



Meridian Solar Farm

EN010169

Volume 5

Consultation

5.1 Appendix J: Targeted
Consultation Materials

APFP Regulation 5(2)(q)

Infrastructure Planning (Applications:
Prescribed Forms and Procedure)
Regulations 2009

March 2026

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Appendix J-1.1 Example Targeted Consultation Letter 2025



22 September 2025

Dear Consultee,

Meridian Solar Farm

Targeted consultation: 24 September – 22 October

We are writing to you regarding the proposed Meridian Solar Project (the "Scheme"), which is a proposed solar farm and overhead line connection to the national grid, that will generate around 750 megawatts of electricity and connect to the National Electricity Transmission System (NETS).

We previously contacted you in April 2025 when we were holding the full stage two (statutory) consultation on the Scheme. This letter is being sent to you as part of a targeted consultation exercise that is being carried out to gather feedback on a number of localised changes to the Scheme since the version shared for the stage two consultation.

The Scheme

The Scheme is being promoted by Meridian Solar Farm Limited, a subsidiary of Downing Renewable Developments. The Scheme is proposed to be located on land to the north of Crowland and east of Spalding, and is located within the administrative boundaries of Lincolnshire County Council and South Holland District Council.

The Scheme would comprise the construction, operation (including maintenance) and decommissioning of photovoltaic (PV) solar panels and approximately 12 to 13 km of overhead line connection into National Grid's planned Weston Marsh substation (due to be located east of Spalding, with the exact location to be confirmed by National Grid). The Scheme will also include associated infrastructure, including co-located battery energy storage systems (BESS) and inter-array connections to link together the land parcels where the solar panels are located. The BESS is associated development to ensure that energy can be stored when it is generated and not demanded. The BESS will have a direct relationship with the solar PV panels and it will support the operation of this by storing electricity produced during times of peak capacity until it is needed.

The Scheme could generate enough green electricity to power approximately 215,000 homes. The Scheme qualifies as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, which means we will submit a Development Consent Order (DCO) application for the Scheme to the Secretary of State for Energy Security and Net Zero via the Planning Inspectorate. An Examining Authority will then be appointed to examine the application on behalf of the Secretary of State. After examination, the Examining Authority will make its recommendation on the Application to the Secretary of State, who will make the final decision on whether or not to grant the DCO.

Why you are receiving this letter

You are receiving this letter because you have been identified as a stakeholder in proximity to the changes, and to inform you of the launch of a targeted consultation being undertaken

This consultation is running from 24 September 2025 until 11:59pm on 22 October 2025, and we invite responses on or before the closing date.

Changes to the Scheme and purpose of this consultation

Since our stage two consultation (held between Thursday 24 April and Sunday 8 June 2025), we have been reviewing the feedback received and continuing to carry out surveys and assessments to help inform our Scheme design. As a result of these surveys and design refinements, as well as feedback gathered during our stage two consultation, we have identified a number of changes to the Scheme.

Details of the proposed changes being consulted on are provided in the enclosed materials, and on the Scheme website (www.meridiansolarfarm.co.uk).

This targeted consultation is focused specifically on a number of localised changes to the Scheme. As we have already gathered feedback on the wider proposals during our stage two consultation, we encourage you to refer to the specific changes outlined in the enclosed materials when providing your comments.

To share further information about the proposed changes, we have prepared an Information Booklet. A hard copy is enclosed with this letter, and a digital version is also available on our website at: www.meridiansolarfarm.co.uk.

If you require this information in an alternative format, such as Braille, large print or an alternative language, please contact us using the details provided in this letter.

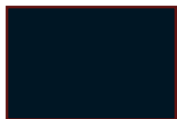
We welcome your comments during the consultation period, which runs from 24 September to 11:59pm on 22 October 2025.

Providing feedback

Your feedback is important in helping us refine our proposals. You can respond to this consultation by writing either via email (enquiries@meridiansolar.co.uk) or by post (by writing: FREEPOST DOWNING MERIDIAN – no stamp needed). Responses to this targeted consultation must be received by **11:59pm on 22 October 2025**

If you have any questions about this letter, the Scheme or consultation, please do not hesitate to contact enquiries@meridiansolar.co.uk or 0800 652 6120.

Yours faithfully,



David Vernon
Head of NSIP Projects
Downing Renewable Developments

Enc. Information Booklet

Appendix J-1.2 Targeted Consultation Booklet 2025



 **Meridian**
Solar

Meridian Solar
Targeted Consultation
24 September - 22 October 2025

We are inviting you to take part in a targeted consultation for Meridian Solar.

This Information Booklet details how you can take part in our consultation, find out more information and provide your feedback.

Targeted consultation

We are inviting you to take part in a targeted consultation for Meridian Solar. This information booklet details how you can take part in our consultation, find out more information and provide your feedback.

About Meridian Solar

Meridian Solar ("the Scheme") is a proposed solar farm and overhead line connection to the national grid, located north of Crowland and east of Spalding in Lincolnshire. It would power up to 215,000 homes annually.

The proposals consist of photovoltaic (PV) solar panels and an overhead line connection to National Grid's planned Weston Marsh substation (due to be located east of Spalding, with the exact location to be confirmed by National Grid).

The Scheme also comprises associated infrastructure, including co-located battery energy storage systems (BESS) and inter-array connections to link together the land parcels where the solar panels are located.

Meridian Solar is being promoted by Meridian Solar Farm Limited, a subsidiary of Downing Renewable Developments (DRD). DRD was founded to deliver renewable energy, which is critical to the transition to a low-carbon economy and to achieving net zero.

About this targeted consultation

Since our stage two (statutory) consultation, held between 24 April and 8 June 2025, we have been reviewing the feedback received and carrying out surveys and assessments to help inform our Scheme design.

As a result of these surveys and design refinements, together with the feedback received during our stage two consultation, we have made a number of localised changes to the Scheme design. The focus of this targeted consultation is on these changes.

Our targeted consultation will run for four weeks, from 24 September to 22 October 2025. This booklet provides details of each change, and how provide feedback.

Since our stage two consultation, we have been reviewing the feedback received and carrying out surveys and assessments. As a result, we have:

- Proposed that all BESS is located at the 400kV substation site, reducing potential noise impacts for residential properties near Land Parcels A, C and D
- Reconfigured the layout of Parcel B to move solar PV panels away from areas at higher risk of flooding, with the land new proposed for habitat mitigation or enhancement
- Confirmed through updated surveys that land in Parcel B previously assumed to be Agricultural Land Classification (ALC) Grade 1 is predominantly Grade 3a, with small areas of Grade 2
- Relocated one of the 132kV substations from Land Parcel B to Land Parcel C, away from an area at higher risk of flooding

- Reconfigured the layout of Parcel D to remove one area of land from consideration for solar panels, include additional fields (including some previously shown as inter-array), and increase the distance of infrastructure from nearby properties
- Identified a section of our grid connection that will go underground where our route crosses an existing overheads line
- Refined our anticipated location of the proposed Weston Marsh substation, which will be delivered by National Grid Electricity Transmission (NGET) and is our identified point of connection.

Changes included in this consultation

A total of 38 localised changes have been identified since our stage two consultation. These include both design refinements and a series of changes to the Order Limits - the defined boundary within which land may be used to deliver the Scheme, either temporarily or during construction or operation.

Design refinements (pages 5-9) are changes aimed at reducing and balancing the effects of the Scheme on the environment.

Changes to the Order Limits (pages 10-21) involve small increases in the area that we showed at our stage two consultation to enable the construction and/or operation of the Scheme.

Update on our anticipated location for the Weston Marsh substation

At our stage two consultation, we showed a search area for the Weston Marsh substation, as the final location is to be identified by National Grid.

Following further technical and environmental consideration, along with a review of up-to-date information, we have now refined this to a smaller area which we believe to be the most appropriate and likely siting area for our point of connection and substation location.

While the substation itself will be consented and delivered by NGET, we will be identifying the anticipated location in our application as it is our identified point of connection, and we must define an end point for our overhead line. The anticipated location is indicated in blue on the map.

As a result of this refinement, additional land has been added to the Order Limits to allow flexibility for the routing of the overhead line (Changes 2, 4, and 5) and to accommodate the anticipated substation location (Change 1).



Legend
 Anticipated location for Weston Marsh Substation
 Stage two consultation Order Limits

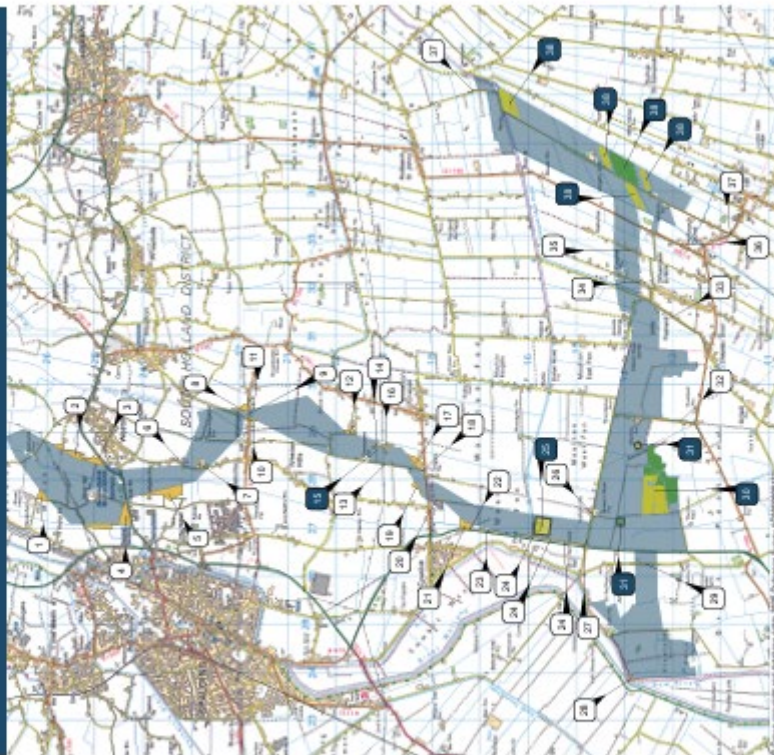


Overview map

The map below provides an overview of all the proposed changes included as part of this targeted consultation. The proposed changes are also listed, with design refinements highlighted in bold. Further details of each proposed change are provided on Pages 6-22.

Following the close of this targeted consultation, we will review the feedback received on each change and continue to refine the design of the Scheme. The Order Limits presented are not final and will be developed further between this consultation and the submission of the DCO application.

It is also important to note that not all land shown within the Order Limits will be used for the Solar Development Areas, the grid connection or associated infrastructure. In some areas, land is included to provide flexibility, mitigation and enhancement, and some will only be required on a temporary basis.

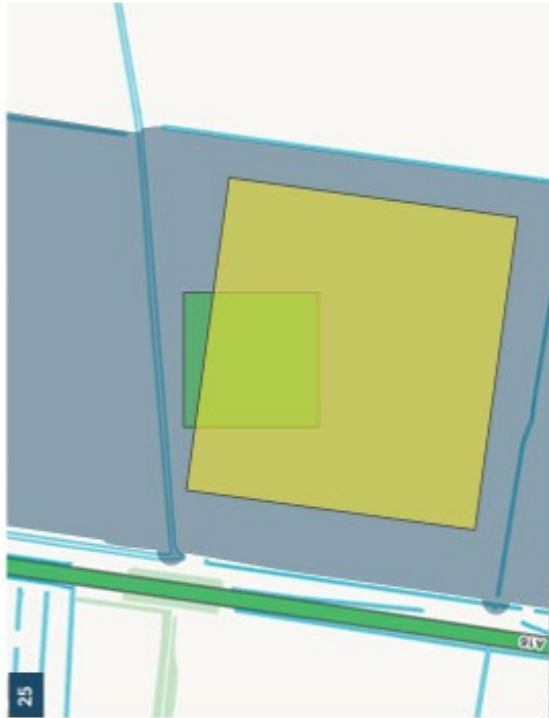


Legend

Land added to Order Limits Stage two consultation Order Limits

1. Extension of the Order Limits to encompass the remainder of the field, supporting the anticipated location of the Western Marsh substation.
2. Extension of the Order Limits to include the remainder of the fields for overhead line construction and additional flexibility.
3. Extension of the Order Limits to include part of the A151 to enable safe highway access.
4. Extension of the Order Limits to include the remainder of the fields for overhead line construction and additional flexibility.
5. Extension of the Order Limits towards Swindler's Drove to facilitate overhead line construction.
6. Extension of the Order Limits along Broad Gate to facilitate safe highway access.
7. Extension of the Order Limits towards Broad Gate to facilitate works to a third-party asset.
8. Extension of the Order Limits between Long Lane and Austendike Road to facilitate an internal haul route and the stringing position for the overhead line.
9. Extension of the Order Limits along Austendike Road to facilitate safe construction access.
10. Extension of the Order Limits south of Austendike Road to facilitate maintenance and access.
11. Extension of the Order Limits to accommodate potential works to a third-party asset.
12. Extension of the Order Limits along West Gate to provide safe access.
13. Extension of the Order Limits of Deigate Bank to provide access and drainage requirements.
14. Extension of the Order Limits near a watercourse crossing to provide habitat reinstatement and enhancement.
15. **Undergrounding of a section of the grid connection and the inclusion of two Cable Seating End Compounds, where the grid connection transitions from overhead line to underground cable.**
16. Extension of the Order Limits within the field to accommodate a temporary construction compound.
17. Extension of the Order Limits between Deigate Bank and Ramon Road to accommodate the limits of derivation for the overhead line and facilitate an internal construction haul route.
18. Extension of the Order Limits along Deigate Bank to Moulton Chapel Road / Ramon Road to provide safe access.
19. Extension of the Order Limits between Deigate Bank and Ramon Road to accommodate the limits of derivation for the overhead line and facilitate an internal construction haul route.
20. Extension of the Order Limits along Broadgate Drove to provide maintenance access.
21. Extension of the Order Limits to the west to provide flexibility for the siting of a construction compound.
22. Extension of the Order Limits along the A16 Crowland Byways to provide safe maintenance access.
23. Extension of the Order Limits toward the A16 Crowland Byways to provide maintenance access and emergency access to the BESS.
24. Extension of the Order Limits near a watercourse crossing to provide habitat reinstatement and enhancement.
25. **Relocation of all BESS to the 400kV substation site.**
26. Extension of the Order Limits to Queen's Bank along the existing vehicle access to provide operational access.
27. Extension of the Order Limits along Queen's Bank to provide access to the 400kV substation and BESS, and safe alternative construction access.
28. Extension of the Order Limits to align with the field parcel boundary at the north-western corner of Parcel A.
29. Extension of the Order Limits to include Spotting Road to provide safe access.
30. **Internal reconfiguration of the Scheme layout within Parcel B to avoid areas of higher risk of flooding.**
31. **Relocation of the 132kV substation to Parcel C.**
32. Extension of the Order Limits along Merrin Road and Hull's Drove to facilitate safe visibility and traffic management measures during construction.
33. Extension of the Order Limits along Back Bank to provide traffic management measures and safe access.
34. Extension of the Order Limits along Chapel Gate to provide safe visibility for a haul route crossing during construction.
35. Extension of the Order Limits along Dog Drove to provide safe visibility for a haul route crossing during construction.
36. Extension of the Order Limits along Holbeach Drove Gate to provide safe visibility and facilitate traffic management for construction access.
37. Extension of the Order Limits along Langary Gate Road and its junction to provide safe visibility, facilitate traffic management, and accommodate overhead service diversions during construction.
38. **Extension of the Order Limits at Parcel D and reconfiguration of the permitted areas.**

Design refinements (shown east to west)



Legend
 ■ New 400kV substation and BESS site
 ■ Stage Two consultation 400kV substation site
 ■ Stage Two consultation Order Limits

Proposed change

Change: Relocation of all the BESS to the 400kV substation site.
Reasons: Centralising the BESS in one location provides the most technically suitable solution. It reduces construction costs, energy losses and the amount of cabling required, while also increasing the distance between BESS infrastructure and nearby residential properties, compared with having BESS infrastructure at each of the substations associated with the Scheme.
Effects: This change is expected to reduce potential noise effects for residential properties across the site by moving all BESS into a single location.
 With the nearest properties now more than 400 m away, and owing to the distance and screening from existing features such as the A16, no increased effects compared to those identified in the Preliminary Environmental Information Report (PEIR) are anticipated.
 Centralising the BESS also makes emergency planning simpler in the unlikely event of a fire.



Legend
 ■ New 132kV substation location
 ■ Stage Two consultation 132kV substation location
 ■ Stage Two consultation Order Limits

Proposed change

Change: Relocation of the 132kV substation to Parcel C.
Reasons: The 132kV substation has been moved from Parcel B further east into Parcel C to place it outside the flood extents that could occur in the event of a breach of the River Welland flood defences.
Effects: The new location is closer to the Scheme boundary and may slightly extend the Zone of Theoretical Visibility (the maximum area from which a project could theoretically be seen based only on landform, without accounting for screening from trees, buildings or other features). The nearest properties at Martins Farm (around 375 m away) may have partial views through existing and proposed planting.
 While the PEIR identified a potentially significant visual effect at Martins Farm, this change is not expected to alter those findings. Homes further south are more than 1.2 km away, and no new significant visual or noise effects are anticipated.
 Overall, relocating the substation reduces flood risk effects and is not expected to introduce any new significant impacts in other areas.



Proposed change

Change: Undergrounding of a section of the grid connection and the inclusion of two Cable Sealing End Compounds (CSECs), where the grid connection transitions from overhead line to underground cable.

Reason: To facilitate the crossing of the existing overhead line in this location, the cable will go underground where our route crosses the 132kV line.

Two CSECs, both with maintenance access from Delgate Bank, will connect the underground cable to the overhead line and will remain in place for the lifetime of the Scheme (40 years). Each CSEC will appear as a fenced compound containing electrical equipment.

Effects: The underground cable in this location will need to cross a drain. This could be done either by digging a trench or by installing the cable beneath the drain without surface excavation. Habitat will be reinstated and enhanced 15 m upstream and downstream, and construction will be managed through the Outline Construction Environmental Management Plan (OCEMP). With these measures in place, no significant environmental effects are expected.

There is potential for archaeological impacts, but these would be addressed through a pre-construction Archaeological Mitigation Strategy.

The CSECs would provide new above-ground infrastructure, but as they would be seen in the context of the overhead line, they are not expected to cause new or worse visual effects compared with those identified in the PEIR.

Access from Delgate Bank would only be needed occasionally for maintenance, so no significant transport or environmental impacts are anticipated.



Legend

- New solar PV panel configuration
- Stage two consultation Order Limits
- PV panel configuration

Proposed change

Change: Internal reconfiguration of the Scheme layout within Parcel B to avoid areas at higher risk of flooding.

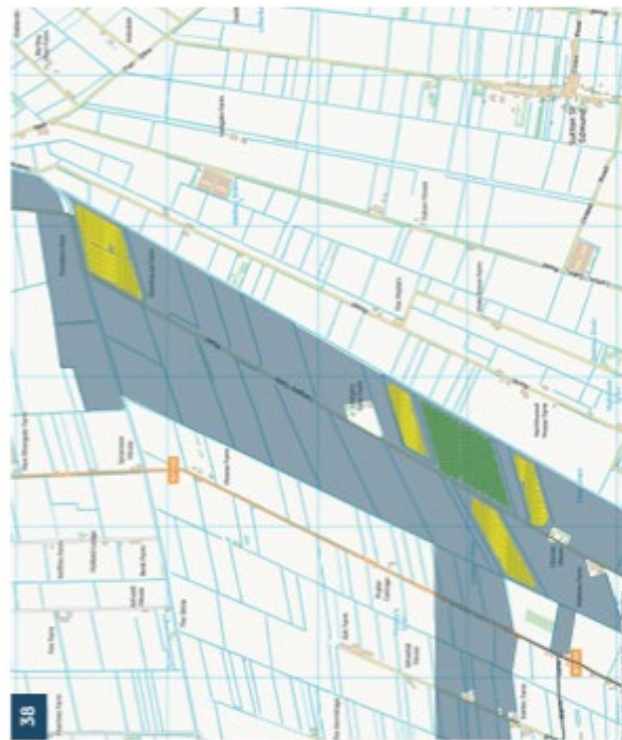
Reason: The Sequential Test requires infrastructure to be located in areas of lowest flood risk, where practical. Panels have therefore been moved out of areas at higher risk where it has been possible to do so.

Effects: We have moved panels into the centre of Parcel B, avoiding areas at higher risk of flooding. This is possible because updated surveys confirmed the land in this area is predominantly Agricultural Land Classification (ALC) Grade 3a, with some small areas of Grade 2, rather than the higher-quality Grade 1 land originally assumed.

As a result, land within Flood Zone 3b can now be proposed for habitat mitigation. The reconfiguration does not increase the Zone of Theoretical Visibility.

Changes to Order Limits

Number	Map	Proposed change
1	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to encompass the remainder of the field, supporting the anticipated location of the Weston Marsh substation.</p> <p>Reason: The additional land provides greater flexibility for the siting of Scheme infrastructure during the detailed design stage. If consent is granted. Since our stage two consultation, we have identified a smaller area which we believe to be the most appropriate and likely siting for the Weston Marsh substation, which is our point of connection. This change supports that connection.</p> <p>Effects: Conditions within the additional land are consistent with the surrounding fields. No new or significantly different environmental effects are expected, compared to those reported in the PEIR.</p>
2	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to include the remainder of the fields for overhead line construction and additional flexibility.</p> <p>Reason: The additional land provides greater flexibility for the siting of Scheme infrastructure during the detailed design stage. If consent is granted, supporting connection into the Weston Marsh substation (to be consented and delivered by NGET).</p> <p>Effects: Conditions within the additional land are consistent with the surrounding fields. No new or significantly different effects are expected, compared to those reported in the PEIR.</p>
3	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to include part of the A151 to enable safe highways access.</p> <p>Reason: To provide construction and maintenance access to the overhead line from the A151, including visibility splays (clear sightlines for safe access).</p> <p>Effects: No vegetation removal would be required. The PEIR already considered the A151 as a construction route. As such, no new or difference significant effects are anticipated.</p>



Legend

- Solar PV panels removed
- New areas proposed for solar PV panels
- Stage two consultation Order Limits

Proposed change

Change: Extension of the Order Limits at Parcel D and reconfiguration of the panelled areas.

Reason: To facilitate additional areas for solar PV panels and to remove one area from consideration.

Effects: Four additional fields in Parcel D are now proposed for solar PV panels, totalling approximately 33.3 ha. One field (18.4 ha) has also been removed from consideration owing to its historic sensitivity, with the option to use this land for habitat mitigation or enhancement retained instead. Overall, this results in a net increase of approximately 14.9 ha of solar PV panels across Parcel D, and the Zone of Theoretical Visibility is not expected to change.

Additional areas have also been included around properties along Langray Gate Road, where no solar PV panels would be located. As a result, this change is not expected to lead to any new or different significant effects compared with those reported in the PEIR.

Number	Map	Proposed change
4	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to include the remainder of the fields for overhead line construction and additional flexibility.</p> <p>Reason: The additional land provides greater flexibility for siting Scheme infrastructure during the detailed design stage, after the application has been submitted and determined. This supports the connection into the Weston Marsh substation, to be consented and delivered by NGET.</p> <p>Effects: Conditions within the additional land are expected to be similar to the surrounding fields. No new or different significant effects are anticipated, compared with those reported in the PEIR.</p>
5	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits towards Swindler's Drove to facilitate overhead line construction.</p> <p>Reason: To accommodate a relocated tower alignment and to provide maintenance access to the overhead line.</p> <p>Effects: The additional land is similar in character to the rest of the field included within the corridor at stage two consultation. Maintenance access from Swindler's Drove would be infrequent, and no significant effects are expected. While the overhead line alignment is proposed to change, this is not anticipated to materially alter the landscape and visual effects identified in the PEIR. Overall, no new or different significant effects are considered likely compared with those reported in the PEIR.</p>
6	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Broad Gate to facilitate safe highway access.</p> <p>Reason: To provide a visibility splay at the internal construction haul route crossing at Broad Gate.</p> <p>Effects: Construction access is not proposed from Broad Gate itself. The extension is required to enable construction traffic to safely cross the road, and given the limited extent of land added, no new or different significant environmental effects are anticipated compared with those reported in the PEIR.</p>
7	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits towards Broad Gate to facilitate works to a third-party asset.</p> <p>Reason: To add land along Broad Gate for a visibility splay where the internal haul route (a temporary track used to move construction materials, machinery and staff safely around the site) crosses the road, and to allow for works to a third-party asset (infrastructure owned by another organisation, such as utilities or highway equipment).</p> <p>Effects: As only a limited number of trips are likely to be required for works to the third-party asset, no new or different significant effects are anticipated, compared with those reported in the PEIR.</p>
8	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits between Long Lane and Austendike Road to facilitate an internal haul route and the stringing position for the overhead line.</p> <p>Reason: The additional land is needed to construct an internal haul route and to provide space for the stringing position of the overhead line (the area required to set out and pull cables between pylons during installation).</p> <p>Effects: The additional land is similar in character to the rest of the field. No new or different significant effects are anticipated compared with those reported in the PEIR.</p>
9	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Austendike Road to facilitate safe construction access.</p> <p>Reason: To include a section of Austendike Road (B1165) to accommodate visibility splays at two construction access points, serving the northern and southern sections of the Scheme.</p> <p>Effects: These access points were already identified in the PEIR, but it has now been identified that additional land would be needed within the Scheme boundary. This change will not alter the distribution of construction traffic, and no new or different significant environmental effects are anticipated compared to those reported in the PEIR.</p>

Number	Map	Proposed change
13	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits at Delgate Bank to provide access and drainage requirements.</p> <p>Reason: To provide maintenance access and allow for drainage requirements associated with access to the CSECs (see Change 15).</p> <p>Effects: Access from Delgate Bank would be for maintenance only, including annual inspections and occasional servicing. Given the limited number of trips, no significant effects are anticipated.</p>
14	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits near a watercourse crossing to provide habitat reinstatement and enhancement.</p> <p>Reason: To provide habitat reinstatement and enhancement adjacent to a temporary watercourse crossing.</p> <p>Effects: The Scheme includes proposals for habitat reinstatement and enhancement of watercourse crossings, extending 15 m upstream and downstream. The Order Limit extension is therefore required to deliver this mitigation. No new or different significant effects would result from this change compared with those reported in the PEIR.</p>
16	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits within the field to accommodate a temporary construction compound.</p> <p>Reason: To include the remaining part of the field to accommodate a temporary construction compound and associated drainage.</p> <p>Effects: Conditions are expected to be similar to the rest of the field. No new or different significant environmental effects are anticipated, compared with those reported in the PEIR.</p>

10	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits south of Austindale Road to facilitate maintenance and access.</p> <p>Reason: To allow maintenance and access to third-party assets from Austindale Road.</p> <p>Effects: Conditions within the additional area are likely to be similar to the rest of the field. Given the limited number of trips required for these activities, no new or different significant effects are anticipated compared with those reported in the PEIR.</p>
11	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to accommodate potential works to a third-party asset.</p> <p>Reason: To accommodate potential works to third-party assets.</p> <p>Effects: Conditions within the additional area are likely to be similar to the rest of the field. Due to the limited extent of land added, no new or different significant environmental effects are anticipated compared with those reported in the PEIR.</p>
12	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along West Gate to provide safe access.</p> <p>Reason: To provide maintenance and third-party access from West Gate, and to allow for visibility splays where the internal haul route crosses the road.</p> <p>Effects: Construction access is not proposed from West Gate. Given the limited number of trips expected for maintenance and any third-party asset works, no new or different significant effects are anticipated compared with those reported in the PEIR.</p>

Number	Map	Proposed change
19	<p>Legend Land added to Order Limits Stage two consultation Order Limits</p>	<p>Description: Extension of the Order Limits between Deilgate Bank and Roman Road to accommodate the limits of deviation for the overhead line and facilitate an internal construction haul route.</p> <p>Reason: To accommodate limits of deviation for the overhead line and to provide space for an internal construction haul route and associated drainage.</p> <p>Effects: Conditions within the additional area are likely to be similar to the rest of the field. No new or different significant environmental effects are considered likely, compared with those reported in the PEIR.</p>
20	<p>Legend Land added to Order Limits Stage two consultation Order Limits</p>	<p>Description: Extension of the Order Limits along Broadgate Drive to provide maintenance access.</p> <p>Reason: To provide maintenance access from Broadgate Drive.</p> <p>Effects: Access from Broadgate Drive would be for maintenance only, including annual inspections and occasional servicing. Given the limited number of trips, no significant environmental effects are anticipated compared with those reported in the PEIR.</p>
21	<p>Legend Land added to Order Limits Stage two consultation Order Limits</p>	<p>Description: Extension of the Order Limits to the west to provide flexibility for the siting of a construction compound.</p> <p>Reason: To provide flexibility for the siting of a construction compound and associated drainage during the detailed design stage, should the Scheme be consented.</p> <p>Effects: The change allows the remaining part of the field to be used to support construction activities. Conditions are expected to be similar to the surrounding area, and no new or different significant environmental effects are anticipated compared with those reported in the PEIR.</p>

Number	Map	Proposed change
17	<p>Legend Land added to Order Limits Stage two consultation Order Limits</p>	<p>Description: Extension of the Order Limits between Deilgate Bank and Roman Road to accommodate the limits of deviation for the overhead line and facilitate an internal construction haul route.</p> <p>Reason: To accommodate limits of deviation for the overhead line (the permitted area within which the final alignment of pylons and cables could be located) and to provide space for an internal construction haul route and associated drainage.</p> <p>Effects: Conditions within the additional area are likely to be similar to the rest of the field. No new or different significant environmental effects are considered likely, compared with those reported in the PEIR.</p>
18	<p>Legend Land added to Order Limits Stage two consultation Order Limits</p>	<p>Description: Extension of the Order Limits along Deilgate Bank to Moulton Chapel Road / Roman Road to provide safe access.</p> <p>Reason: To provide maintenance and third-party access from Moulton Chapel Road, and to allow for visibility splays along Deilgate Bank and Moulton Chapel Road/Roman Road.</p> <p>Effects: Maintenance and third-party access would be provided from Moulton Chapel Road. Given the limited number of trips required for maintenance and works to third-party assets, no new or different significant effects are anticipated, compared with those reported in the PEIR.</p> <p>The change also adds land along a longer stretch of Deilgate Bank to allow for a visibility splay where the internal construction haul route crosses the road. Construction access is not proposed from Deilgate Bank and, owing to the small extent of land added, no new or different significant effects are expected compared with those reported in the PEIR.</p>

Number	Map	Proposed change
26	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to Queen's Bank along the existing vehicle access to provide operational access.</p> <p>Reason: To provide operational access to Parcel B using the existing access route.</p> <p>Effects: Traffic movements during operation would be infrequent and mainly for vegetation management, maintenance and inspections. As outlined in the PEIR, operational traffic levels are expected to remain low, and no new or different significant effects are anticipated as a result of this change compared with those reported in the PEIR.</p>
27	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Queen's Bank to provide access to the 400kV substation and BESS, and safe alternative construction access.</p> <p>Reason: To provide construction and operational access to the 400kV substation and BESS compound in Parcel B, and to allow an alternative construction access to the proposed overhead line using the existing Queen's Bank access. The change also includes visibility splays along Queen's Bank.</p> <p>Effects: This change is not anticipated to result in any new or different significant effects, as the works remain consistent with those already assessed in the PEIR.</p>
28	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to align with the field parcel boundary at the north-western corner of Parcel A.</p> <p>Reason: To align the Order Limits with the boundary of the field parcel.</p> <p>Effects: No physical works are proposed in this area, and existing vegetation will be retained to provide landscape screening. No new or different significant effects are anticipated as a result of this change compared with those reported in the PEIR.</p>

Number	Map	Proposed change
22	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along the A16 Crowland Bypass to provide safe maintenance access.</p> <p>Reason: To provide maintenance access from the A16 Crowland Bypass and associated visibility splays.</p> <p>Effects: Maintenance of the overhead line would comprise annual inspections and infrequent maintenance works required for equipment servicing. Given the limited number of trips, no significant environmental effects are anticipated, compared with those reported in the PEIR.</p>
23	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits toward the A16 Crowland Bypass to provide maintenance access and emergency access to the BESS.</p> <p>Reason: To provide a maintenance access track to the overhead line and alternative operation and emergency access to the BESS site.</p> <p>Effects: Conditions within the additional area are likely to be similar to the rest of the field. No new or materially different significant environmental effects are considered likely compared with those reported in the PEIR.</p>
24	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits near a watercourse crossing to provide habitat reinstatement and enhancement.</p> <p>Reason: To provide habitat reinstatement and enhancement adjacent to a temporary watercourse crossing.</p> <p>Effects: The Scheme includes proposals for habitat reinstatement and enhancement 15 m upstream and downstream of each watercourse crossing. These extensions support the delivery of that mitigation. No new or different significant environmental effects are anticipated compared with those reported in the PEIR.</p>

Number	Map	Proposed change
34	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Chapel Gate to provide safe visibility for a haul route crossing during construction.</p> <p>Reason: To provide visibility spays for a haul route crossing over Chapel Gate during construction of the 132kV connection between Parcels C and D.</p> <p>Effects: An internal haul route will cross Chapel Gate, but the road itself will not be used for construction access. The extension includes sections of Chapel Gate to allow for visibility spays at the crossing point. No vegetation clearance is expected, and no new or different significant environmental effects are anticipated compared to those reported in the PEIR.</p>
35	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Dog Drive to provide safe visibility for a haul route crossing during construction.</p> <p>Reason: To provide visibility spays for a haul route crossing over Dog Drive during construction of the 132kV connection between Parcels C and D.</p> <p>Effects: An internal haul route will cross Dog Drive, but the road itself will not be used for construction access. The extension includes sections of Dog Drive to accommodate visibility spays at the crossing point. No vegetation clearance is expected, and no new or different significant environmental effects are anticipated compared to those reported in the PEIR.</p>
36	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Holbeach Drive Gate to provide safe visibility and facilitate traffic management for construction access.</p> <p>Reason: To provide traffic management measures, passing bays, and visibility spays for construction access to the 132kV connection between Parcels C and D.</p> <p>Effects: Following additional work, access has been identified for the construction and maintenance of the 132kV connection at this location. No new or different significant environmental effects are anticipated compared to those reported in the PEIR.</p>

Number	Map	Proposed change
29	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits to include Spalding Road to provide safe access.</p> <p>Reason: To provide visibility spays and traffic management measures for construction and operational access to the inter-array area and Parcel A.</p> <p>Effects: No vegetation clearance is required to deliver these measures, and no new or different significant effects are anticipated compared with those reported in the PEIR.</p>
32	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Martins Road and Hull's Drive to facilitate safe visibility and traffic management measures during construction.</p> <p>Reason: To provide visibility spays, passing bays, and traffic management measures for construction access to Parcels B and C.</p> <p>Effects: The primary construction access to Parcels B and C has been relocated south of Martins Farm, reducing potential construction traffic noise impacts. This change also includes new access track crossings over existing drains; with good practice construction measures in place, no significant effects on the water environment are anticipated.</p> <p>A secondary operational access to Parcel C remains east of Martins Farm, using an existing track. Operational traffic will be minimal and limited to routine maintenance, and no new or different environmental effects are expected compared to those reported in the PEIR.</p>
33	<p>Legend</p> <ul style="list-style-type: none"> Land added to Order Limits Stage two consultation Order Limits 	<p>Description: Extension of the Order Limits along Back Bank to provide traffic management measures and safe access.</p> <p>Reason: To provide traffic management measures, passing bays, and visibility spays for construction and maintenance access to the 132kV connection between Parcels C and D.</p> <p>Effects: Access has been identified for the construction and maintenance of the 132kV connection between Parcels C and D. No new or different significant environmental effects are anticipated compared to those reported in the PEIR.</p>

How to provide feedback

i We would like your feedback on the changes presented as part of this targeted consultation.

This targeted consultation follows our stage two consultation, where we received a broad range of feedback on the Scheme. At this point in the process, we're particularly interested in your views on the specific changes outlined in this Information Booklet.

You can respond to this consultation by writing to us either via email at enquiries@meridiansolar.co.uk or by post at **FREEPOST DOWNING MERIDIAN** (no stamp required).

All the materials for this targeted consultation, including the Information Booklet, are available to view on our website: www.meridiansolarfarm.co.uk.

If you require this information in an alternative format, such as Braille, large print, or an alternative language, please contact us using the details provided on the back page.

What happens next

Feedback gathered through this targeted consultation will be considered alongside comments received during our stage two consultation. These will be summarised in a Consultation Report, which will explain how we have had regard to the feedback and how it has influenced the final proposals. This report will form part of our Development Consent Order (DCO) application.

Number	Map	Proposed change
37		<p>Description: Extension of the Order Limits along Langary Gate Road and its junction to provide safe visibility, facilitate traffic management, and accommodate overhead service diversions during construction.</p> <p>Reason: To provide traffic management measures, passing bays, visibility splays, and overhead service diversions to support construction access to Parcel D.</p> <p>Effects: Construction access from Langary Gate Road was identified in the PEIR, but the Order Limits have been extended to include all areas needed for access improvements. To reduce the number of new watercourse crossings, 13 existing field accesses will be upgraded. These measures are not expected to result in any new or different significant environmental effects compared to those identified in the PEIR.</p>

Legend

- Land added to Order Limits
- Stage two consultation Order Limits



As part of this process, we will provide a response to comments received on each change. We therefore encourage you to reference specific changes when providing your feedback.

Once our application for development consent has been accepted, an Examining Authority appointed by the Planning Inspectorate (acting on behalf of the Secretary of State) will examine the application.

You will be able to register your interest in our proposals directly with the Planning Inspectorate, who will then inform you about the progress of our application during the examination process and let you know about further opportunities you will have to inform and contribute to the planning process.

You can find out more about the DCO process for Nationally Significant Infrastructure Projects (NSIP) on the Planning Inspectorate website: <https://infrastructure.planninginspectorate.gov.uk/application-process/>.

Environmental Impact Assessment (EIA)

The changes outlined in this information booklet have been carefully reviewed by our environmental team. As part of the EIA process, we shared our initial environmental assessment in the PEIR during our stage two consultation. The changes presented here do not change the conclusions of that assessment, or the likely significant environmental effects that were reported at that stage.

A full and updated environmental assessment will be provided in the Environmental Statement, which will be submitted as part of our DCO application.

Contact us

If you have any questions about **Meridian Solar** or this targeted consultation, you can contact us using the details below:

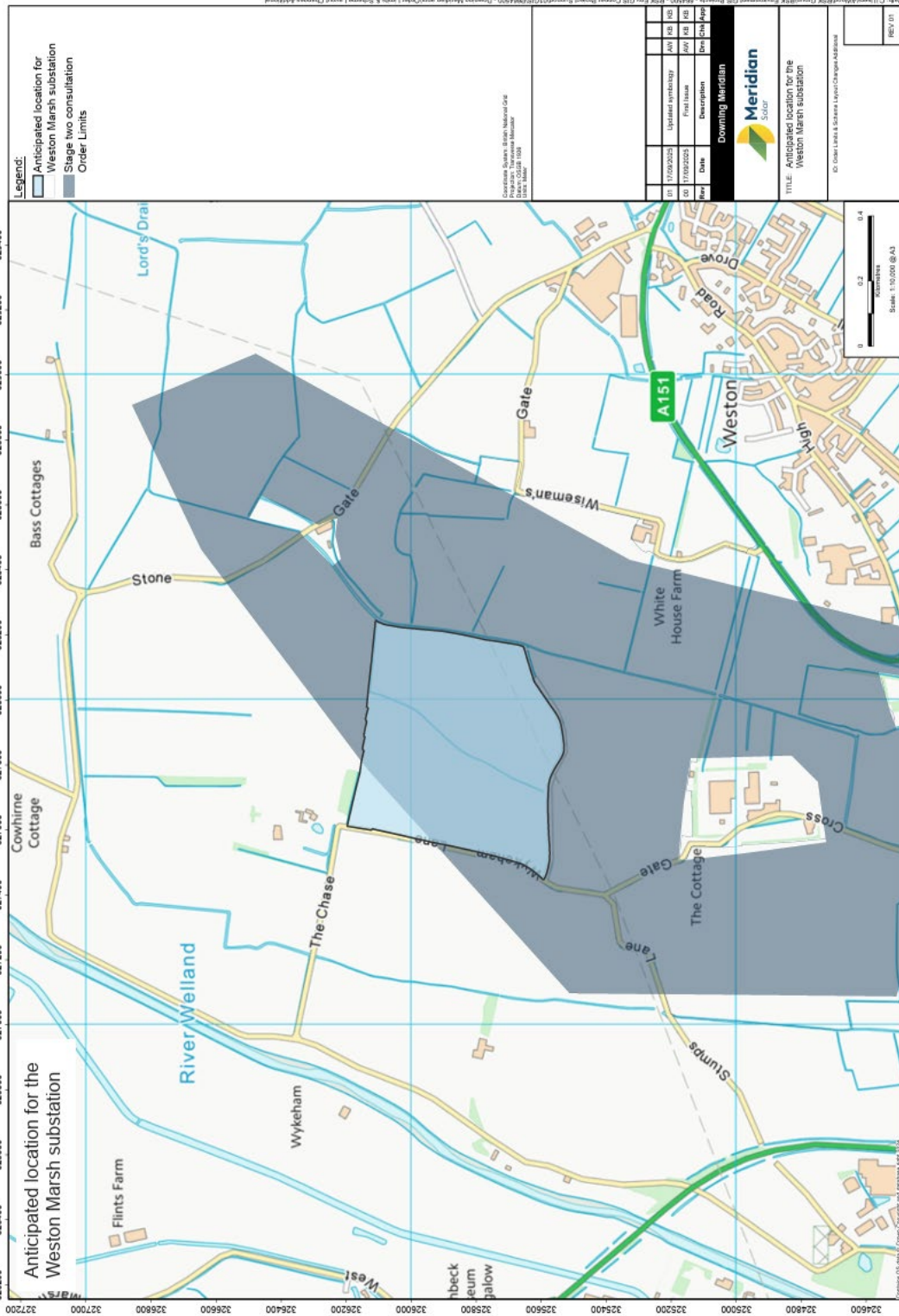
- Write to us at: **FREEPOST DOWNING MERIDIAN** (you do not need a stamp).
- Email us at: enquiries@meridiansolar.co.uk
- Call our Freephone Information line on: **0800 652 6120**
- For more information on the Scheme please visit our website at: www.meridiansolarfarm.com

Our phone lines are monitored **09:00–17:30 Monday to Friday**, with an answerphone facility available outside of these hours.

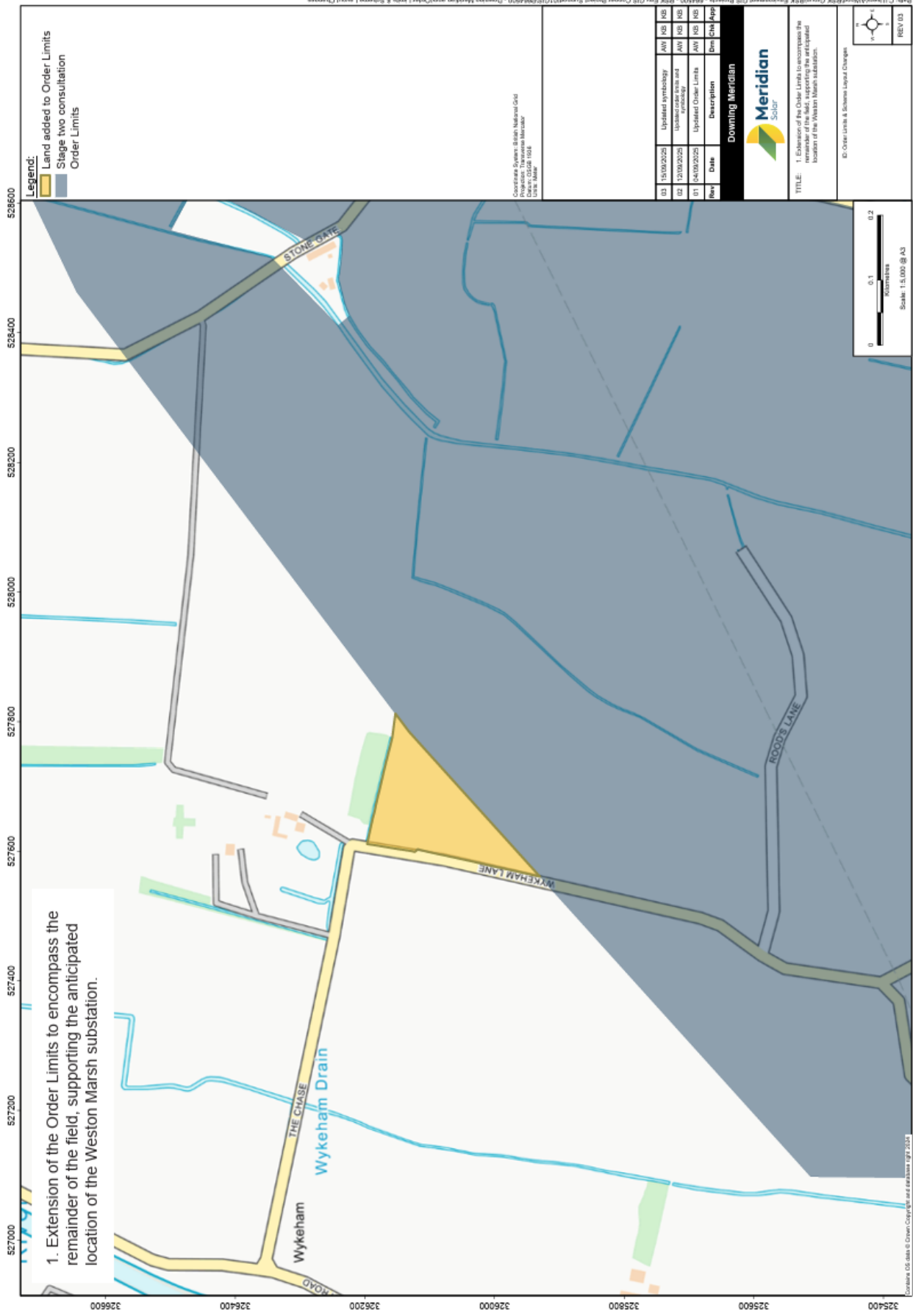
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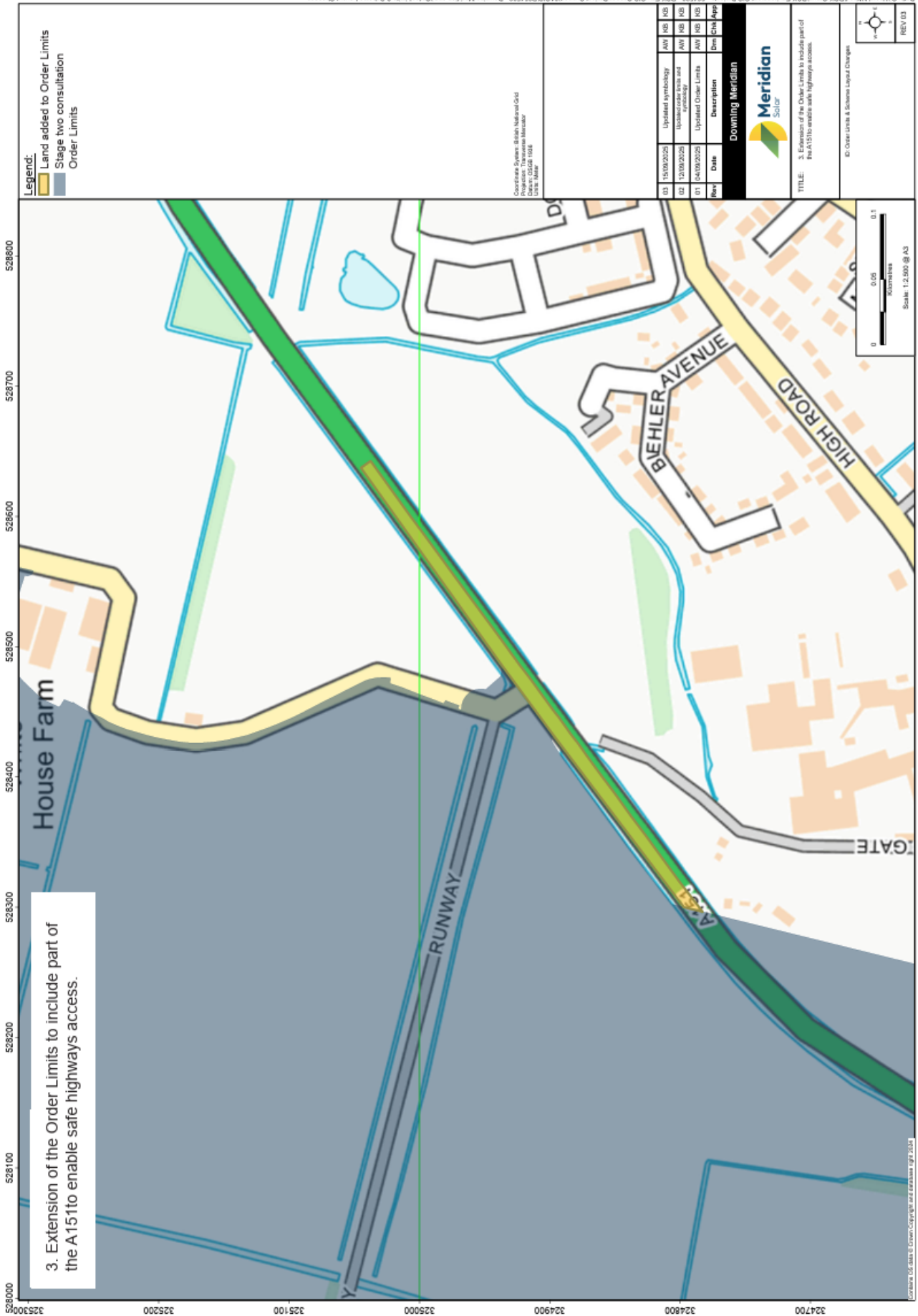


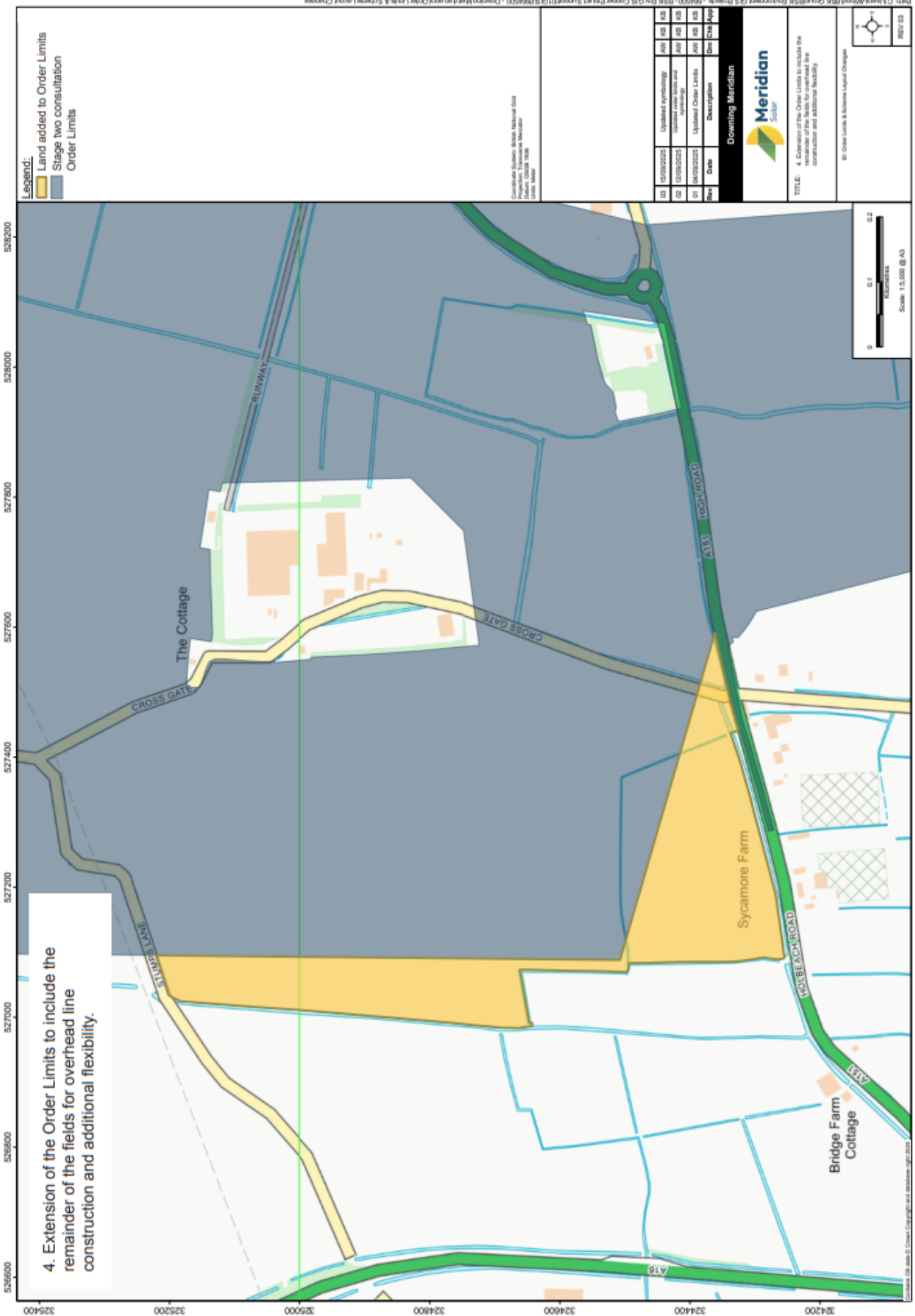
Appendix J-1.3 Targeted Consultation A3 Maps 2025

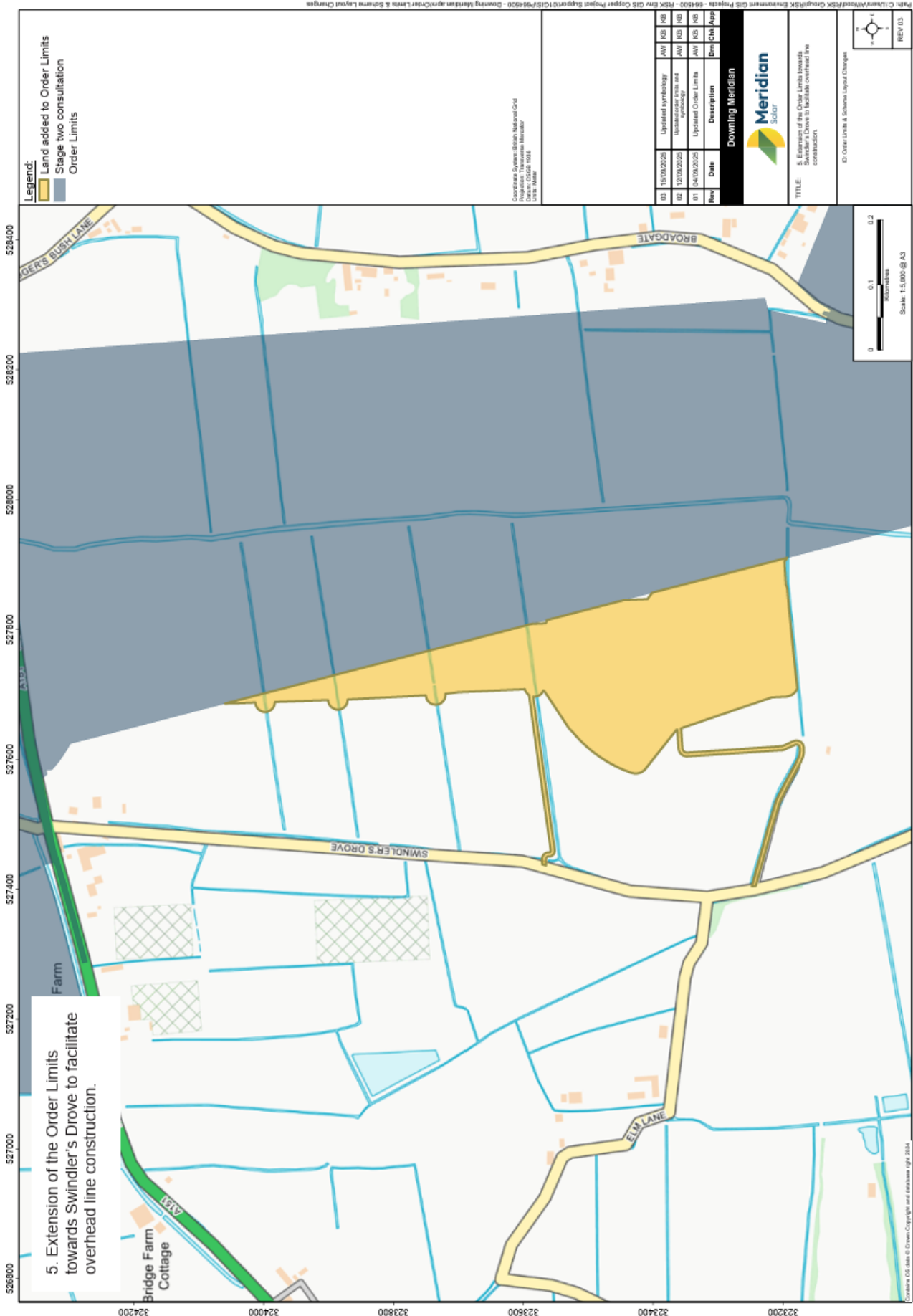


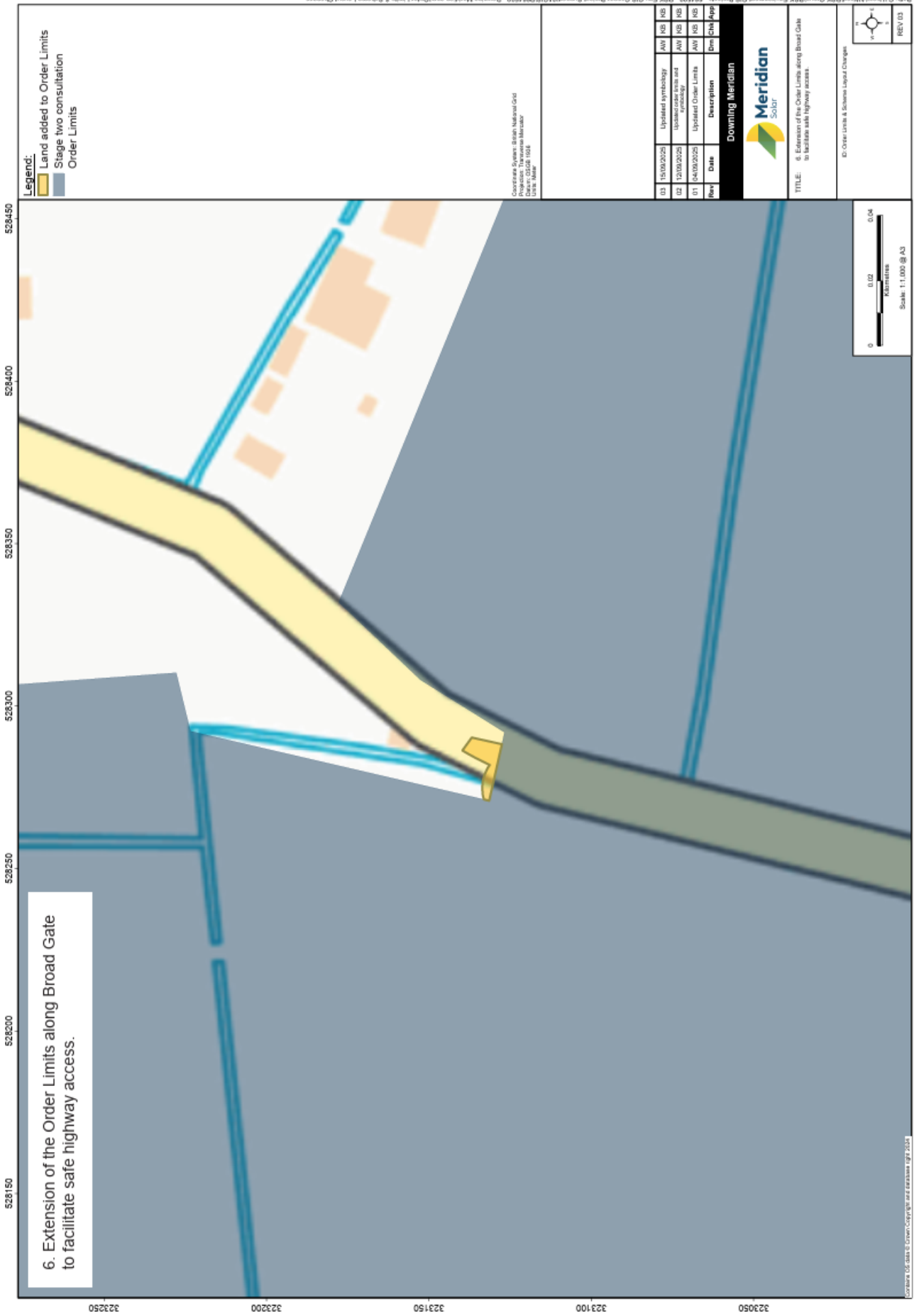


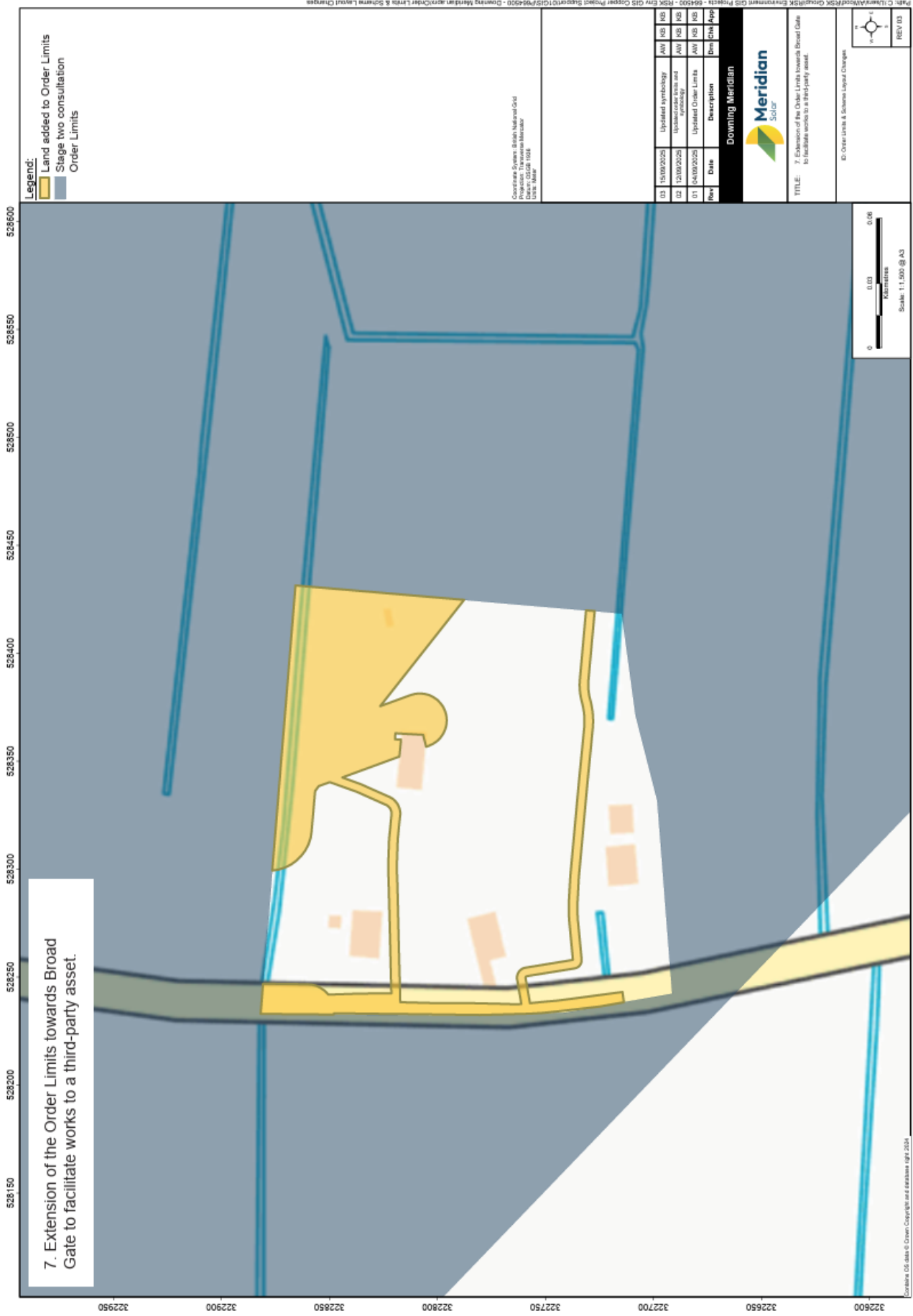


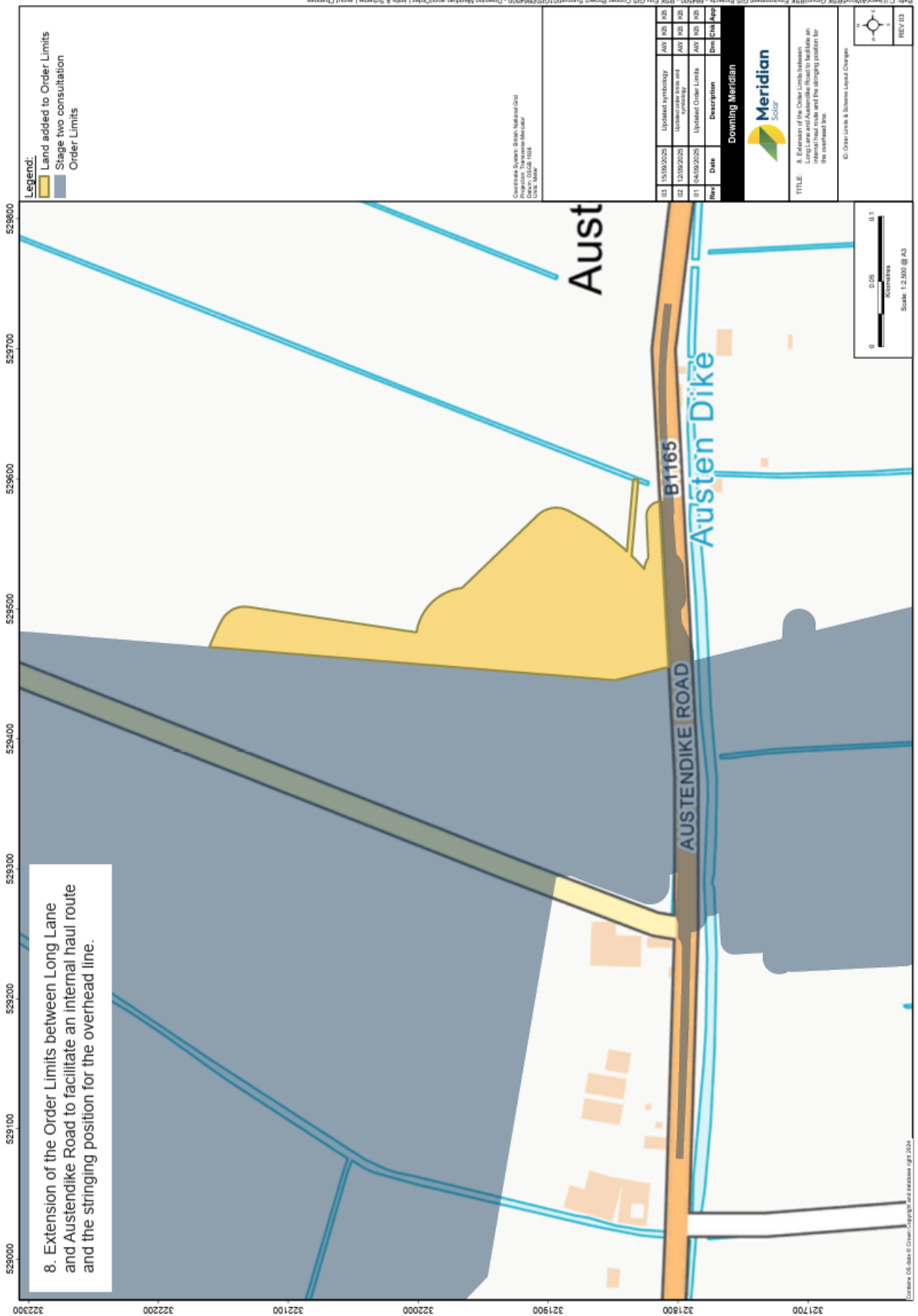


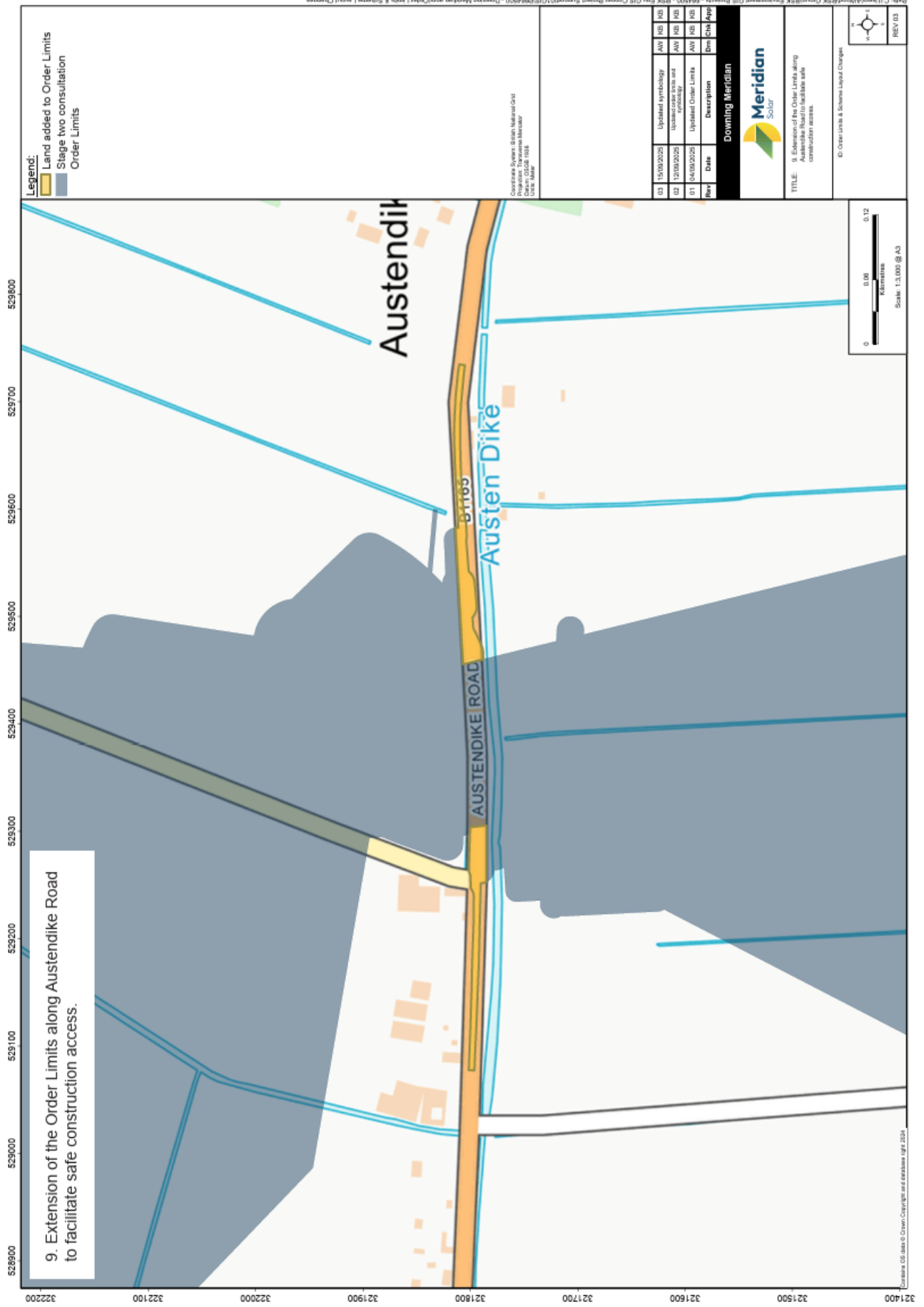


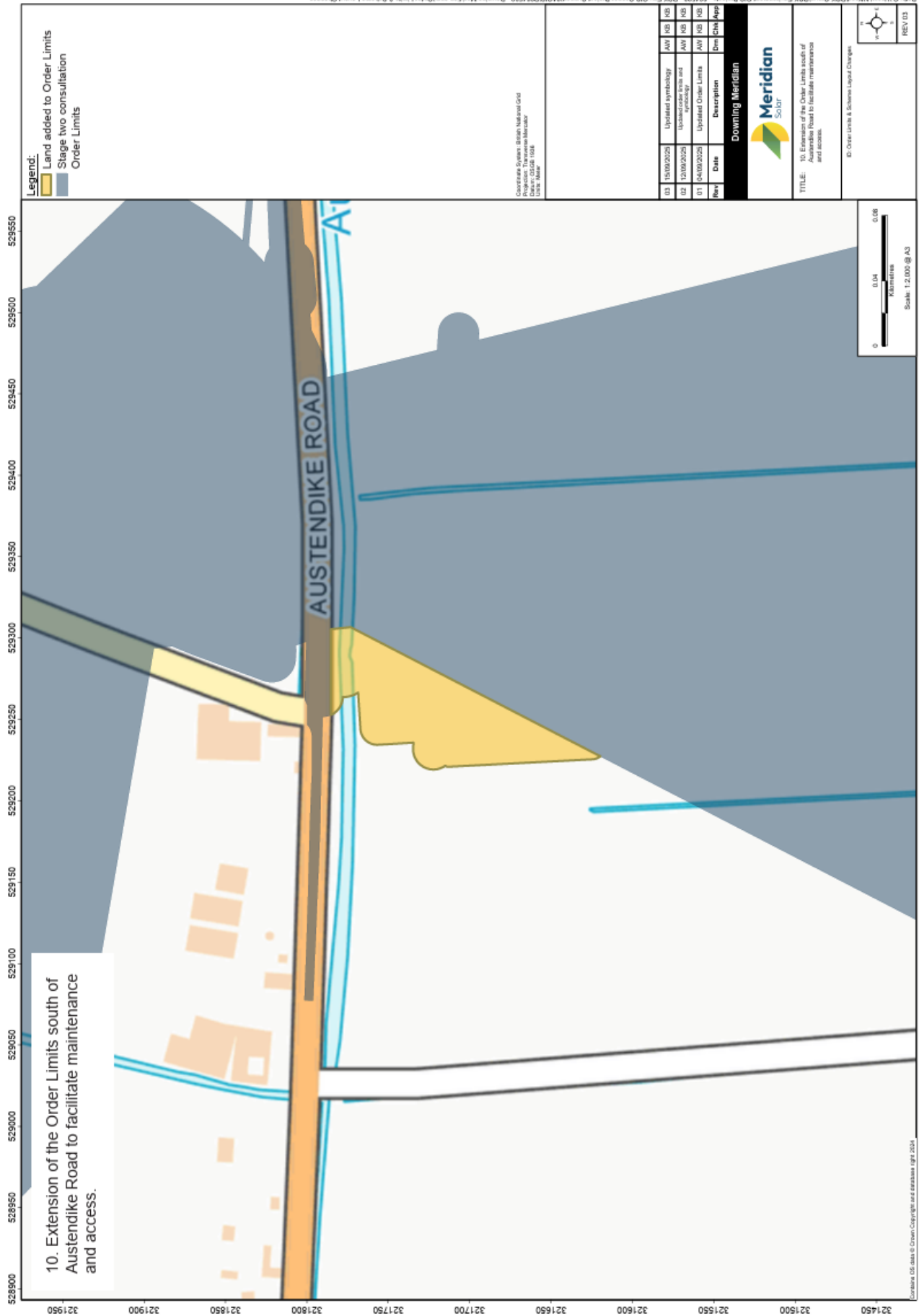


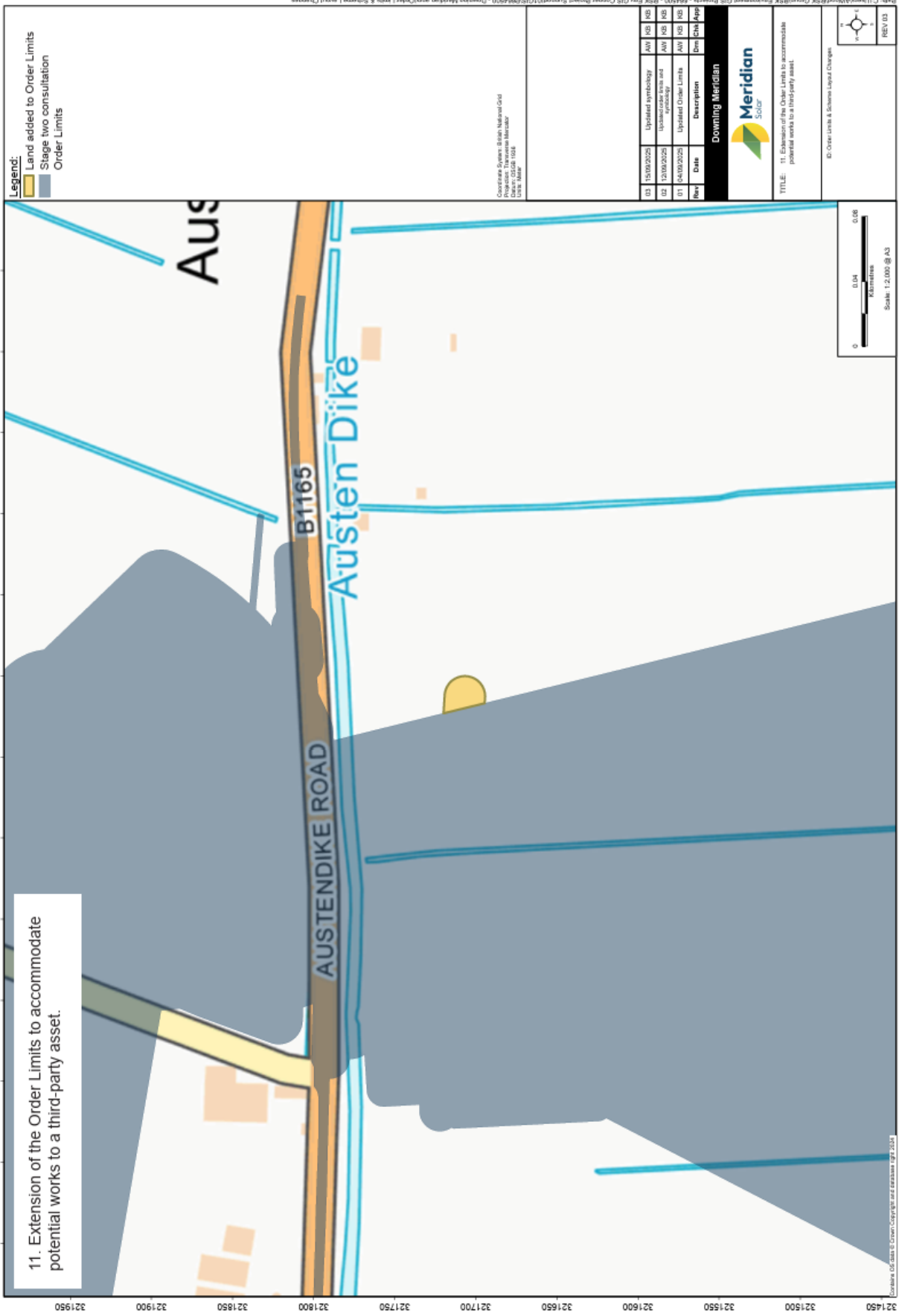


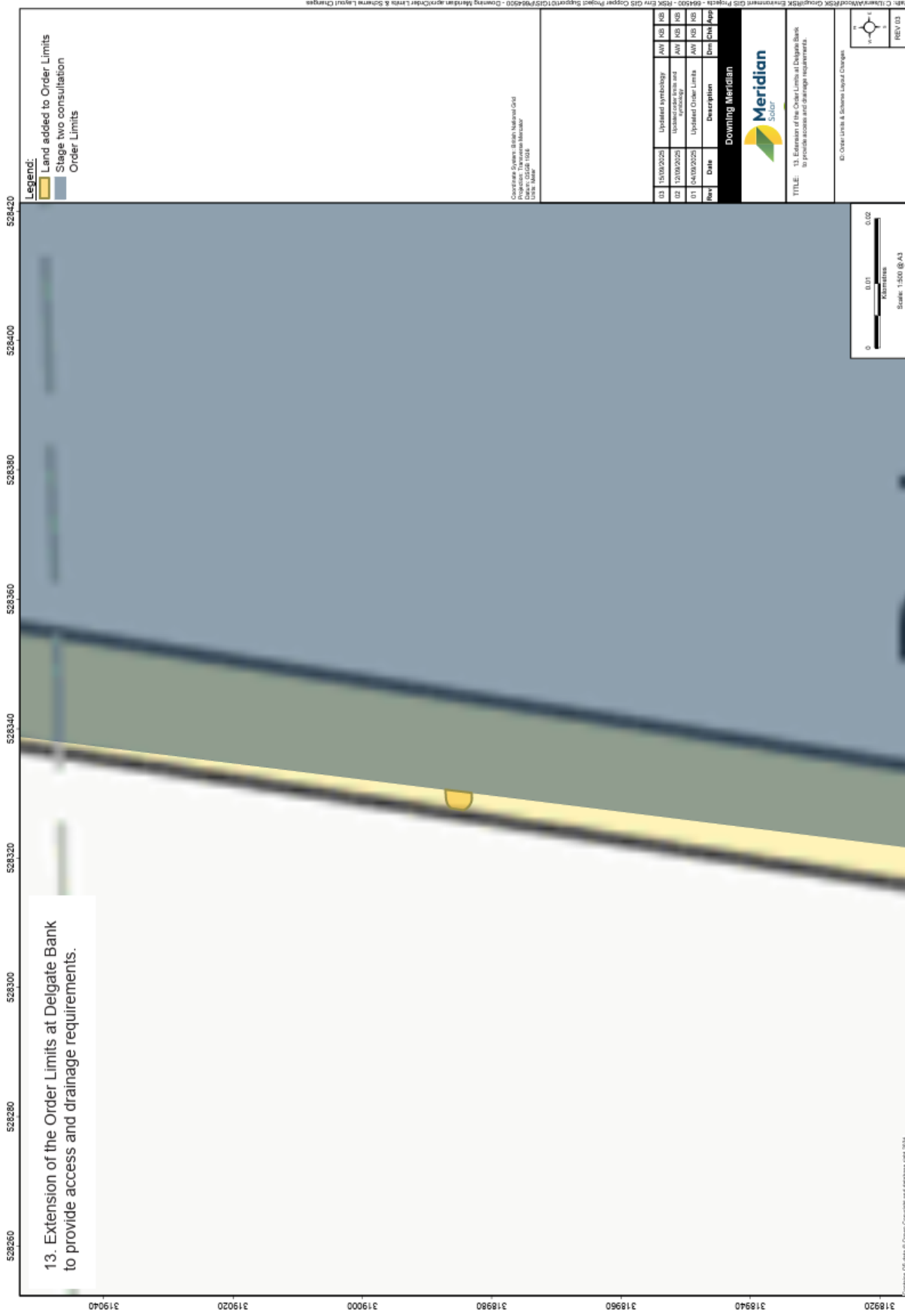


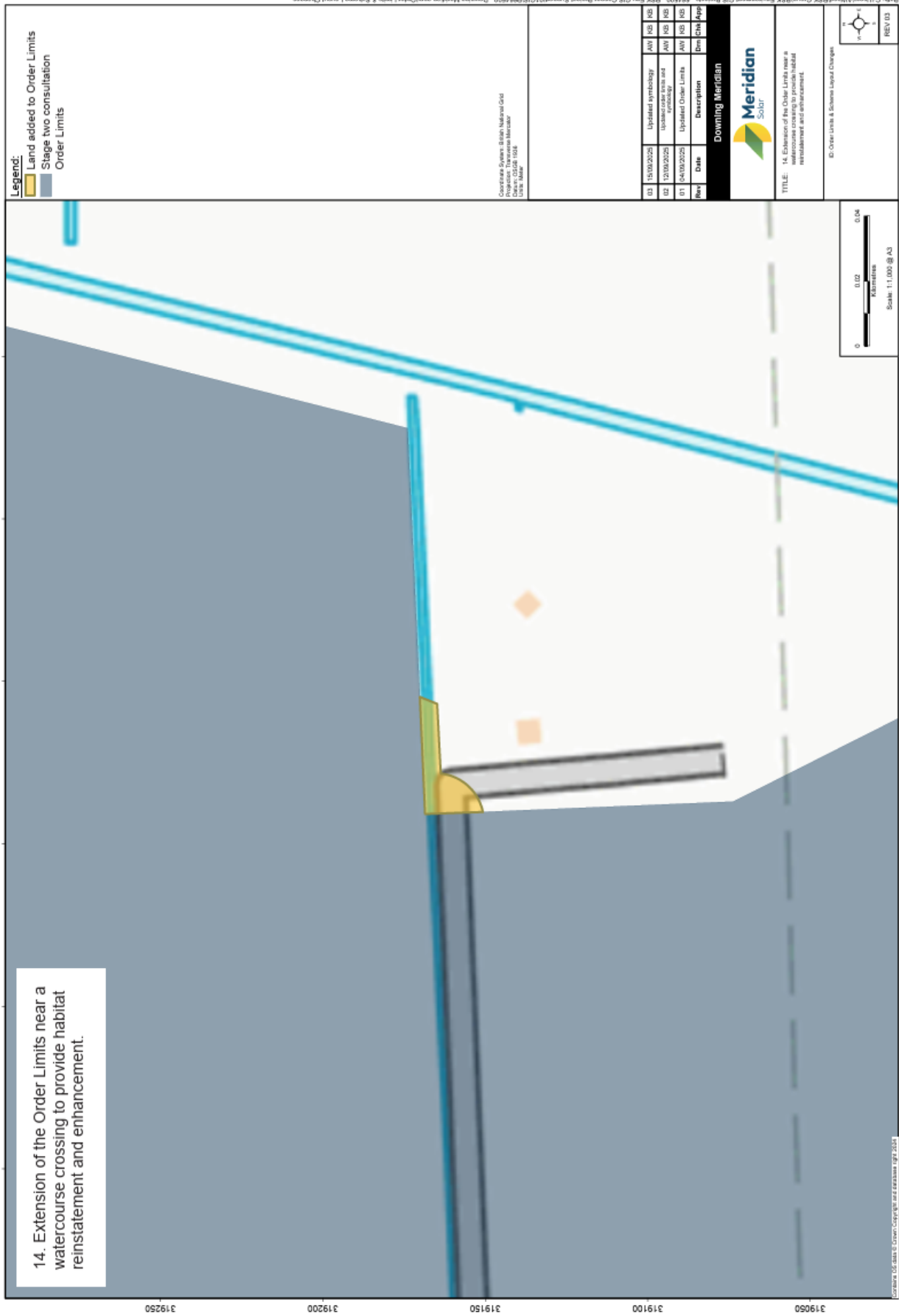




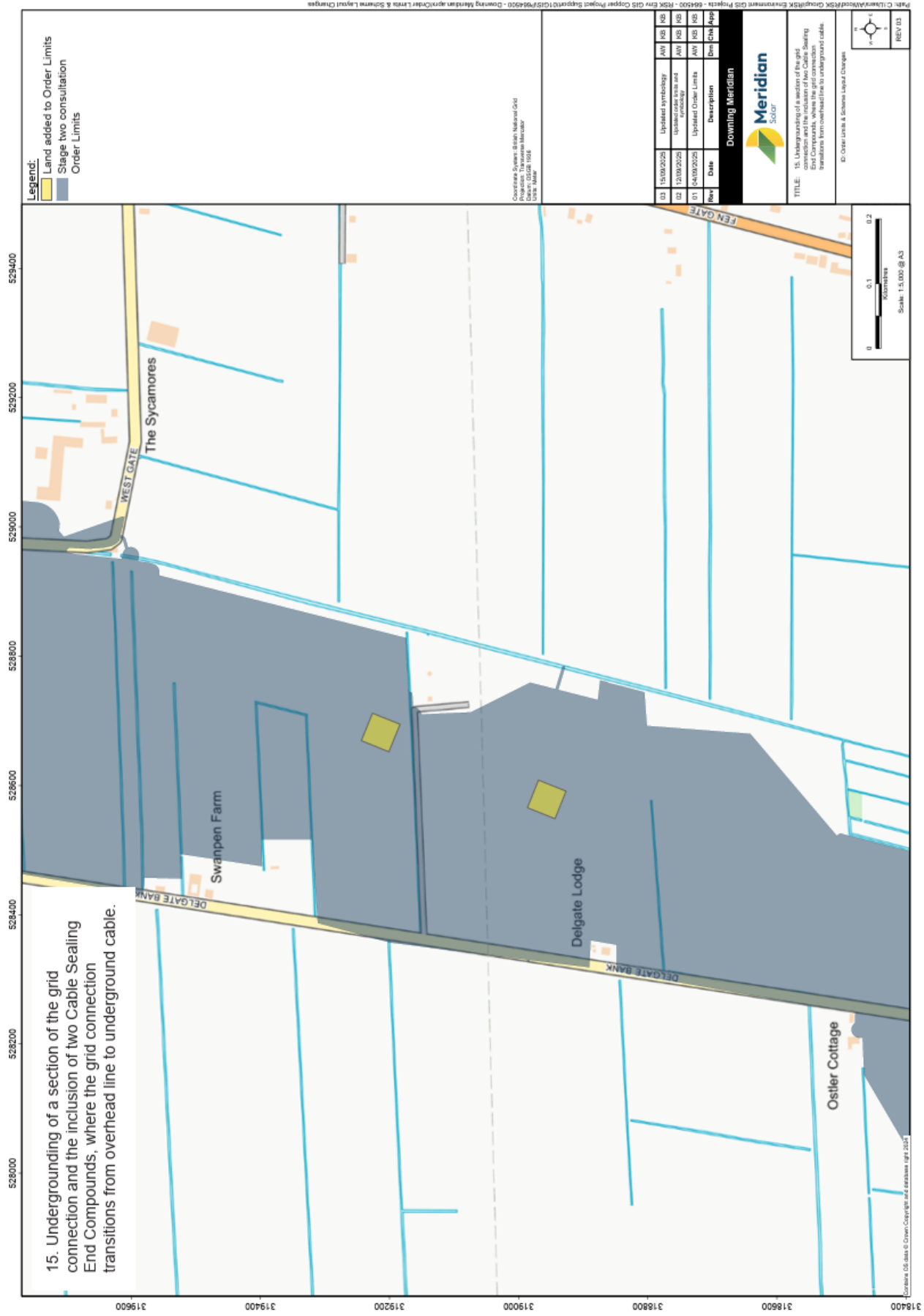


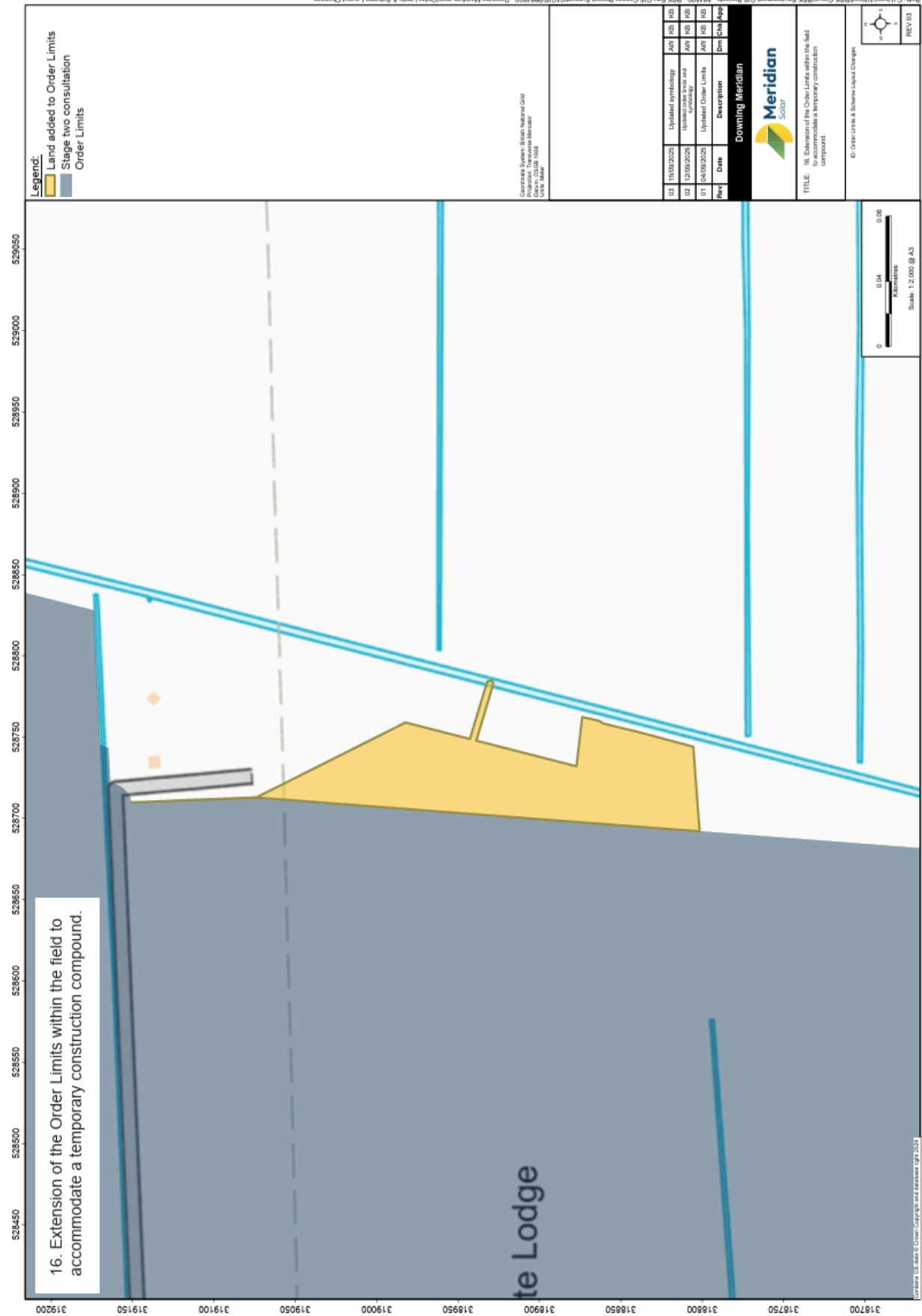






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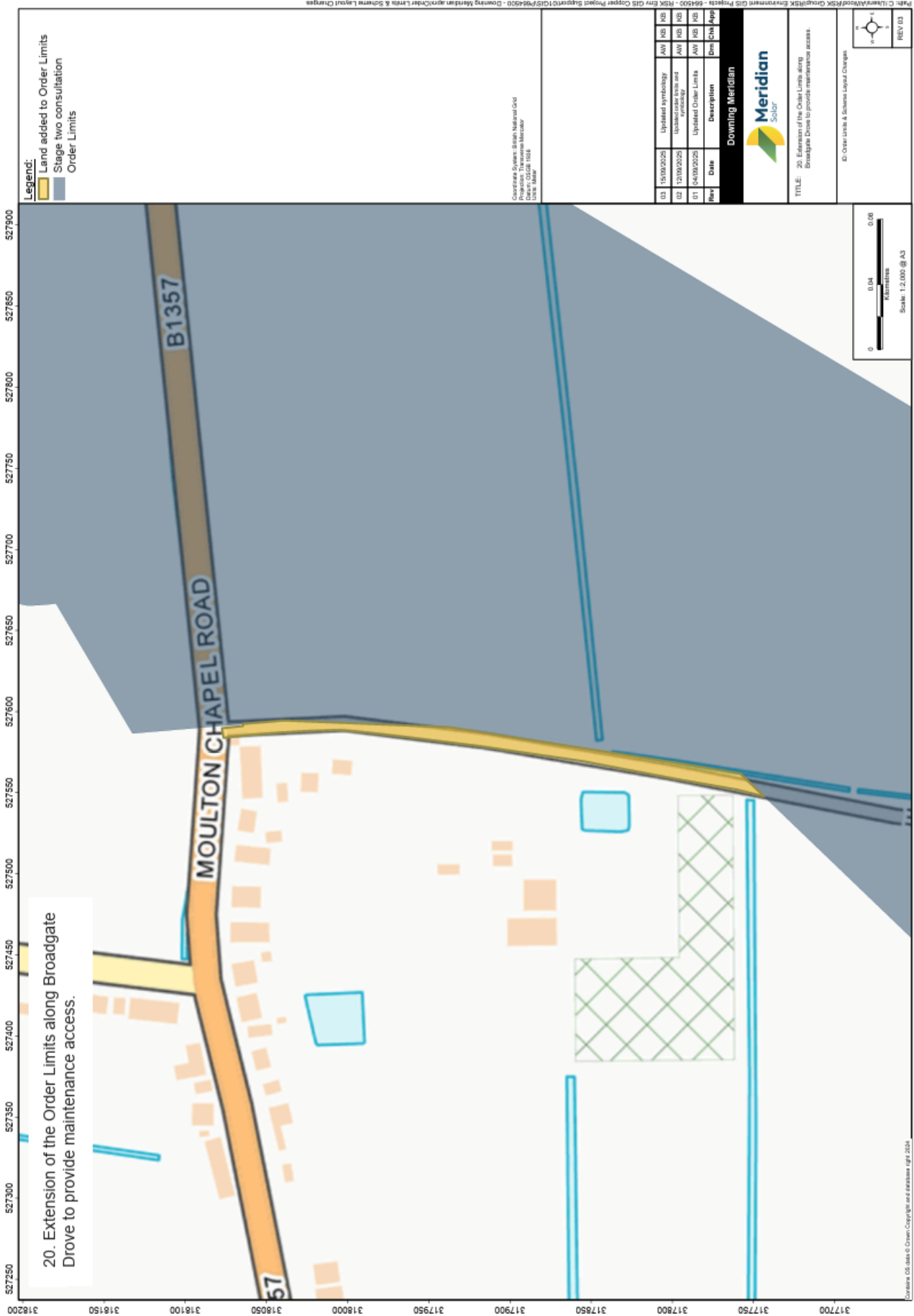


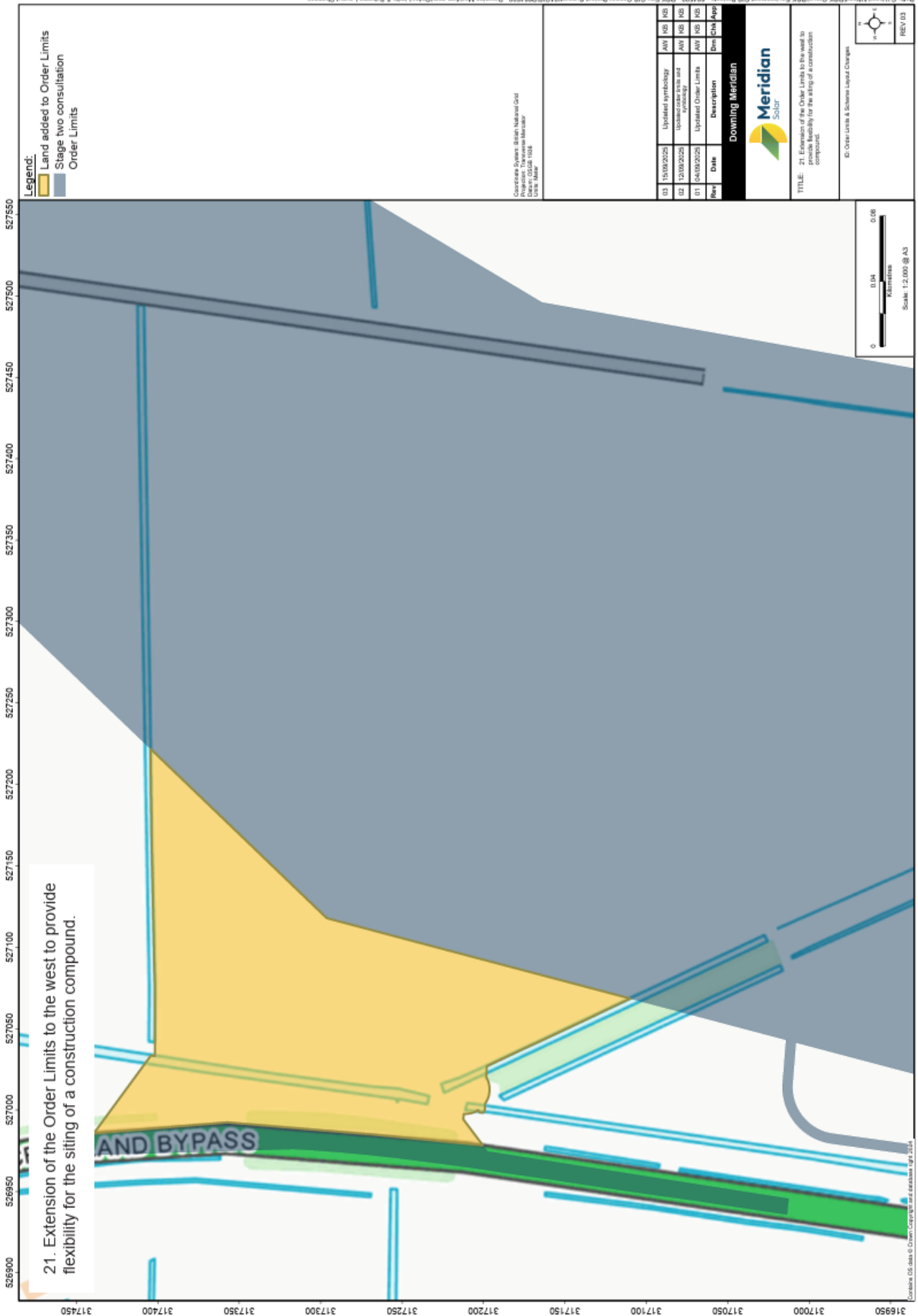


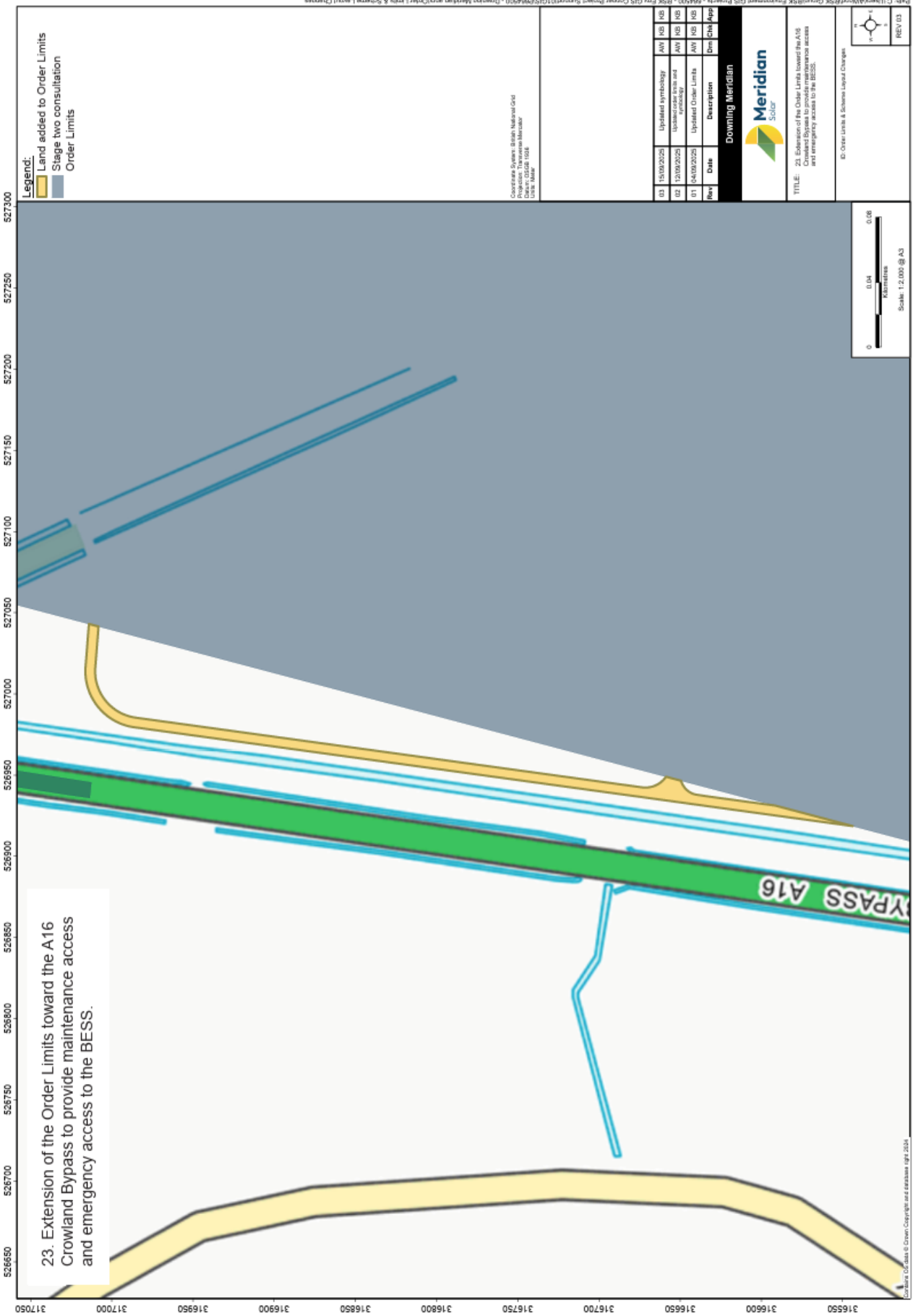




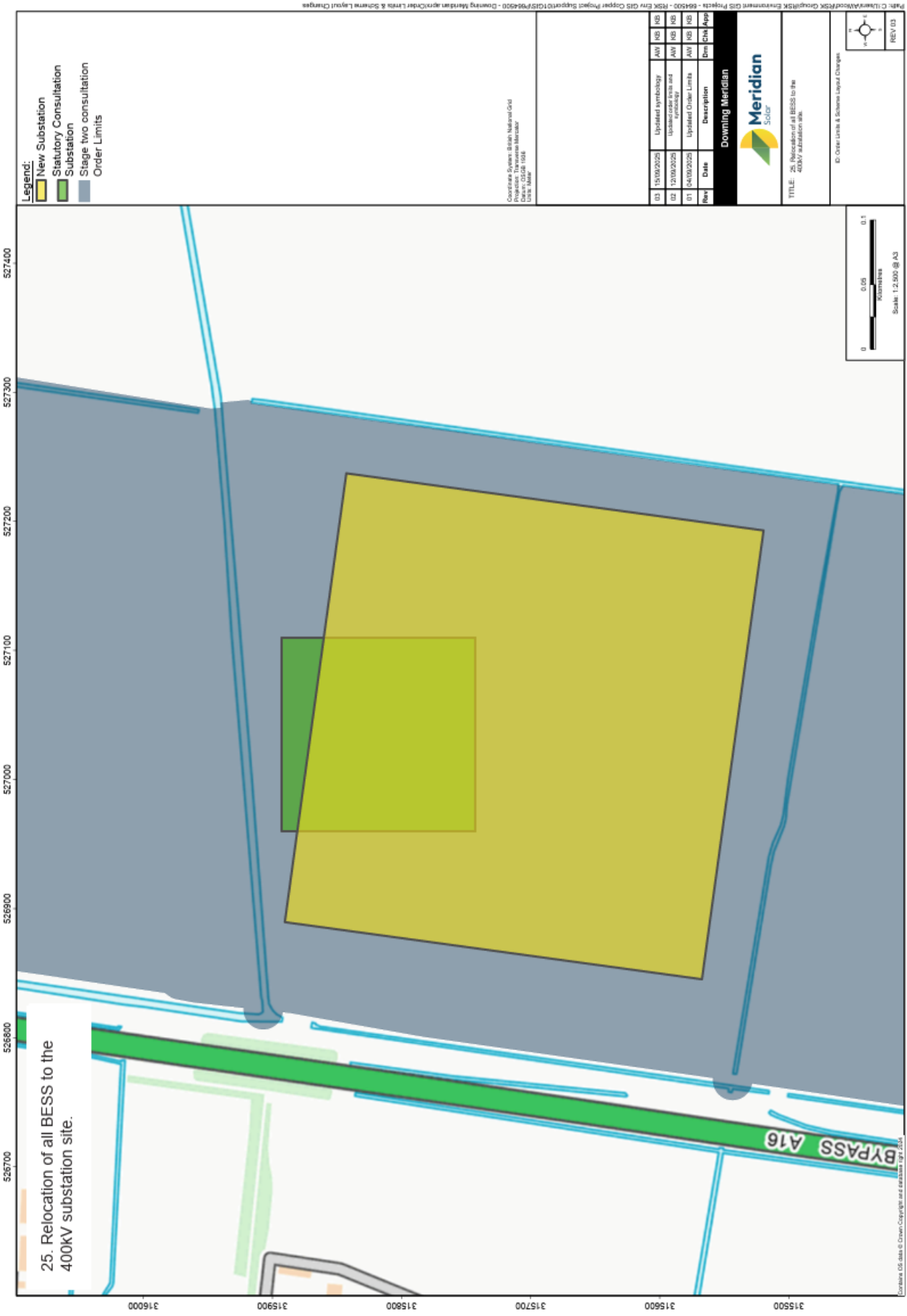




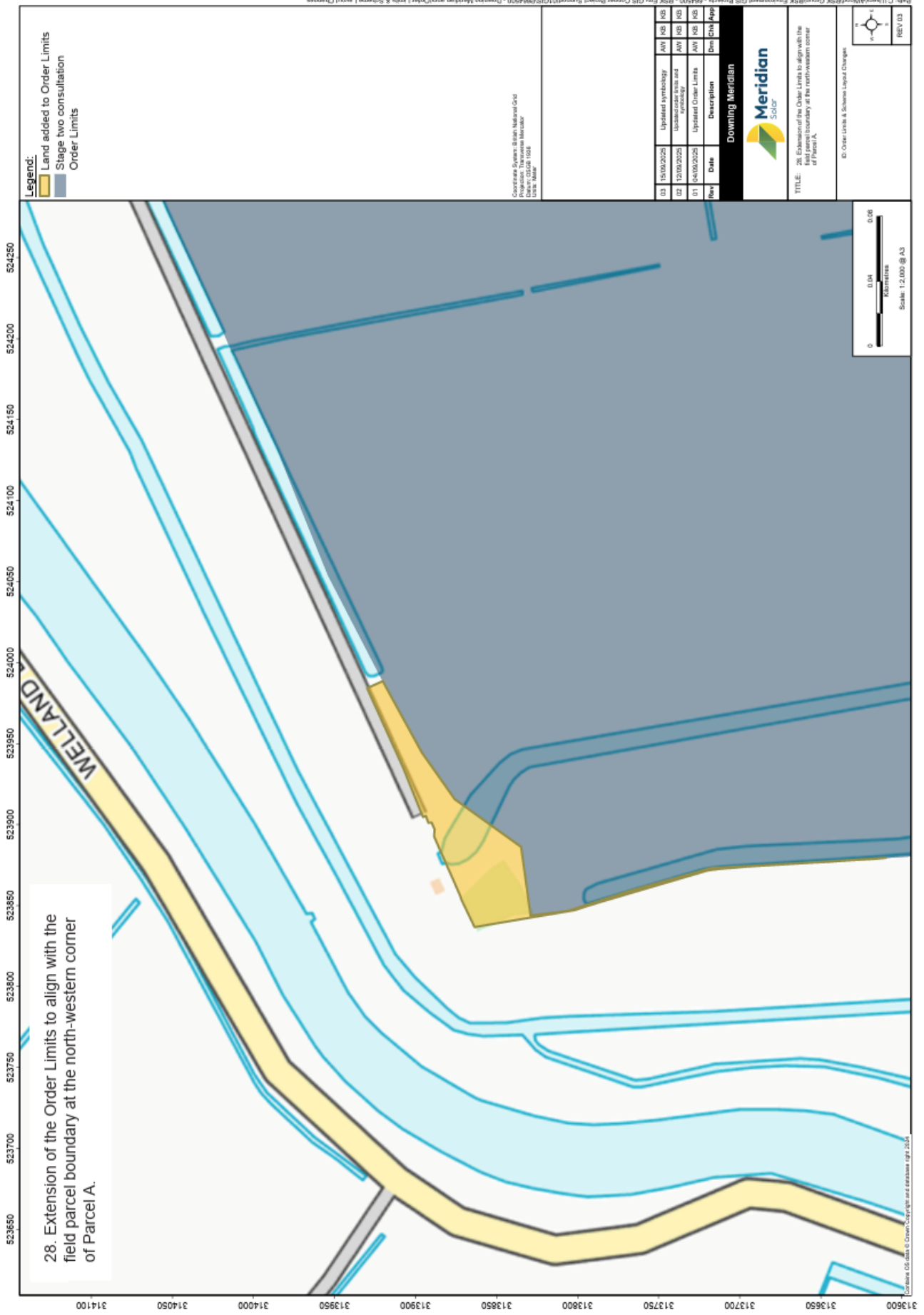




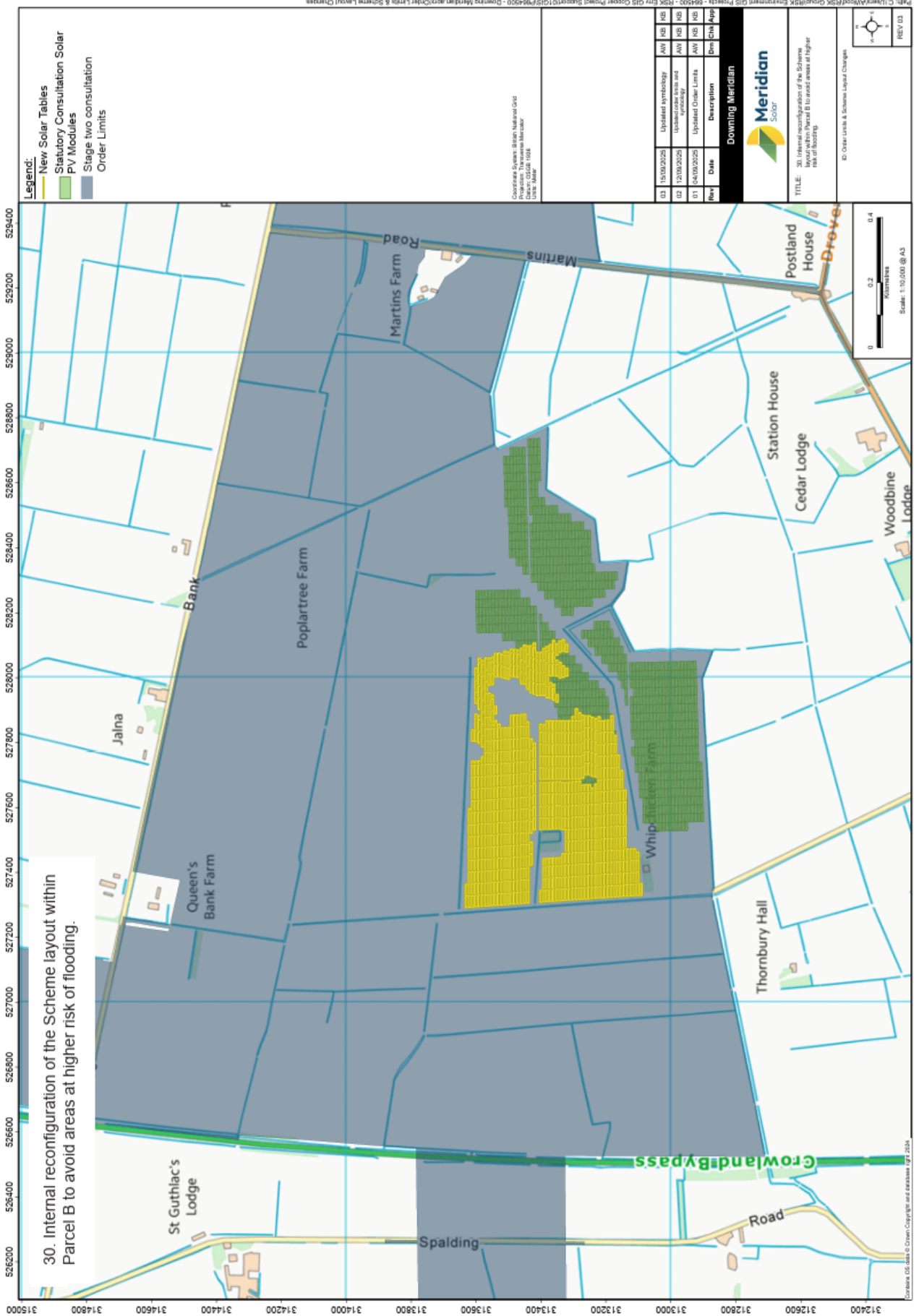












30. Internal reconfiguration of the Scheme layout within Parcel B to avoid areas at higher risk of flooding.

