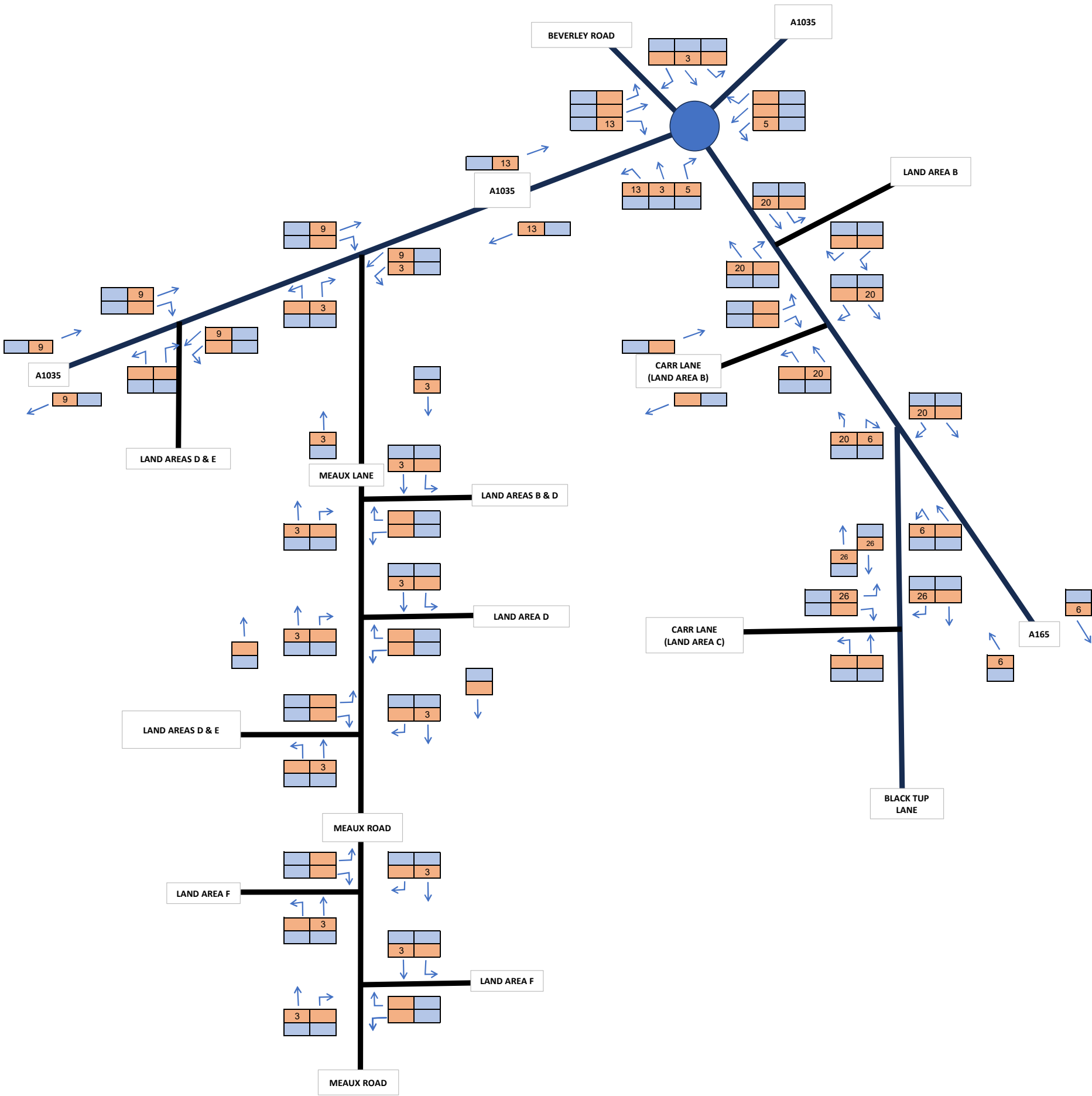
TRAFFIC FIGURE 29

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area C - Staff Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 30

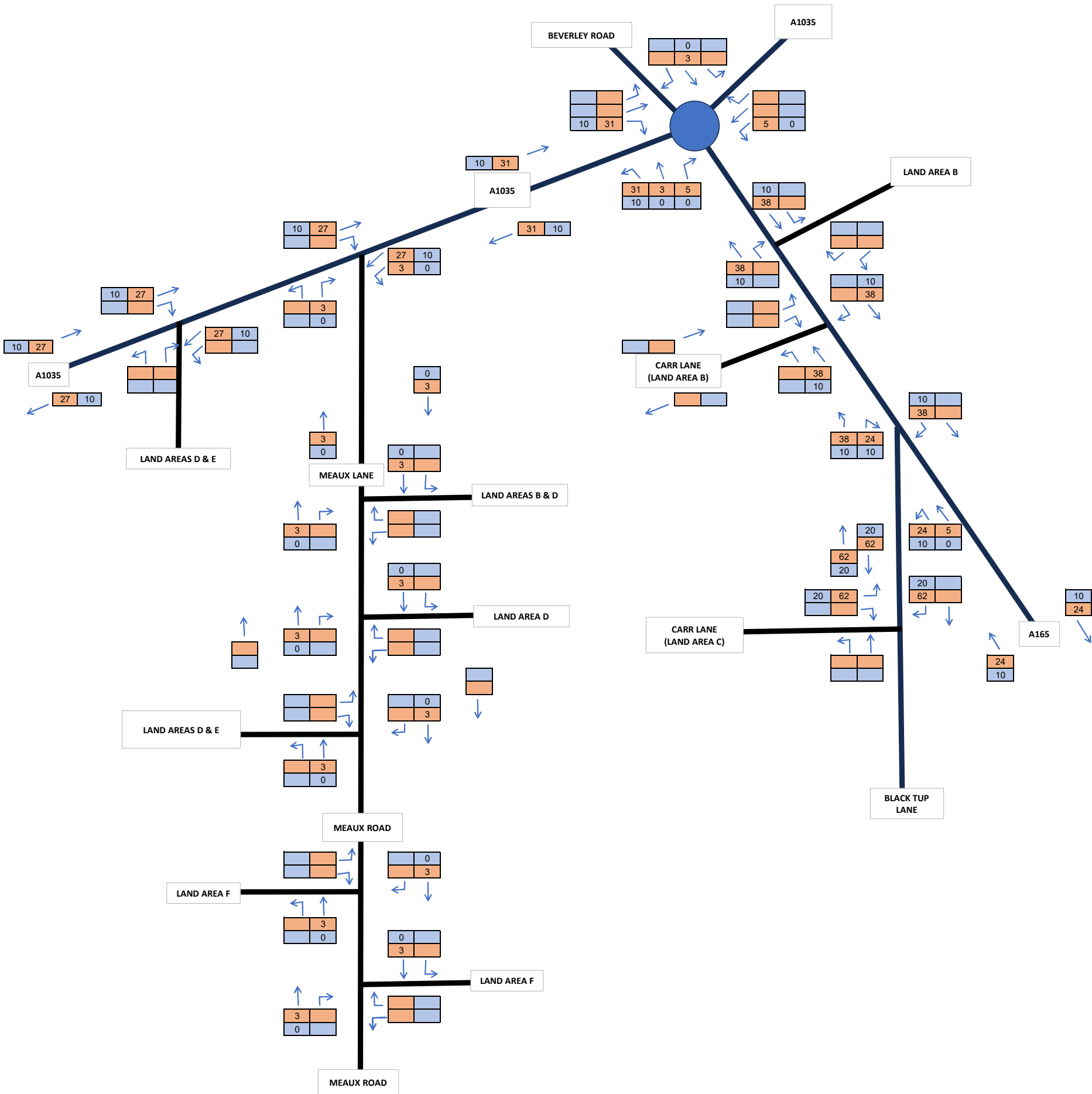
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

KEY

AADT Total Veh

AADT Total HGV



Notes

THIS DISTRIBUTION IS FOR HGV ARRIVALS ONLY FOR THE LEFT-TURN IN ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.
HGVs can only turn left at A1035 junction. other vehicles are unrestricted.

Access	sqkm	Share	
A1035		50%	
1	0.057	2%	Distribution to access proportionate to sqkm of area accessed (pro-rata'd to 50% of total of D)
2	0.312	14%	
3	0.785	34%	

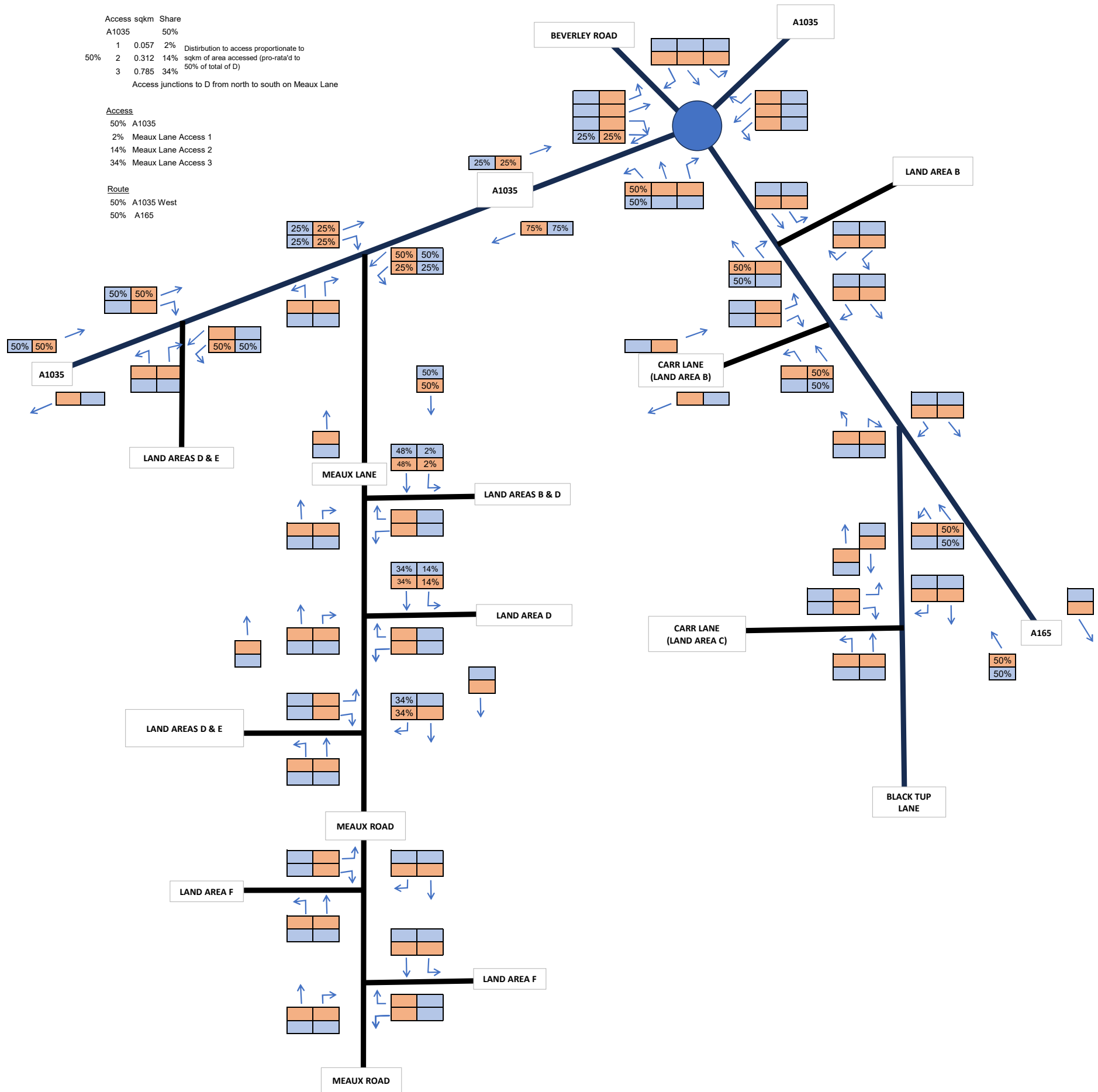
Access junctions to D from north to south on Meaux Lane

Access

50%	A1035
2%	Meaux Lane Access 1
14%	Meaux Lane Access 2
34%	Meaux Lane Access 3

Route

50%	A1035 West
50%	A165



Land Area D - HGV Arrival Distribution (AADT)

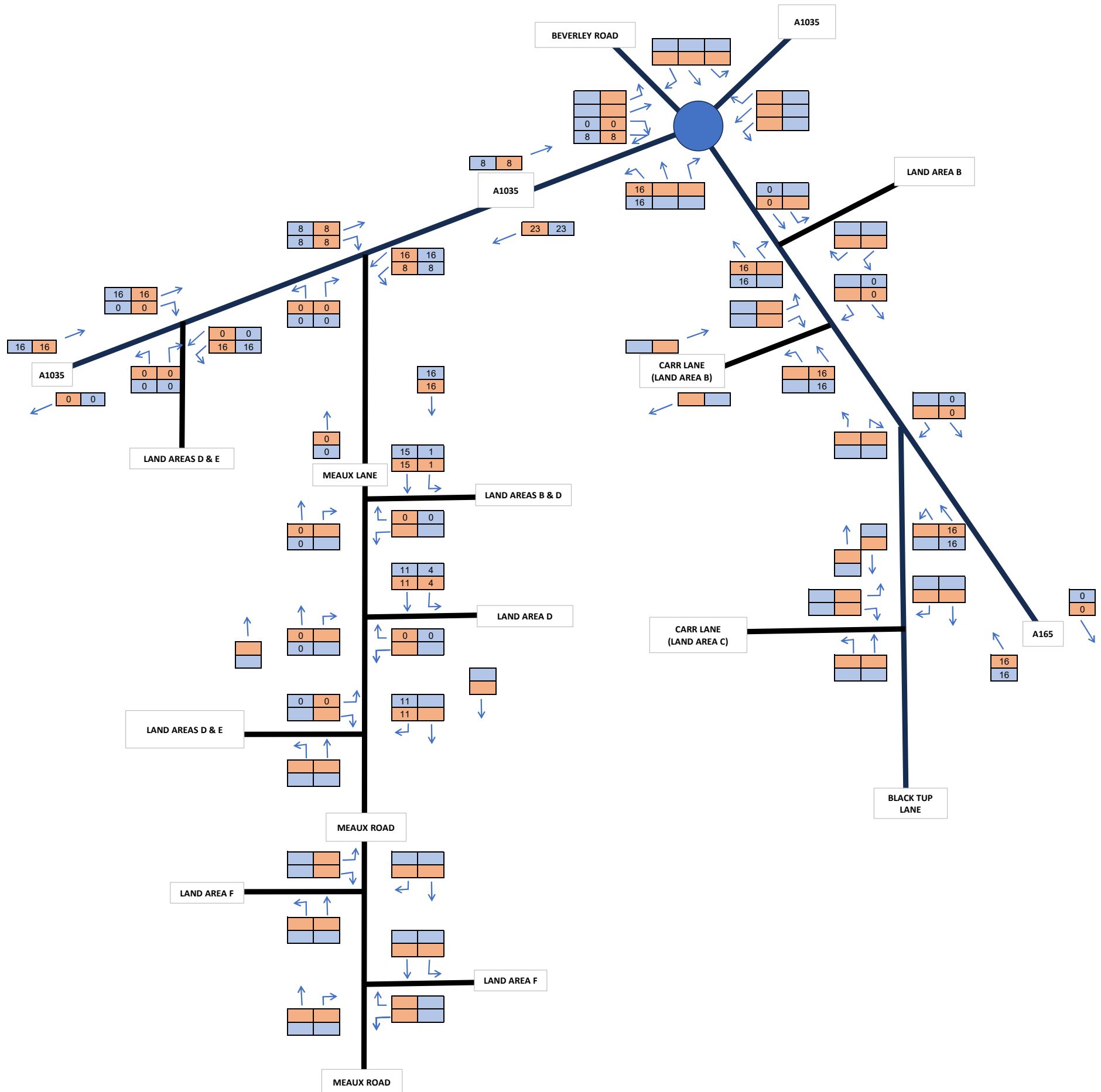
Peartree Hill Solar Farm

THIS TRAFFIC ASSIGNMENT DIAGRAM IS FOR HGV ARRIVALS ONLY FOR THE LEFT-TURN IN ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

One-Way HGVs 31

Total vehicles	31
----------------	----



Land Area D - HGV Arrival Assignment (AADT)

Peartree Hill Solar Farm

19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 33

Notes

THIS DISTRIBUTION IS FOR HGV DEPARTURES ONLY FOR THE LEFT-TURN OUT ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.
HGVs can only turn left at A1035 junction. other vehicles are unrestricted.

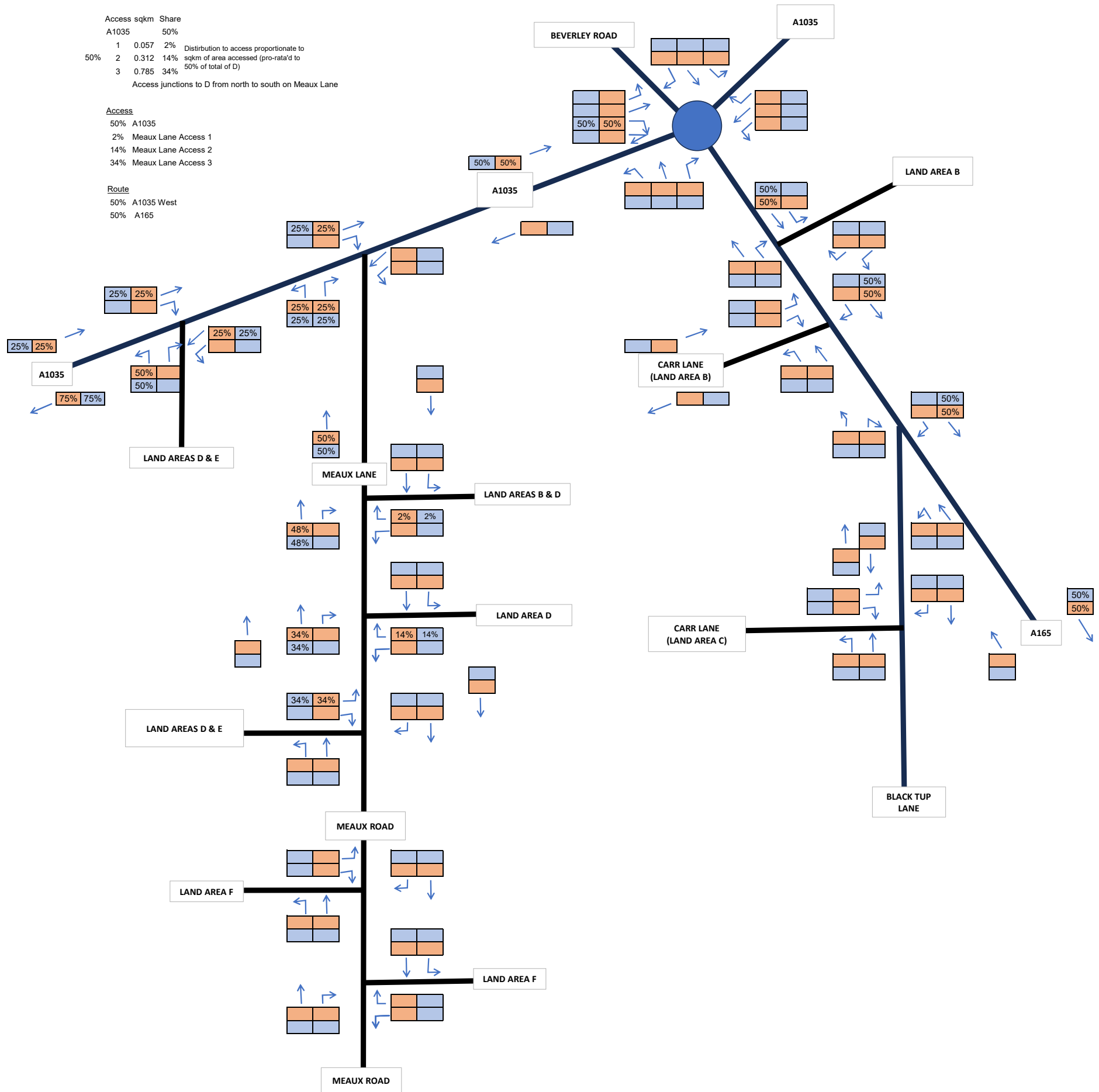
Access sqkm	Share	
A1035	50%	
1	0.057	2%
2	0.312	14%
3	0.785	34%

Distribution to access proportionate to sqkm of area accessed (pro-rata'd to 50% of total of D)

Access junctions to D from north to south on Meaux Lane

Access	
50%	A1035
2%	Meaux Lane Access 1
14%	Meaux Lane Access 2
34%	Meaux Lane Access 3

Route	
50%	A1035 West
50%	A165



Land Area D - HGV Departure Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 34

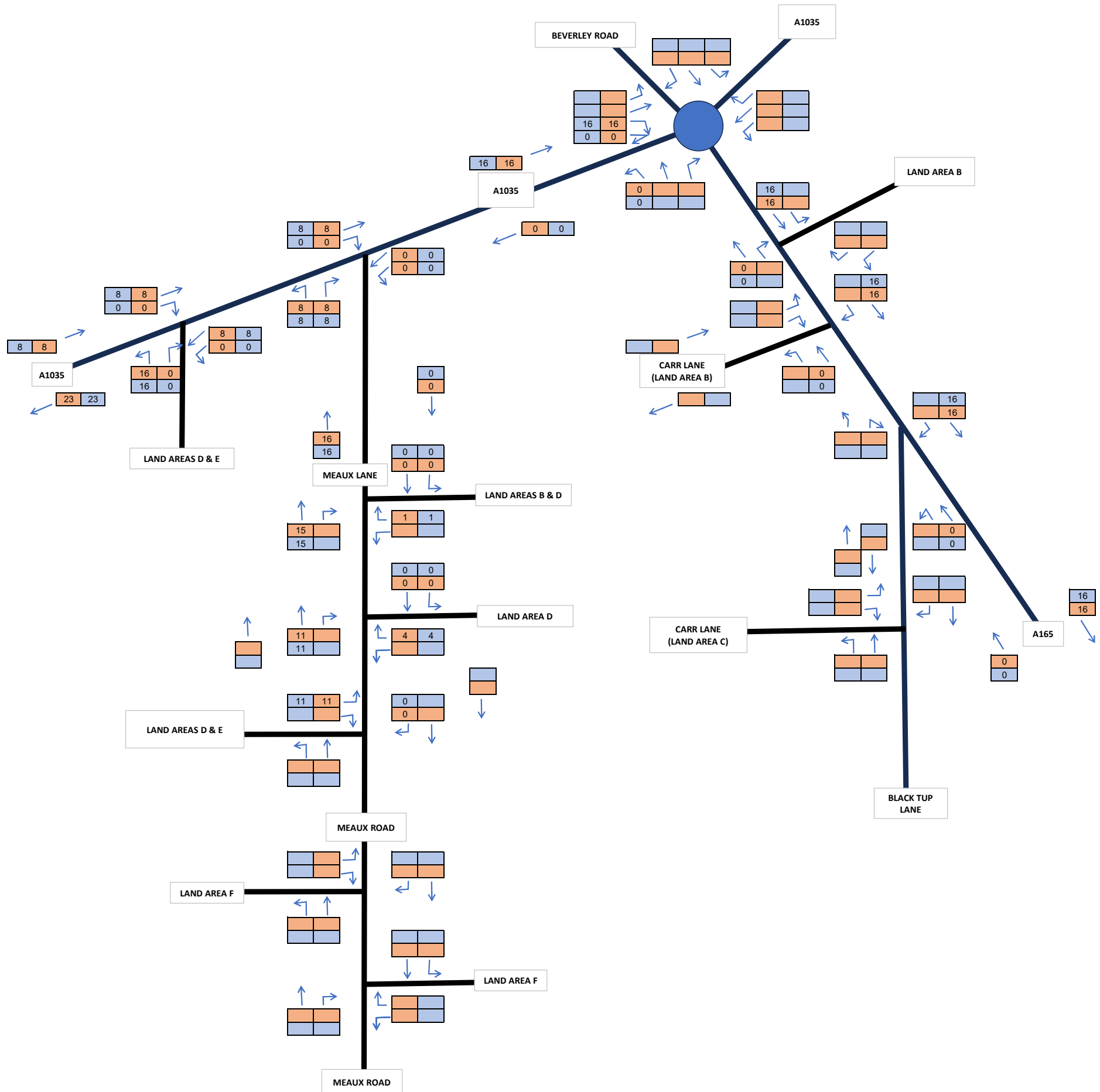
THIS TRAFFIC ASSIGNMENT IS FOR HGV DEPARTURES ONLY FOR THE LEFT-TURN OUT ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

One-Way HGVs	31
Total vehicles	31

One-Way HGVs 31

Total vehicles	31
----------------	----



Land Area D - HGV Departure Assignment (AADT)

Peartree Hill Solar Farm

19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 35

Notes

THIS DIAGRAM SHOWS LGV ARRIVAL AND DEPARTURE DISTRIBUTION ONLY (NO HGVs), AS LGVs ARE NOT RESTRICTED AT THE A1035 JUNCTION

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.
HGVs can only turn left at A1035 junction. other vehicles are unrestricted.

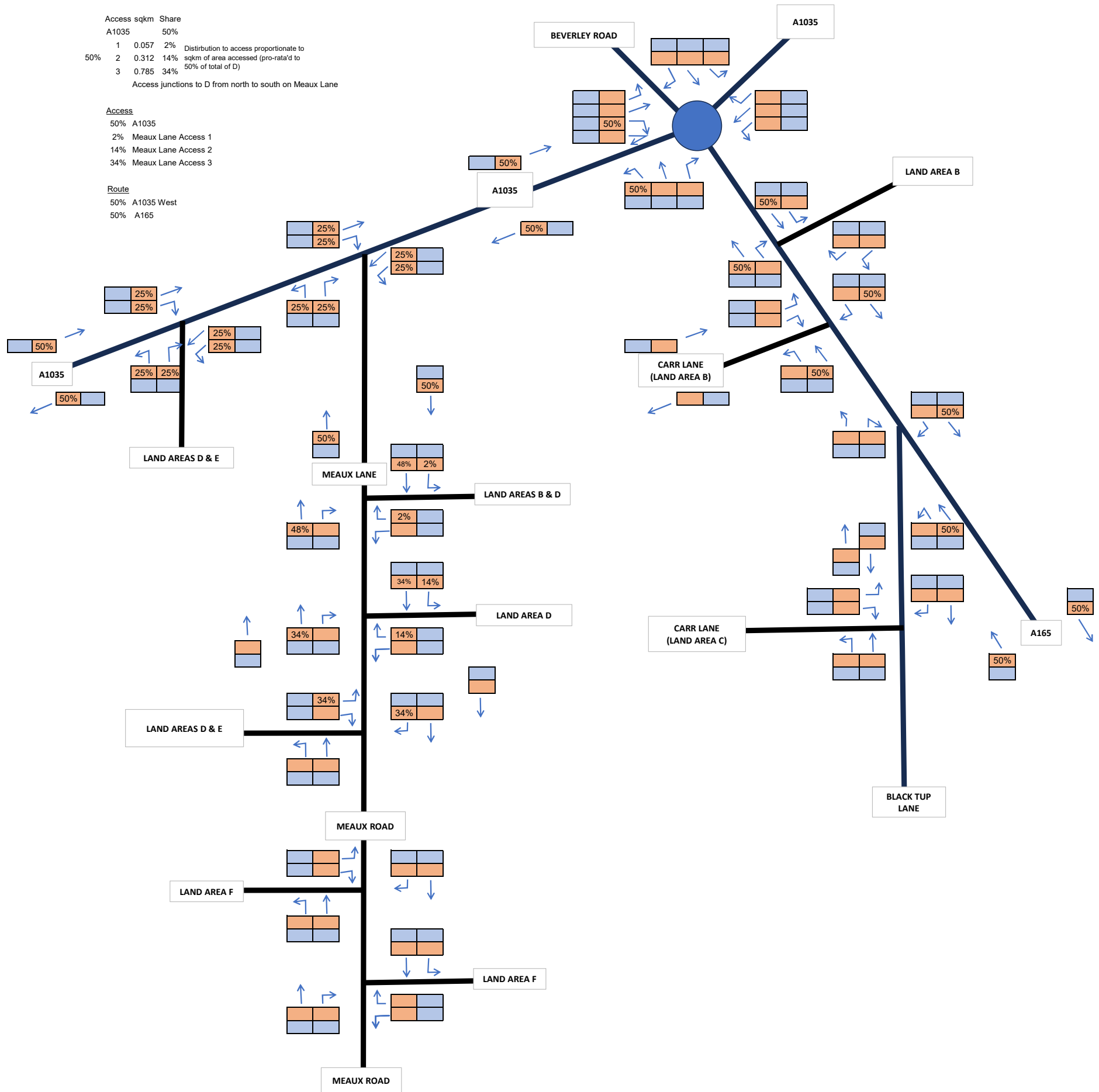
Access sqkm	Share	
A1035	50%	
1	0.057	2%
2	0.312	14%
3	0.785	34%

Distribution to access proportionate to sqkm of area accessed (pro-rata'd to 50% of total of D)

Access junctions to D from north to south on Meaux Lane

Access	
50%	A1035
2%	Meaux Lane Access 1
14%	Meaux Lane Access 2
34%	Meaux Lane Access 3

Route	
50%	A1035 West
50%	A165



Land Area D - LGV Distribution (AADT)

Peartree Hill Solar Farm

Notes

THIS DIAGRAM SHOWS LGV ARRIVAL AND DEPARTURE ASSIGNMENT ONLY (NO HGVs), AS LGVs ARE NOT RESTRICTED AT THE A1035 JUNCTION

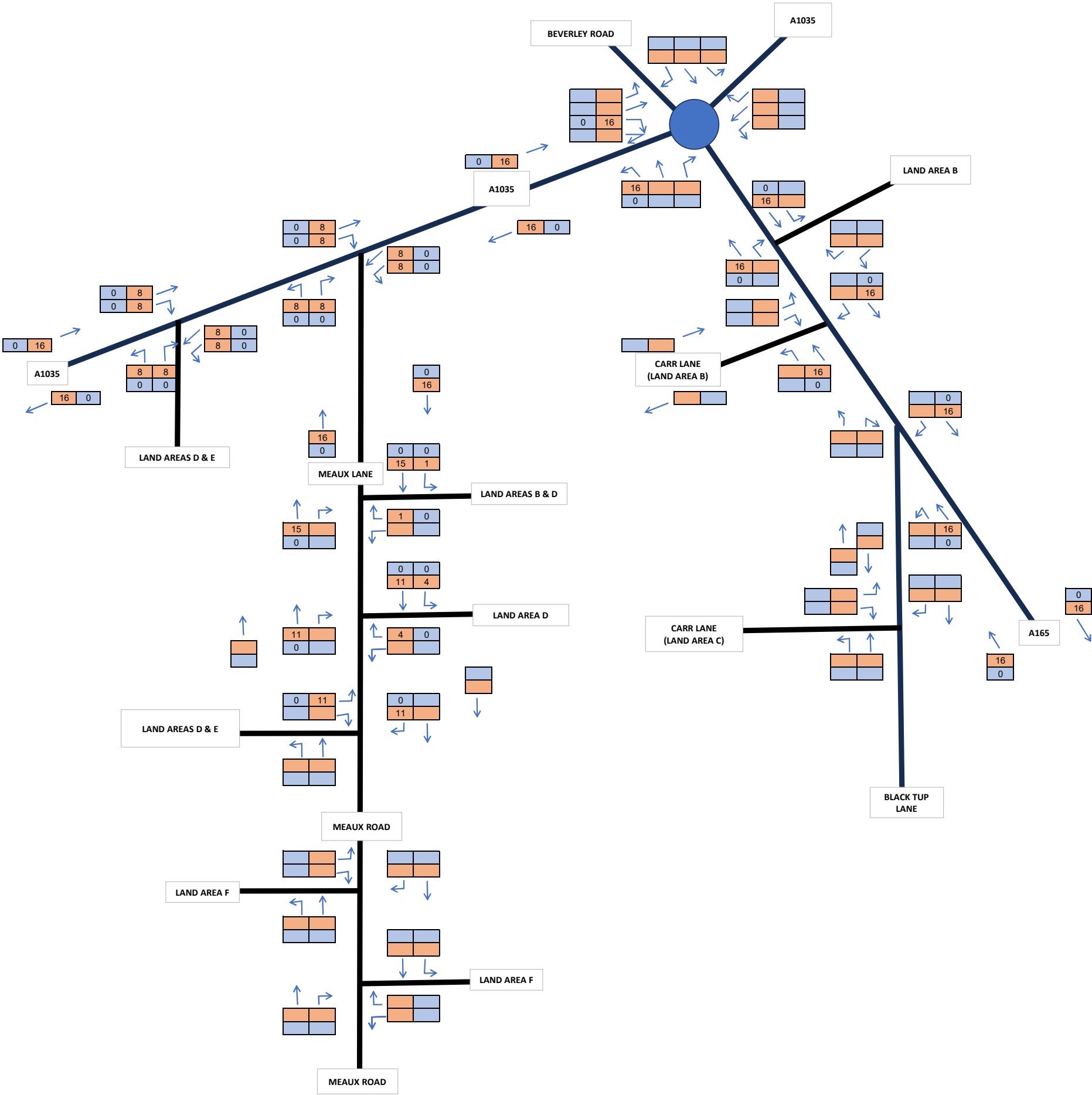
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
One-Way LGVs 31

Total vehicles 31

KEY

AADT Total Veh

AADT Total HGV



Land Area D - LGV Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

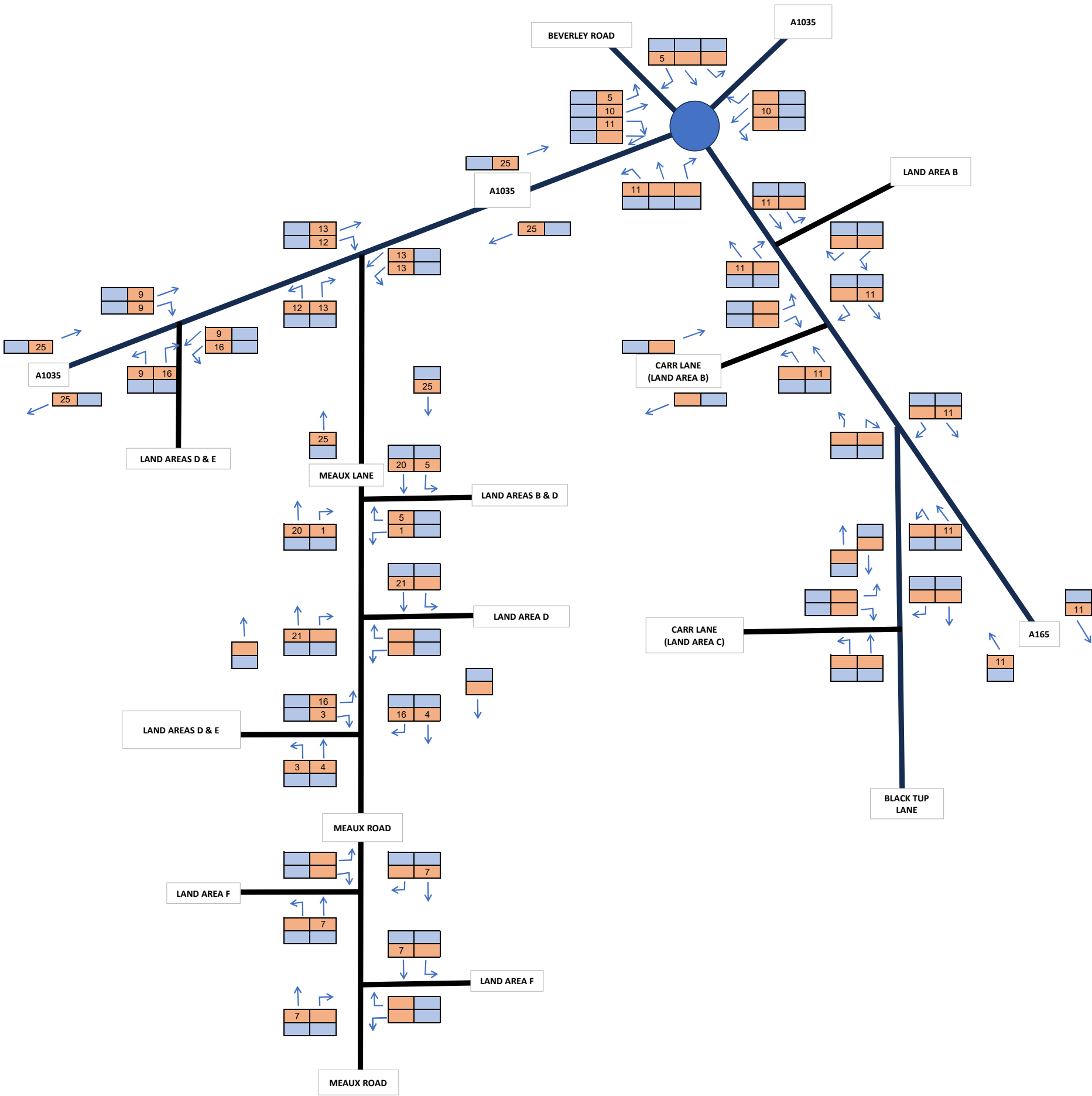
TRAFFIC FIGURE 37

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area D - Staff Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 38

KEY

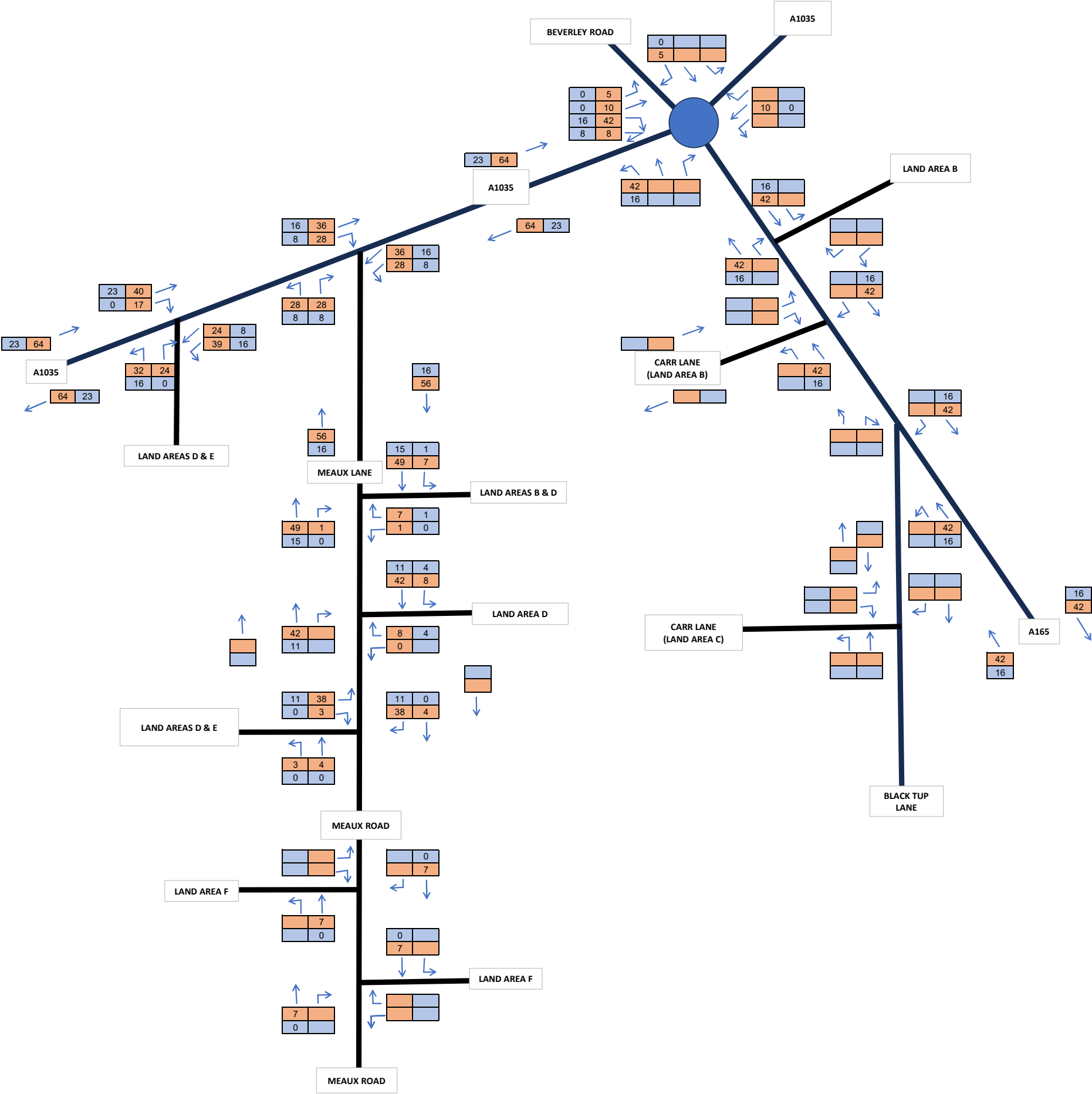
AADT Total Veh

AADT Total HGV

Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

THIS DIAGRAM SHOWS THE TOTAL (ARRIVAL AND DEPARTURE) HGV, LGV AND STAFF TRIPS (AADT)



Land Area D - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 39

THIS DISTRIBUTION IS FOR HGV ARRIVALS ONLY FOR THE LEFT-TURN IN ARRANGEMENT AT THE A1035 ACCESS.

Access
25% A1035
75% Meaux Lane

Access
 25% A1035
 75% Meaux Lane

Route
 50% A1035 West
 50% A165

Diagram Labels:
 BEVERLEY ROAD
 A1035
 LAND AREA B
 CARR LANE (LAND AREA B)
 CARR LANE (LAND AREA C)
 BLACK TUP LANE
 A165
 MEAUX LANE
 LAND AREAS B & D
 LAND AREA D
 LAND AREAS D & E
 MEAUX ROAD
 LAND AREA F
 MEAUX ROAD

TRAFFIC FIGURE 40

Notes

THIS TRAFFIC ASSIGNMENT DIAGRAM IS FOR HGV ARRIVALS ONLY FOR THE LEFT-TURN IN ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

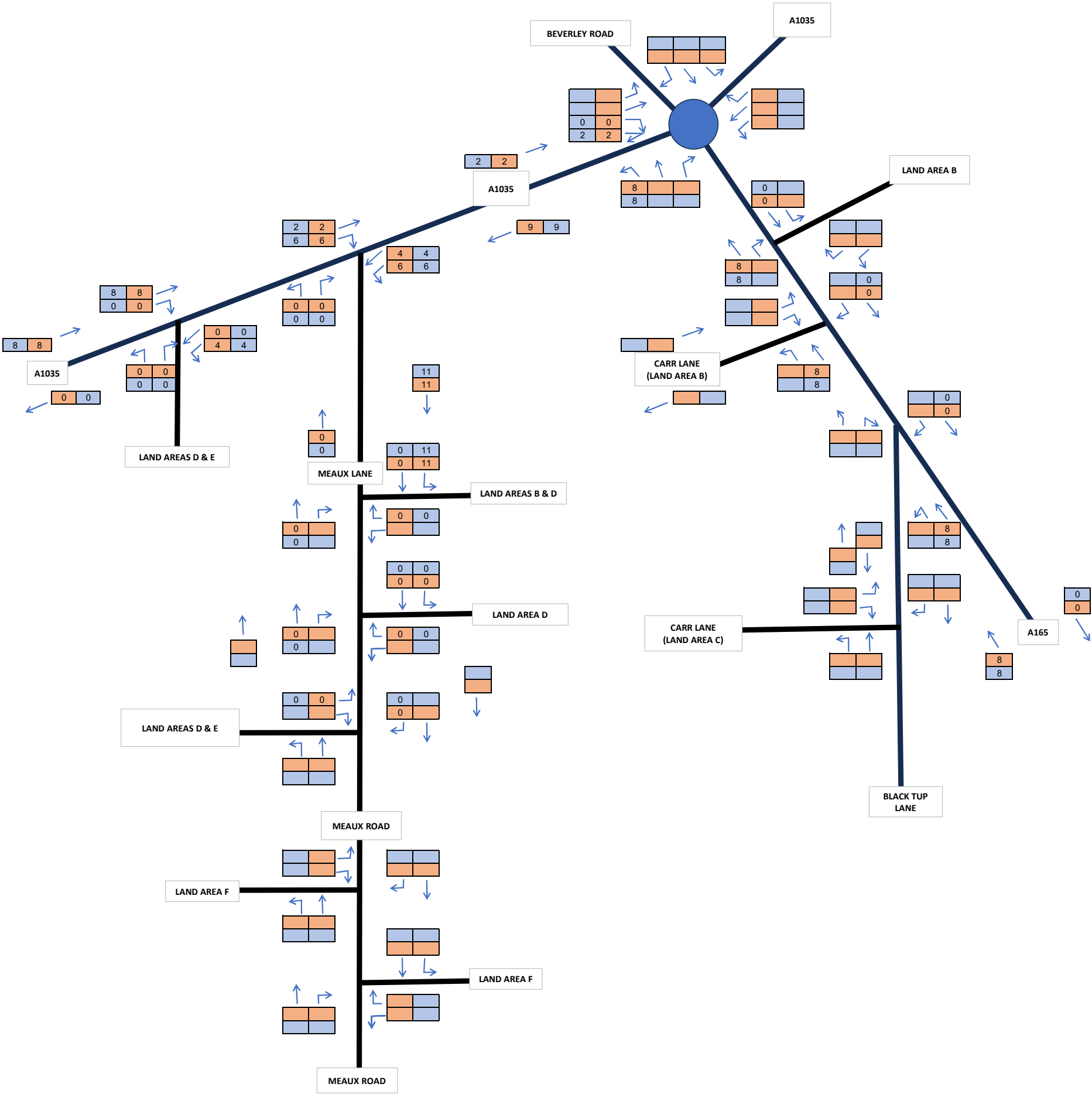
One-Way HGVs 15

Total vehicles 15

KEY

AADT Total Veh

AADT Total HGV



Land Area E - HGV Arrivals Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 41

Notes

THIS DISTRIBUTION IS FOR HGV DEPARTURES ONLY FOR THE LEFT-TURN OUT ARRANGEMENT AT THE A1035 ACCESS.

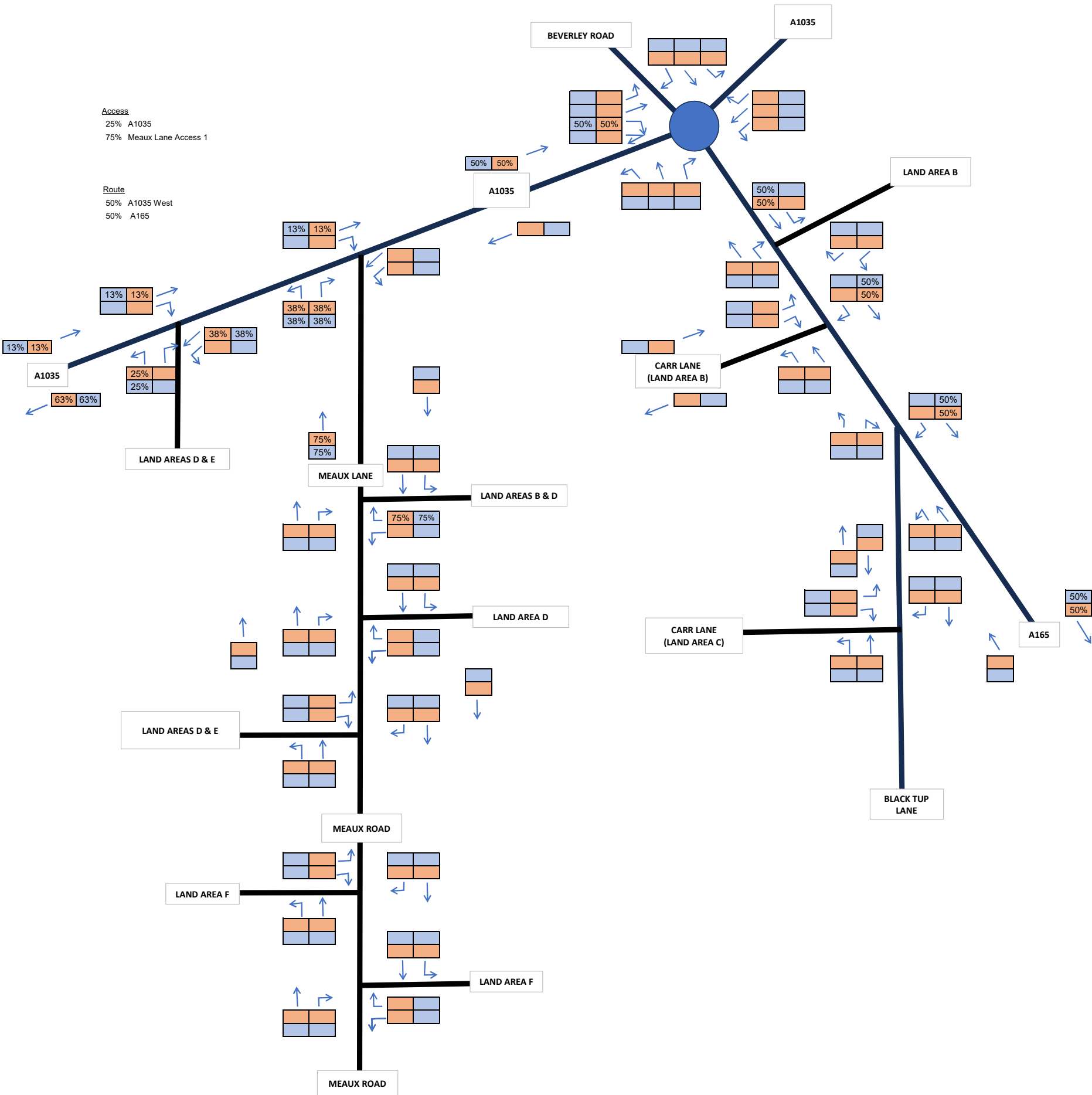
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.
It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.
HGVs can only turn left at A1035 junction. other vehicles are unrestricted.

KEY

AADT Total Veh

AADT Total HGV



Land Area E - HGV Departures Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 42

Notes

THIS TRAFFIC ASSIGNMENT IS FOR HGV DEPARTURES ONLY FOR THE LEFT-TURN OUT ARRANGEMENT AT THE A1035 ACCESS.

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles

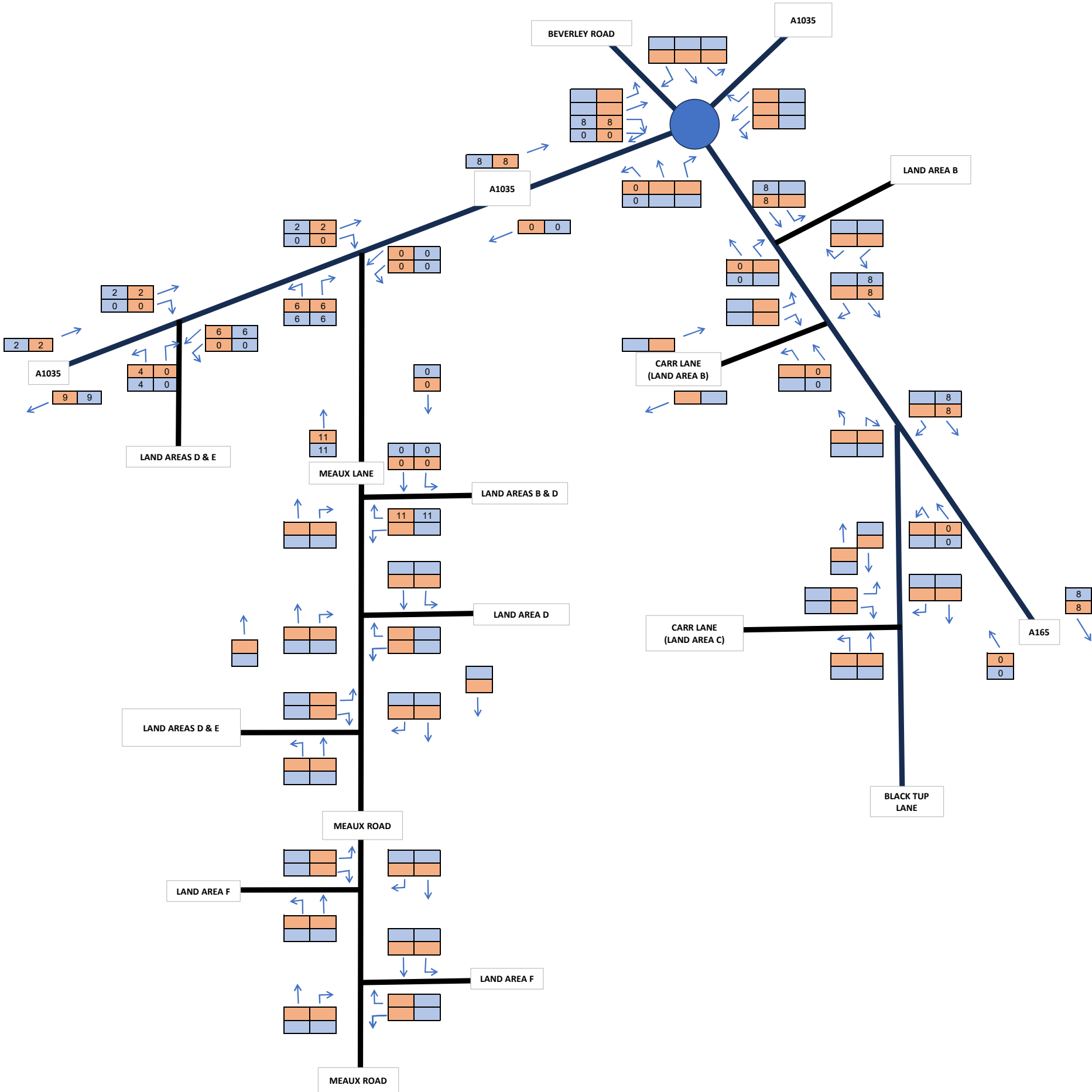
One-Way HGVs 15

Total vehicles 15

KEY

AADT Total Veh

AADT Total HGV



Land Area E - HGV Departures Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 43

Notes

THIS DIAGRAM SHOWS LGV ARRIVAL AND DEPARTURE DISTIRBUTION ONLY (NO HGVs), AS LGVs ARE NOT RESTRICTED AT THE A1035 JUNCTION

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

25% via A1035 access
75% via Meaux Lane access to D & E

Access

25% A1035
75% Meaux Lane

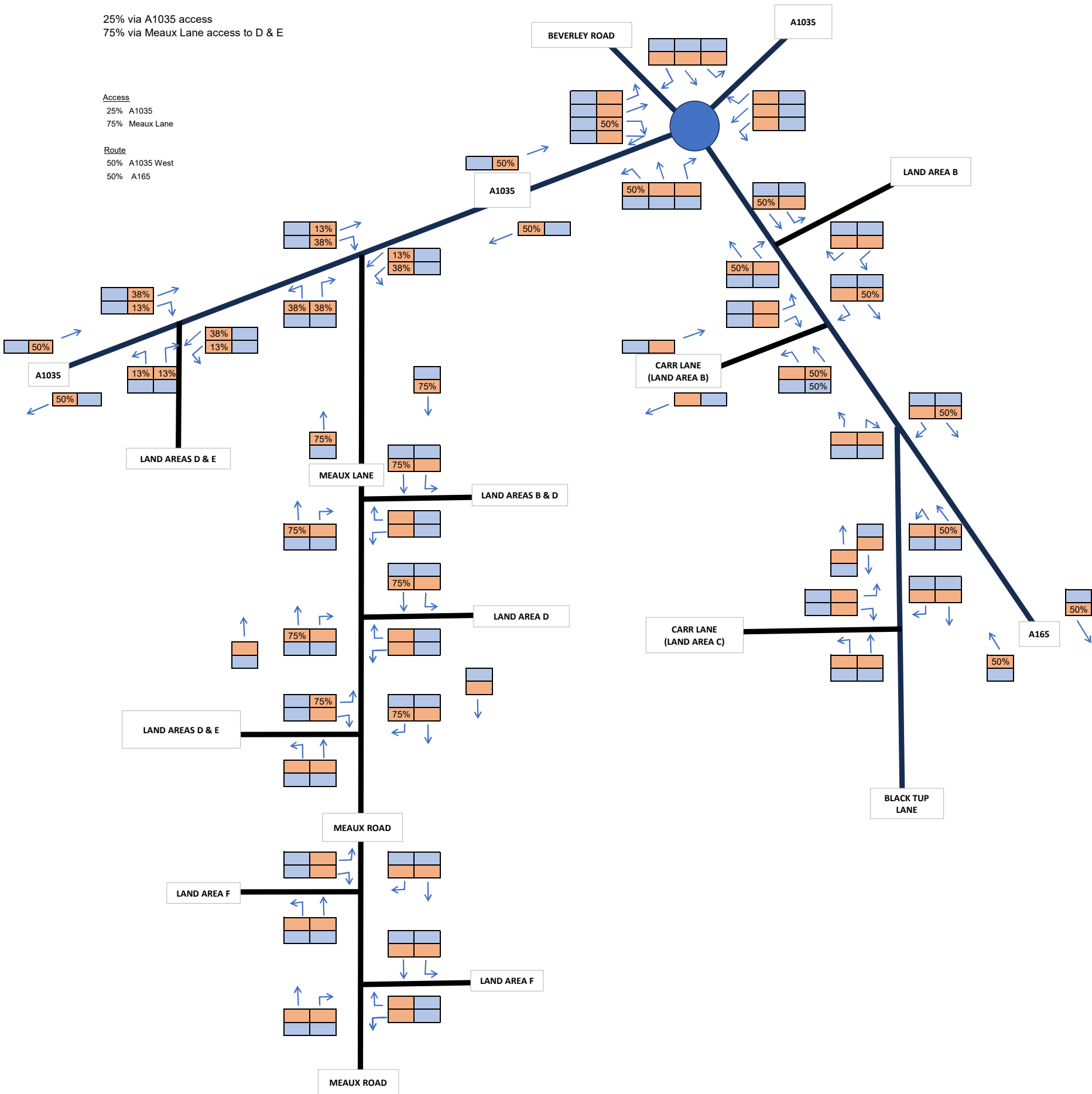
Route

50% A1035 West
50% A165

KEY

AADT Total Veh

AADT Total HGV



Land Area E - LGV Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 44

Notes

THIS DIAGRAM SHOWS LGV ARRIVAL AND DEPARTURE ASSIGNMENT ONLY (NO HGVs), AS LGVs ARE NOT RESTRICTED AT THE A1035 JUNCTION

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
One-Way LGVs 13

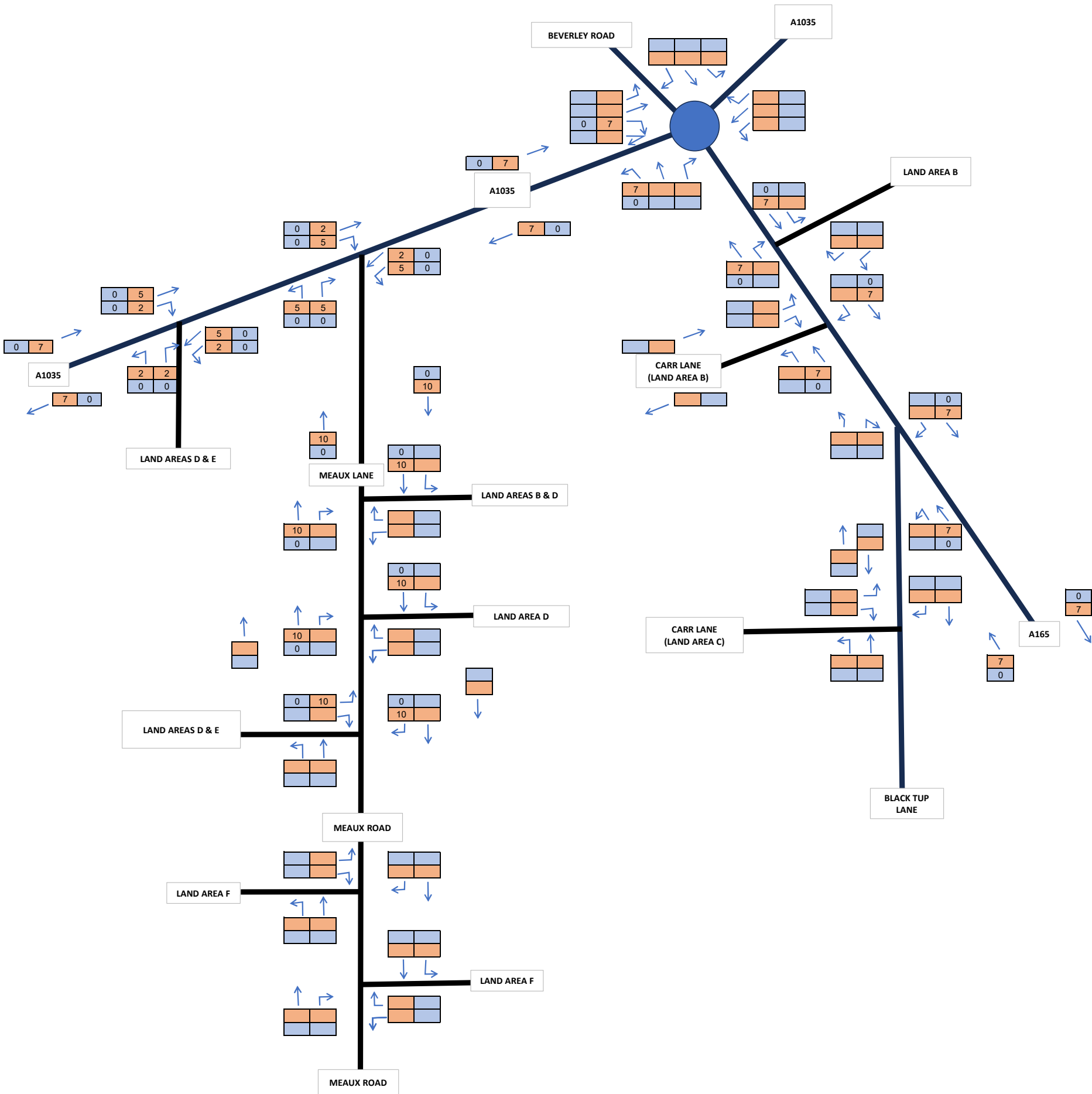
One-Way HGVs

Total vehicles 13

KEY

AADT Total Veh

AADT Total HGV



Land Area E - LGV Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

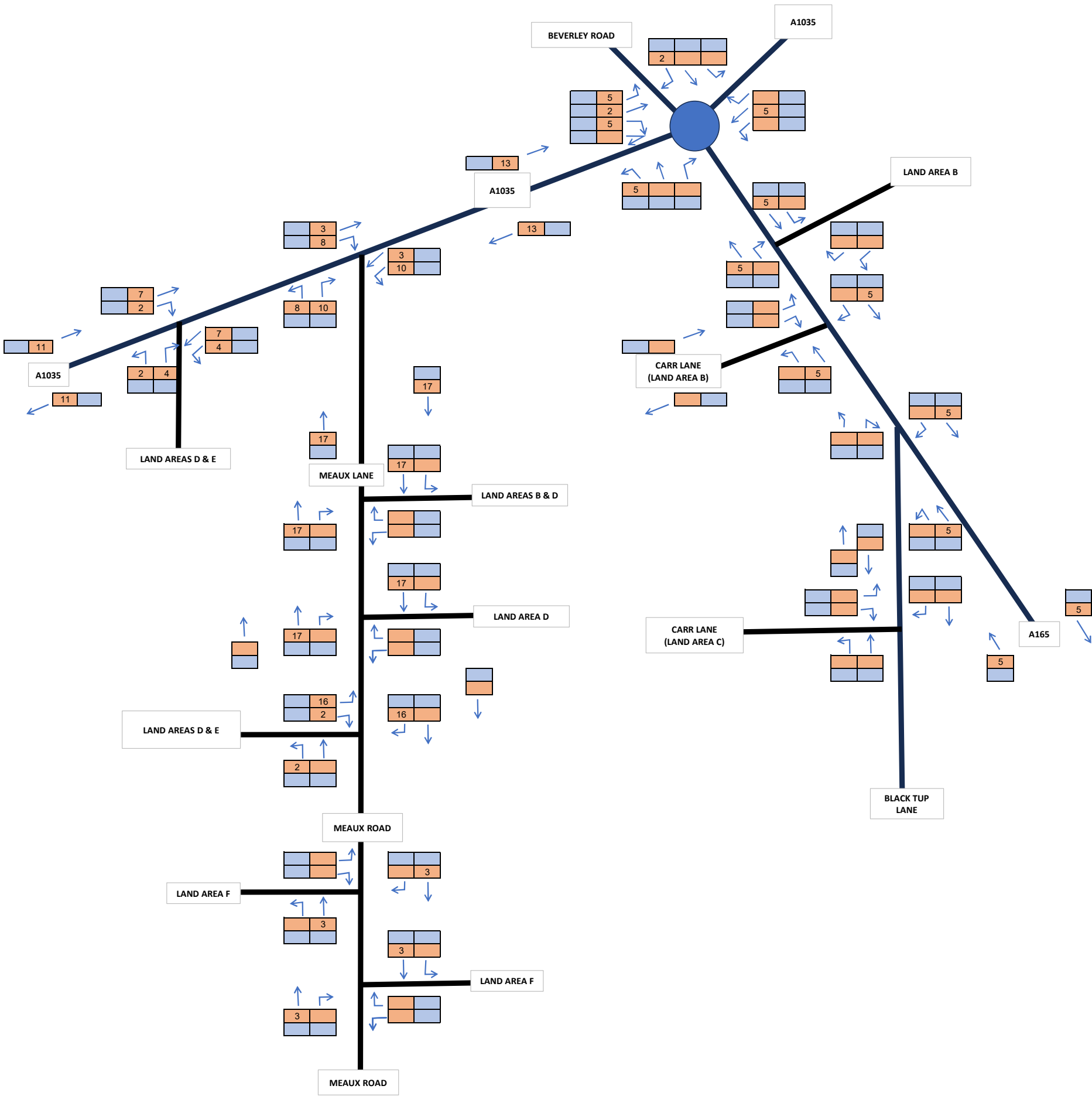
TRAFFIC FIGURE 45

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area E - Staff Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 46

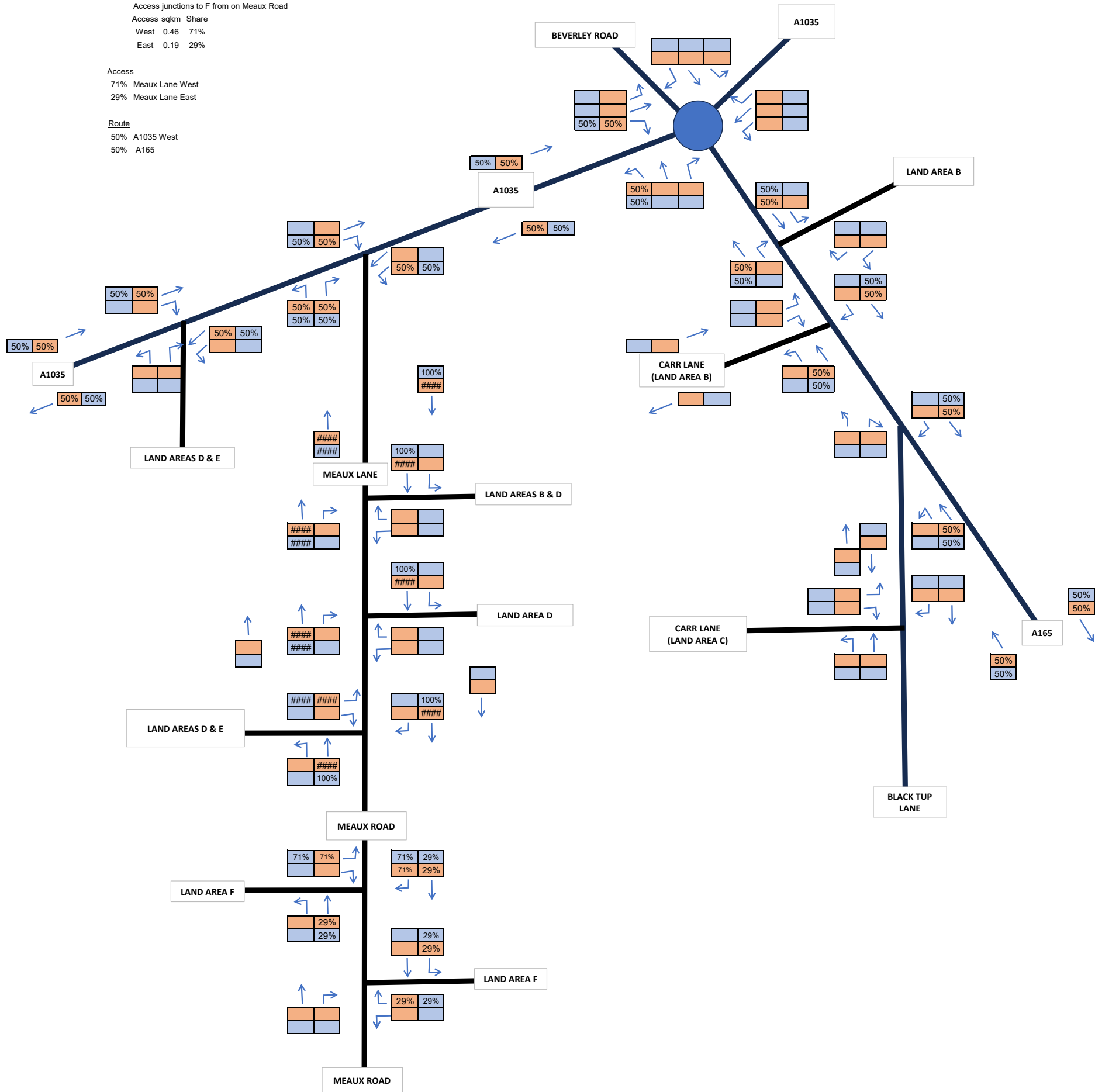
Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
All HGVs and LGVs for deliveries will be outside of the AM and PM peak hours, controlled by the CTMP.

It is assumed that 50% of vehicles will travel to and from Hull Port via A1035 at Beverley and 50% via the A165.

Access junctions to F from on Meaux Road
Access sqkm Share
West 0.46 71%
East 0.19 29%

Access
71% Meaux Lane West
29% Meaux Lane East

Route
50% A1035 West
50% A165



Land Area F - HGV/LGV Distribution (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 48

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
One-Way LGVs 13

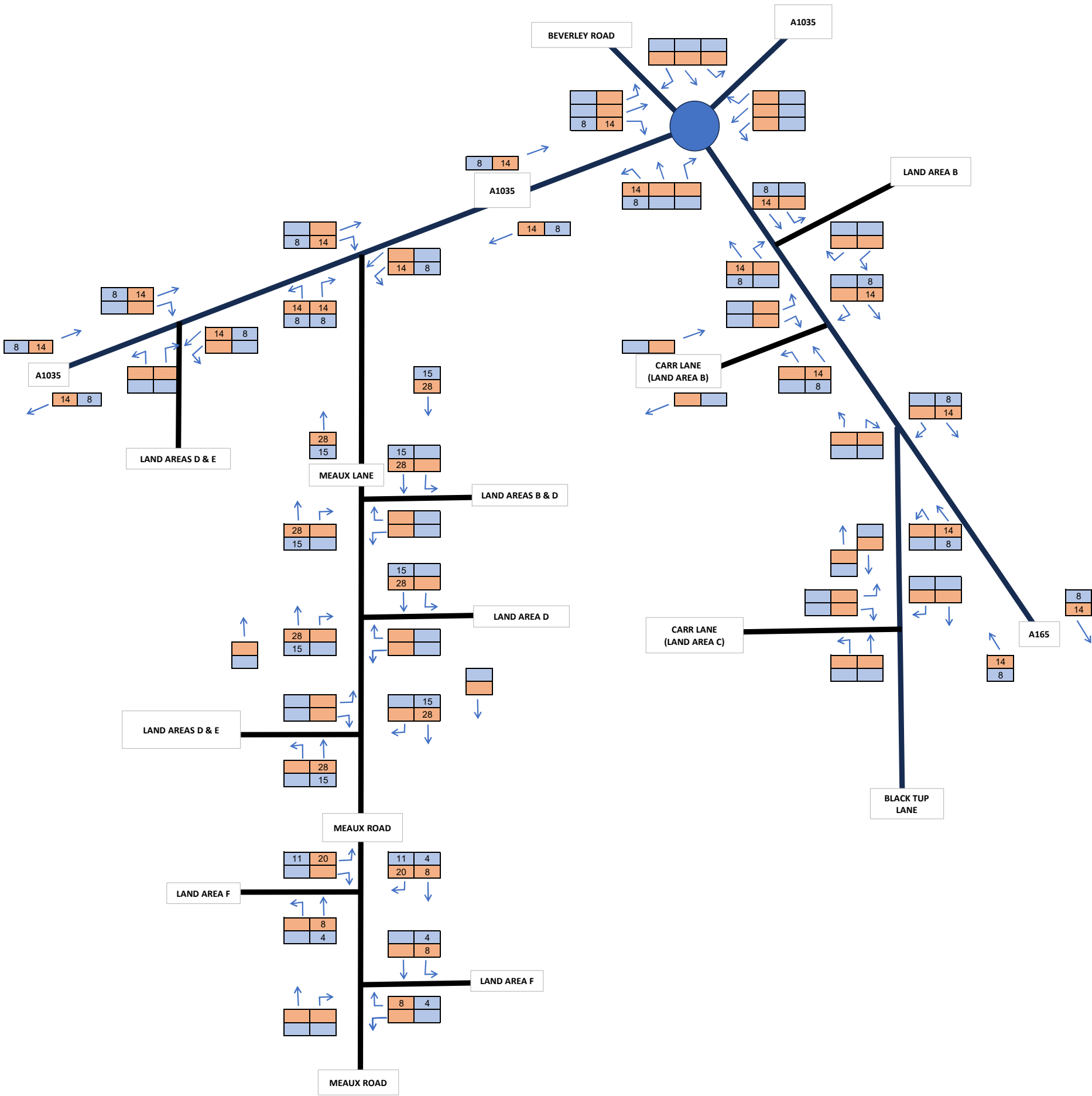
One-Way HGVs 15

Total vehicles 28

KEY

AADT Total Veh

AADT Total HGV



Land Area F - HGV/LGV Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

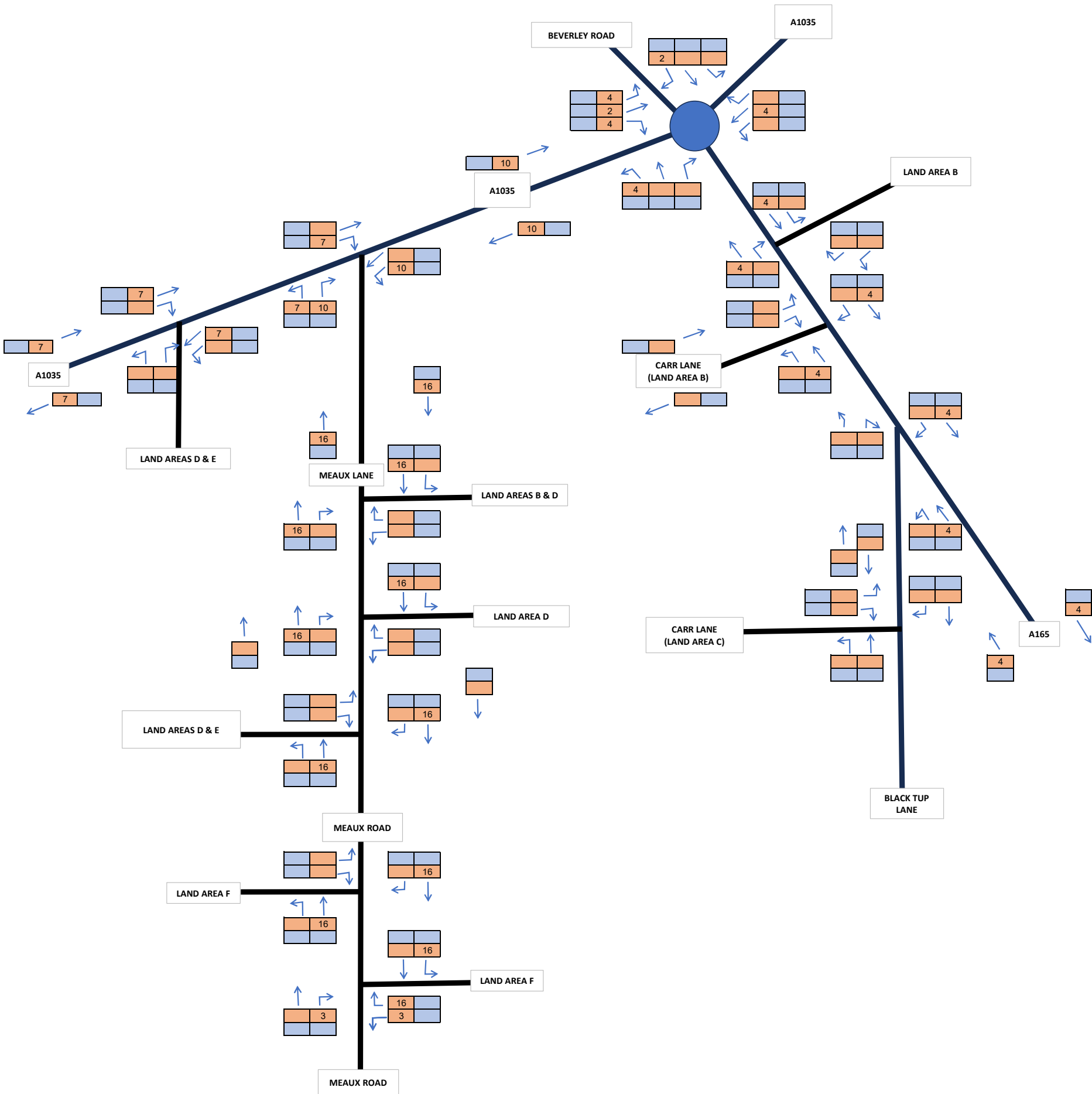
TRAFFIC FIGURE 49

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
This is the peak hour (AM and PM) traffic combined. All staff trips are assumed to be within the peak hours.

KEY

AADT Total Veh

AADT Total HGV



Land Area F - Staff Assignment (AADT)

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

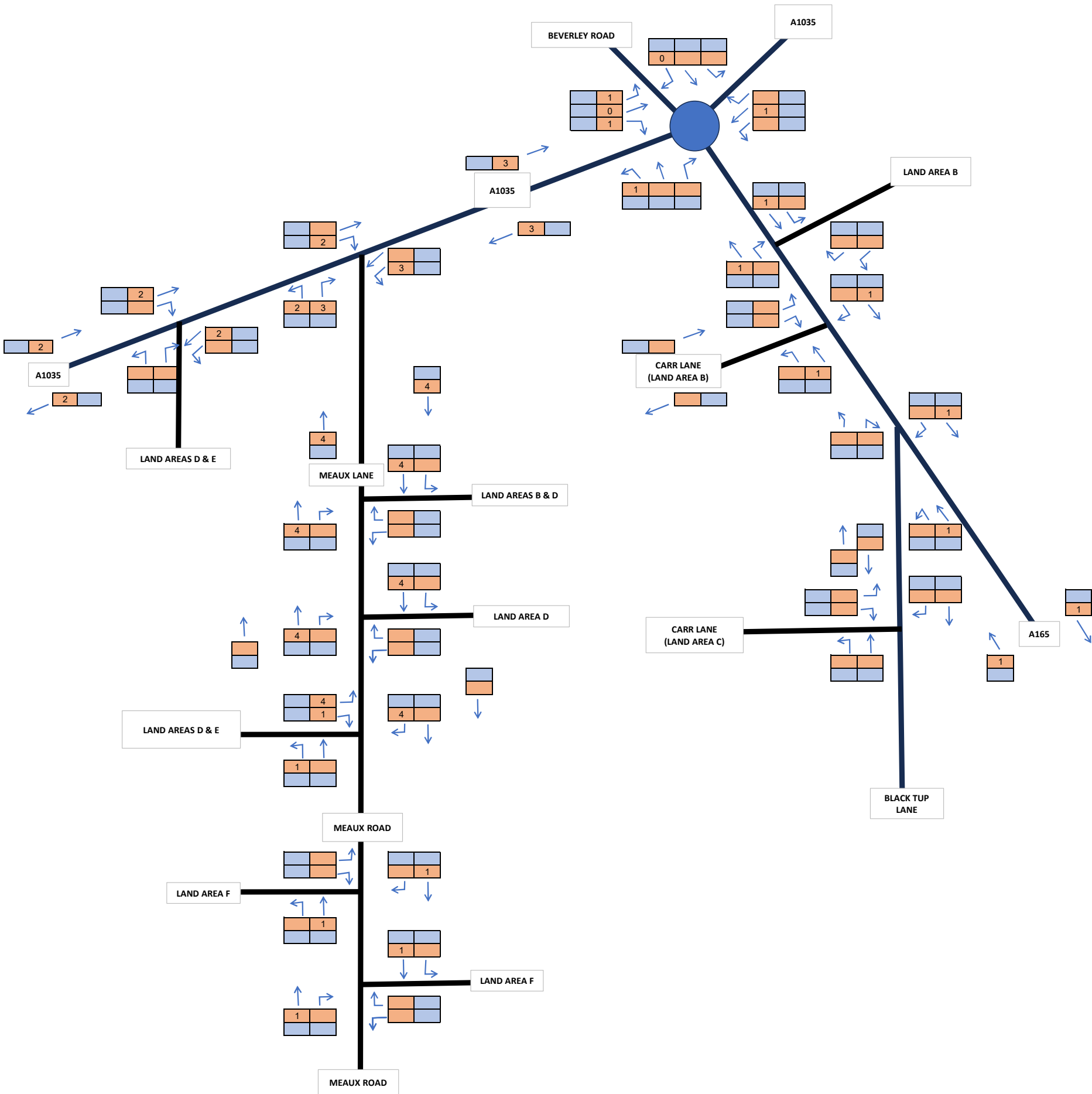
TRAFFIC FIGURE 50

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
The vehicle movements shown are only staff trips.
Construction vehicles (HGVs and LGVs) will access via Park Lane, Long Lane and A1174 Hull Road which are not shown on the network plan. 10 daily HGVs and 10 daily LGVs are anticipated and these vehicles are considered in the ES Chapter 14.

KEY

AADT Total Veh

AADT Total HGV



Creyke Beck Grid Connection - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 52

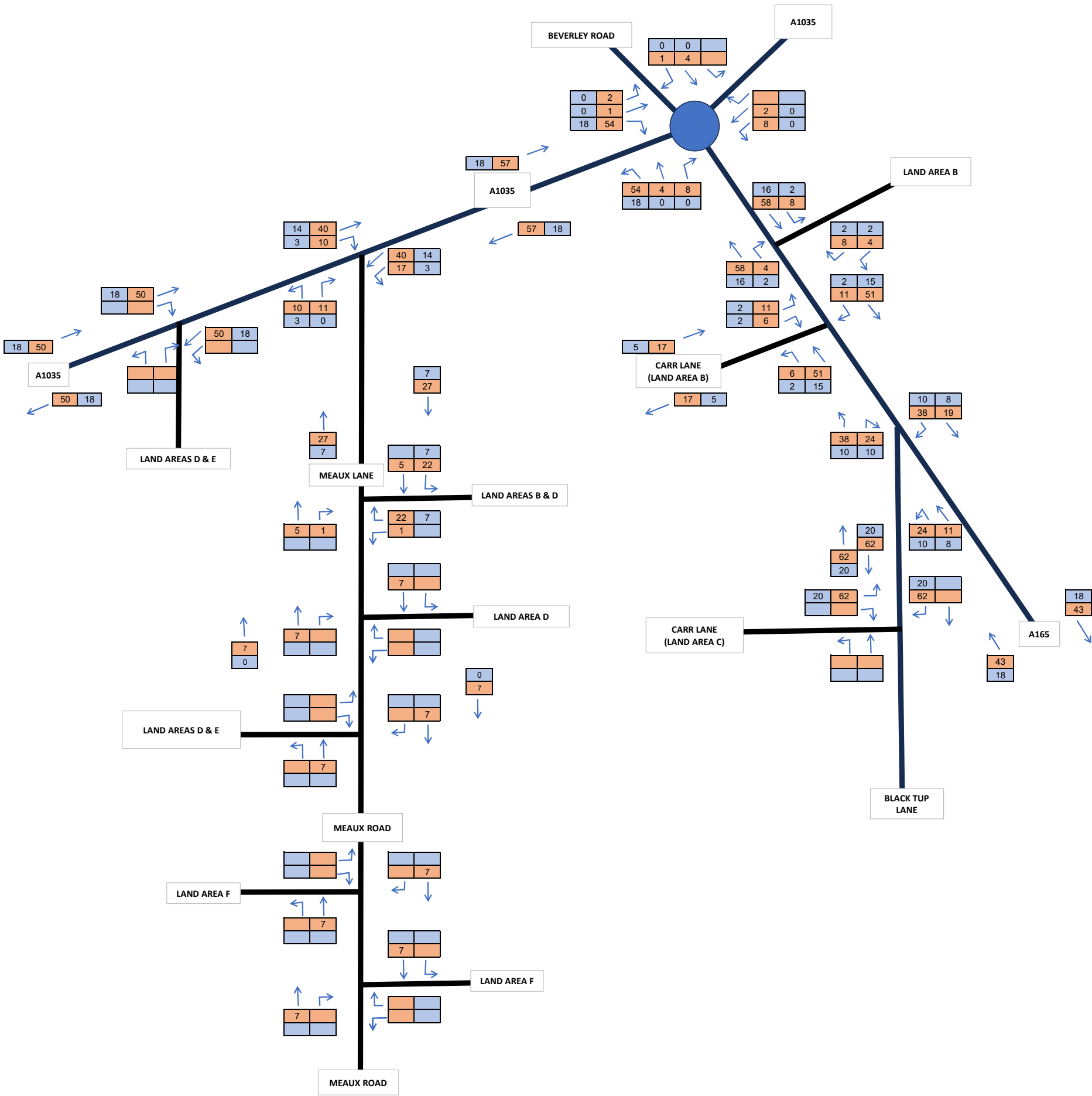
Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
Phase 2 consists of Land Areas B & C.
Phasing is indicative.

Traffic figures include staff and construction/delivery vehicles.

KEY

AADT Total Veh

AADT Total HGV



Phase 2 (Land Areas B & C) - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

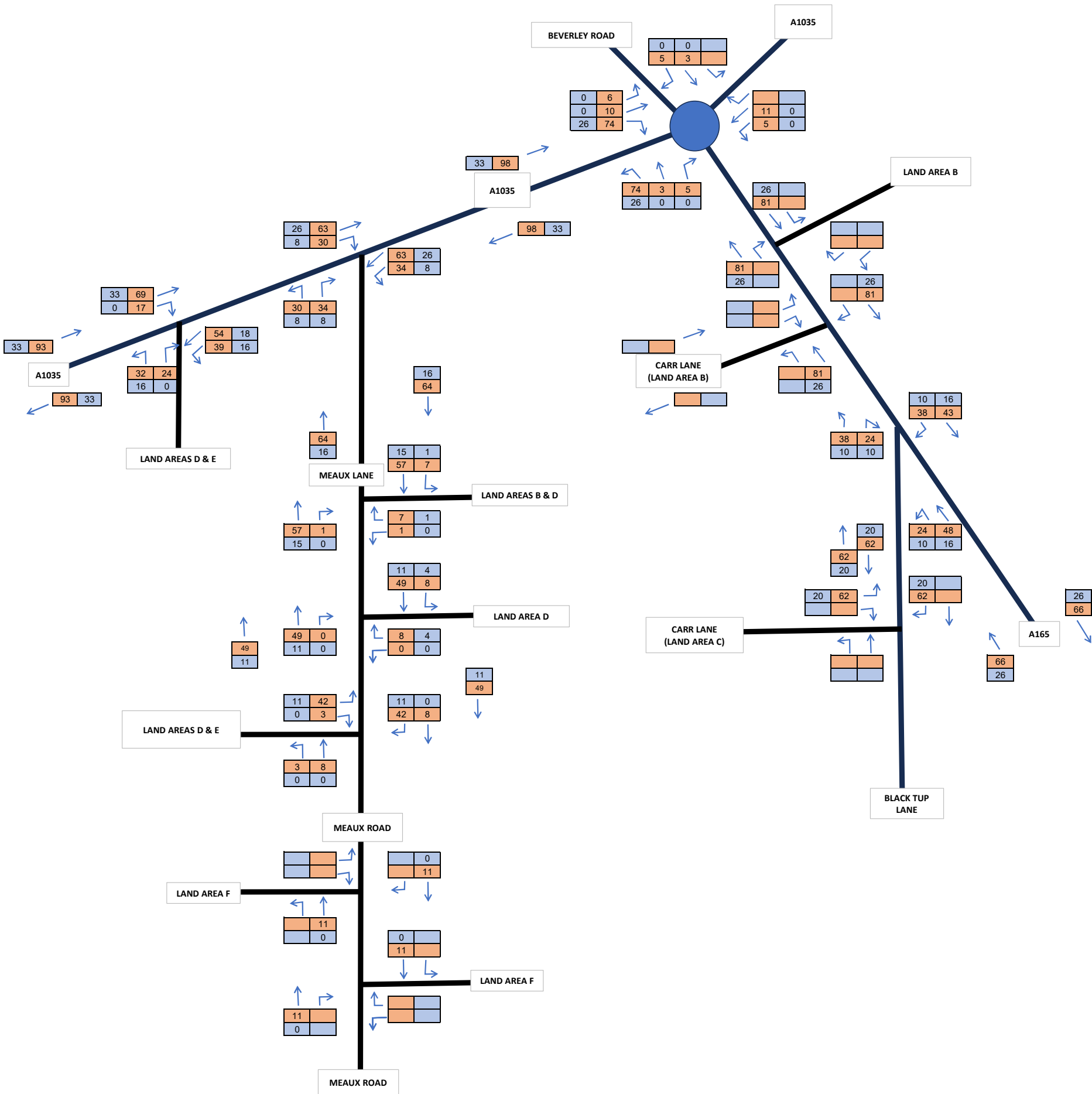
TRAFFIC FIGURE 53

Notes
AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
Phase 3 consists of Land Areas C & D and the grid connection cable works.
10 daily HGV and 10 daily LGV trips associated with the grid connection do not occur on the extent of the network shown.
Phasing is indicative.
Traffic figures include staff and construction/delivery vehicles.

KEY

AADT Total Veh

AADT Total HGV



Phase 3 (Grid Connection and Land Areas C & D) - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 54

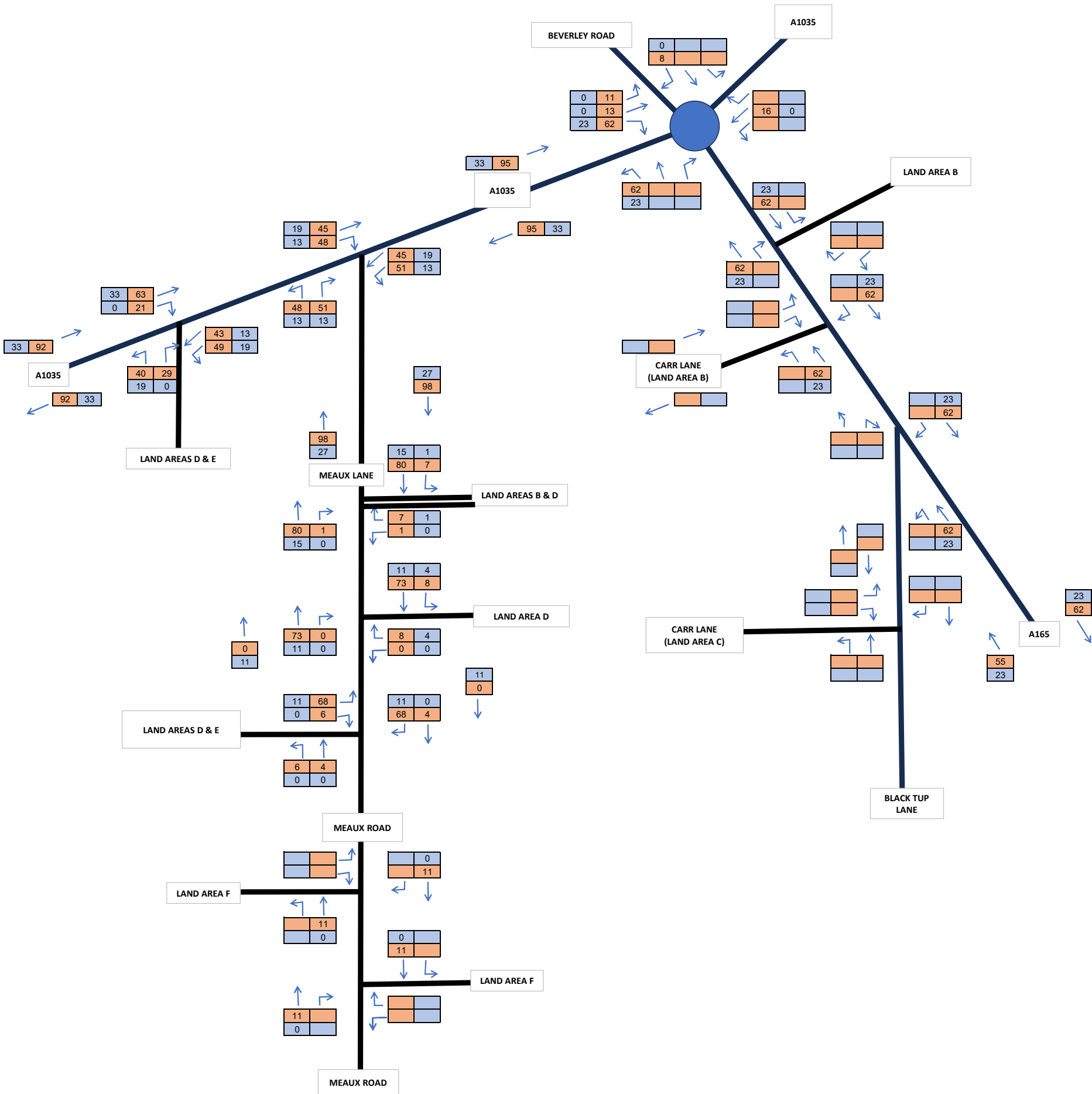
Notes

AADT = Average Annual Daily Traffic - this refers to the average (average across 7 days) daily (24 hours) vehicles
Phase 4 consists of Land Areas D & E and the grid connection cable works.
10 daily HGV and 10 daily LGV trips associated with the grid connection do not occur on the extent of the network shown.
Phasing is indicative.
Traffic figures include staff and construction/delivery vehicles.

KEY

AADT Total Veh

AADT Total HGV



Phase 4 (Grid Connection and Land Areas D & E) - Total Trip Generation AADT

Peartree Hill Solar Farm



19 August 2025

Job Number - SCP/250491

TRAFFIC FIGURE 55

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