Meridian Solar Farm

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Volume 7

Other Documents

7.13 Outline Construction Traffic Management Plan - Part 1

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1. Introduction

1.1. Scheme Description

1.1.1. Meridian Solar Farm Limited (hereafter referred to as 'the Applicant') is seeking consent for the construction, operation and decommissioning of the Meridian Solar Farm (hereafter referred to as the 'Scheme'). This will require an application for a Development Consent Order (DCO), which has been submitted to the Planning Inspectorate, with the decision of whether to grant a DCO being made by the Secretary of State for Energy Security and Net Zero (Secretary of State) pursuant to the Planning Act 2008 (PA 2008)[1] (hereafter referred to as the 'DCO Application').

1.1.2. The Scheme would comprise the construction, operation (including maintenance) and decommissioning of a solar PV electricity generating station with associated infrastructure, including co-located Battery Energy Storage System (BESS), Inter-Array Connections to link the land parcels that form the Solar Development Areas, and an up to 13km overhead line Grid Connection (with one short undergrounded section) which would run north towards a point of connection (PoC) at the proposed Weston Marsh B National Grid Electricity Transmission (NGET) substation, to the north of Weston.

1.1.3. The Solar PV generating station, associated BESS, on-site substations and other associated infrastructure would be located within four land parcels (A, B, C and D) referred to collectively as the Solar Development Area, as shown in **ES Figure 1-1** (Doc Ref. 6.2).

1.1.4. The Inter-Arrays would be the areas within which 132kV connection cables (the 'Inter-Array Connections') would link the land parcels of the Solar Development Area. The configuration of the Inter-Array Connections (132kV) would comprise underground cabling between Land Parcels A and B ('the Underground Inter-Array') and an overhead line between Land Parcels C and D ('the Overground Inter-Array').

1.1.5. The Grid Connection Route would be the area between the Solar Development Area and the National Grid Weston Marsh B Substation in which a 400kV overhead line (the 'Grid Connection') would be located. There is one section

[1] HMSO (2008) The Planning Act 2008, Available at: https://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf [Accessed 10/10/2025]

where the Grid Connection would route underground to avoid conflicts with an existing 132kV overhead line. Cable Sealing End Compounds (CSECs) would join the proposed underground cable at that section with the proposed overhead line.

1.1.6. The Scheme would have an operational lifecycle of 40 years.

1.1.7. The Scheme is located in a rural area of Lincolnshire, within the Lincolnshire County Council (LCC) area. The Scheme lies east of the market town of Spalding. The parts of the Scheme designated as the 'Solar Development Areas' are located approximately 10 km south-east of Spalding, whilst the Grid Connection Route is expected to connect to the NGET Weston Marsh B substation, approximately 5 km north-east of Spalding.

1.1.8. A full description of the Scheme is included in **ES Chapter 2: The Scheme** (Doc Ref. 6.1). An overview of the Scheme and its environmental impacts is provided in the **Non-Technical Summary** (Doc Ref. 6.1).

1.2. Context

1.2.1. This Outline Construction Traffic Management Plan (CTMP) forms part of the DCO Application prepared for the Scheme, and incorporates Travel Plan measures aimed at supporting its delivery.

1.2.2. The Scheme, within the administrative area of LCC, primarily comprises agricultural fields mainly under arable production, with some small parcels of pasture, interspersed with trees, hedgerows, small areas of woodland and farm access tracks.

1.3. Document Purpose and Scope

1.3.1. This Outline CTMP supports **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1) which is submitted with the DCO Application. The **Draft DCO** (Doc Ref. 3.1) includes a requirement for the Outline CTMP to be developed into a Framework CTMP that would be submitted for the approval of the relevant authorities before construction commences. The DCO therefore includes a requirement to secure compliance with the measures set out in the Framework CTMP.

1.3.2. This Outline CTMP sets out the principles that will be adhered to in the Framework CTMP, which will continue to be developed as the detail of the Scheme is further progressed. The Framework CTMP will be produced prior to the commencement of construction and will be secured as part of the DCO post-consent.

1.3.3. This document sets out the Applicant's proposals to manage construction traffic and staff vehicles within the vicinity of the Scheme along the local highway network during the peak construction period of the works, in order to limit any potential disruptions and implications on the wider transport network. It identifies the management of freight, construction traffic i.e. Heavy Goods Vehicles (HGVs), Light Goods Vehicles (LGVs) and staff (construction worker) trips.

1.3.4. This Outline CTMP has been informed by consultation with LCC as the local highway authority and National Highways (NH) who manage the Strategic Road Network (SRN), as well as feedback received from Moulton Parish Council (MPC), Fenland District Council (FDC), South Holland District Council (SHDC) and Peterborough City Council (PCC). Further details of the discussions and meetings held are provided as part of the Transport Assessment Note (TAN) which forms **ES Appendix 15-4: Transport Assessment Note** (Doc Ref. 6.3) as well as the feedback for the EIA Scoping Opinion and Statutory Consultation set out within Table 15-1 and Table 15-2 of the **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

1.4. Objectives

1.4.1. The objectives of this Outline CTMP are to set a framework for the principles for the measures that would be developed in the Framework CTMP to:

- Minimise the volume of HGV and staff vehicles associated with the construction phase as far as reasonably practicable;
- Maximise the safe and efficient movement of materials and staff required during the construction phase as far as reasonably practicable;
- Minimise the effect on, and ensure efficient management of, the local Public Rights of Way (PRoW) and Claimed PRoW within the Scheme during the construction phase; and
- Minimise the impacts both for the local community and visitors to the area using the road network as far as reasonably practicable.

1.5. Report Structure

1.5.1. Following this introduction, this Outline CTMP is structured as follows:

- Section 2 identifies where details related to the existing conditions are set out within the other documents submitted with the DCO Application;
- Section 3 provides details of future baseline conditions during the construction phase;

- Section 4 identifies where relevant planning policy and best practice for the construction phase of the Scheme is set out as part of the DCO Application;
- Section 5 provides details of the proposed access for the Solar Development Areas, Inter-Array Connection areas and the Grid Connection Route as well as summarising the HGV and staff vehicle movements which are expected to be generated by the Scheme across the construction period, including during the peak phase of construction;
- Section 6 sets out the details of the layouts, visibility splays, and swept paths of the proposed accesses for the Solar Development Areas, Inter-Array Connection areas and the Grid Connection Route, as well as routing arrangements and internal layout considerations including access tracks, compounds, and parking;
- Section 7 provides details of the proposed management and measures to avoid and mitigate potential adverse impacts on the local traffic network during the construction phase;
- Section 8 outlines the mechanisms which will be introduced to support compliance with and enforcement of the CTMP; and
- Section 9 provides the conclusion to the document.

1.5.2. This document is supported by the following ES figures (Doc Ref. 6.2):

- **ES Figure 1-1: The Scheme Location;**
- **ES Figure 2-5: Construction, Operational and Decommissioning Accesses;**
- **ES Figure 2-6: Solar Development Area and Inter-Array Connections Illustrative Construction Layout Plan;**
- **ES Figure 2-7: Grid Connection Route Illustrative Construction Layout Plan;**
- **ES Figure 15-1: Traffic and Access Study Area;**
- **ES Figure 15-3: Heavy Goods Vehicle (HGV) Routing;**
- **ES Figure 15-4: Abnormal Indivisible Load (AIL) Routing; and**
- **ES Figure 15-7: Grid Connection Route Zones.**

1.5.3. This document is also supported by the following ES appendices (Doc Ref. 6.3):

- **ES Appendix 15-1: Traffic and Access Legislation, Policy and Guidance**; and,
- **ES Appendix 15-4: Transport Assessment Note (TAN)**.

1.5.4. In addition, the following DCO documents have been referenced:

- **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6);
- **Traffic Regulation Plans** (Doc Ref. 2.7);
- **Outline Construction Environmental Management Plan** (Doc Ref. 7.10); and,
- **Outline Public Rights of Way Management Plan** (Doc Ref. 7.15).

2. Existing Conditions

Details of the Scheme location as well as the existing conditions in terms of the local highway network, pedestrian and cycle routes and public transport networks (bus and rail) are provided in **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1) and the **ES Appendix 15-4: TAN** (Doc Ref. 6.3).

3. Future Highway Network

3.1.1. During the construction phase, there are not expected to be any changes to the surrounding highway network within or in close proximity to the Scheme as a result of other projects or the Scheme that require consideration.

3.1.2. The cumulative schemes for consideration have been agreed in consultation with LCC. The cumulative schemes which will potentially align with the anticipated peak construction year of 2031 for the Scheme, have been assessed against the study area. The potential interactions of the cumulative schemes with the Scheme have been assessed and findings are set out within **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

4. Policy and Best Practice

4.1.1. Details of the legislation and planning policy in relation to the assessment of Traffic and Access are provided in **ES Appendix 15-1: Traffic and Access Legislation, Policy and Guidance** (Doc Ref. 6.3).

5. Construction Site Access and Movements

5.1. Introduction

5.1.1. This section provides a summary of the proposed construction access points which will serve the Scheme as well as forecast HGVs, LGVs, and staff vehicle movements estimated during the peak construction phase of the Scheme, based on the proposed construction programme in terms of vehicles, estimated number of movements (peak) and vehicle routing.

5.1.2. This section provides an overview of the forecast construction movements expected during the construction period of the Scheme.

5.2. Proposed Site Accesses

5.2.1. During the construction phase, the Scheme will be served by several proposed accesses which are listed below and are shown in **ES Figure 2-5: Construction, Operational and Decommissioning Accesses** (Doc Ref. 6.2).

5.2.2. It should be noted that **Figure 2-5: Construction, Operational and Decommissioning Accesses** (Doc Ref. 6.2) contains details of access points and crossing points. The crossing points are proposed in order to limit the potential for construction vehicle interaction with other road and byway users on more sensitive, rural roads. The approach to be adopted is that access will be taken from main roads, including A roads, with construction access tracks facilitating movements within the Scheme. This approach would, as far as possible, limit the impact of the Scheme on the Local Road Network (LRN) during the construction phase. This approach was set out to the Local Highways Authorities (LHAs) during the meeting held in September 2025.

5.2.3. All construction access points associated with the Solar Development Area are expected to be permanently in place during the operational phase for the lifetime of the development and the decommissioning Phase. However, for construction access points on the Grid Connection Route, it is assumed that the road surface of these accesses will be removed once construction is complete, leaving any culverts in-situ. The construction accesses themselves will remain in place for use during the Operational Phase of the Scheme. It is assumed the right of access will be maintained. Please see **ES Chapter 2: The Scheme** for further details (Doc Ref. 6.1). The crossing points associated with the Grid Connection Route will be present for the construction phase only.

5.2.4. Should it be necessary, access for emergency vehicles will be achievable via all proposed construction and operational accesses.

Solar Development Areas

5.2.5. The proposed construction phase accesses for the Solar Development Areas are as follows:

Land Parcel A

- Two access points including crossing points, these include;
  - Access BB-01 – Barrier Bank - Construction access;
  - Access CD-01 – Cloot Drove - Crossing Point;

Land Parcel B

- Two access points including crossing points, these include;
  - Access MR-01 – Martins Road - Construction access;
  - Access QB-01 – Queen's Bank – AIL Construction access / HGV Crossing Point;

Land Parcel C

- Two access points including crossing points, these include:
  - Access MR-01 – Martins Road - Construction access;
  - Access MR-02 – Martins Road - Construction access;

Land Parcel D

- 12 access points including crossing points, these include;
  - Access LGR-01 – Langary Gate Road - Construction access;
  - Access LGR-02 – Langary Gate Road - Construction access;
  - Access LGR-03 – Langary Gate Road - Construction access;
  - Access LGR-04 – Langary Gate Road - Construction access;
  - Access LGR-05 – Langary Gate Road - Construction access;
  - Access LGR-06 – Langary Gate Road - Construction access;
  - Access LGR-07 – Langary Gate Road - Construction access;
  - Access LGR-08 – Langary Gate Road - Construction access;
  - Access LGR-09 – Langary Gate Road - Construction access;

- Access LGR-10 – Langary Gate Road - Construction access;
- Access LGR-11 – Langary Gate Road - Construction access;
- Access LGR-14 – Langary Gate Road - Construction access.

5.2.6. The locations of the proposed access points offer the following benefits:

- The proposed accesses will provide direct access to the Solar Development Areas from the public highway without crossing any third-party land;
- The accesses will be located on sections of carriageway where the location seeks to provide the appropriate balance between operational safety and a reduction of any environmental effects. This includes the utilisation of visibility splays derived based upon speed survey data to limit the extents of any vegetation clearance where necessary within the Solar Development Areas (see below); and
- The accesses and adjoining roads will be appropriate to accommodate HGVs without a need to widen any parts of the network beyond the Order Limits. Traffic signal controls, or other appropriate traffic management to be agreed with the Highways Authorities at the time of implementation, will be implemented on the junctions between the B1166 and Martins Road and the B1166 and Langary Gate Road to ensure that AILs can undertake turning manoeuvres safely.

5.2.7. The access strategy would limit the number of new crossings that would be required across field drains, by using existing field drain crossings where practicable.

5.2.8. Further details associated within the access details, design and their proposed use is set out within **Annex A**.

Inter-Array Connections

5.2.9. The proposed construction phase accesses for the Inter-Array Connections are as follows:

Underground Inter-Array Connection

- One access point including crossing points;
  - Access BB-01 – Barrier Bank - Construction access;

Overhead Inter-Array Connection

- Seven access points including crossing points, these include;
  - Access GB-01 – Green Bank - Construction access;

- Access CH-01 – Chapel Hill 1 - Construction access;
- Access CH-02 – Chapel Hill 2 - Construction access;
- Access HDG-01 – Holbeach Drove Gate - Construction access;
- Access HDG-02 – Holbeach Drove Gate - Construction access;
- Access CG-01 – Chapel Gate - Crossing Point;
- Access DD-01 – Dog Drove North - Crossing Point.

Grid Connection Route

5.2.10. The proposed construction phase accesses for the Grid Connection Route are as follows. For ease of identification, the Grid Connection Route accesses have been grouped by the same zones identified in **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1), which are shown in **ES Figure 15-7 Grid Connection Route Zones** (Doc Ref. 6.2):

Zone 1

- Four access/crossing points, comprising:
  - HR-01 – High Road - Construction Access;
  - HR-03 – High Road - Construction Access;
  - SG-01 – Stone Gate – Crossing Point;
  - RW-01 – Runway – Crossing Point;

Zone 2

- Three access/crossing points, comprising:
  - HR-02 – High Road - Construction Access;
  - BG-01 – Broadgate - Crossing Point;
  - DB-02 – Delgate Bank - Crossing Point;

Zone 3

- Six access/crossing points, comprising:
  - Access AR-01 – Austendyke Road - Construction access;
  - Access AR-02 – Austendyke Road - Construction access;
  - Access A16-01 – A16 - Construction access;
  - Access WG-02 – Whirl Gate - Crossing Point;
  - Access WG-01 – West Gate - Crossing Point;

- Access DB-01 – Delgate Bank - Crossing Point;

Zone 4

- Two access/crossing points, comprising;
  - Access MCR-01 – Moulton Chapel Road - Construction access and Crossing Point;
  - Access A16-01 – A16 - Construction access.

5.2.11. The illustrative construction layout plans are provided within **ES Figure 2-6** and **ES Figure 2-7** (Doc Ref. 6.2). The proposed vehicle access arrangements for the Scheme are shown on **ES Figure 2-5** (Doc Ref. 6.2).

5.2.12. Further details relating to the above are shown on the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).

5.3. Construction Programme

5.3.1. It is currently anticipated that construction work will commence in 2029. The construction phase is anticipated to be approximately three to four years. The peak construction year for the purpose of the EIA is anticipated to be 2031 for the Solar Development Area and Inter-Array Connections, and 2030 for the Grid Connection Route. This assumes commencement of construction in 2029 and that the Scheme is built out over a three to four-year period, with all sites constructed concurrently. To ensure that a worst-case assessment is undertaken with regards to potential effects from temporary construction traffic, the peak number of construction vehicles from all elements of the Scheme has been considered to occur concurrently for the purposes of the assessments which consider construction traffic.

5.3.2. An indicative programme is provided in Plate 2-13 in **ES Chapter 2: The Scheme** (Doc Ref. 6.1). Details on the construction programme are to be further refined as part of detailed design.

5.4. Construction Vehicle Movements

5.4.1. The methodology for the trip distribution and generation of construction vehicle trips has been updated from the Preliminary Environmental Information Report (PEIR) in order to account for the assessment for the whole extent of the Scheme (including the Grid Connection Route which was previously excluded) as well as the updated assumptions associated with the peak construction phase.

5.4.2. More information about the methodology underpinning the Trip Distribution and Trip Generation for the Scheme is contained in sections 15.4 and 15.5 of **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

5.4.3. The peak daily number of construction staff, HGV deliveries and LGV deliveries required for the Scheme (including all trips associated within the Solar Development Areas, Inter-Array Connections and Grid Connection Route) are identified in Table 5-1.

Table 5-1 Scheme staff and vehicle numbers

Part of Site	Construction Staff	HGV Deliveries	LGV Deliveries
Solar Development Area & Inter-Array Connection areas	650	64	0
Grid Connection Route	205	75	75
Total	**855**	**139**	**75**

5.4.4. The assumed construction staff vehicle modal split between shuttle bus and car is set out in Table 5-2 below.

Table 5-2 Construction Staff Modal Split

Mode	Staff Mode Share Percentage
Shuttle-bus	55%
Car (drivers & passengers)	45%
Total	**100%**

5.4.5. Applying the modal split shown in Table 5-2 to the daily peak figures of 650 workers for the Solar Development Areas and 205 workers for the Grid Connection Route results in the staff trip breakdown shown in Table 5-3. It should be noted that the values in the table have been subject to rounding.

Table 5-3 Daily Peak Construction Staff travelling to and from the Site (One-Way Trips)

Mode	Solar Development Areas Staff	Grid Connection Route Staff	Total
Shuttle-bus	358	113	471
Car	293	92	385
Total	**650**	**205**	**855**

5.4.6. In addition to the modal split, a vehicle occupancy rate of 1.3 has been adopted for staff vehicles travelling to and from site.

5.4.7. Applying the vehicle occupancy rate and shuttle bus capacity outlined above to the modal split of staff travelling to and from the site shown in Table 5-3 produces the staff one-way trip generation figures shown in Table 5-4 below. It should be noted that the values in table have been subject to rounding.

Table 5-4 Construction Staff Trip Generation (One-Way Trips)

Mode	Solar Development Area Staff Vehicle Trips	Grid Connection Route Staff Vehicle Trips	Total
Shuttle-bus	15	5	20
Car	225	71	296
Total	**240**	**76**	**316**

5.5. Vehicle Types

5.5.1. Materials and plant will be delivered via HGVs at regular intervals to the construction compounds and transported directly to where it is required within the Site via internal construction routes, either by LGVs or truck-mounted cranes. Short term storage of materials and plant can be accommodated within the construction compound until they are required.

5.5.2. It is expected that the majority of construction vehicles accessing the Site will fall into the 'normal' size category (i.e. transit vans and HGVs).

5.5.3. Table 5-5 summarises the anticipated plant and machinery required during the construction phase.

Table 5-5 Summary of anticipated vehicles travelling to Site

Construction Activity	Plant/Equipment
BESS	Tele-Handler Mobile Telescopic Crane Excavator Wheeled Loader Dump Truck Cement Mixer Truck
PV Panel Construction	Articulated dump truck Wheeled mobile telescopic crane Diesel generator

Construction Activity	Plant/Equipment
	Continuous flight auger piling Cement mixer truck (discharging) Dumper Piling Rig (if piles are used)
Substation Construction	Tracked excavator Lorry Telescopic handler Continuous flight auger piling Wheeled mobile crane Hand-held welder (welding piles) Generator for welding Gas cutter (cutting top of pile) Mobile telescopic crane Lifting platform Site lift for workers Diesel generator Piling Rig (if piles are used)
Overhead Inter-Array Connection Construction	JCB Tractor Tensioner Mobile Elevated Working Platform Crane
Underground Inter-Array Connection Construction	Excavator JCB Dumper Truck Cable Winch Cable Engine Horizontal Directional Drill
Construction of pylons and Construction of Cable Sealing End Compounds	Low Loader Telehandler Skip Wagon Grab Wagon Tractor and Trailer Hiab (crane) Truck Flat Bed Truck Tipper Truck Concrete Mixer Truck Medium Crane (100T) Large Crane (250T) Excavator JCB Dumper Truck

Construction Activity	Plant/Equipment
	Erecting / Pilot Winch and Winch Tractor Conductor and Earthwire Winch / Tensioner Piling Rig (if piles are used) MEWP Road Sweeper
Horizontal Directional Drill and associated plant and equipment	Excavator JCB Dumper Truck Cable Winch Cable Engine Horizontal Directional Drill Telehandler
Construction of Compounds and Construction Access Tracks	Grab Wagon Tipper Truck Dumper Truck Skip Wagon Small Crane (50T) Road Sweeper Fuel Tanker Excavator JCB Grader Compactor / Roller Post / Pile Ram Tractor and Auger Bulldozer

5.5.4. In addition, it is expected that there will be a number of AILs/abnormal vehicles required by the Scheme. Details of the vehicles required to transport AILs are set out below.

5.6. Abnormal Indivisible Loads (AIL)

5.6.1. The largest abnormal vehicle expected during the construction phase of the Scheme to transport AIL will be an approximately 57.6m length 16-axle trailer to deliver the transformer to the Solar Development Areas via the Site accesses BB-01, MR-01, QB-01 and A16-01 (arrival only, as the vehicle would be disassembled and take the form of a standard vehicle prior to its departure).

5.6.2. Further details regarding AILs expected at each construction access are included in **Annex A**.

5.6.3. A specialised haulage service will be employed to allow these components to be transported with the necessary escort, permits and traffic management, with the applicant consulting the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003[2].

5.6.4. The abnormal vehicles will be required to follow the abnormal vehicle routing strategy shown in **ES Figure 15-4** (Doc Ref. 6.2) when travelling to/from the Site accesses listed above. The vehicle swept paths for the Solar Development Areas, Inter-Array Connections and Grid Connection Route are presented in **Annex C**. As above, further details of these abnormal loads are set out within Section 6.

[2] DVSA (2003) The Road Vehicles (Authorisation of Special Types) (General) Order 2003. Available at https://www.legislation.gov.uk/uksi/2003/1998/contents [Accessed 05/11/2025]

6. Site Access, Layout and Routing

6.1. Introduction

6.1.1. During the construction phase, the Scheme will be served by a number of proposed construction accesses, as detailed in Section 5 of this document.

6.1.2. An HGV routing plan is shown on **ES Figure 15-3** (Doc Ref. 6.2), identifying the key routes which will be used by HGVs to travel to/ from each site access. It should be noted that for the Solar Development Areas and Inter-Array Connections, all HGVs will be expected to travel via the A16, whereas for the Grid Connection Route some HGV trips will also approach the Site from the A151 to the east.

6.1.3. A separate routing plan for abnormal loads is shown on **ES Figure 15-4** (Doc Ref. 6.2), and further details on abnormal loads are set out within this section.

6.1.4. To calculate the trip distribution of workers travelling to and from the proposed indicative construction compounds each day, a simple gravity model has been developed based on 2021 Census data (representing the latest information currently available) for residents that work within the construction industry living within a 60-minute catchment area of the Scheme. This has then been reviewed against journey to work data from the 2011 Census (in the absence of this information being available from the 2021 Census due to the COVID-19 pandemic), based on workers travelling to the Scheme as a car driver.

6.1.5. Construction traffic associated with the Scheme has been distributed onto the local highway network to calculate the resultant percentage increases on each link and junction receptor within the Solar Development Areas, Inter-Array Connections and Grid Connection Route, and the impact is based on the highest trips on each part of the network within the study area at any given time to provide a robust assessment of all the impacted receptors. The results of this assessment are presented in **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1).

6.2. Access Layouts

6.2.1. The proposed layouts of the accesses to the Scheme are shown within **Annex B** of this Outline CTMP. Local highway improvements (e.g. verge clearance, hedge cutting and/or local carriageway realignment) will be carried out at each site access where required and a 6m carriageway width (up to 8m including passing places) will be provided along internal construction routes for HGVs within the

Solar Development Areas. Within the Grid Connection Route, internal construction routes will typically be 4m in width, increasing to 8m at passing places.

6.2.2. The proposed Site access roads will be surfaced with a bound surfacing material over a minimum 20m distance from the junction, to minimise the transfer of material onto the public highway by construction vehicles.

6.2.3. The access roads within the Order Limits have been designed to accommodate two-way HGV movements irrespective of the level of activity, where there are any pinch points, passing places have been designed to accommodate the two-way movements of vehicles in narrow places. The access roads have been designed to accommodate the appropriate level of activity without resulting in any vehicles backing up and blocking the local highway network in the vicinity of the access.

6.2.4. Further details relating to the above are shown on the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).

Visibility Splays

6.2.5. The Design Manual for Roads and Bridges (DMRB) CD 109 (Highway Link Design) identifies desirable minimum Stopping Sight Distances (SSD) based on the design speed of the carriageway. These values are adopted within DMRB CD 123 (Geometric design of at-grade priority and signal-controlled junctions) in order to determine the visibility requirements (the 'y' distance) at priority junctions, measured along the edge of the major road carriageway from the centreline of the minor arm at the junction. These requirements are shown in Table 6-1 below.

Table 6-1: Desirable Minimum SSDs based on Design Speed

Design Speed (kph)	SSD ('Y' Distance)
50	70m
60	90m
70	120m
85	160m
100	215m
120	295m

6.2.6. The minimum distance from which the visibility splays are measured at simple priority junctions is at a 2.4m setback (the 'x' distance) from the give-way line.

6.2.7. Where access locations are situated on Local Roads which are subject to National Speed Limits, the Applicant has sought to refine the visibility splay requirement (the 'y' distance) through the derivation of the 85th percentile speed for the road in question based upon speed survey data, rather than applying visibility requirements based on speed limit. This is due to the fact that the National Speed Limit is not a target speed, with drivers expected to adjust their vehicles speed according to the road, weather and traffic conditions. In a number of areas therefore, the average speeds observed are less than the maximum speed limit. This approach has been developed in order to reduce the quantum of vegetation loss whilst ensuring that the visibility provided is proportionate for operational safety.

6.2.8. The 'Desirable Minimum' SSDs in the DfT's Manual for Streets are based on a driver perception/ reaction time of two seconds and a deceleration rate of 0.25g (2.45 m/s^2).[3] The 'Absolute Minimum' (one step below Desirable Minimum) SSD values use the same reaction time and a deceleration rate of 0.375g (3.68 m/s^2).

6.2.9. The 85th percentile speed of traffic represents the appropriate speed measurement for an existing major road when determining visibility splay requirements. The above parameters have been adopted to calculate the desirable minimum and absolute minimum visibility requirements for all roads with proposed accesses based on the highest recorded 85th percentile speeds from the surveys carried out in November 2023 and February 2025, as identified within **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1). The adopted visibility splays are summarised in **Annex A.**

Abnormal Vehicles

6.2.10. A preliminary assessment of AIL movements has been undertaken, reviewing the routing from the A16 to construction accesses A16-01, BB-01, MR-02 & LGR-05, in order to test the viability of this routing, presented in **Annex C**.

6.2.11. The nature of the delivery is such that AIL will only be required when the transformers are transported to (and not from) the Solar Development Areas, as the vehicle will be disassembled and take the form of a standard vehicle prior to its departure.

[3] Chartered Institution of Highways & Transportation (CIHT) (2010) Manual for Streets 2. Wider Application of the Principles, p. 73

6.2.12. Similarly, an assessment of the routing for the cable drums to the A16 access and all other Grid Connection Route accesses where cable drums may be required has been undertaken to highlight any potential constraints and pinch points along the route. Details of this assessment are shown in **Annex C**.

6.2.13. These preliminary assessments show that AIL delivery to the Site is feasible. A more detailed review of the abnormal vehicles required for the Solar Development Areas (including Inter-Array Connections) and Grid Connection Route will be carried out post consent once an appropriate haulage company has been identified and the specific dimensions of the AIL are known. The haulage company will assess the movement associated with the delivery of a transformer as well as cable drums once the point of entry has been confirmed.

Vehicle Swept Paths

6.2.14. As set out above, the proposed routing strategy for HGVs (non-abnormal vehicles) is via the A16 and then the local highway network to reach the access points for the Solar Development Areas, and the A16 and A151 for the Grid Connection Route. The location of accesses and proposed routes will ensure that larger vehicles take the most direct route to and from the Site, while minimising the number of turning movements. Drawings showing vehicle swept paths for a 16.5m maximum legal articulated vehicle are presented in **Annex B**.

6.2.15. The vehicle swept paths demonstrate that construction vehicles will be able to turn in and out of the proposed Site accesses without overrunning any kerb lines. It should be noted that banksmen will be in place to control HGV movements at the accesses to ensure these movements are carried out safely. An appropriate level of visibility will be achievable to/ from the accesses as set out above.

Indicative Construction Compounds

6.2.16. As shown by **ES Figure 2-6** and **ES Figure 2-7** (Doc Ref. 6.2), there are expected to be 22 temporary construction compounds situated across the Solar Development Areas, Inter-Array Connections and Grid Connection Route at strategic locations, all served by the primary and secondary access routes.

6.2.17. The construction compounds within the Solar Development Areas and Inter-Array Connections would indicatively be situated as follows:

- Land parcel A and Underground Inter-Array Connection between A & B:
  - Two compounds;
- Land parcel B:
  - Two compounds;

- Land parcel C:
  - Two compounds;
- Overhead Inter-Array Connection between Land parcels C and D:
  - Two compounds;
- Land parcel D:
  - 11 compounds for the Solar Development Area and one compound for the 132kV Substation.

6.2.18. In addition to the above, for the purpose of the ES assessment three indicative construction compounds have been identified as being required for the Grid Connection Route. There are two options for the southernmost compound, one location identified next to the access from the A16 and a second location identified to the south of the 400kV On-Site Substation and BESS Compound.

Access Tracks

6.2.19. It is proposed to utilise the existing access tracks that run throughout the Site where possible (upgrading existing access tracks through widening or resurfacing where these are required), and to construct additional access tracks where connectivity is required. The internal access tracks will enable free-flowing movement within the Site whilst limiting construction traffic movements from local roads.

Car and Cycle Parking

6.2.20. During the construction phase of the works, sufficient (but not excessive) on-site car parking within the construction compounds will be provided to accommodate the expected peak parking demand of construction staff within the Site.

6.2.21. Sufficient cycle parking spaces will be provided within the Site to support construction staff who are able to travel by bicycle. The number of spaces provided will be dependent on the compound design and level of demand.

Plant Deliveries

6.2.22. A wide range of vehicle types will be used in order to meet the requirements for the delivery of plant to the Site. These will be accommodated by the proposed access routes which have been previously identified.

7. Management and Mitigation

7.1. Introduction

7.1.1. This section of the Outline CTMP outlines the construction traffic management measures that will be implemented in support of the Scheme, to avoid any adverse impacts on the surrounding networks during the construction phase.

7.2. Highway Network

Highway Works

7.2.1. The following highway works will be required to accommodate construction vehicles travelling to/ from the Scheme:

- Potential temporary traffic management/footway closures to accommodate the 57.6m length 16-axle trailer transporting the AIL (transformer) to the Solar Development Areas' proposed substation locations, which are located in Parcel A (accessed via access BB-01), Parcel B (accessed via access MR-02 and QB-01 acting as a crossing point of Queens Bank Road) and Parcel C (accessed via access MR-01) and in the Grid Connection Route (accessed via access A16-01) (see **Annex C**, sheet 11) .
- Potential temporary traffic management/footway closures to accommodate the 19.3m length abnormal load vehicle transporting the AIL (transformer) to the Solar Development Area, which are located in Parcel D (accessed via access LGR-05) (see **Annex C**, sheet 15).
- Potential temporary traffic management/footway closures to accommodate abnormal vehicles transporting AILs (cable drums/Overhead Line pylons) both to and from all accesses in the Grid Connection Route/Inter-Array Connection Areas (see **ES Figure 15-4** (Doc Ref. 6.2));
- Vegetation clearance to accommodate construction vehicles (including abnormal vehicles) travelling to/from the Scheme;
- Passing Places incorporated onto the Local Road Network where construction vehicles have a risk of interacting with Local Road Users on sections of carriageway which are not wide enough to permit two-way traffic. The Applicant anticipates temporary passing places will be required on Martins Road (see **Streets, Rights of Way and Access Plans**, Section A, Sheets 5&6 (Doc Ref. 2.6)) and Langary Gate Road (see **Streets, Rights of Way and**

Access Plans, Section A, Sheets 9-12 (Doc Ref. 2.6)). A temporary passing place strategy is to be agreed with LCC; and

- Temporary speed limit to be introduced on the section of Barrier Bank/ Spalding Road in the proximity of access BB-01 (see **Streets, Rights of Way and Access Plans** , Section A, Sheet 4 (Doc Ref. 2.6)), and on Holbeach Drove Gate in the proximity of HDG-01/HDG-02 (see **Streets, Rights of Way and Access Plans,** Section A, Sheet 9 (Doc Ref. 2.6)) to facilitate works associated with the construction phase.

7.2.2. The Order Limits includes the areas required to accommodate the above improvements where required. The works within carriageways will be agreed with LCC post consent once the precise sizing of the vehicles is known.

Localised Traffic Management Measures

7.2.3. Temporary partial or full road closures may be required in some locations to complete the works associated with the Scheme, including construction of new access points, improvements to existing accesses, highway improvements such as passing bays and installation of the cable where it crosses existing roads.

7.2.4. Any partial or full road closures are expected to be for a limited duration to minimise impacts on the local highway network. Full closures would only be required where and when necessary on narrow roads where options for retaining public access through the use of two-way traffic signals is not feasible. In addition, wherever possible access for emergency vehicles, pedestrians and cyclists will be maintained during the temporary closures. Advance warning will be provided in line with local highway authority guidance and diversion routes will be put in place. No permanent road closures will be required. Management measures will be set out in the Framework CTMP(s). Details of where Temporary Traffic Regulation Orders may need to be sought for such matters of partial of full road closures are identified in the Traffic Regulation Measures Plans.

7.2.5. Where a full closure is required, the works will be carefully planned to ensure that the durations of any closures are minimised, and any full closure will include consideration of the continued access of any local residents or commercial businesses that fall within the area of the closure. The exact duration of any partial or full closure would be secured as part of the Framework CTMP.

7.2.6. Below is a summary of the anticipated type of closures and durations by location. The closure durations noted in the table below are the estimated worst-case duration required for any unique identified work. The durations represent the

anticipated length of time required to complete the associated works, but the actual road closures may not be required for the full length of time.

Table 7-1 Potential Road Closures

Street	Anticipated Maximum Duration	Closure Type/Details
Cloot Drove	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheets 1A and 2A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Queen's Bank	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheet 3A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Spalding Road	4-6 weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 4A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Martins Road	Numerous closures each for a maximum of 6 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheets 5A and 6A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).

Street	Anticipated Maximum Duration	Closure Type/Details
Back Bank	4 weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout for the length coloured in solid yellow hatching on Sheet 7A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Chapel Hill	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 7A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Eaugate Road	4 weeks	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 7A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Chapel Gate	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 7A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Dog Drove	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheets 7A and 9A of the

Street	Anticipated Maximum Duration	Closure Type/Details
		Streets, Rights of Way and Access Plans (Doc Ref. 2.6).
Holbeach Drove Gate	Numerous closures each for a maximum of 4 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the street works for the length coloured in solid yellow and green patterned hatching on Sheet 9A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Langary Gate Road	Numerous closures each for a maximum of 6 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheets 8A, 9A, 10A, 11A and 12A of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
A16 Spalding Bypass	8-12 weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed),c save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheet 1B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Moulton Chapel Road	Numerous closures each for a maximum of 6 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheets 1B and

Street	Anticipated Maximum Duration	Closure Type/Details
		2B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Delgate Bank	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow, solid green and green patterned hatching on Sheet 2B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
West Gate	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheet 2B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Whirl Gate	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 3B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Austendyke Road	Numerous closures each for a maximum of 6 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 3B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).

Street	Anticipated Maximum Duration	Closure Type/Details
Delgate Bank	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 3B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Broad Gate	Numerous closures each for a maximum of 4 weeks)	Temporary full closure to all traffic save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheets 3B and 4B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
A151 High Road	Numerous closures each for a maximum of 6 weeks)	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheets 4B and 5B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
A151	4-6 Weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid green and patterned hatching on Sheet 4B and 5B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Wiseman's Gate	4-6 Weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed),

Street	Anticipated Maximum Duration	Closure Type/Details
		save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 5B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
The Runway	4-6 weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 5B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).
Stone Gate	4-6 weeks	Temporary partial closure (i.e. one lane closed, two-way movements retained but managed), save for traffic under the direction of the undertaker for the width of the street to facilitate the alteration of layout and street works for the length coloured in solid yellow and green patterned hatching on Sheet 5B of the **Streets, Rights of Way and Access Plans** (Doc Ref. 2.6).

7.2.7. Any requirement for temporary partial or full closure will be discussed and agreed with LCC, and details/mitigation and management will be set out within the Framework CTMP(s) once the designated contractor has been appointed

7.2.8. It should be noted that trenchless methods will be utilised when installing the cable beneath the A16 to avoid any lane or road closures. Further details will be provided as part of the Framework CTMP to be submitted to the Local Authority post consent.

Stage 1 Road Safety Audit

7.2.9. A Stage 1 Road Safety Audit (RSA) will be carried out for the following post-submission:

- Preliminary design of the proposed site access points and crossovers for the Scheme; and
- Proposed highway improvements as identified in Section 7.2 above.

7.2.10. Based on the location of the proposed Scheme, temporary traffic management measures on the SRN are not deemed to be required as the nearest point of the SRN to the Site (on the A47) is approximately 8km to the south of the Solar Development Areas.

7.2.11. The highway improvements will be secured by the DCO, and further details of the works required to deliver the improvements will be provided in the Framework CTMP.

7.3. Pedestrian and Cycle Routes

7.3.1. Access to all existing PRoW will be retained during the construction phase, with the exception of Wstn/3/1 located in the Grid Connection Route and Crow/12/1 located in the Inter-Array Connection which will require a temporary closure of 4-6 weeks when the overhead cabling is installed. The impacts of this closure will be managed using the methods set out in the **Outline PRoW Management Plan** (Doc Ref. 7.15).

7.3.2. Further details of the anticipated interactions between construction works/ routes and how the existing PRoW will be managed during the construction phase (as well as operation and decommissioning) are set out within the **Outline PRoW Management Plan** (Doc Ref. 7.15).

7.4. Management Measures and Controls

7.4.1. The following measures will be implemented to manage HGV deliveries to the Scheme (relating to the HGV deliveries associated with the Solar Development Areas, Inter-Array Connections and the Grid Connection Route) and further details are set out under separate headings below:

- Road condition surveys;
- Delivery management system;
- Traffic management and monitoring;

- Suitable HGV routes;
- HGV timing restrictions;
- Banksmen and site management;
- Communications strategy;
- Appropriate site access arrangements;
- Necessary escort, permits and traffic management for AILs; and
- Interactions with pedestrians and cyclists.

Road Condition Surveys

7.4.2. A road condition survey will be carried out pre-construction, during construction and post-construction, to identify any defects that arise to highways assets/verges during the construction phase of the Scheme for reinstatement. At this stage, it is proposed to carry out road condition surveys at the following locations within the Site (see the study area shown on **ES Figure 15-1** (Doc Ref. 6.2) for reference):

- A151.
- Broadway.
- Delgate Bank.
- B1165 Austendyke Road.
- West Gate.
- B1357 Moulton Chapel Road.
- A16.
- Queen's Bank.
- Barrier Bank.
- Cloot Drove.
- Martins Road.
- Eaugate Road.
- Chapel Hill.
- Chapel Gate.
- Dog Drove North.
- Holbeach Drove Gate.

- Langary Gate Road.
- Stone Gate.

7.4.3. Road condition surveys should only be needed on roads directly serving the access points, and to be used by HGVs or abnormal vehicles in the construction phase of the works, they are not expected to be required for any roads which are only proposed to accommodate operational access points.

7.4.4. In addition, a separate road condition survey may be carried out for the abnormal vehicle route for the transformer to the Solar Development Areas. The extents of this survey would primarily focus on locations where abnormal load vehicles will be required to undertake turning movements on the Local Road Network where there is a potential for vehicle overrun of kerbs or soft estate. Areas of vehicle overrun have been identified in the Abnormal Load Swept Path Analysis contained in **Annex C**. This survey will be used to identify any defects that arise to highways assets/ verges as a result of these abnormal loads for re-instatement. As above, this survey would be carried out both before and after any abnormal loads travel on the network.

Delivery Management System

7.4.5. A Delivery Management System (DMS) will be implemented to control bookings of HGV deliveries from the start of the construction period. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well as to monitor compliance of HGV routing which will be communicated to all suppliers. In addition, measures will be in place to ensure no queuing back from accesses onto the surrounding road network occurs.

Traffic Management and Monitoring

7.4.6. A Traffic Management and Monitoring System (TMMS) will be developed to provide details of the technologies and other means employed to monitor HGV movements to/ from the site e.g. Global Positioning System (GPS) and Automatic Number Plate Recognition (ANPR). This will enable the Applicant to monitor the following:

- Compliance with the HGV routes;
- Compliance with the number of HGV limits in terms of number of deliveries arriving and departing at any one time and over the course of the day; and
- Compliance with the timing restrictions.

7.4.7. In addition, the TMMS will also record all LGVs which enter and exit the Site, to allow all vehicles to be monitored. In the instance that a complaint has been made

in relation to inappropriate routes being used, then this will be cross-referenced with the TMMS to allow appropriate actions to then be taken.

7.4.8. The precise form of TMMS would be determined following the appointment of a contractor and will include a summary of the contractual requirements which those visiting the Site will have to adhere to, along with the measures to be taken for non-compliance.

HGV Routes

7.4.9. HGVs and AILs will be required to comply with the proposed routing strategies (as per **ES Figure 15-3** for HGVs and **ES Figure 15-4** for AILs (Doc Ref. 6.2)) in accordance with the DMS and TMMS. The following strategies will be applied:

- Routing strategy for HGVs (excluding abnormal vehicles) for the Solar Development Areas;
- Routing strategy for HGVs (excluding abnormal vehicles) for the Inter-Array Connections;
- Routing strategy for HGVs (including abnormal vehicles) for the Grid Connection Route.
- Routing strategy for abnormal vehicles for the Solar Development Areas (for the transportation of the transformers), as informed by **Annex C** and summarised further below.
- Routing strategy for abnormal vehicles for the Inter-Array Connections and Grid Connection Route (for the transportation of the cable drums and the overhead line parts (e.g. pylons)).

7.4.10. In the case of exceptional circumstances where the proposed routing to the Scheme is compromised due to an incident or road closure for example, then it is considered acceptable for HGVs to be redirected via an alternative route, typically the Local Authority signed diversion route, or to deliver outside of the established scheduling if required.

HGV Timing Restrictions

7.4.11. To reduce the potential impact of HGV deliveries, the arrival and departure times will be managed to minimise the number of HGVs travelling to the Scheme during the network peak hours for the local highway network

7.4.12. Core working hours during the construction phase are anticipated to be as follows:

- Monday to Friday from 07:00 to 19:00; and

- Saturday from 08:00 to 13:30.

7.4.13. The timing restrictions, proposed to be implemented at this stage are:

- Avoiding arrivals or departures on a weekday between 07:00-09:00 and 17:00-18:00 ('shoulder' peaks to the identified network peaks);
- No arrivals or departures on a Saturday before 08:00 or after 13:00; and
- No arrivals or departures on Sundays or public holidays.

7.4.14. It is anticipated there would be no Sunday or Bank Holiday working, except for the following operations which may take place outside the core working hours:

- The installation and removal of conductors, pilot wires and associated protective netting (included but not limited to) across public roads or watercourses;
- The jointing of underground cables;
- The continuation of any work activity commenced during the core working hours to a point where they can securely and or safely be paused;
- Any highway works requested by the Local Highway Authority to be undertaken on a Saturday or Sunday or outside the core working hours;
- The testing or commissioning of any electrical plant installed as part of the authorised development including undertaking of any identified corrective activities;
- The completion of works disrupted or interrupted by severe weather conditions;
- Activity necessary in the instance of an emergency where there is a risk to persons or property;
- Security monitoring;
- Non-intrusive surveys;
- Intrusive surveys;
- Oil processing of transformers or reactors in substation sites;
- Delivery to the transmission works of abnormal indivisible loads and any highway works requested by the Local Highway Authority to be undertaken outside the core working hours;
- Mechanical and electrical installation works within buildings once erected and enclosed;

- Concrete pours for foundations;
- Continuous activities associated with trenchless cable installation; and
- Night working for cable or overhead line installation within public highways.

7.4.15. The restrictions imposed on deliveries by HGVs will be set out within the DMS and TMMS.

Site Management

7.4.16. Suitably qualified banksmen will be positioned at the proposed site accesses for the Solar Development Areas, Inter-Array Connections and at the proposed site accesses for the Grid Connection Route, and at internal crossing points when/where required, to allow vehicle arrivals and departures, as well as internal vehicle movements to be safely controlled during the construction period. This includes the network of internal access routes and the PRoW crossing points within the Scheme.

7.4.17. Visibility will be maximised between construction vehicles and other users at the crossing points (through hedgerow clearance for example), and advanced signage will be provided to warn users of the potential presence of construction vehicles and crossing points. Manned controls will be provided at each crossing point (including marshals/ banksmen and gates), with a default priority that construction traffic will give-way to other users.

Communications Strategy

7.4.18. A Communications Strategy will be developed by the Applicant post-consent to ensure that the measures contained within the Framework CTMP are communicated to the workforce. This would include an information pack setting out the contractual requirements which will be provided to the applicants. Furthermore, regular meetings will be held with contractors to discuss HGV management and to address any issues associated with travel to / from the Scheme as well as to relay information including any restrictions and requirements which should be followed.

Scheme Access Arrangements

7.4.19. The Scheme access layouts have been designed to accommodate HGVs as shown by the vehicle swept paths presented in **Annex B**. A hardstanding surface will be provided at the proposed accesses to ensure the weight of the HGVs can be accommodated. In addition, wheel washing facilities will be provided at every access (where possible) to minimise mud from being trafficked onto the highway.

7.4.20. Vegetation and hedgerow clearance will be carried out at the proposed site accesses, where required to achieve appropriate levels of visibility, subject to agreement with LCC.

Abnormal Vehicles

7.4.21. As set out previously, a specialised haulage service will be employed to allow AILs to be transported, with the necessary escort, permits and traffic management in place. The relevant contractor will consult with the relevant highways authorities to ensure the correct permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003.

Pedestrians and Cyclists

7.4.22. The **Outline PRoW-MP** (Doc Ref. 7.15) sets out the measures which have been included as embedded mitigation as set out in **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1) to minimise the traffic impacts of the Scheme on pedestrians and cyclists during the construction and decommissioning phases.

7.4.23. It should be noted that all pedestrian and cycle routes will be maintained and remain unobstructed at all times when in use (excepting periods when some PRoW will require temporary closure, as detailed in the **Outline ProW-MP** (Doc Ref. 7.15)), to ensure the continued safe passage of the public including when using the PRoW through the Site and at crossing points.

7.5. Staff Vehicle Measures and Controls

7.5.1. Staff movements will be managed through the implementation of the following measures:

- Limited car parking;
- Car sharing;
- Staff arrival and departure times; and
- Shuttle service providing transport between local settlements and the Scheme.

Limited Car Parking

7.5.2. The proposed car parks for the Scheme will be situated within the construction compounds in each part of the site (Solar Development Areas and Grid Connection Route). The Scheme will provide approximately 225 car parking spaces across the construction compounds within the Solar Development Area, and 71 car parking spaces within the Grid Connection Route to accommodate the

expected number of staff visiting the Site via car as outlined in Table 5-4. Additional on-site parking will be provided for shuttle buses to accommodate staff travelling to site via shuttle bus.

7.5.3. The usage of car parks throughout the site will be monitored and the potential to introduce additional parking will be explored during peak construction periods if required.

Car Sharing

7.5.4. To reduce the potential impact of vehicles associated with the local staff during the construction period, the Applicant will implement measures to encourage car sharing to reduce the number of vehicles travelling to/ from the Site each day. The benefits of car sharing will be promoted to encourage multi-occupancy vehicle use, such as reduced fuel costs and ease of parking with guaranteed spaces for those car-sharing within the compounds. A Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Site. The limited car parking and the use of the shuttle service will encourage staff to travel together.

7.5.5. For the Scheme, a robust minimum average occupancy rate of 1.3 persons per vehicle for local staff (an assumption adopted within **ES Chapter 15: Traffic and Access** (Doc Ref. 6.1)) is expected; however, the aspiration is to achieve a higher average occupancy level to further reduce the impact of the development on the local network and the SRN.

Staff Arrivals and Departures

7.5.6. The proposed working hours of staff are set out below.

- Weekday working hours 12-hour shift (07:00 - 19:00); and
- Saturday working hours 5.5-hour shift (08:00 – 13:30).

7.5.7. Construction workers will be expected to arrive in the hour before the start of their shift and to depart in the hour after the end of their shift. Based on the above, all staff are expected to avoid the network peak hours of 08:00-09:00 and 16:00-17:00. The proposed working hours are therefore designed to minimise additional trips at the busiest times in terms of trips on the surrounding highway network.

7.5.8. In the instance that any on-site works are conducted outside of the above working hours, then these will comply with the any restrictions agreed with the relevant planning/ highway authorities.

7.5.9. To minimise additional vehicle trips on local roads, construction staff will be directed to take routes to the Site using the higher classification roads such as the A16 and the A151.

Shuttle Service

7.5.10. As discussed in section 5.4, a shuttle service (each with capacity for 25 staff) will be used to transport 55% of construction staff (470 persons at peak). The shuttle bus routes will be designed around staff clusters, which will include large settlements within the vicinity of the Site. There will be a proportion of non-local construction staff working on the Scheme. It is anticipated that in the interest of efficiency, the contractor's preference will be to house construction staff in establishments which are within a 60-minute drive time of the Site, which can accommodate large groups and which are also where possible near public transport nodes. Staff such as this are likely to benefit from the shuttle bus measures, due to clustering, although the shuttle bus will be available to local as well as non-local staff. It is therefore likely that staff will stay in large settlements such as Peterborough to the south, Boston to the north and Grantham to the west rather than in smaller settlements within South Holland.

7.5.11. It is anticipated that there will be a maximum of 15 shuttles required to transport workers to and from the Solar Development Areas (including the Inter-Array Connection Areas) and 5 shuttles required to transport workers to and from the Grid Connection Route. Altogether this will equate to a total of 40 shuttle movements in the AM Development Peak (06:00 – 07:00) and 40 shuttle movements in the PM Development Peak (19:00 – 20:00).

7.5.12. In relation to the shuttle service provision, if additional demand is identified by the monitoring carried out as part of the Framework CTMP then additional shuttle services will be provided to accommodate these and to further reduce the number of construction staff vehicles on the network.

7.5.13. The following assumptions have been adopted for the shuttle service which will be available for all staff travelling to/ from the Site:

- All shuttle services will travel to and from the site compounds using the HGV routing shown in **ES Figure 15-3** (Doc Ref. 6.2) to minimise traffic impacts on local roads.
- The shuttle services will travel between the Solar Development Areas/Inter-Array Connections/Grid Connection Route and local settlements to transfer all non-local staff to and from the Site each day;

- For the purpose of a robust assessment in the ES, it has been assumed that every shuttle bus taking workers to or from the Site at the start or end of the day will make a two-way trip within the peak assessment hour. In practice, in some instances this will be a one-way trip with the shuttle bus either remaining on-site during the day, or off-site overnight. It is recognised that workers may be accommodated up to an hour away, and in these instances two-way shuttle bus trips may be spread over two separate hours, which would lessen any impact;
- The shuttle services will each be expected to have a typical occupancy of 25 people when transferring construction workers; and
- The above is designed to minimise vehicle trips on the surrounding highway network as far as possible.

7.6. Potential combined mitigation with cumulative schemes

7.6.1. The opportunity to combine mitigation (including some of the above measures) for the Scheme will be explored in order to reduce cumulative impacts during the construction phase. This could include sharing the shuttle service to transport construction workers to/from multiple sites. Further details (if deemed appropriate and feasible) will be set out within the Framework CTMP(s) or potentially as part of a joint CTMP post-consent once further details in relation to the cumulative NSIP schemes are known, e.g. project timeframes and the approach.

7.7. Management Structure

7.7.1. The overall management and implementation of this Outline CTMP and the Framework CTMP will be the responsibility of the Applicant. A Transport Co-ordinator will be appointed by the Applicant to implement, manage and develop the Framework CTMP at the appropriate time/ stage. The Framework CTMP will include the following information:

- Specifics of carriageway widening or improvement works;
- Specifics of the design of TTM measures;
- Details of the works to accesses, including provision of visibility splays;
- Further details in respect of the design and management measures required to accommodate AILs; and
- Information on sanctions for breaches of the routing strategies.

7.7.2. The Transport Co-ordinator who takes responsibility for implementing the CTMP will:

- Implement and monitor the CTMP to identify successful measures and areas for improvement;
- Promote the CTMP to all staff and contractors travelling to and from the Scheme to ensure compliance with its contents;
- Liaise as appropriate with local transport and traffic groups, local planning authorities and local highway authorities and National Highways;
- Monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS;
- Manage the Car Share Scheme;
- Manage the shuttle service between local worker accommodation and the Scheme (as well as the internal minibus trips within the Solar Development Areas and the Grid Connection Route); and
- Discuss any issues with relevant parties and identify any amendments to the CTMP (including measures) to ensure compliance is maintained.

7.8. Monitoring and Review

HGVs

7.8.1. The Framework CTMP(s) will be monitored and revised to ensure that contractors are complying with the document. This process will be led by the Transport Co-ordinator.

7.8.2. The Transport Co-ordinator will monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the DMS/ TMMS. The results of the data monitoring will be reported to identify any issues which need to be resolved and any additional measures which should be implemented to these from arising again. The reports will be shared with the Applicant, local authority and the highway authority (i.e. LCC Highways).

Staff Vehicles

7.8.3. A Car Share Scheme will be implemented and managed by the Transport Co-ordinator, to match potential car sharers and to help staff identify any colleagues who could potentially be collected along their route to/ from the Scheme. The car share database will also be available to staff that have signed up, to allow them

to identify their own potential matches. Car sharing staff will be allocated priority spaces within the main construction compound.

7.8.4. Construction staff vehicles will be monitored when entering and exiting the Scheme. This monitoring will determine whether any additional measures should be explored to minimise staff trips on the local highway network.

7.8.5. Construction staff will be directed to available parking bays upon arrival to assist them to park in a timely manner. Given the working patterns identified, it is expected that the car parking for the Scheme will be managed between 06:00-07:00 when the majority of staff are expected to arrive. Appropriate signage will be provided to clearly identify the entry and exit points to the car parks. It should be noted that the usage of the car park will be monitored and that the potential to introduce additional parking will be explored during peak construction if required.

Additional Monitoring

7.8.6. The following monitoring will also be carried out during the construction phase of the Scheme, and secured as part of the Outline and/or Framework CTMP:

- Construction vehicles (HGVs) will be monitored to ensure HGV drivers are adhering to the proposed routing strategy set out within the HGV and AIL route **ES Figure 15-3** and **ES Figure 15-4** (Doc Ref. 6.2); and
- Road safety will be monitored within the Scheme including at the proposed access points and at the internal PRoW crossing points.

8. Compliance and Enforcement

8.1. Introduction

8.1.1. This section of the Outline CTMP provides a summary of the mechanisms that will be implemented to maximise compliance with the CTMP.

8.2. Best Practice

8.2.1. The Applicant will use internal management procedures to maximise compliance and its enforcement with the requirements of this Outline CTMP and Framework CTMP(s), including:

- Contractor kick-off meetings: contractors will be reminded of the Applicant's standards and expectations as set out in contract documentation;
- Site induction: drivers will be briefed on the aims and objectives of the CTMP, including the booking system, designated routes and expected driver behaviour. A copy of the CTMP will be provided to each contractor to provide details of how the site will be managed as well as the rules and regulations; and,
- Reporting: incidences of non-compliance will be investigated within the CTMP. Reports from each incident will be raised and shared with the relevant contractor. The CTMP will be updated where necessary to resolve any ongoing issues.

8.3. Contractual Conditions

8.3.1. Each contractor will be provided with a contract setting out their contractual requirements in terms of compliance with the Outline and/ or Framework CTMP(s) upon appointment. A copy of the CTMP will be provided along with details of the proposed routing strategy for HGVs to ensure that this route is followed.

8.4. Information Packs and Communications

8.4.1. Information packs will be provided to all contractors once they have been confirmed. The information pack will form part of the agreement between the Applicant and the designated contractors. The information pack will include details of the following:

- Code of Good Practice;
- Details of the Transport Co-ordinator;
- Delivery routing restrictions;
- Worker routing;
- Emergency procedures;
- Non-compliance guidance; and,
- Complaint procedures.

8.5. Enforcement

8.5.1. The Applicant will take all reasonable steps to avoid any breach of the CTMP through the implementation of the management measures. However, should any breaches occur, then enforcement procedures will be followed:

- The Transport Co-ordinator will notify the Applicant of any breaches of the CTMP arrangements as and when they occur;
- The Applicant will issue a warning letter to the relevant contractor outlining what action would be taken in the event of any further non-compliance (in general terms); and,
- The Applicant will report the details of the response to the Transport Co-ordinator as part of the monitoring report. The monitoring report will be made available to the relevant local planning authorities and relevant highway authorities at their request to ensure compliance and to demonstrate that action is being taken where necessary.

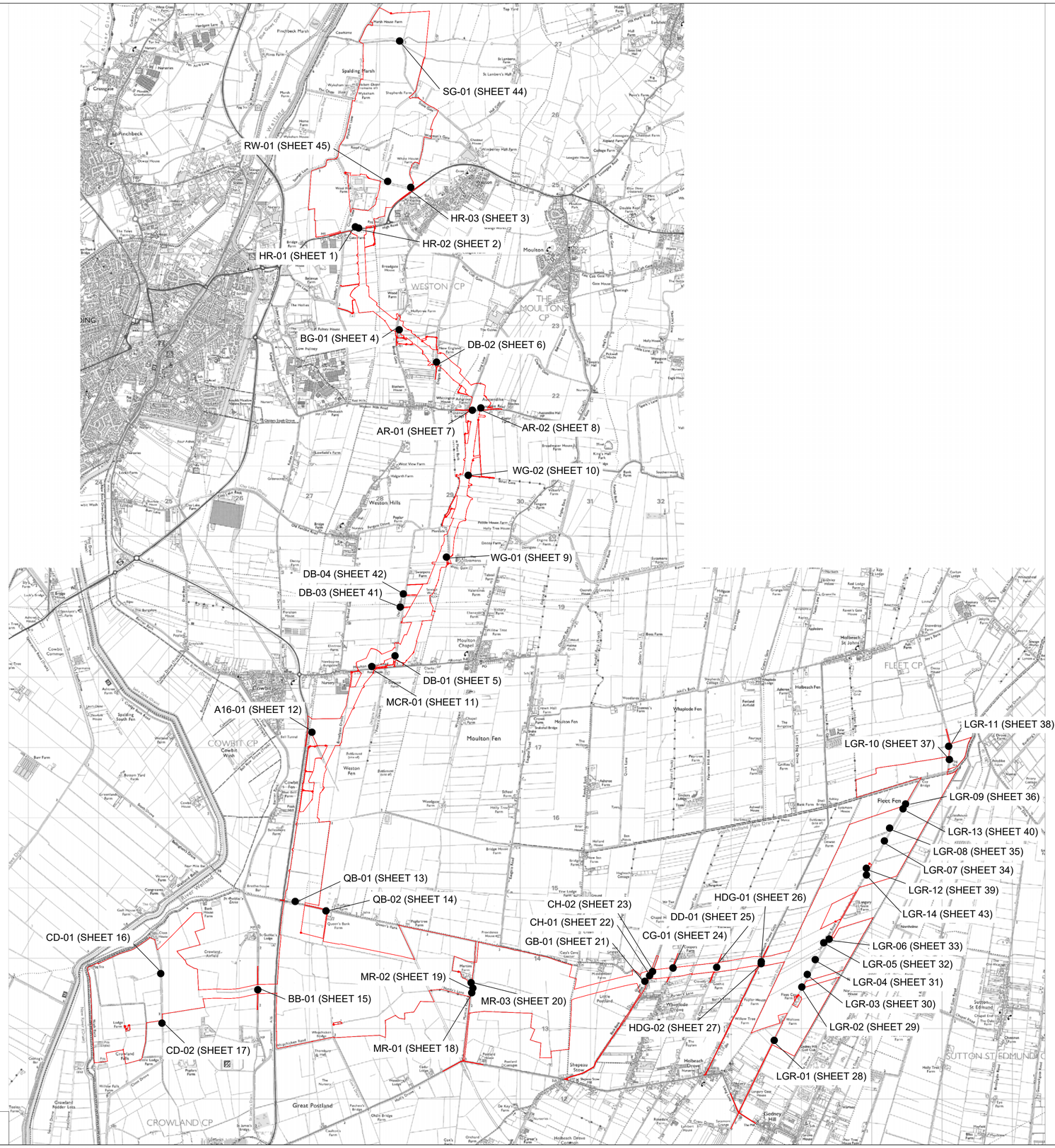
8.5.2. Further detail on the sanctions which could be applied will be included within the Framework CTMP.

Annex A – Access Design Information Table

Drawing No.	Access Number	Purpose of access	Phase of Scheme	Road Name	Junction Visibility DMRB Standard	Junction Visibility Desirable Min.	Junction Visibility Absolute Min.	Vehicle Tracking (Veh type)	Vehicle tracking (manoevre)	Proposed Traffic Management	PROW / Cycletrack / Common Land interaction	Additional considerations/ works	MAX Hourly Movements (DEV TRIPS, Two-way) - excludes AILs	MAX Daily Movements (DEV TRIPS, Two-way)- excludes AILs
CE-ACM-ZZ-ZZ-DR-HW-010001	HR-01	Grid Connection construction access	Construction, Operational and Decommissioning	A151 High Road	120m	118m	92m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of the access heading West, Heading West along High Road turning Left into the access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing, interaction with footway	68	304
CE-ACM-ZZ-ZZ-DR-HW-010002	HR-02	Grid Connection construction access	Construction, Operational and Decommissioning	A151 High Road	120m	118m	92m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out of the access heading West, Heading West along High Road turning Right into the access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing	68	304
CE-ACM-ZZ-ZZ-DR-HW-010003	HR-03	Grid Connection construction access	Construction, Operational and Decommissioning	A151 High Road	120m	118m	92m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of the access heading South, heading North along A151 and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	New/improved drain crossings	59	236
CE-ACM-ZZ-ZZ-DR-HW-010004	BG-01	Grid Connection crossing point	Construction	Broad Gate	215m	129m	100m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	Drains either side of carriageway with no crossings, OHL either side of carriageway	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010005	DB-01	Grid Connection crossing point	Construction	Delgate Bank	215m	148m	114m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing either side of carriageway, OHL to the East	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010006	DB-02	Grid Connection crossing point	Construction	Delgate Bank	215m	115m	90m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing either side of carriageway	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010007	AR-01	Grid Connection construction access	Construction, Operational and Decommissioning	B1165 Austendyke Road	215m	172m	131m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of access heading West, heading East on Austendyke Road turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Crossing of Dike, potential crossing upgrade	24	102
CE-ACM-ZZ-ZZ-DR-HW-010008	AR-02	Grid Connection construction access	Construction, Operational and Decommissioning	B1165 Austendyke Road	215m	172m	131m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out of access heading West, heading East on Austendyke Road turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	24	102
CE-ACM-ZZ-ZZ-DR-HW-010009	WG-01	Grid Connection crossing point	Construction	West Gate	215m	112m	87m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010010	WG-02	Grid Connection crossing point	Construction	Whirl Gate				Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access North to South, Crossing access South to North	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing North and South	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010011	MCR-01	Grid Connection crossing point	Construction	B1357 Moulton Chapel Road	215m	215m	162m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access North to South, Crossing access South to North	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing North, OHL South	12	24
CE-ACM-ZZ-ZZ-DR-HW-010012	A16-01	Grid Connection - Direct Acess Zone 4 (provides follow-on access into Zone 3), Emergency Access for 400kV Substation and BESS compound	Construction, Operational and Decommissioning	A16	215m	-	-	Abnormal Indivisible Load (AIL) - 16-axel Trailer for 178te transformer (57.625m) *indicative*	Right turn out of access heading North, Left turn out of access heading south, Heading South on the A16 turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Crossing of drain, potential culvert extension, auxillary lane	151	683
CE-ACM-ZZ-ZZ-DR-HW-010013	QB-01	Grid Connection crossing point, 400kV Substation and BESS Compound Construction Access	Construction, Operational and Decommissioning	Queen's Bank	215m	110m	86m	Abnormal Indivisible Load (AIL) - 16-axel Trailer for 178te transformer (57.625m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access North to South, Crossing access South to North, Right turn out of the access heading West, heading East on Queens Bank and turning left into the access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing South, potential interaction with RRS	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010014	QB-02	PV Area operational access	Operational	Queen's Bank	215m	110m	86m	DB32 Fire Appliance (8.680m)	Right turn out of the access heading East, Left turn out of the access headingWest, heading East on Queens Bank and turning right into the access, heading West on Queens Bank and turning left into the access	No Traffic Management proposed	No PROW/Cycletrack interaction	OHL adjacent	0	0
CE-ACM-ZZ-ZZ-DR-HW-010015	BB-01	PV Area and Inter-Array construction access	Construction, Operational and Decommissioning	Barrier Bank	160m	275m	205m	Abnormal Indivisible Load (AIL) - 16-axel Trailer for 178te transformer (57.625m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of access heading south, heading North along Barrier Bank turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Drain Crossing, potential crossing upgrade, OHL adjacent	96	230
CE-ACM-ZZ-ZZ-DR-HW-010016	CD-01	PV Area crossing point	Construction, Operational and Decommissioning	Cloot Drove	215m	44m	36m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	Drains either side of carriageway with crossings potentially needing upgrades	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010017	CD-02	PV Area operational access	Operational	Cloot Drove	215m	44m	36m	DB32 Fire Appliance (8.680m)	Right Turn out of access heading South, Left turn out of access heading North, heading North up Cloot Drove turning left into access, heading South down Cloot Drove turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Crossing of drain, potential culvert extension	0	0
CE-ACM-ZZ-ZZ-DR-HW-010018	MR-01	PV Area construction access	Construction, Operational and Decommissioning	Martins Road	215m	100m	78m	Abnormal Indivisible Load (AIL) - 16-axel Trailer for 178te transformer (57.625m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Martins Road and turning right into access	Potential traffic management at the South of Martins Road on the junction with B1166 for AIL movements	Crosses Common Land	New drain crossing	142	477
CE-ACM-ZZ-ZZ-DR-HW-010019	MR-02	PV Area construction access	Construction, Operational and Decommissioning	Martins Road	215m	100m	78m	Abnormal Indivisible Load (AIL) - 16-axel Trailer for 178te transformer (57.625m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Martins Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing	142	477
CE-ACM-ZZ-ZZ-DR-HW-010020	MR-03	PV Area operational access	Operational	Martins Road	215m	100m	78m	DB32 Fire Appliance (8.680m)	Left turn out the access heading South, right tunr out of the access heading North, heading North up Martins Road and turning right into access, heading South down Martins Road and turning left into access	No Traffic Management proposed	Crosses Common Land	OHL above	142	477
CE-ACM-ZZ-ZZ-DR-HW-010021	GB-01	Inter-Array construction access	Construction, Operational and Decommissioning	Green Bank	215m	160m	123m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of the access heading South, heading North along Green Bank and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing, headge row removal for access	5	19
CE-ACM-ZZ-ZZ-DR-HW-010022	CH-01	Inter-Array construction access	Construction, Operational and Decommissioning	Chapel Hill	215m	160m	123m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of the access heading South, heading North along Chapel Hill and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	5	19
CE-ACM-ZZ-ZZ-DR-HW-010023	CH-02	Inter-Array construction access	Construction, Operational and Decommissioning	Chapel Hill	215m	160m	123m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out of the access heading South, heading North along Chapel Hill and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing, OHL adjacent	5	19
CE-ACM-ZZ-ZZ-DR-HW-010024	CG-01	Inter-Array construction access	Construction, Operational and Decommissioning	Chapel Gate	215m	72m	58m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	Crossing of drain, potential culvert extension, new drain crossing on the East	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010025	DD-01	Inter-Array construction access	Construction, Operational and Decommissioning	Dog Drove North	215m	117m	91m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access East to West, Crossing access West to East	No Traffic Management proposed	No PROW/Cycletrack interaction	OHL to the West	Not Applicable	Not Applicable
CE-ACM-ZZ-ZZ-DR-HW-010026	HDG-01	Inter-Array construction access	Construction, Operational and Decommissioning	Holbeach Drove Gate	215m	221m	166m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out of the access heading South, heading North along Holbeach Drove Gate and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	OHL above, culvert extension	5	19
CE-ACM-ZZ-ZZ-DR-HW-010027	HDG-02	Inter-Array construction access	Construction, Operational and Decommissioning	Holbeach Drove Gate	215m	221m	166m	Standard Heavy Goods Vehicle (HGV) - Low Loader with Trailer Steering (18.0m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out of the access heading South, heading North along Holbeach Drove Gate and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	OHL above	5	19
CE-ACM-ZZ-ZZ-DR-HW-010028	LGR-01	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010029	LGR-02	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010030	LGR-03	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010031	LGR-04	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010032	LGR-05	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Abnormal Indivisible Load (AIL) - Transformer 6-axel (19.324m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Langary Gate Road and turning left into access	Potential traffic management at the South of Langary Gate Road on the junction with B1166 for AIL movements	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010033	LGR-06	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	123m	96m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010034	LGR-07	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	113m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010035	LGR-08	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	113m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Potential culvert extension	96	320
CE-ACM-ZZ-ZZ-DR-HW-010036	LGR-09	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	113m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Potential culvert extension	96	320
CE-ACM-ZZ-ZZ-DR-HW-010037	LGR-10	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	113m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Right turn out the access heading South, heading North up Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010038	LGR-11	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	113m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	Potential culvert extension	96	320
CE-ACM-ZZ-ZZ-DR-HW-010039	LGR-12	PV Area operational access	Operational	Langary Gate Road	215m	148m	113m	DB32 Fire Appliance (8.680m)	Left turn out the access heading South, right turn out the access heading North, heading North up Langary Gate Road and turning right into access, heading South down Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010040	LGR-13	PV Area operational access	Operational	Langary Gate Road	215m	148m	113m	DB32 Fire Appliance (8.680m)	Left turn out the access heading South, right turn out the access heading North, heading North up Langary Gate Road and turning right into access, heading South down Langary Gate Road and turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010041	DB-03	Grid Connection operational access	Operational	Delgate Bank	215m	148m	114m	DB32 Fire Appliance (8.680m)	Right Turn out of access heading North, Left turn out of access heading South, heading North up Delgate Bank turning right into access, heading South down Delgate Bank turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	0	0
CE-ACM-ZZ-ZZ-DR-HW-010042	DB-04	Grid Connection operational access	Operational	Delgate Bank	215m	148m	114m	DB32 Fire Appliance (8.680m)	Right Turn out of access heading North, Left turn out of access heading South, heading North up Delgate Bank turning right into access, heading South down Delgate Bank turning left into access	No Traffic Management proposed	No PROW/Cycletrack interaction	OHL above	0	0
CE-ACM-ZZ-ZZ-DR-HW-010043	LGR-14	PV Area construction access	Construction, Operational and Decommissioning	Langary Gate Road	215m	148m	114m	Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Left turn out the access heading South, heading North up Langary Gate Road and turning right into access	No Traffic Management proposed	No PROW/Cycletrack interaction	N/A	96	320
CE-ACM-ZZ-ZZ-DR-HW-010044	SG-01	Grid Connection crossing point	Construction	Stone Gate	215m	148m	114m	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access North to South, Crossing access South to North	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossing	0	0
CE-ACM-ZZ-ZZ-DR-HW-010045	RW-01	Grid Connection crossing point	Construction	Runway	90m	N/A	N/A	Abnormal Indivisible Load (AIL) - Transporter (28.628m), Standard Heavy Goods Vehicle (HGV) - Articulated vehicle (16.5m)	Crossing access North to South, Crossing access South to North	No Traffic Management proposed	No PROW/Cycletrack interaction	New drain crossings, Private track crossing	Not Applicable	Not Applicable

Annex B – Proposed Site Access Layouts, Visibility Splays and Swept Paths

MERIDIAN SOLAR FARM
ACCESS LOCATION PLAN
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009



NOTES

1. All dimensions in meters unless stated otherwise.
2. Do not scale from this drawing use only printed dimensions.
3. This drawing is to be read in conjunction with all other relevant documentation.
4. Refer to the drawing for the location, naming and corresponding drawing number for each access point.

LEGEND

	Order limits
	Access marker
AB-00 (SHEET XX)	Access identifier

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS LOCATION PLAN

Meridian Solar

Application Number
EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010999

Scale	Sheet Size	Sheet	Issue
NOT TO SCALE	A1	LOCATION PLAN	0

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MERIDIAN SOLAR FARM
ACCESS HR-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 01 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
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- **APPROXIMATE CURRENT AND MATURE SHADING ARCS** *(AS DEFINED BY BS 5837:2012)*
- **ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
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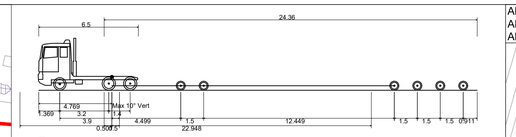
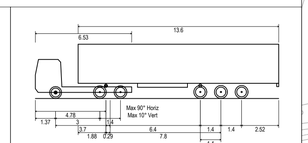
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)



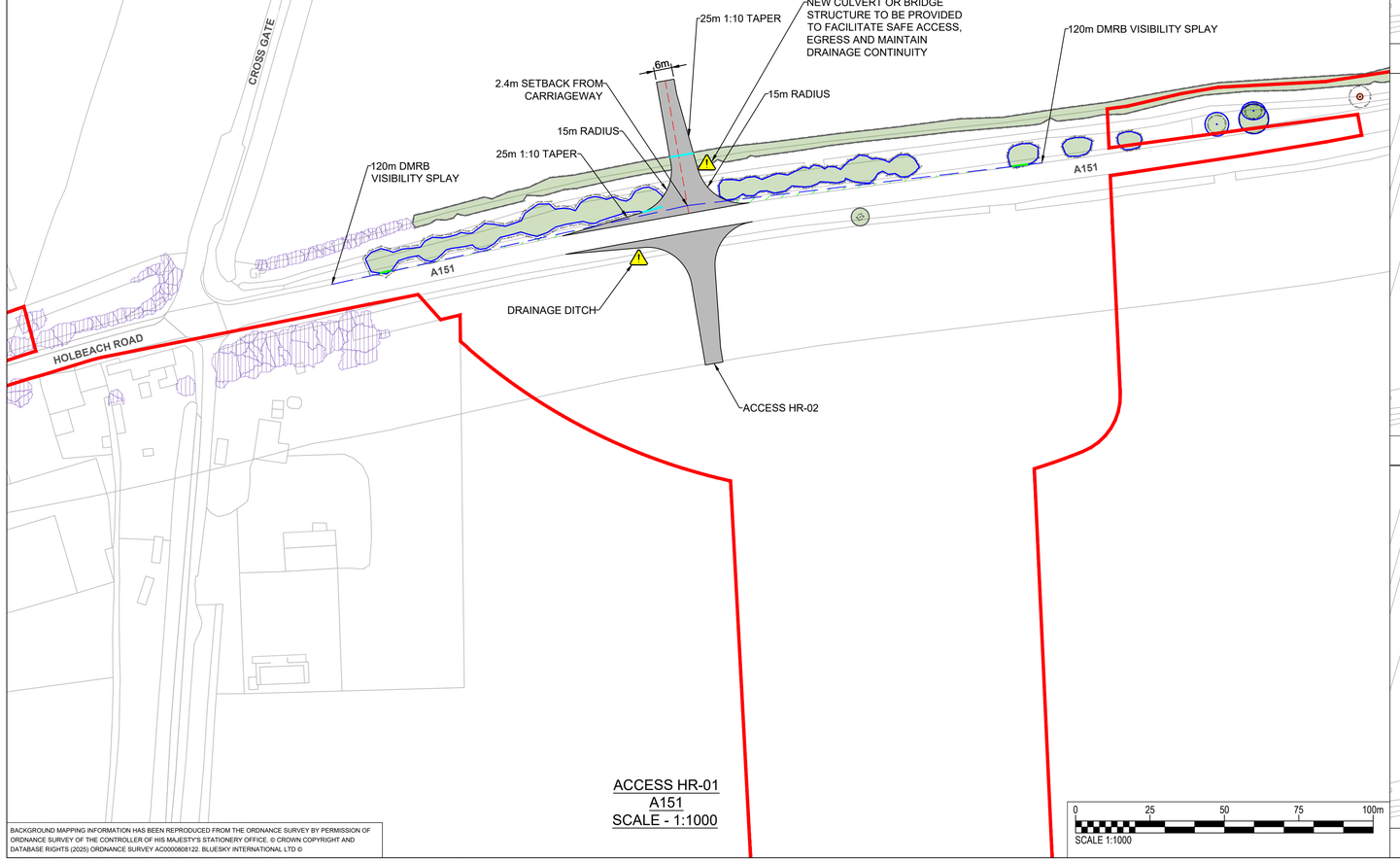
Transporter 28

Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m



Max Legal Length (UK) Articulated Vehicle (16.5m)

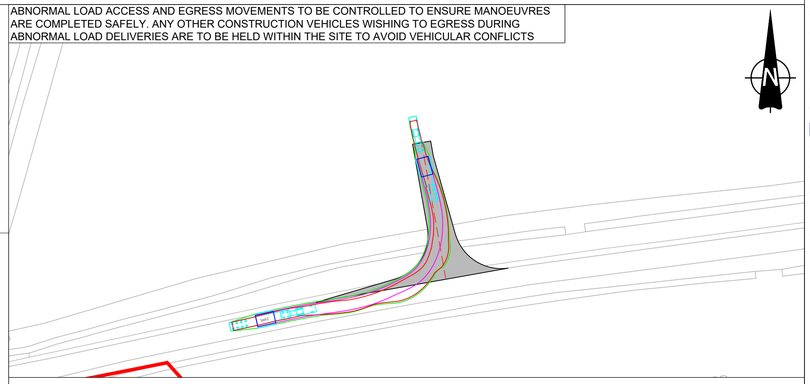
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ACCESS HR-01
A151
SCALE - 1:1000

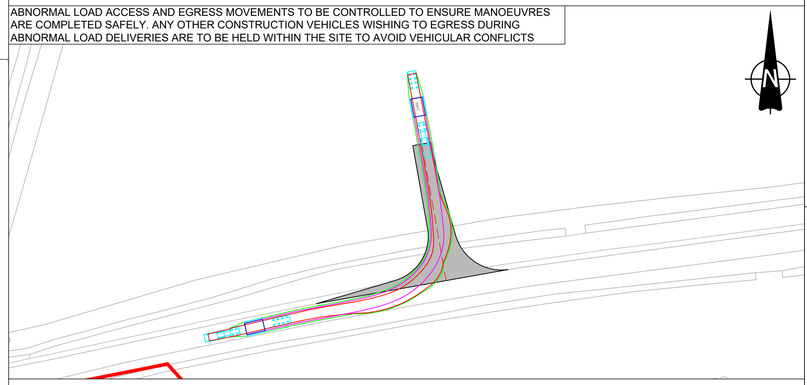
0 25 50 75 100m
SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

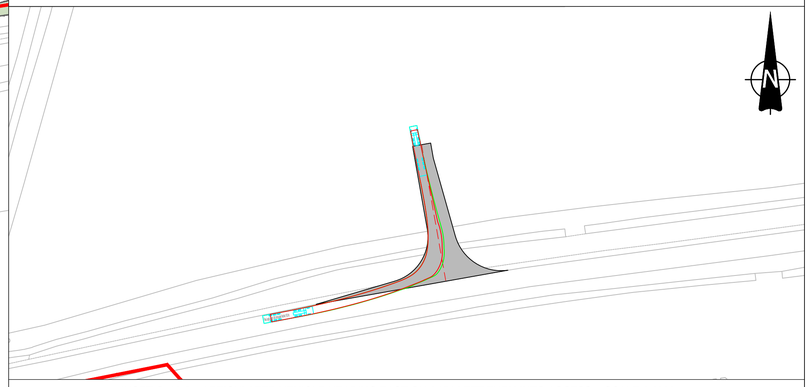


INSET A: 28.6m TRANSPORTER VEHICLE HEADING EAST ON A151 LEFT TURN INTO ACCESS - SCALE 1:1000

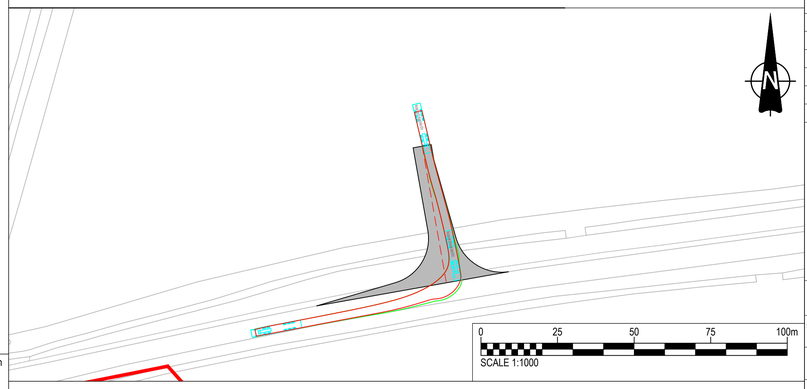
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 28.6m TRANSPORTER VEHICLE RIGHT TURN OUT OF ACCESS HEADING WEST ON A151 - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING EAST ON A151 LEFT TURN INTO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE RIGHT TURN OUT OF ACCESS HEADING WEST ON A151 - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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2. Do not scale from this drawing, use only printed dimensions.
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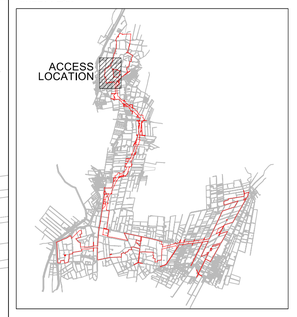
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
7. These plans should also be read in conjunction with ES Appendix 12-9: Arboricultural Impact Assessment (Doc Ref. 6.3) for details on tree and hedgerow removal and protection.
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN



Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS HR-01
SHEET 01 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010001

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 01 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS HR-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 02 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
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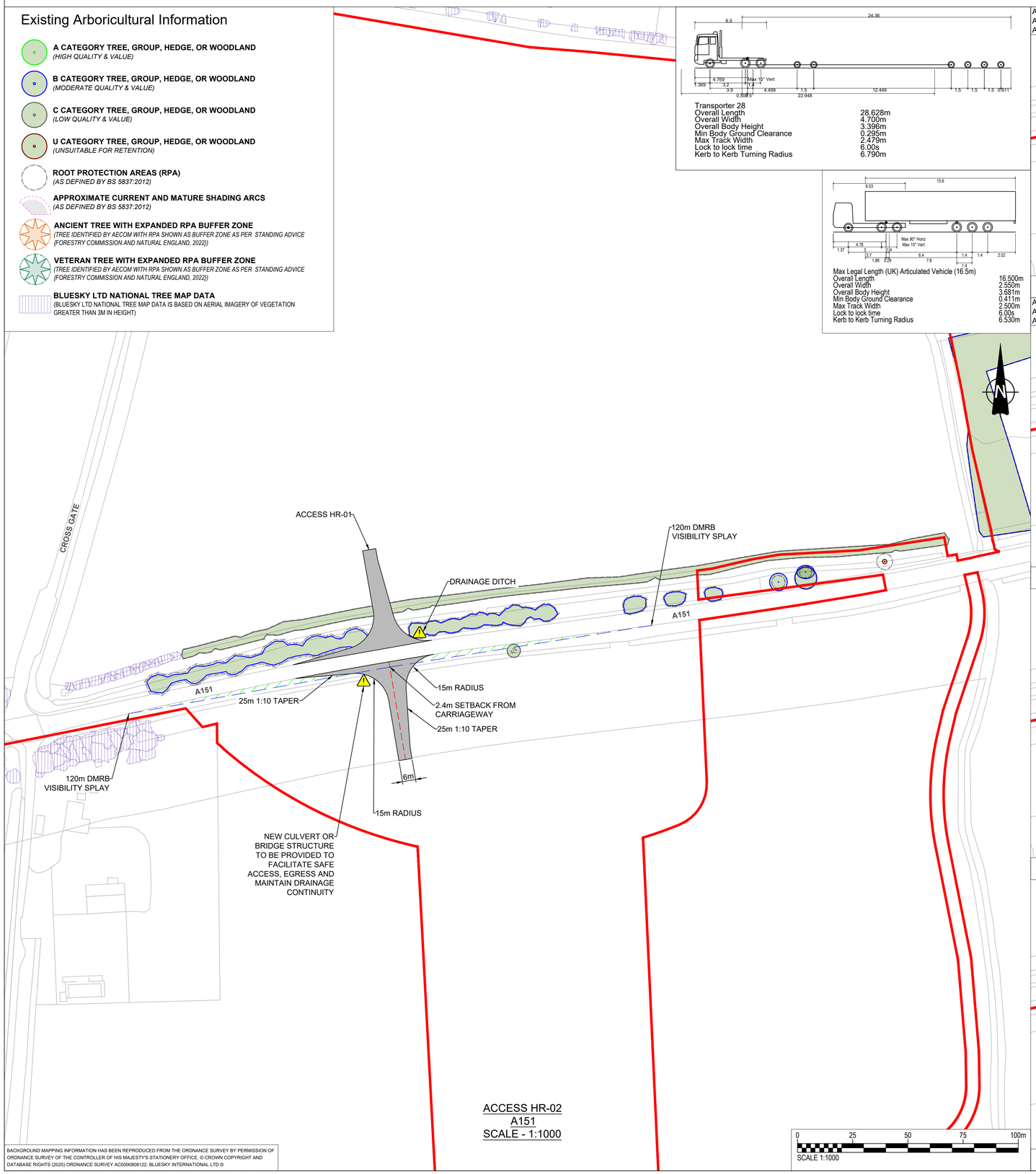

Transporter 28

Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
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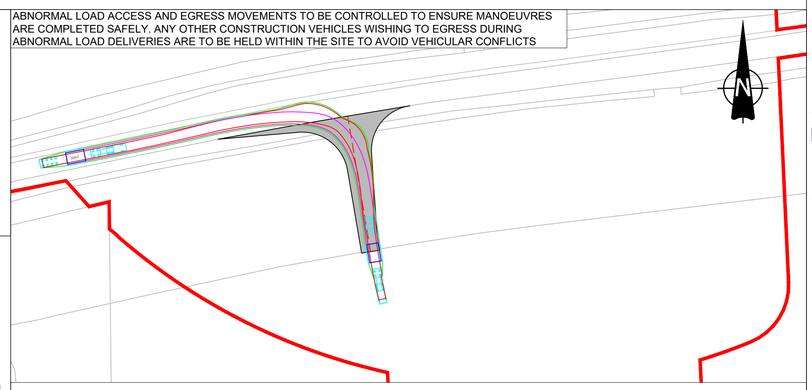
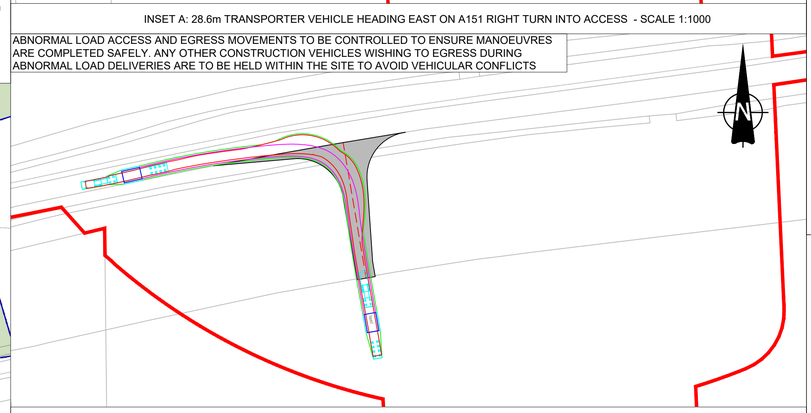
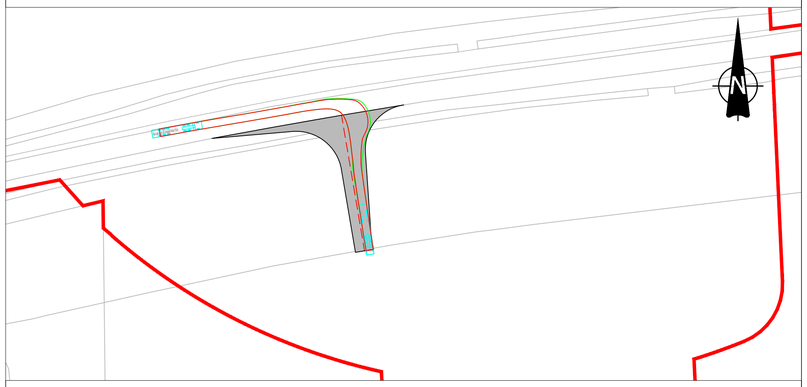
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



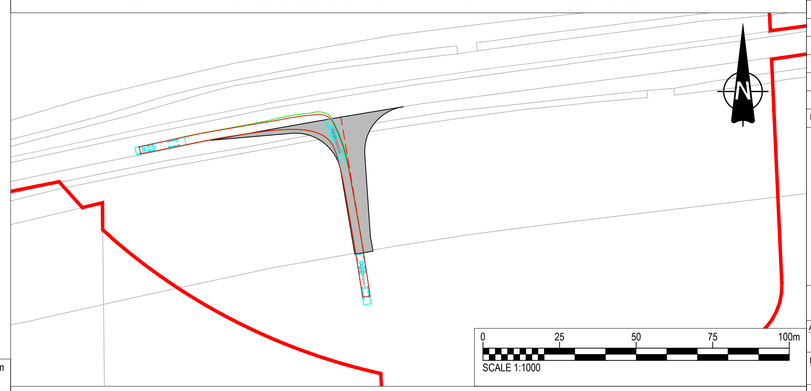
INSET A: 28.6m TRANSPORTER VEHICLE HEADING EAST ON A151 RIGHT TURN INTO ACCESS - SCALE 1:1000



INSET B: 28.6m TRANSPORTER VEHICLE LEFT TURN OUT OF ACCESS HEADING WEST ON A151 - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING EAST ON A151 RIGHT TURN INTO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE LEFT TURN OUT OF ACCESS HEADING WEST ON A151 - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS HR-02
SHEET 02 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010002

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 02 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS HR-03
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 03 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
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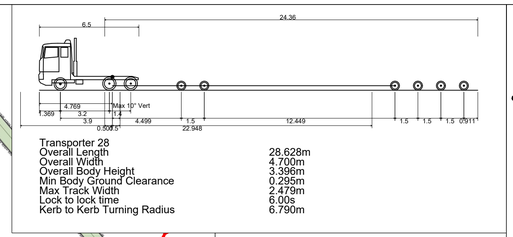
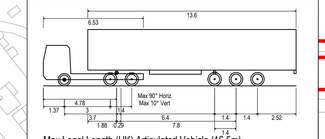


Transporter 28

Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m



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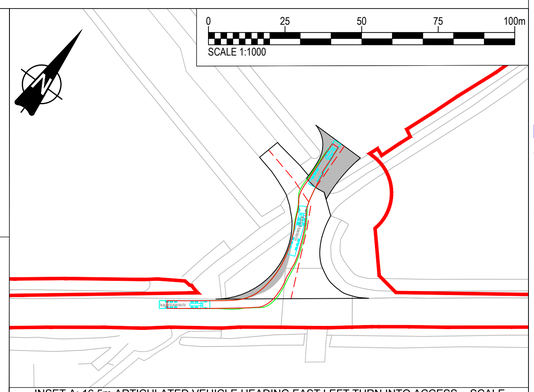
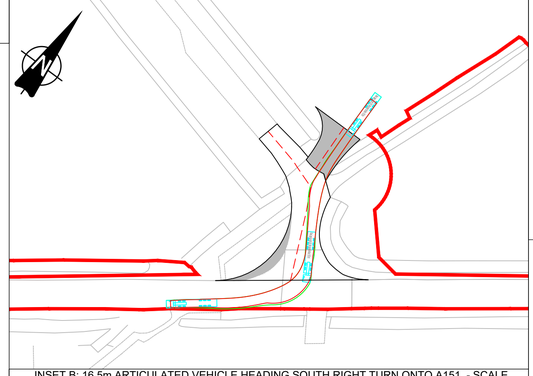
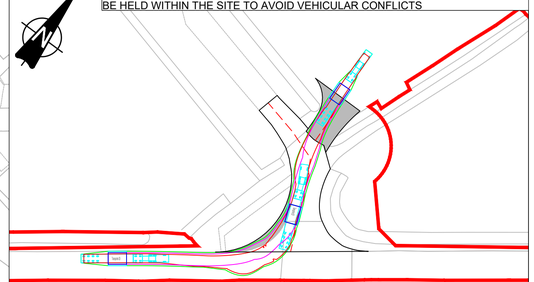


INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST LEFT TURN INTO ACCESS - SCALE 1:1000



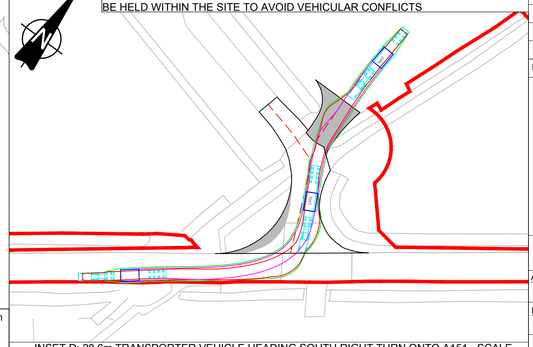
INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH RIGHT TURN ONTO A151 - SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET C: 28.6m TRANSPORTER VEHICLE HEADING EAST LEFT TURN INTO ACCESS - SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET D: 28.6m TRANSPORTER VEHICLE HEADING SOUTH RIGHT TURN ONTO A151 - SCALE 1:1000

EGRESS MANOEUVRES FROM CONSTRUCTION ACCESSES TO BE HELD IN THE EVENT OF ACCESS OR EGRESS MANOEUVRES FROM COMMERCIAL BUSNESS TO THE WEST BEING COMPLETED.

DRAINAGE DITCH

10m RADIUS

BELLMOUTH INTERSECTION WITH EXISTING DRAINAGE DITCH, CULVERT EXTENSION REQUIRED

EXISTING ACCESS FOOTPRINT TO BE RETAINED

215m DMRB VISIBILITY SPLAY

DRAINAGE DITCH

A151

RUNWAY

18m

WISEMAN'S GATE

DRAINAGE DITCH

50m RADIUS

BELLMOUTH INTERSECTION WITH EXISTING DRAINAGE DITCH, CULVERT EXTENSION REQUIRED

DRAINAGE DITCH

A151

215m DMRB VISIBILITY SPLAY

2.4m SETBACK FROM CARRIAGEWAY

Baytree Garden Centre

Baytree House

Pumping Station

Track

ACCESS HR-03
A151
SCALE - 1:1250

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LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Projected Realignment of Pedestrians
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
7. These plans should also be read in conjunction with ES Appendix 12-9: Arboricultural Impact Assessment (Doc Ref. 6.3) for details on tree and hedgerow removal and protection.
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.
10. Crossing by pedestrians to be managed by banksperson to ensure safe separation of pedestrians and construction vehicles.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS HR-03
SHEET 03 OF 45

Meridian Solar

Application Number: EN010169

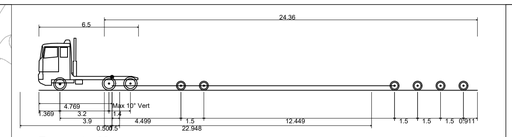
Meridian Drawing Reference: CE-ACM-ZZ-ZZ-DR-HW-010003

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 03 OF 45	0

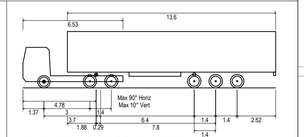
MERIDIAN SOLAR FARM
ACCESS BG-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 04 OF 45

Existing Arboricultural Information

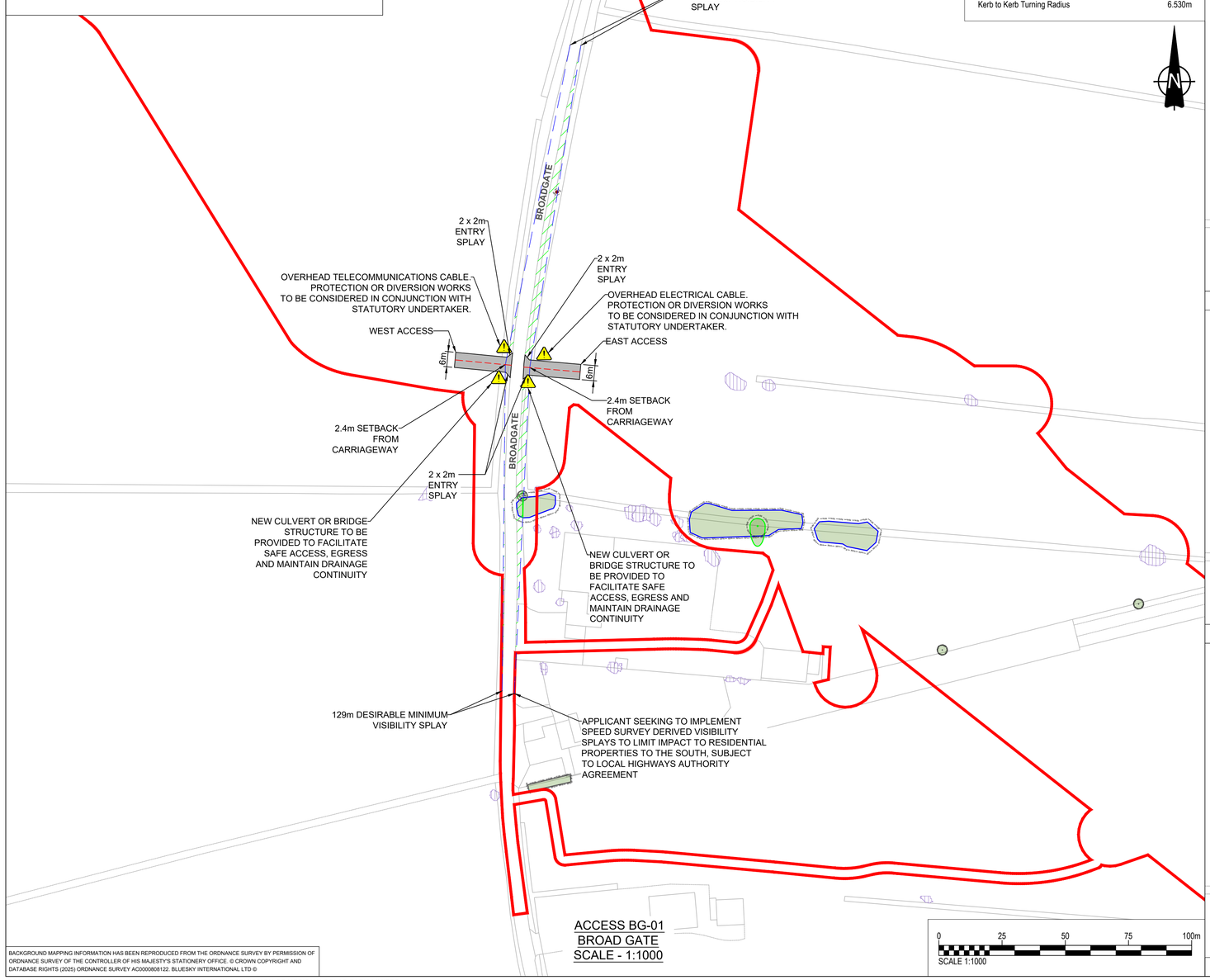
- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
- **ROOT PROTECTION AREAS (RPA)** *(AS DEFINED BY BS 5837:2012)*
- **APPROXIMATE CURRENT AND MATURE SHADING ARCS** *(AS DEFINED BY BS 5837:2012)*
- **ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **VETERAN TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)



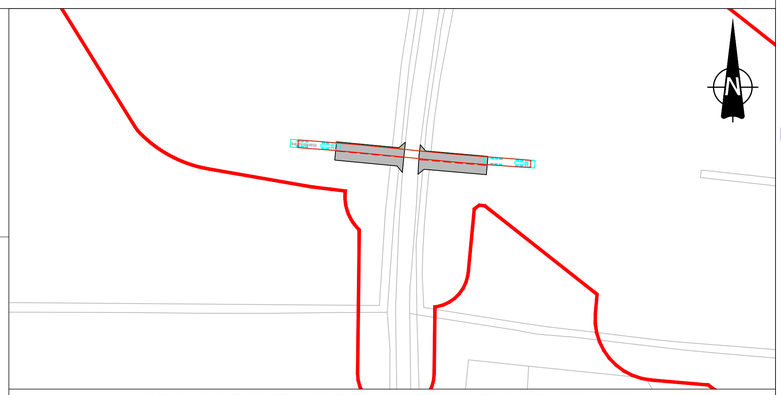
Transporter 28	
Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m



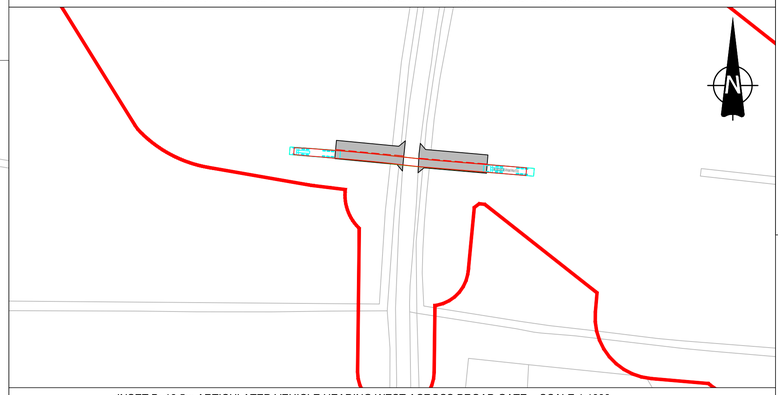
Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



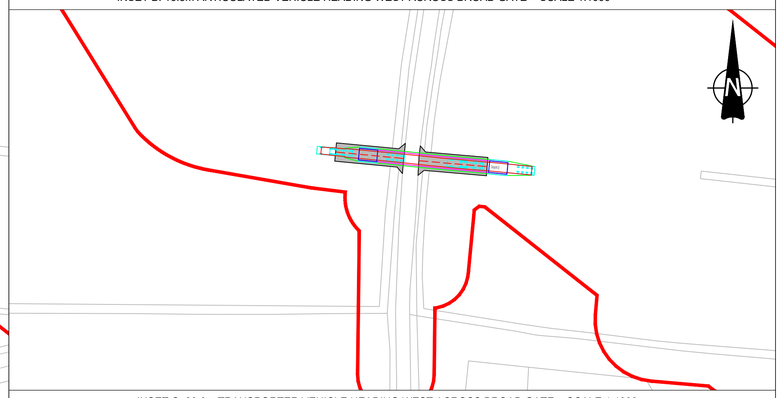
ACCESS BG-01
BROAD GATE
SCALE - 1:1000



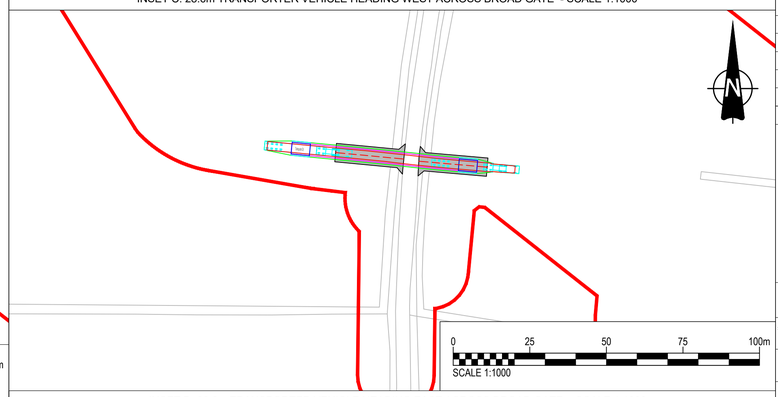
INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS BROAD GATE - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS BROAD GATE - SCALE 1:1000



INSET C: 28.6m TRANSPORTER VEHICLE HEADING WEST ACROSS BROAD GATE - SCALE 1:1000



INSET D: 28.6m TRANSPORTER VEHICLE HEADING EAST ACROSS BROAD GATE - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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6. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
7. These plans should also be read in conjunction with ES Appendix 12-9: Arboricultural Impact Assessment (Doc Ref. 6.3) for details on tree and hedgerow removal and protection.
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access is based upon visibility parameters derived using 85th percentile speed survey received on the 4th August 2025.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS BG-01
SHEET 04 OF 45

Meridian Solar

Application Number	
	EN010169
Meridian Drawing Reference	
	CE-ACM-ZZ-ZZ-DR-HW-010004

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 04 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS DB-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 05 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
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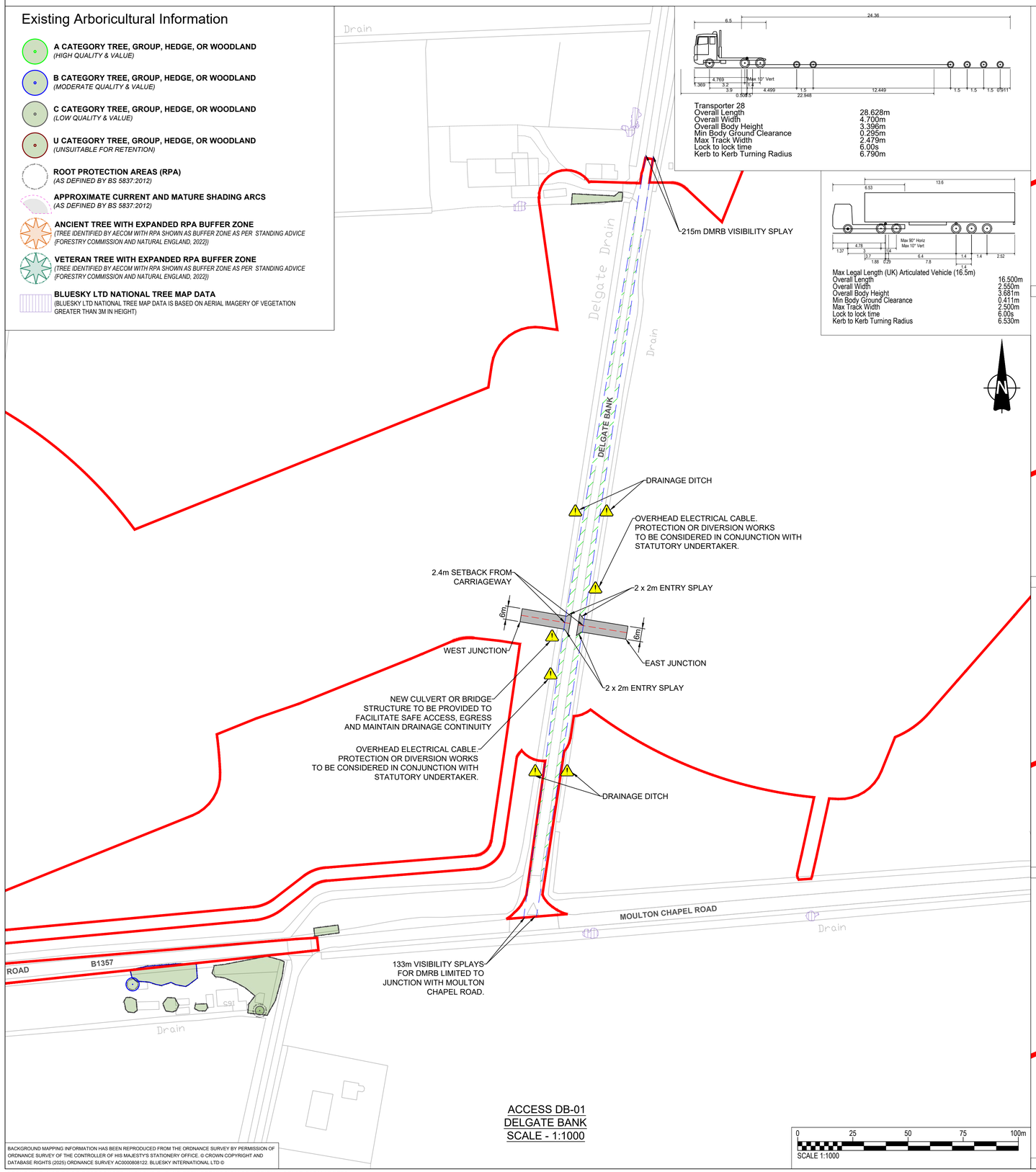
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)

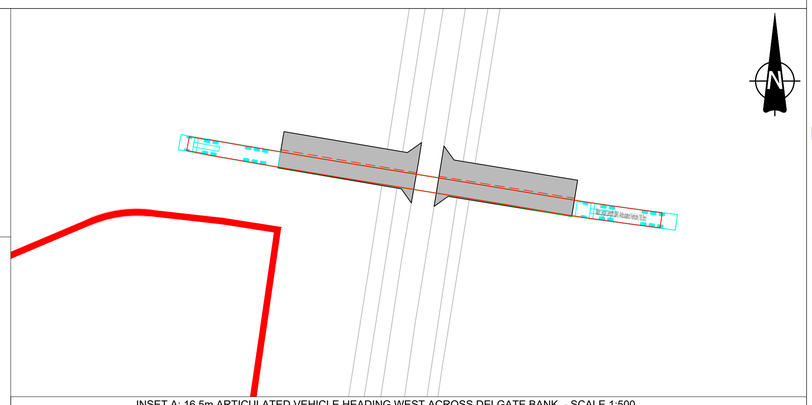


Transporter 28

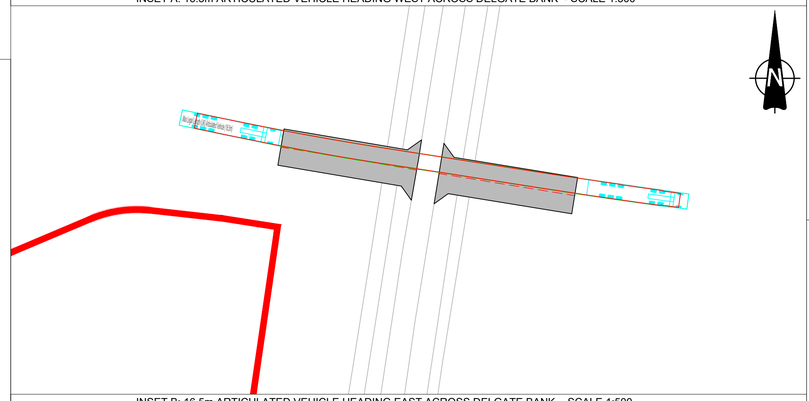
Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

Max Legal Length (UK) Articulated Vehicle (16.5m)

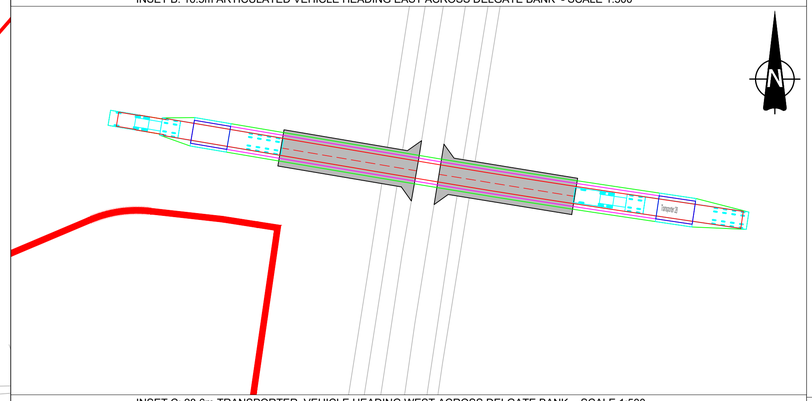
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



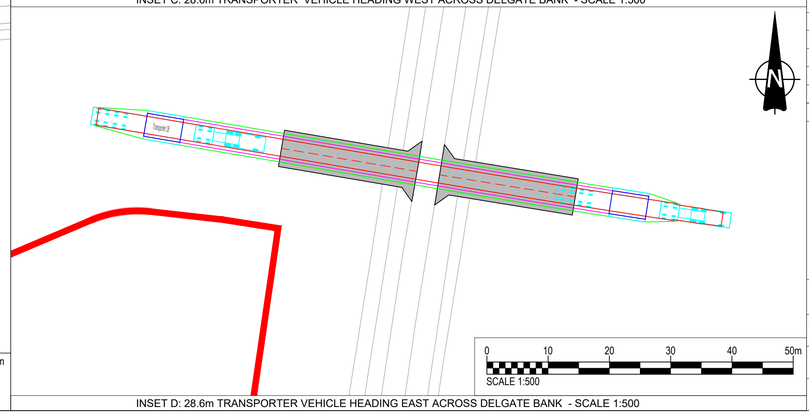
INSET A: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS DELGATE BANK - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS DELGATE BANK - SCALE 1:500



INSET C: 28.6m TRANSPORTER VEHICLE HEADING WEST ACROSS DELGATE BANK - SCALE 1:500



INSET D: 28.6m TRANSPORTER VEHICLE HEADING EAST ACROSS DELGATE BANK - SCALE 1:500

ACCESS DB-01
DELGATE BANK
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

0 10 20 30 40 50m
SCALE 1:500

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LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS DB-01
SHEET 05 OF 45

Meridian Solar

Application Number
EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010005

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 05 OF 45	0

MERIDIAN SOLAR FARM
ACCESS DB-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 06 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
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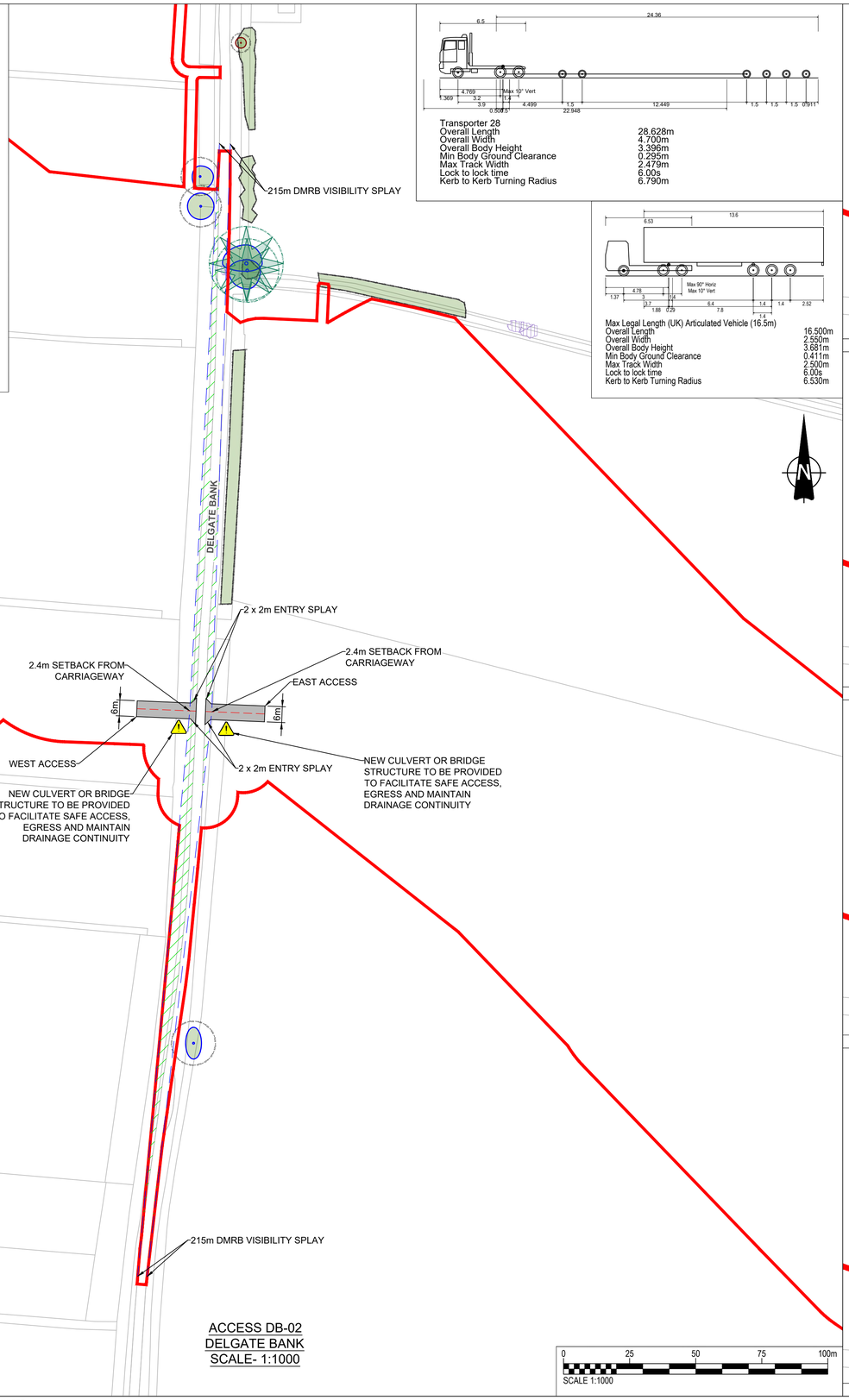
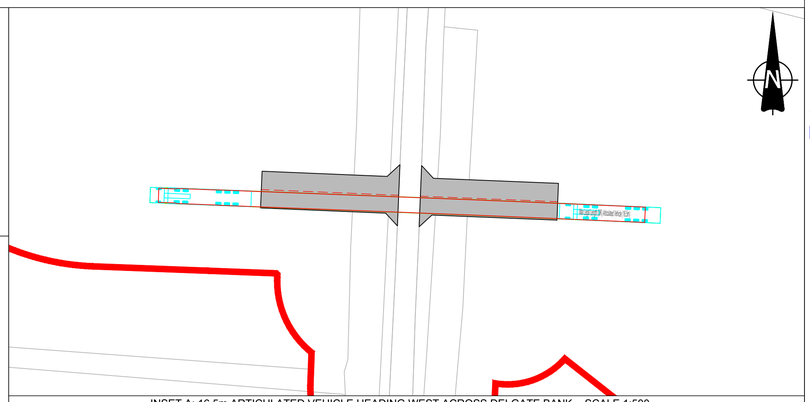


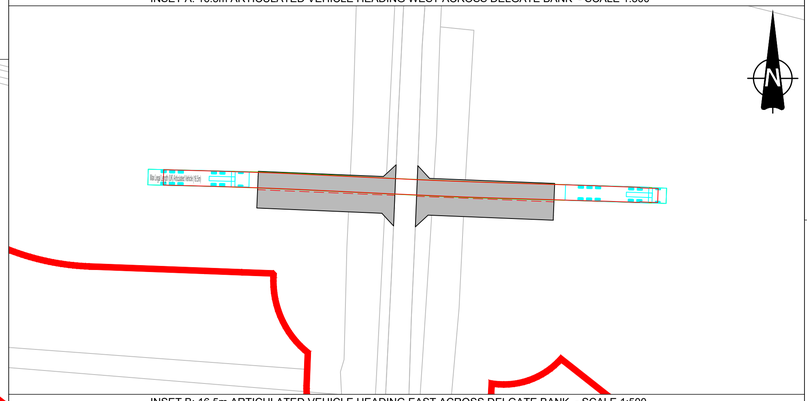
ACCESS DB-02
DELGATE BANK
SCALE- 1:1000

Transporter 28	
Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

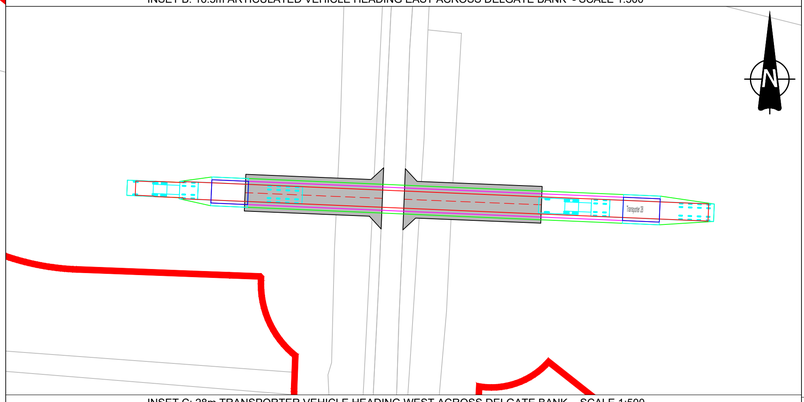
Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



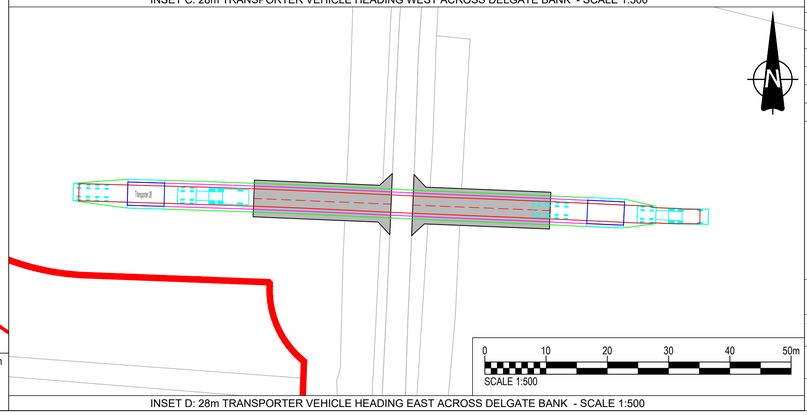
INSET A: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS DELGATE BANK - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS DELGATE BANK - SCALE 1:500



INSET C: 28m TRANSPORTER VEHICLE HEADING WEST ACROSS DELGATE BANK - SCALE 1:500



INSET D: 28m TRANSPORTER VEHICLE HEADING EAST ACROSS DELGATE BANK - SCALE 1:500

0 25 50 75 100m
SCALE 1:1000

0 10 20 30 40 50m
SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS DB-02
SHEET 06 OF 45

Meridian Solar

Application Number
EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010006

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 06 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS AR-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 07 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
- **ROOT PROTECTION AREAS (RPA)** *(AS DEFINED BY BS 5837:2012)*
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- **ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
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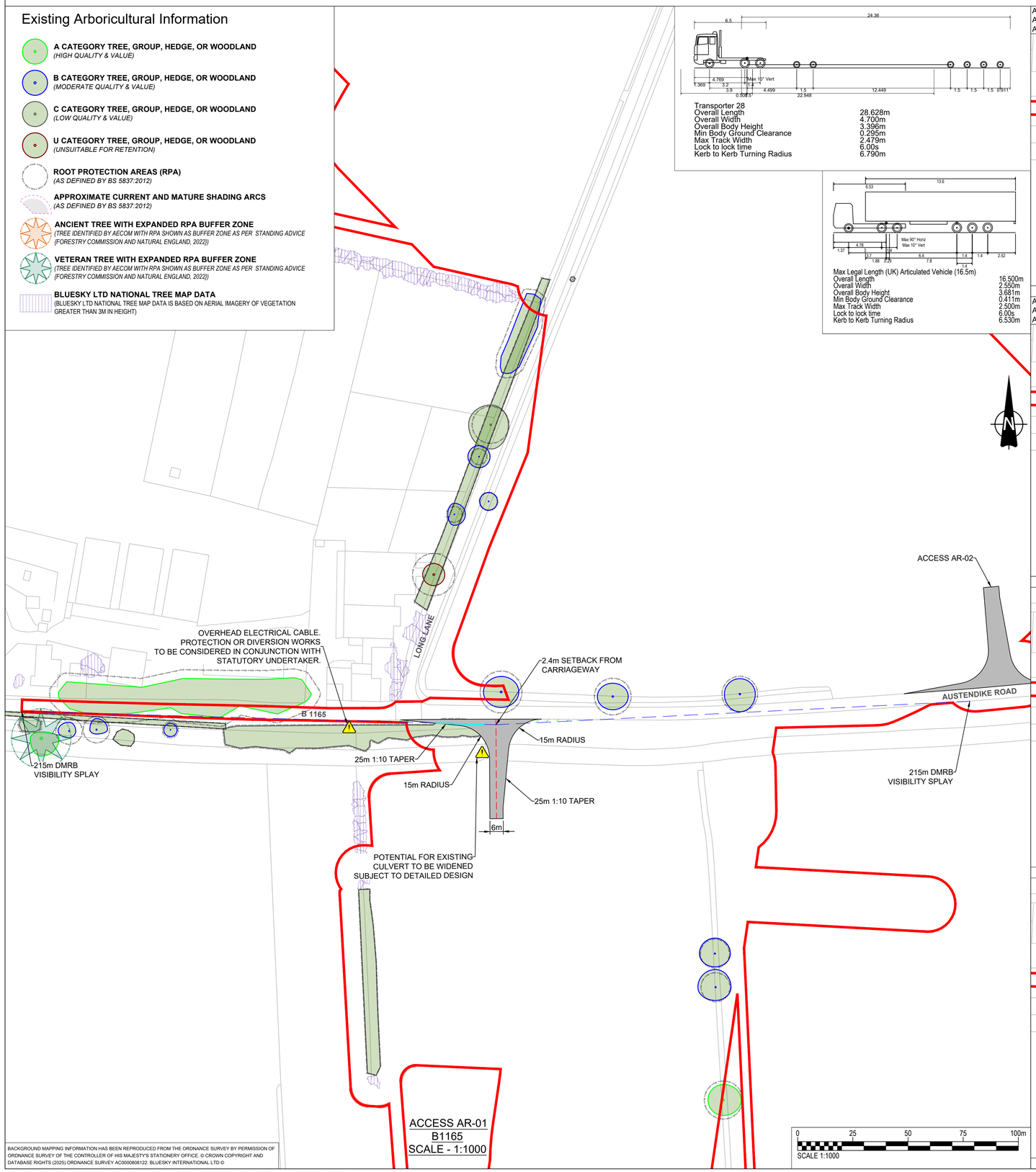
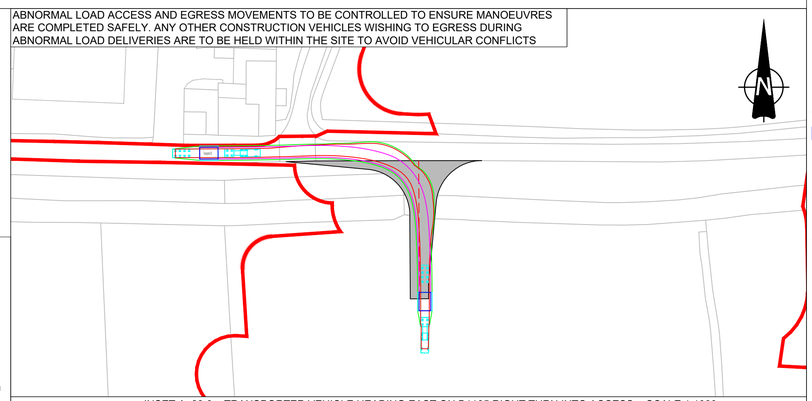
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)

Transporter 28	
Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

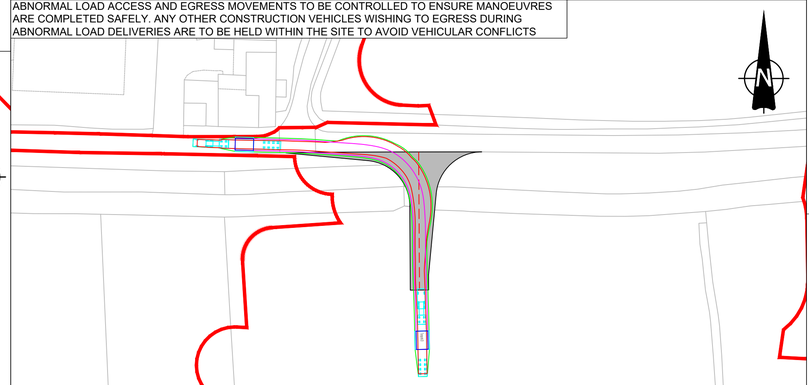


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

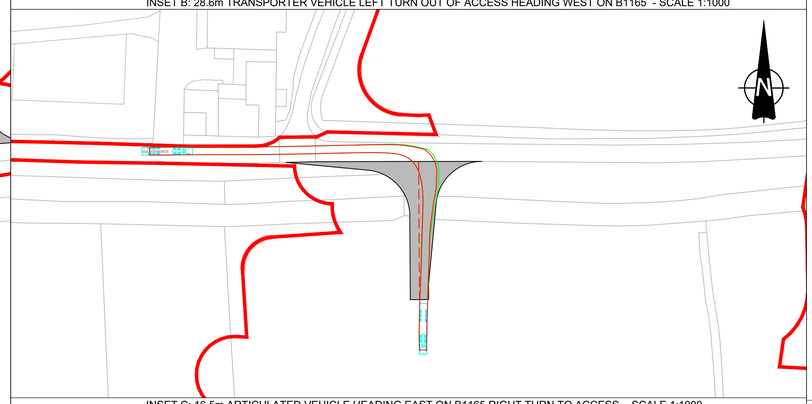


INSET A: 28.6m TRANSPORTER VEHICLE HEADING EAST ON B1165 RIGHT TURN INTO ACCESS - SCALE 1:1000

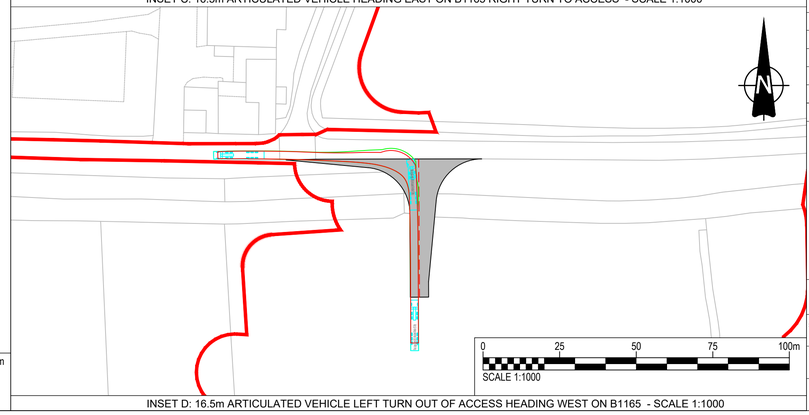
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 28.6m TRANSPORTER VEHICLE LEFT TURN OUT OF ACCESS HEADING WEST ON B1165 - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING EAST ON B1165 RIGHT TURN TO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE LEFT TURN OUT OF ACCESS HEADING WEST ON B1165 - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
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7. These plans should also be read in conjunction with ES Appendix 12-9: Arboricultural Impact Assessment (Doc Ref. 6.3) for details on tree and hedgerow removal and protection.
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS AR-01
SHEET 07 OF 45

Meridian Solar

Application Number	
	EN010169

Meridian Drawing Reference			
CE-ACM-ZZ-ZZ-DR-HW-010007			
Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 07 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS AR-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 08 OF 45

Existing Arboricultural Information

A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND
(HIGH QUALITY & VALUE)

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(MODERATE QUALITY & VALUE)

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(LOW QUALITY & VALUE)

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(AS DEFINED BY BS 5837:2012)

APPROXIMATE CURRENT AND MATURE SHADING ARCS
(AS DEFINED BY BS 5837:2012)

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(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))

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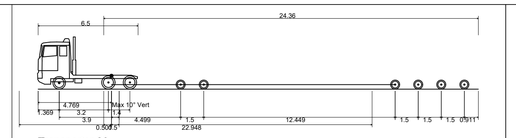
BLUESKY LTD NATIONAL TREE MAP DATA
(BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)



Transporter 28

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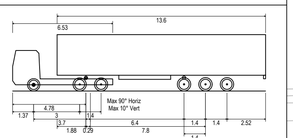
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m



Max Legal Length (UK) Articulated Vehicle (16.5m)

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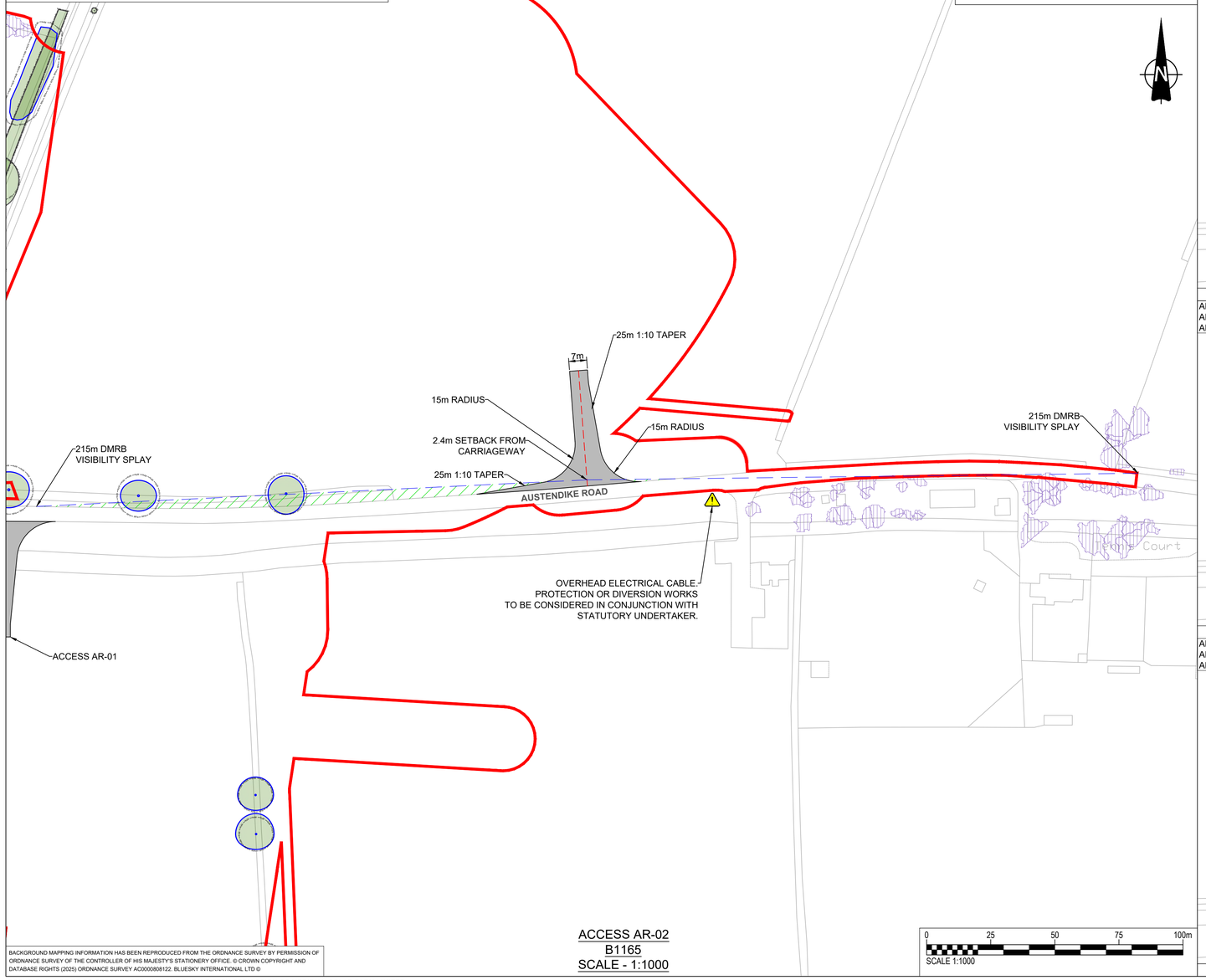

ACCESS AR-02
B1165
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

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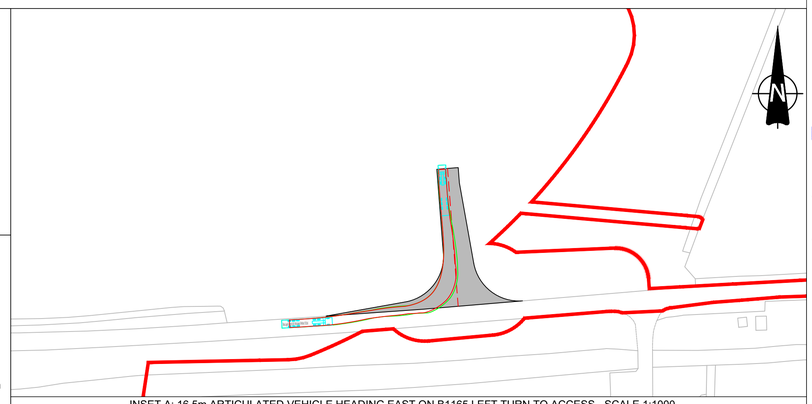
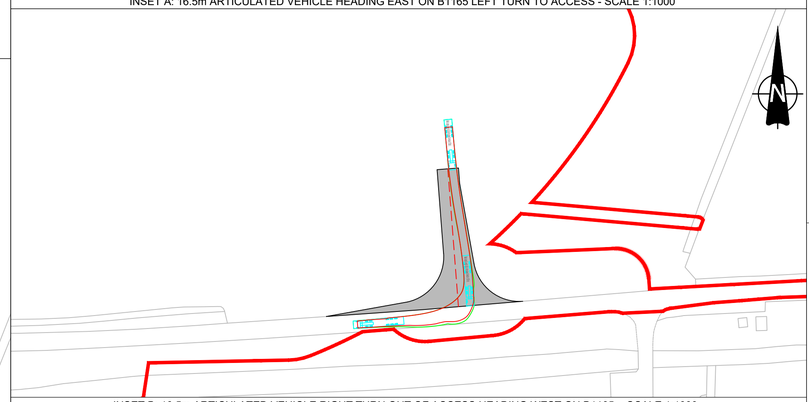
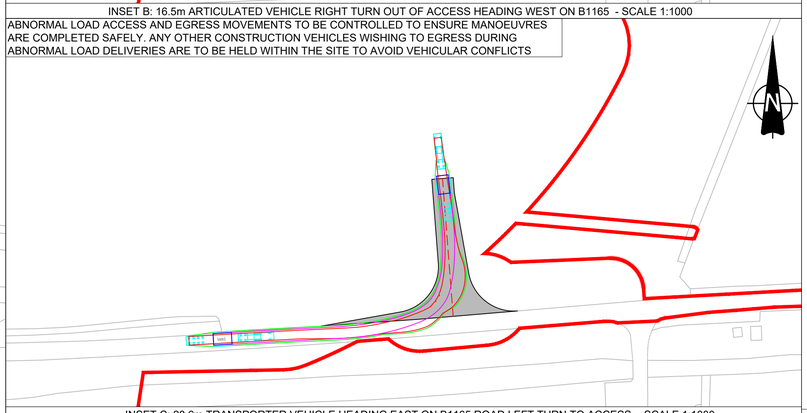


INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ON B1165 LEFT TURN TO ACCESS - SCALE 1:1000



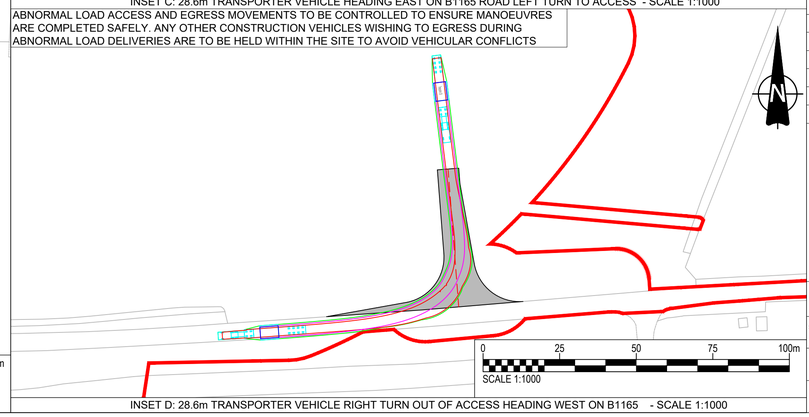
INSET B: 16.5m ARTICULATED VEHICLE RIGHT TURN OUT OF ACCESS HEADING WEST ON B1165 - SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET C: 28.6m TRANSPORTER VEHICLE HEADING EAST ON B1165 ROAD LEFT TURN TO ACCESS - SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET D: 28.6m TRANSPORTER VEHICLE RIGHT TURN OUT OF ACCESS HEADING WEST ON B1165 - SCALE 1:1000

0 25 50 75 100m
SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
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- Vegetation management for Vis Splay
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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS AR-02
SHEET 08 OF 45

Meridian Solar

Application Number
EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010008

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 08 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS WG-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 09 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
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Transporter 28

Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
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Overall Body Height	3.681m
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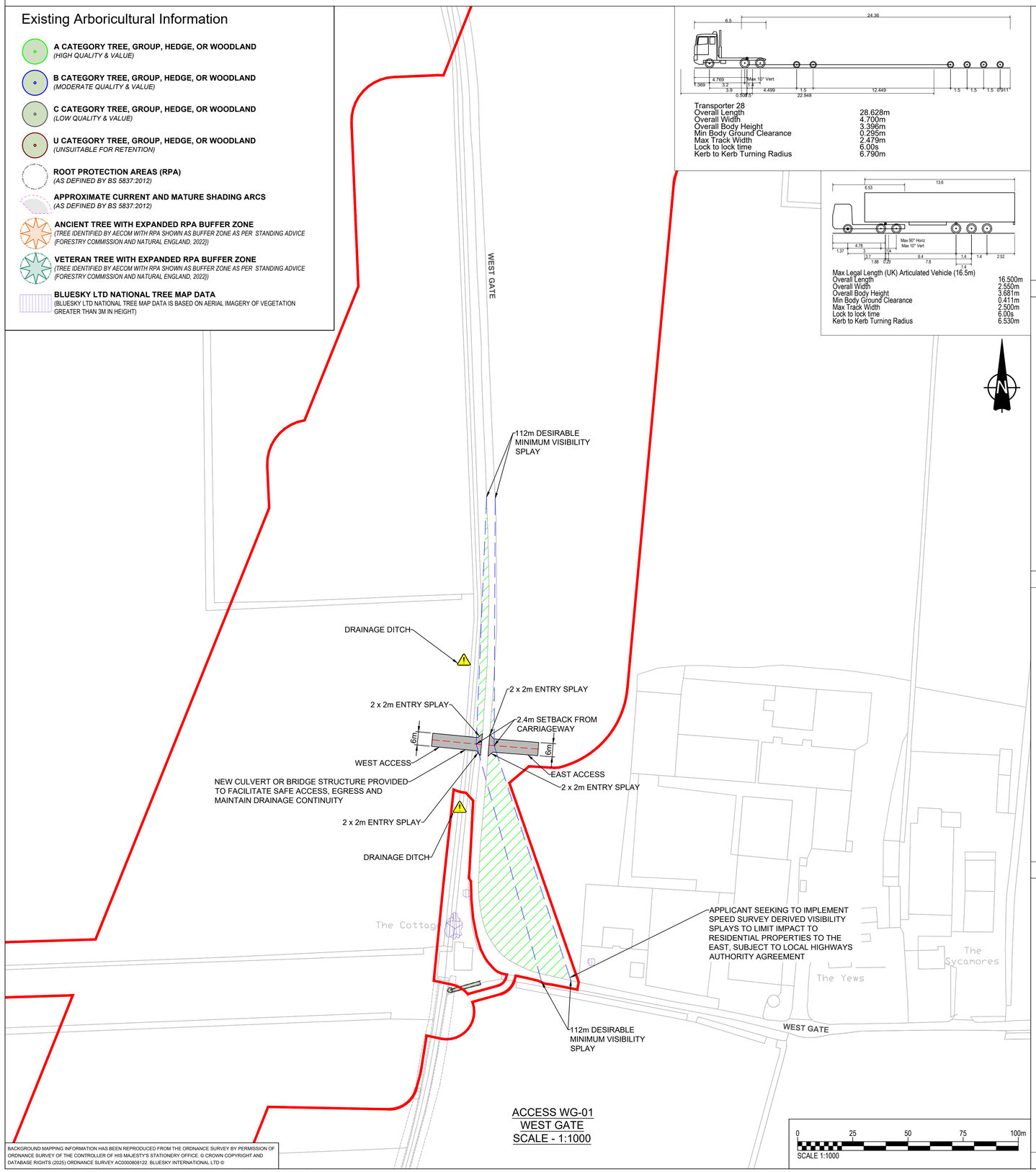

ACCESS WG-01
WEST GATE
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

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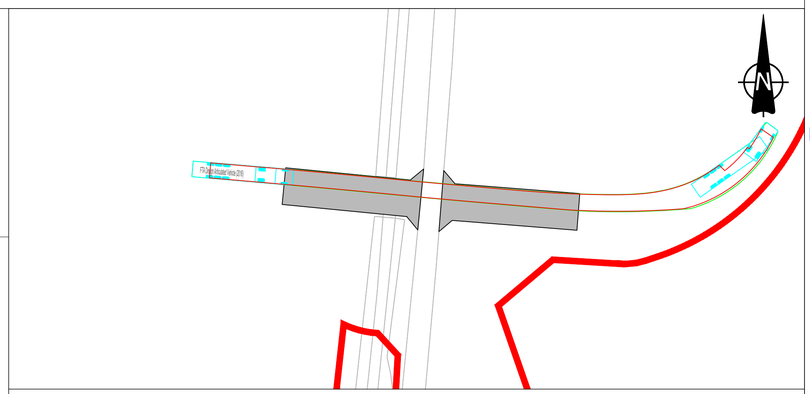
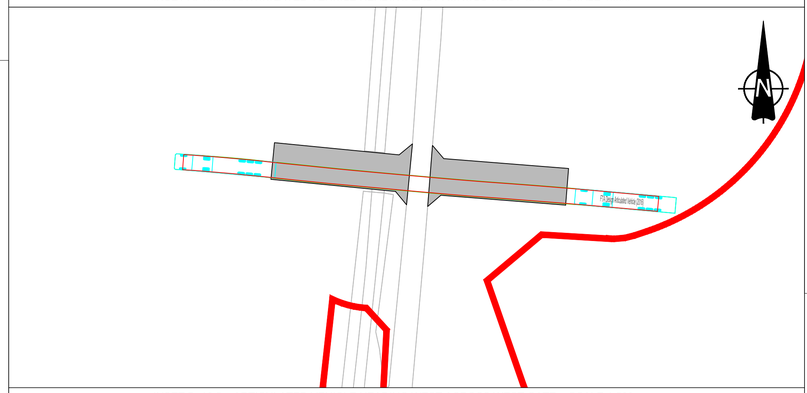
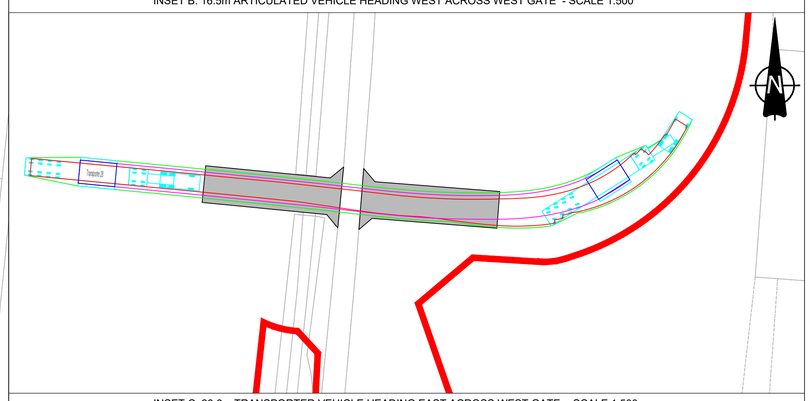


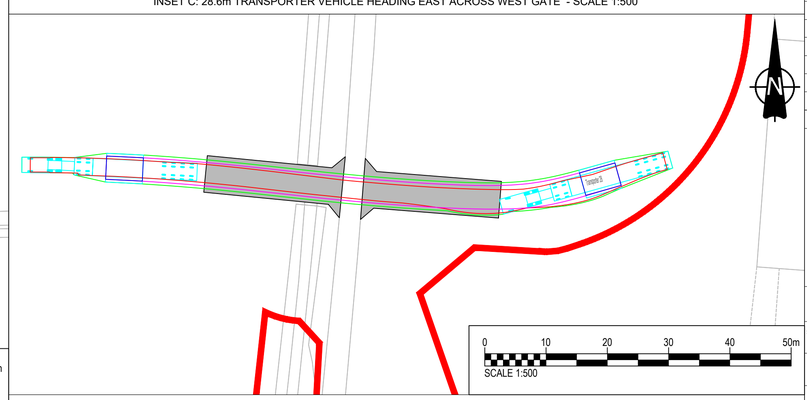
INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS WEST GATE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS WEST GATE - SCALE 1:500



INSET C: 28.6m TRANSPORTER VEHICLE HEADING EAST ACROSS WEST GATE - SCALE 1:500



0 10 20 30 40 50m
SCALE 1:500

INSET D: 28.6m TRANSPORTER VEHICLE HEADING WEST ACROSS WEST GATE - SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
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- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
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- Indicative Hedgerow Removal for Bellmouth Access
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NOTES

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8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access is based upon visibility parameters derived using 85th percentile speed survey received on the 4th August 2025.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS WG-01
SHEET 09 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010009

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 09 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS WG-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 10 OF 45

Existing Arboricultural Information

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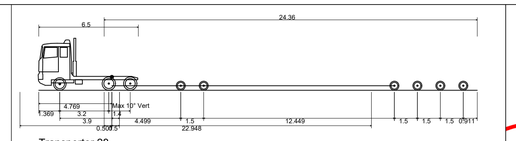

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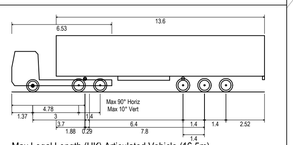

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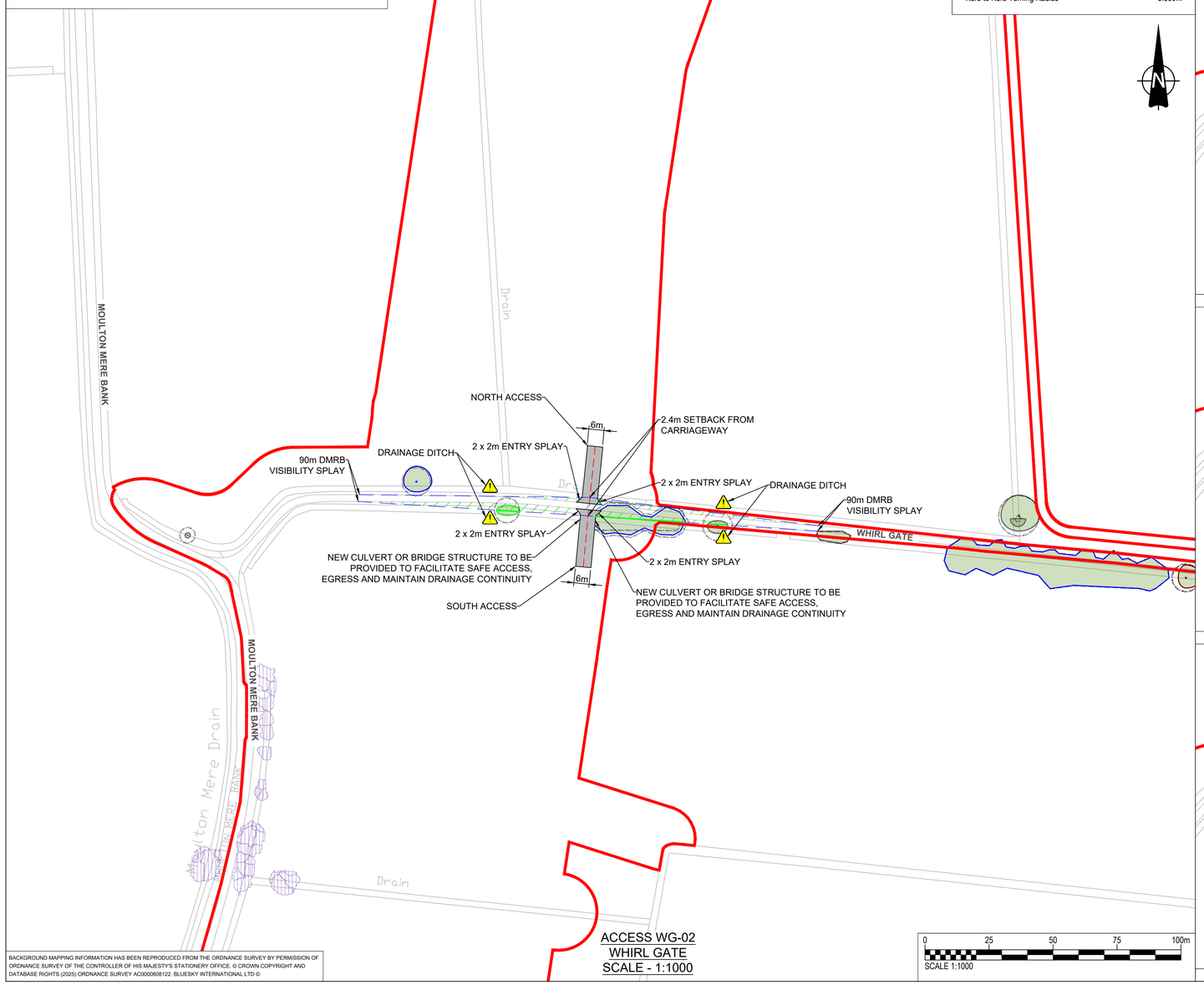
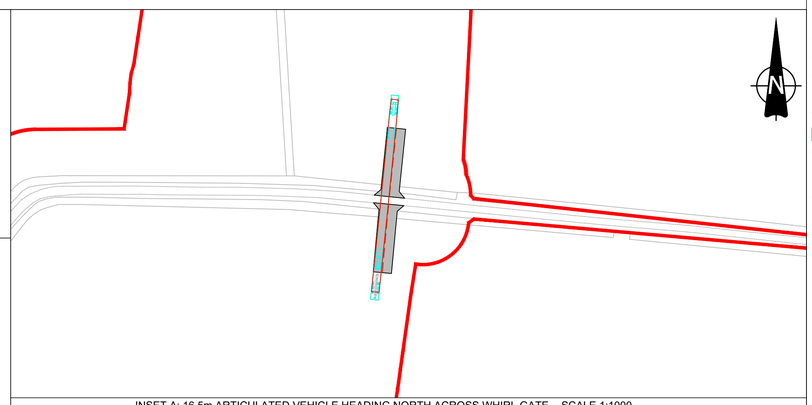
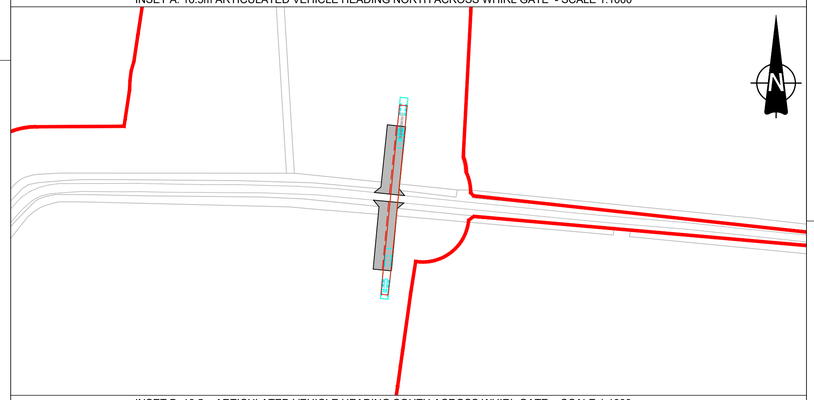


ACCESS WG-02
WHIRL GATE
SCALE - 1:1000

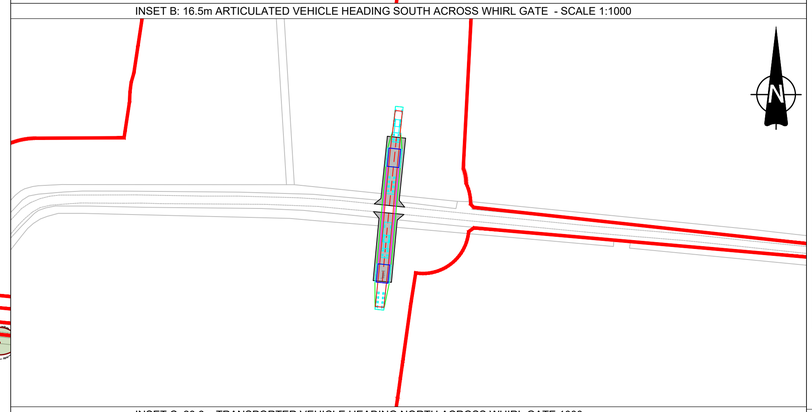
0 25 50 75 100m
SCALE 1:1000



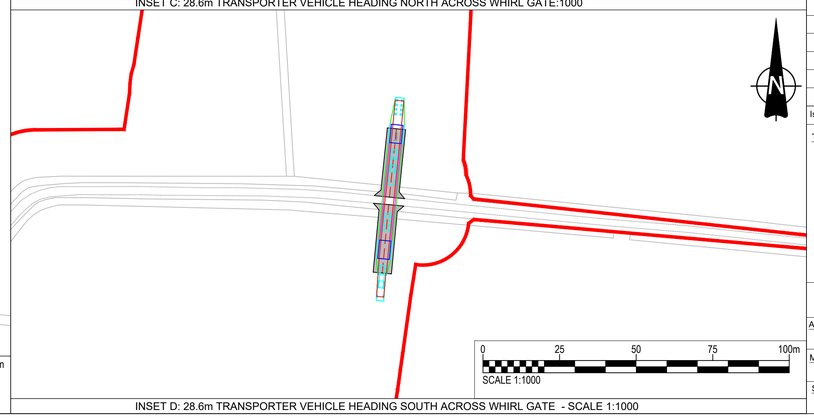
INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS WHIRL GATE - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS WHIRL GATE - SCALE 1:1000



INSET C: 28.6m TRANSPORTER VEHICLE HEADING NORTH ACROSS WHIRL GATE:1000



0 25 50 75 100m
SCALE 1:1000

INSET D: 28.6m TRANSPORTER VEHICLE HEADING SOUTH ACROSS WHIRL GATE - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS WG-02
SHEET 10 OF 45

Meridian Solar

Application Number: EN010169

Meridian Drawing Reference: CE-ACM-ZZ-ZZ-DR-HW-010010

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 10 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS MCR-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 11 OF 45

Existing Arboricultural Information

A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND
(HIGH QUALITY & VALUE)

B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND
(MODERATE QUALITY & VALUE)

C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND
(LOW QUALITY & VALUE)

U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND
(UNSUITABLE FOR RETENTION)

ROOT PROTECTION AREAS (RPA)
(AS DEFINED BY BS 5837:2012)

APPROXIMATE CURRENT AND MATURE SHADING ARCS
(AS DEFINED BY BS 5837:2012)

ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE
(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))

VETERAN TREE WITH EXPANDED RPA BUFFER ZONE
(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))

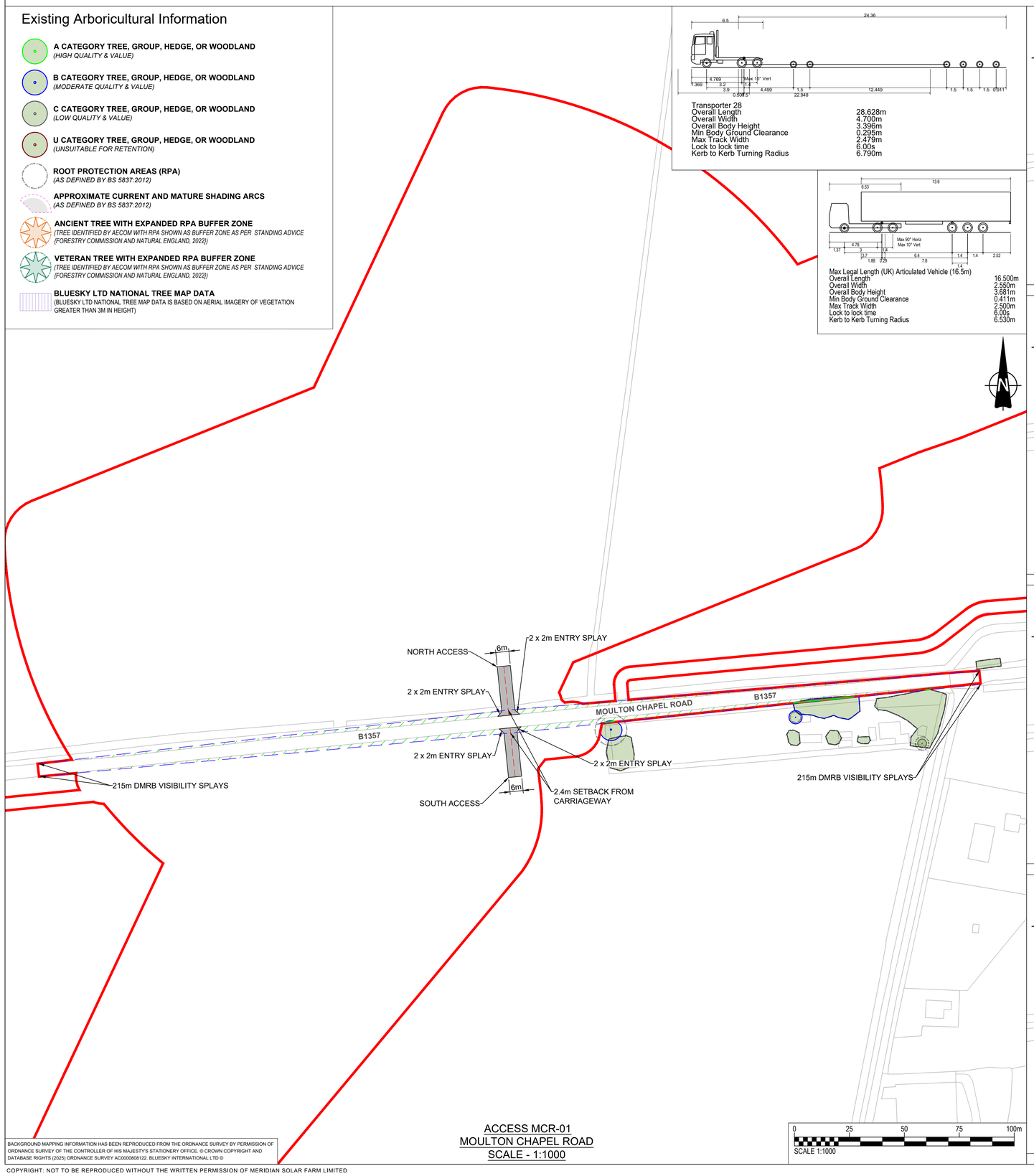
BLUESKY LTD NATIONAL TREE MAP DATA
(BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)

Transporter 28

Overall Length	28.628m
Overall Width	4.700m
Overall Body Height	3.396m
Min Body Ground Clearance	0.295m
Max Track Width	2.479m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.790m

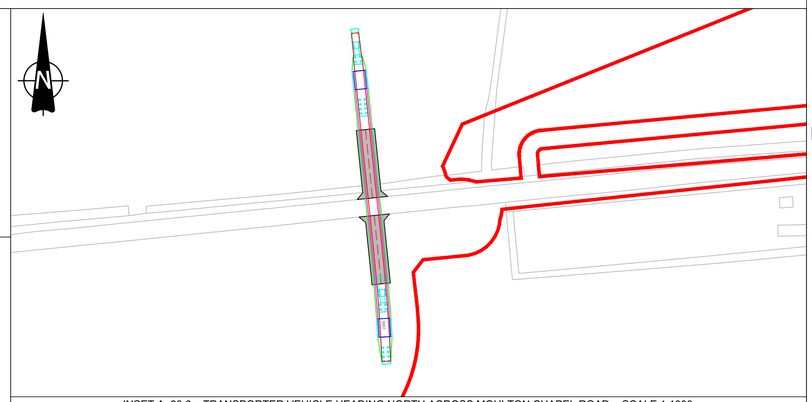
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

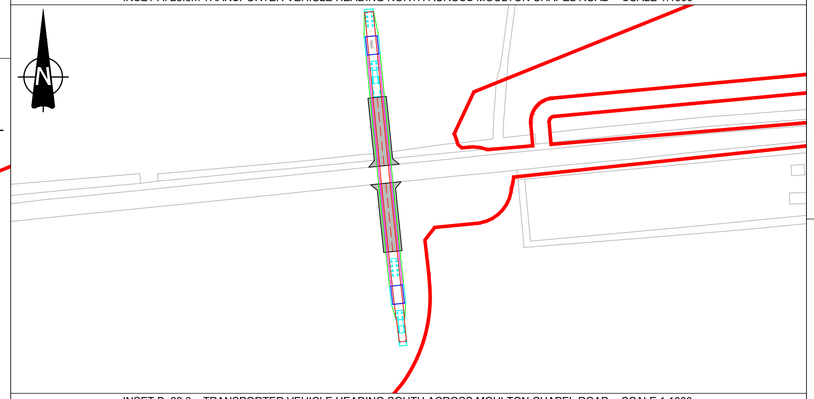


ACCESS MCR-01
MOULTON CHAPEL ROAD
SCALE - 1:1000

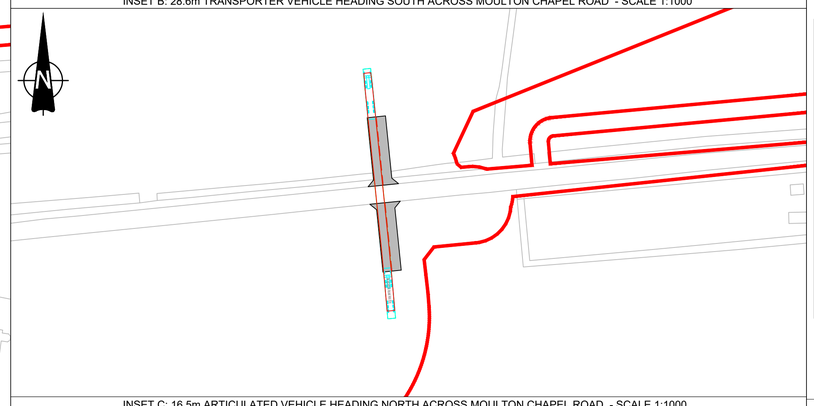
0 25 50 75 100m
SCALE 1:1000



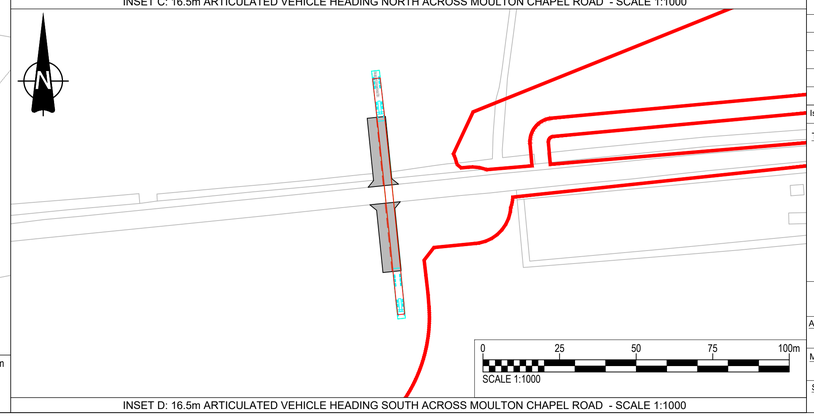
INSET A: 28.6m TRANSPORTER VEHICLE HEADING NORTH ACROSS MOULTON CHAPEL ROAD - SCALE 1:1000



INSET B: 28.6m TRANSPORTER VEHICLE HEADING SOUTH ACROSS MOULTON CHAPEL ROAD - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS MOULTON CHAPEL ROAD - SCALE 1:1000



0 25 50 75 100m
SCALE 1:1000

INSET D: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS MOULTON CHAPEL ROAD - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS MCR-01
SHEET 11 OF 45

Meridian Solar

Application Number
EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010011

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 11 OF 45	0

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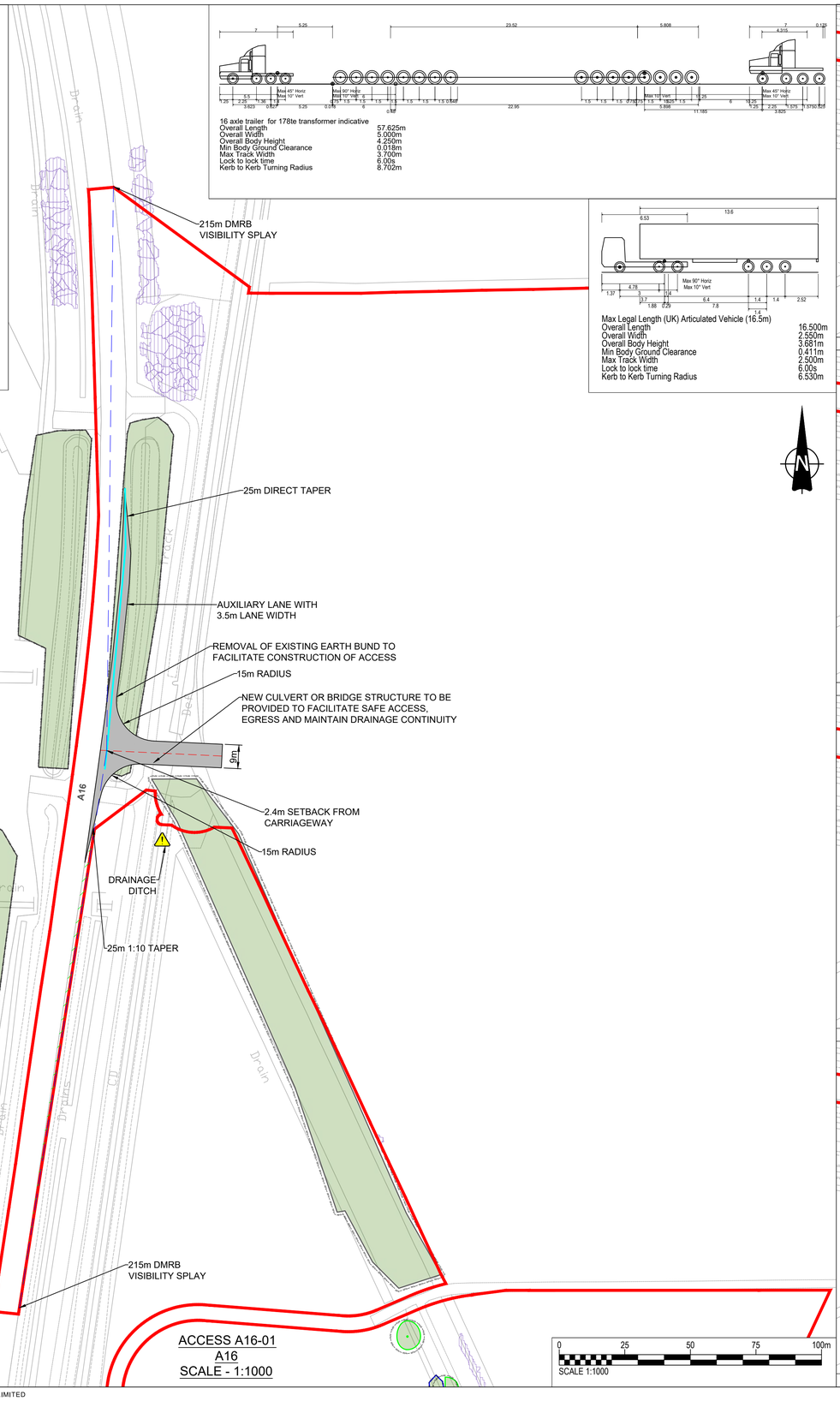
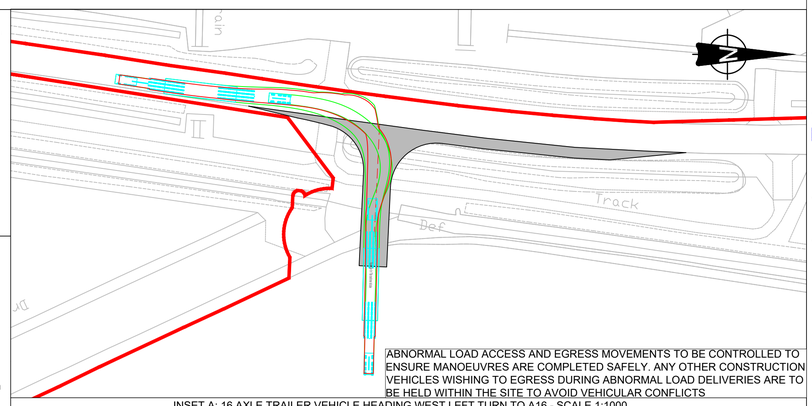
MERIDIAN SOLAR FARM
ACCESS A16-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 12 OF 45

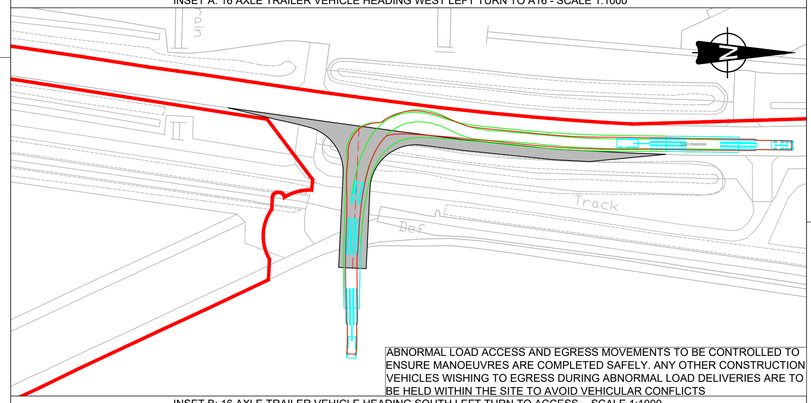
Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
- **ROOT PROTECTION AREAS (RPA)** *(AS DEFINED BY BS 5837:2012)*
- **APPROXIMATE CURRENT AND MATURE SHADING ARCS** *(AS DEFINED BY BS 5837:2012)*
- **ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **VETERAN TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)

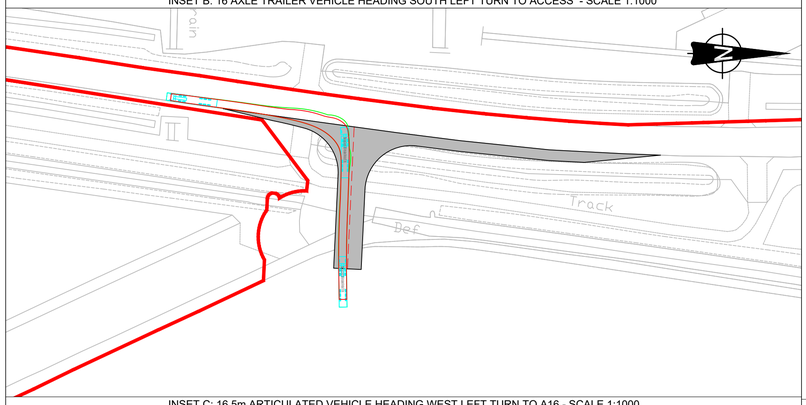




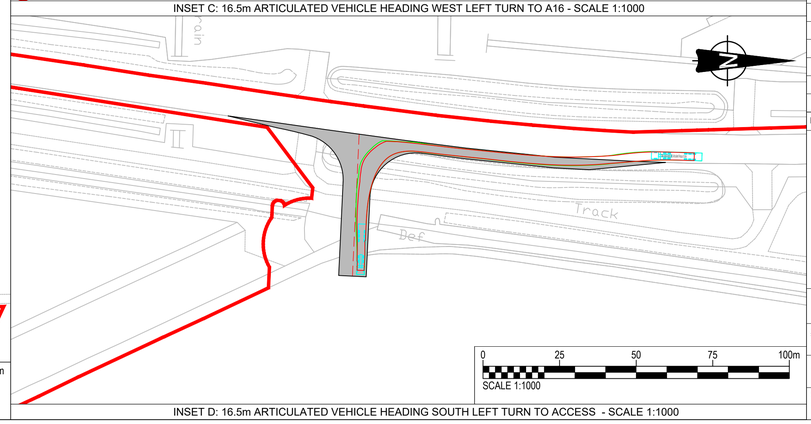
INSET A: 16 AXLE TRAILER VEHICLE HEADING WEST LEFT TURN TO A16 - SCALE 1:1000



INSET B: 16 AXLE TRAILER VEHICLE HEADING SOUTH LEFT TURN TO ACCESS - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING WEST LEFT TURN TO A16 - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING SOUTH LEFT TURN TO ACCESS - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

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SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS A16-01
SHEET 12 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010012

Scale	Sheet size	Sheet	Issue
1:1000	A1	SHEET 12 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS QB-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 13 OF 45

Existing Arboricultural Information

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- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
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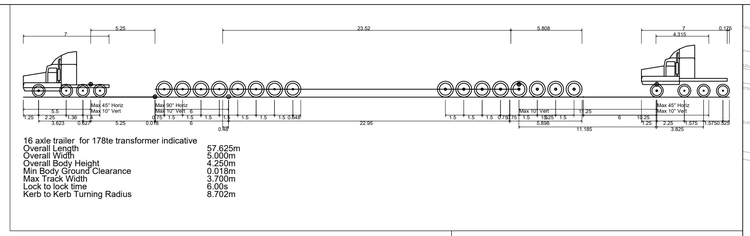
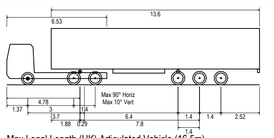


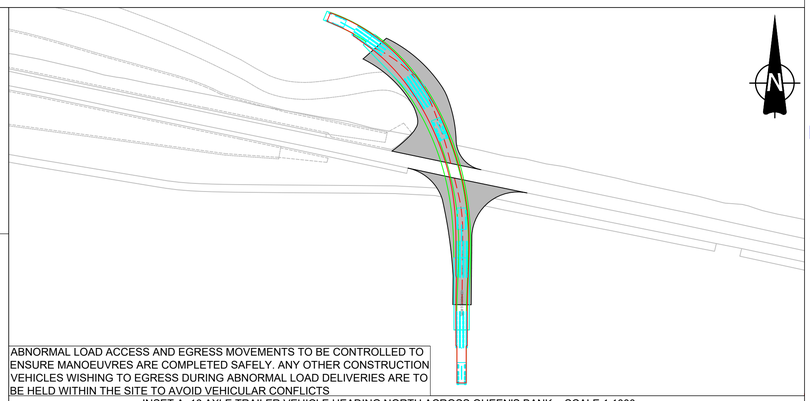
16 axle trailer for 178te transformer indicative

Overall Length	57.625m
Overall Width	5.000m
Overall Body Height	4.250m
Min Body Ground Clearance	0.018m
Max Track Width	3.700m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m



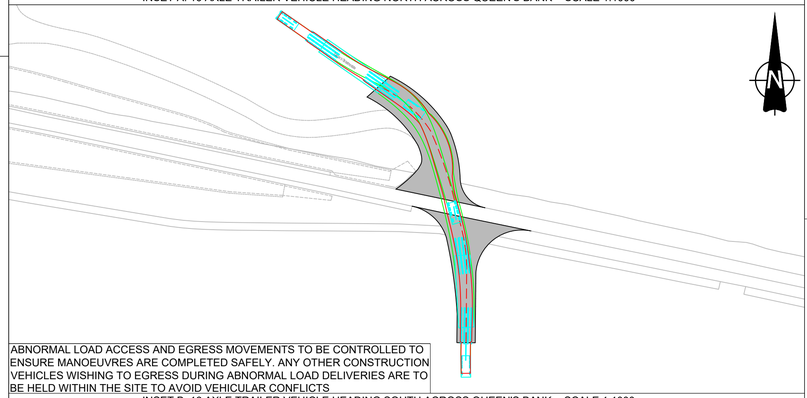
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 16 AXLE TRAILER VEHICLE HEADING NORTH ACROSS QUEEN'S BANK - SCALE 1:1000



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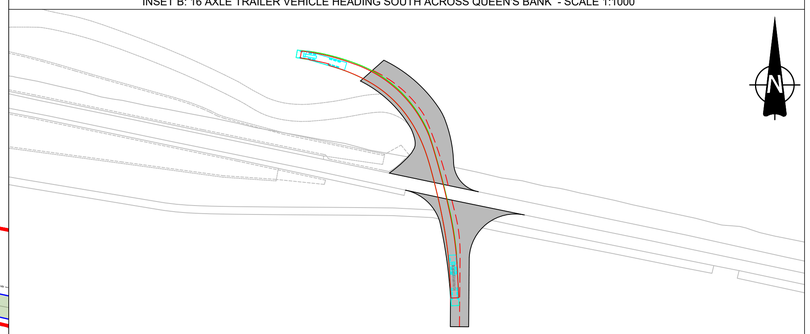
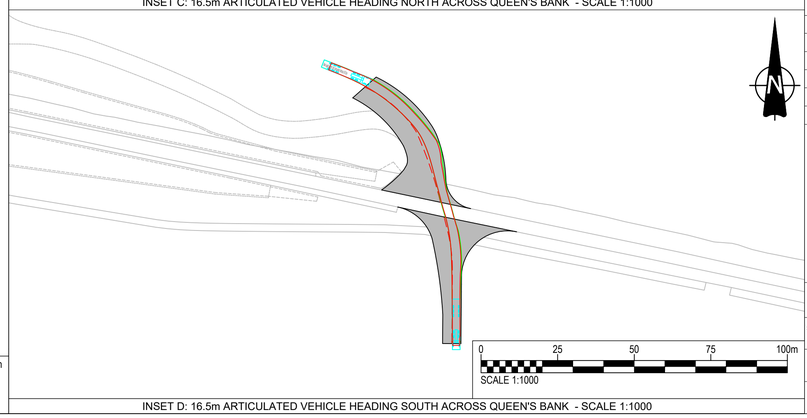
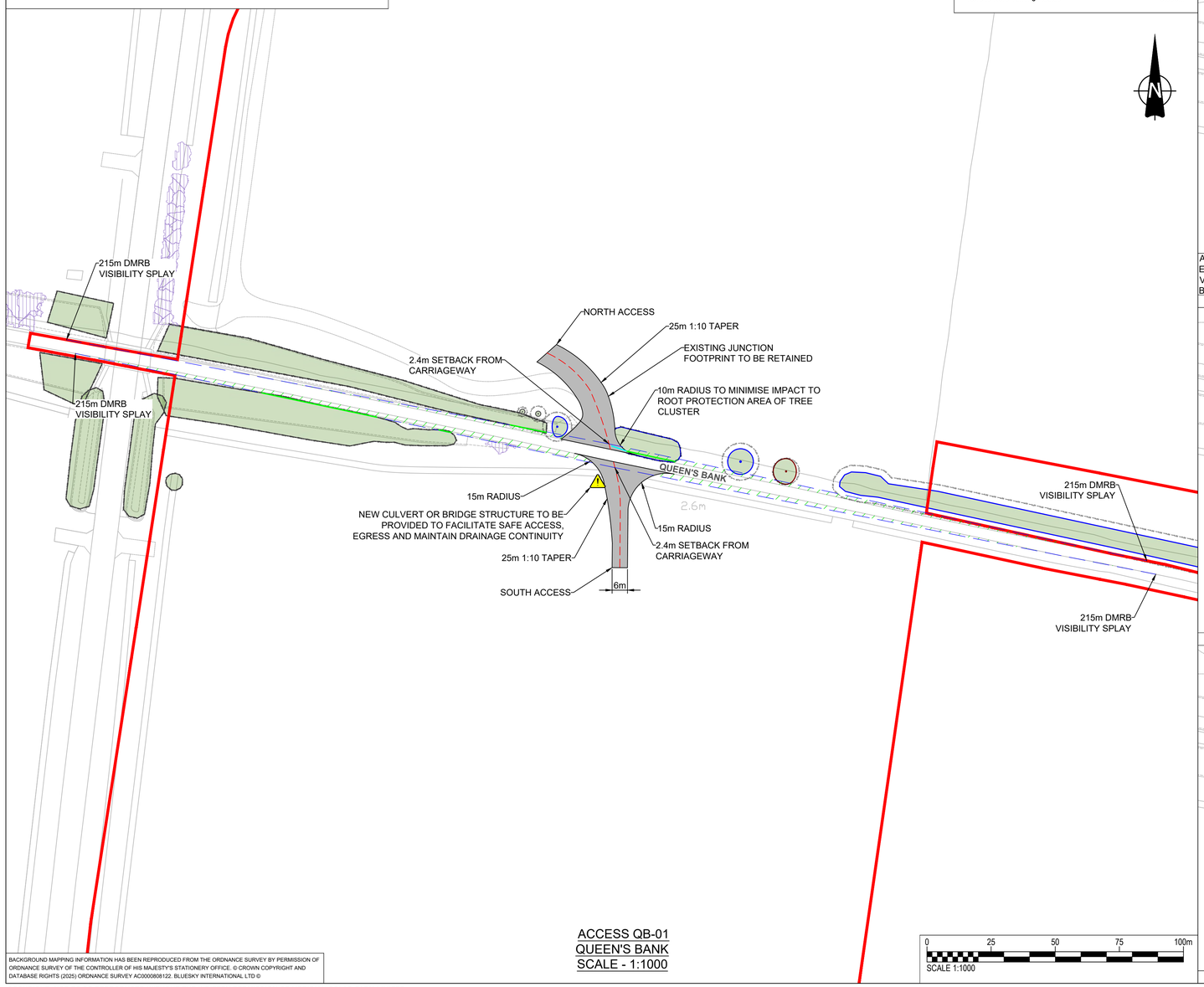
INSET B: 16 AXLE TRAILER VEHICLE HEADING SOUTH ACROSS QUEEN'S BANK - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS QUEEN'S BANK - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS QUEEN'S BANK - SCALE 1:1000



ACCESS QB-01
QUEEN'S BANK
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS QB-01
SHEET 13 OF 45

Meridian Solar

Application Number: EN010169

Meridian Drawing Reference: CE-ACM-ZZ-ZZ-DR-HW-010013

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 13 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS QB-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 14 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
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- **APPROXIMATE CURRENT AND MATURE SHADING ARCS** *(AS DEFINED BY BS 5837:2012)*
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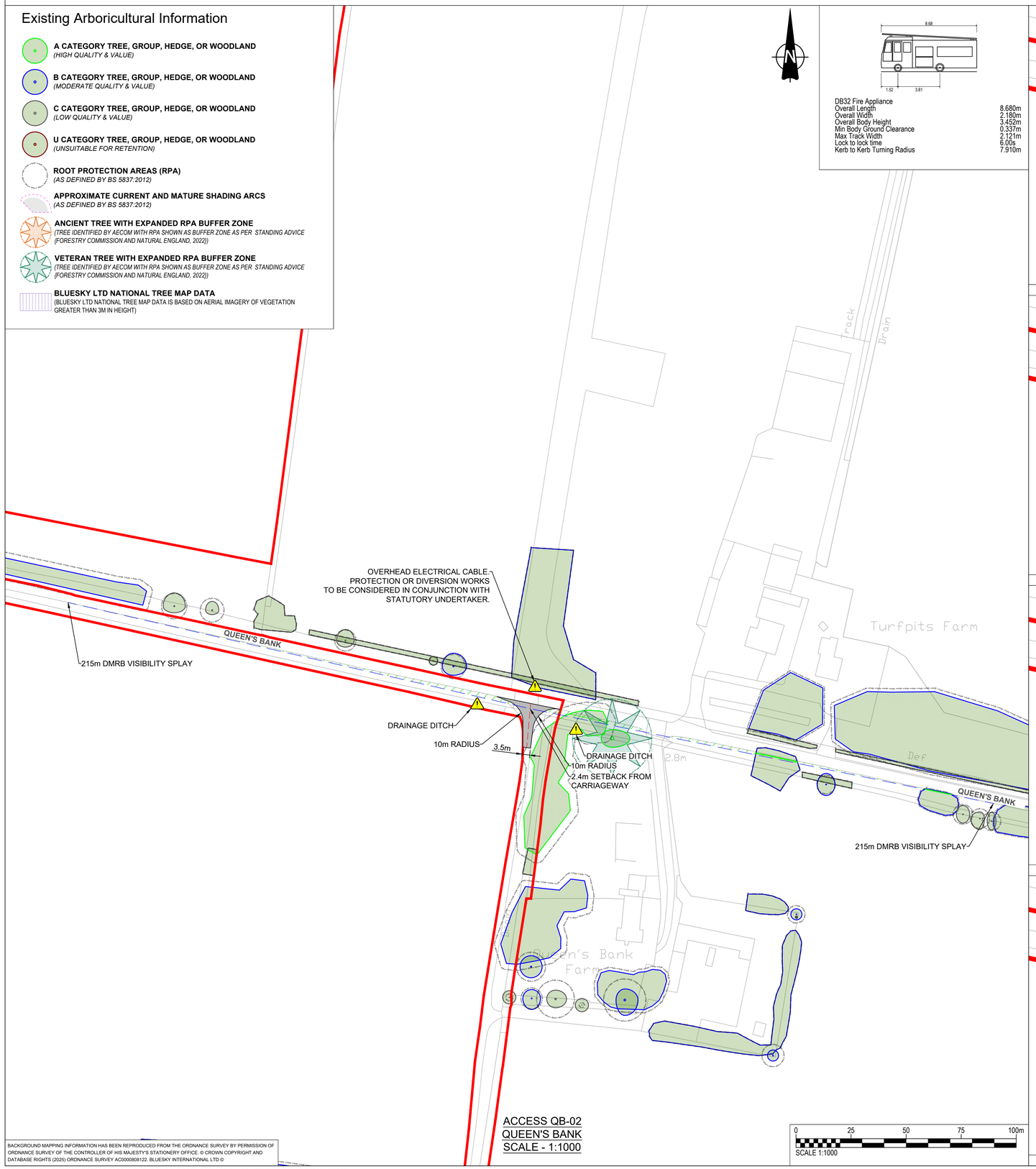
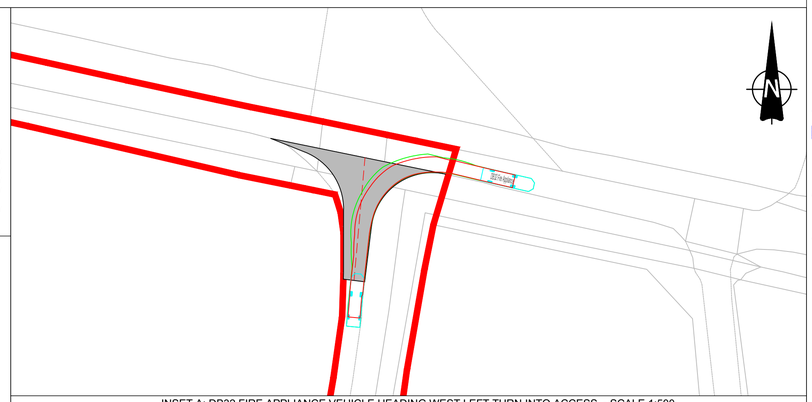
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)



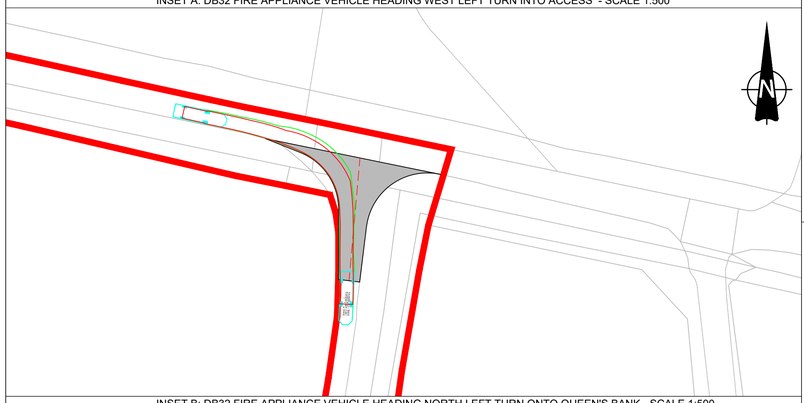
ACCESS QB-02
QUEEN'S BANK
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

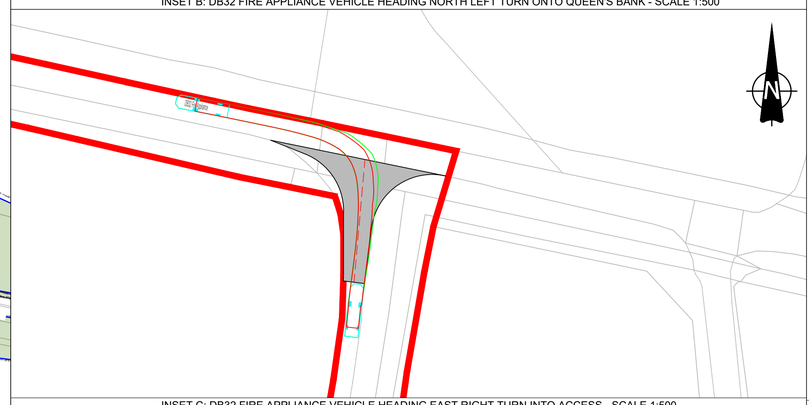
DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



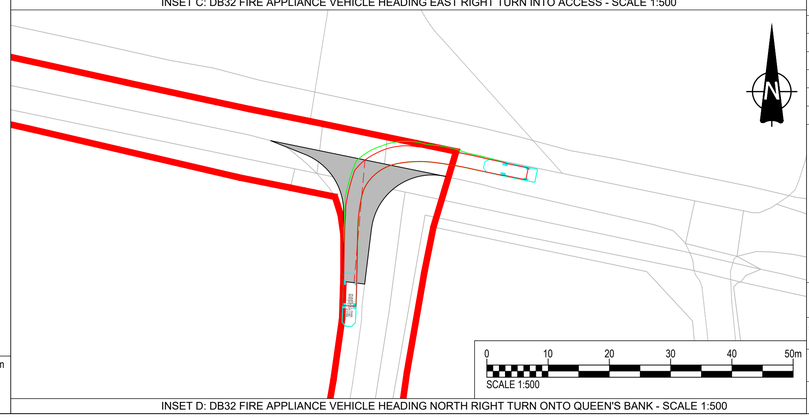
INSET A: DB32 FIRE APPLIANCE VEHICLE HEADING WEST LEFT TURN INTO ACCESS - SCALE 1:500



INSET B: DB32 FIRE APPLIANCE VEHICLE HEADING NORTH LEFT TURN ONTO QUEEN'S BANK - SCALE 1:500



INSET C: DB32 FIRE APPLIANCE VEHICLE HEADING EAST RIGHT TURN INTO ACCESS - SCALE 1:500



0 10 20 30 40 50m
SCALE 1:500

INSET D: DB32 FIRE APPLIANCE VEHICLE HEADING NORTH RIGHT TURN ONTO QUEEN'S BANK - SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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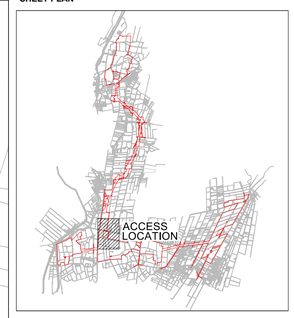
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN



Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS QB-02
SHEET 14 OF 45

Meridian Solar

Application Number	
	EN010169
Meridian Drawing Reference	
	CE-ACM-ZZ-ZZ-DR-HW-010014

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 14 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS BB-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 15 OF 45

Existing Arboricultural Information

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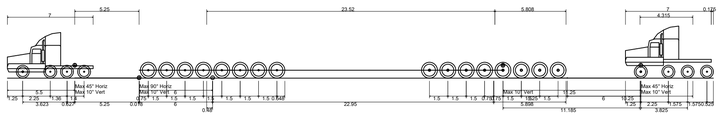
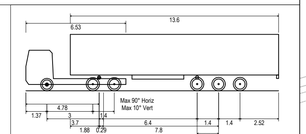


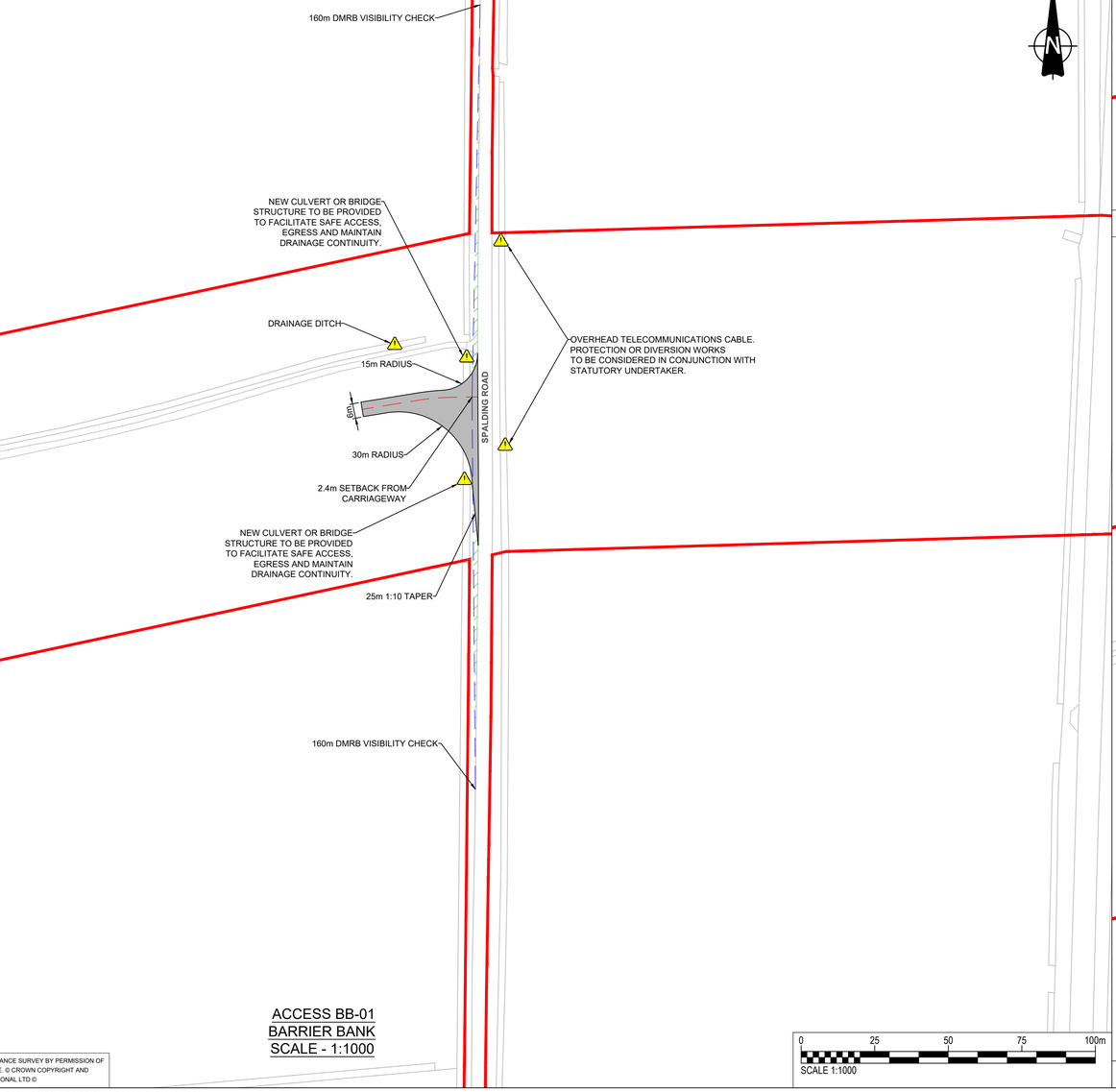
16 axle trailer for 178te transformer indicative

Overall Length	57.625m
Overall Width	5.000m
Overall Body Height	4.250m
Min Body Ground Clearance	0.018m
Max Track Width	3.700m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m



Max Legal Length (UK) Articulated Vehicle (16.5m)

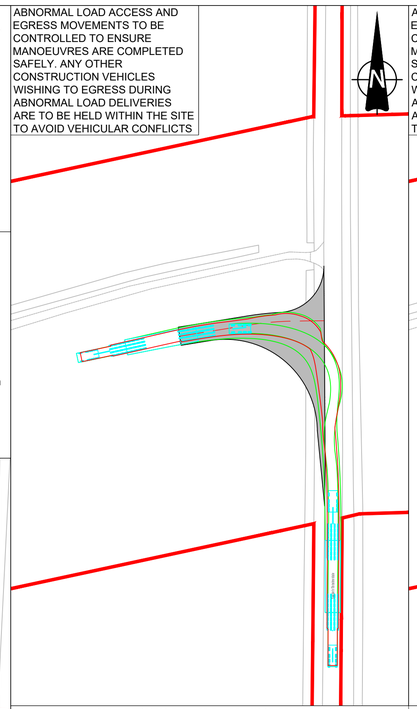
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ACCESS BB-01
BARRIER BANK
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

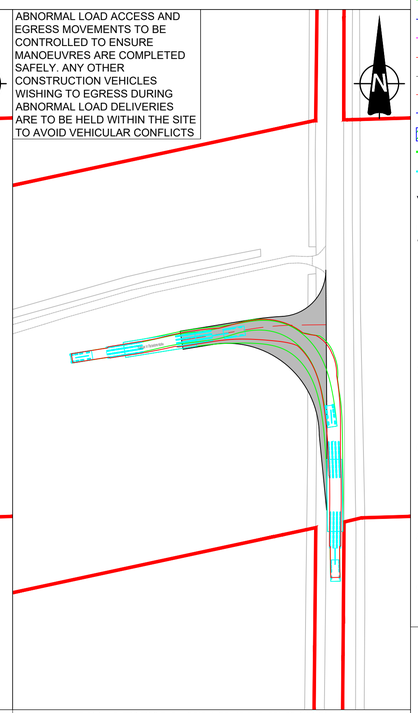
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET A: 16 AXLE TRAILER VEHICLE HEADING NORTH
LEFT TURN INTO ACCESS - SCALE 1:1000

INSET C: 16.5m ARTICULATED VEHICLE HEADING NORTH
LEFT TURN INTO ACCESS - SCALE 1:1000

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 16 AXLE TRAILER VEHICLE HEADING WEST
RIGHT TURN ONTO BARRIER BANK - SCALE 1:1000

0 25 50 75 100m
SCALE 1:1000

INSET D: 16.5m ARTICULATED VEHICLE HEADING EAST
LEFT TURN ONTO BARRIER BANK - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
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- Health and Safety Risk Identifier

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS BB-01
SHEET 15 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010015

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 15 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS CD-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 16 OF 45

Existing Arboricultural Information

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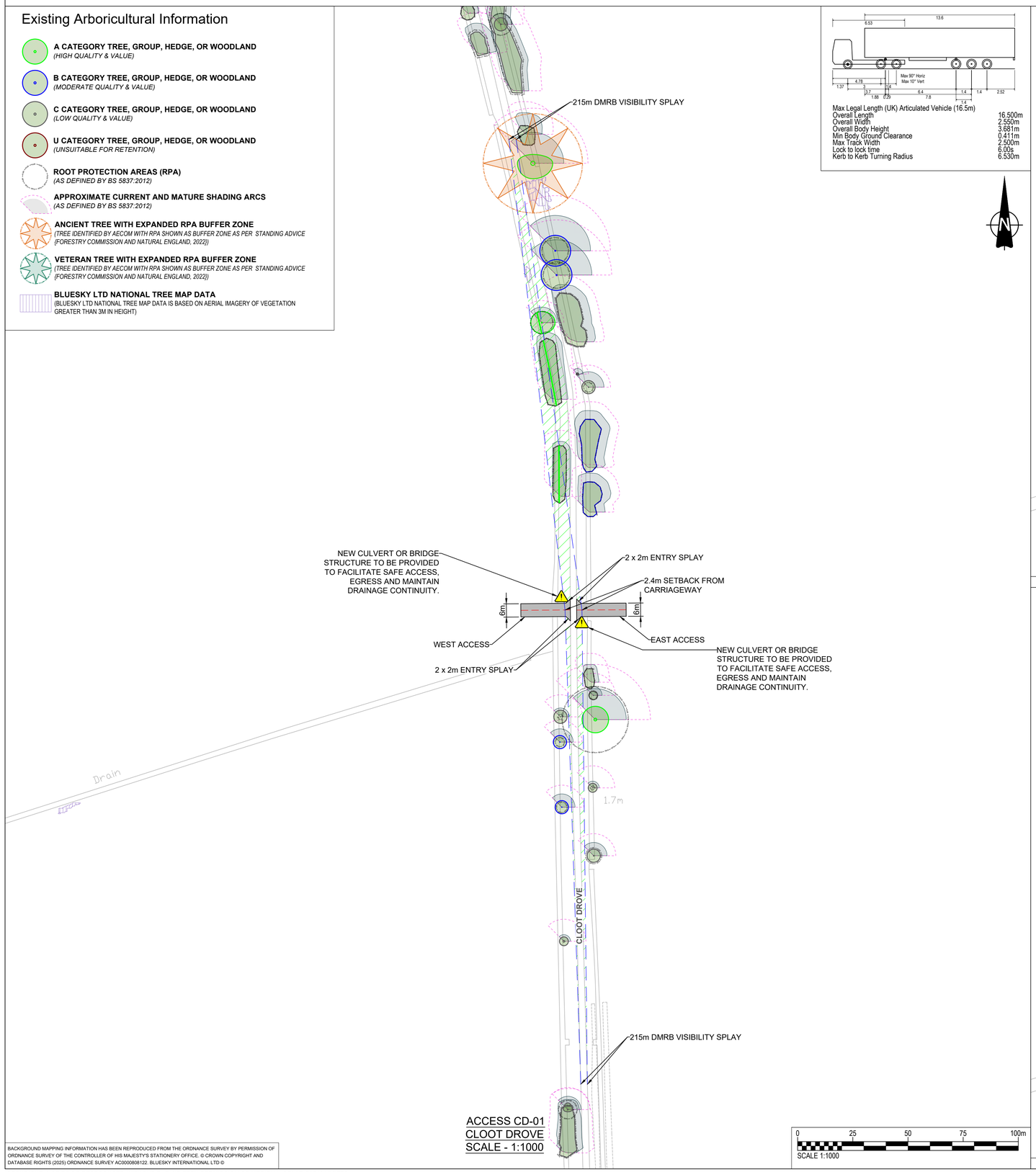
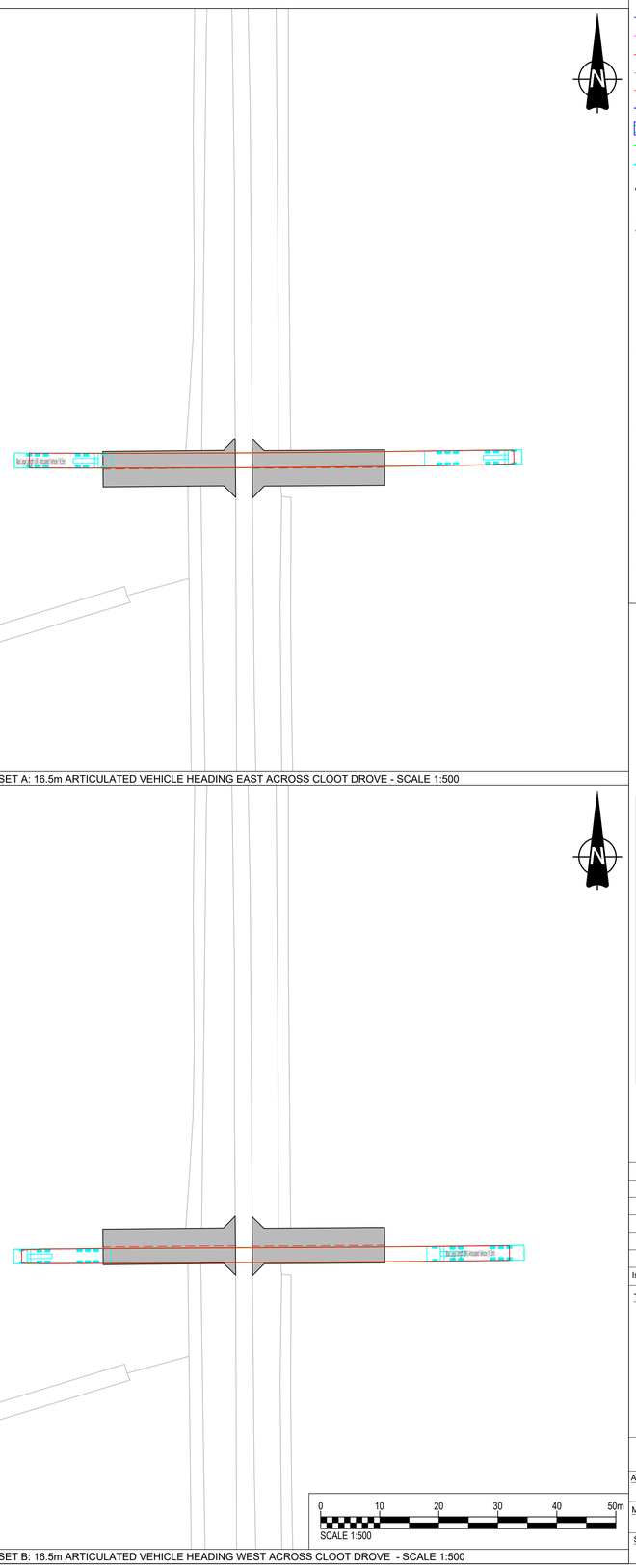


ACCESS CD-01
CLOOT DROVE
SCALE - 1:1000

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.550m



INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS CLOOT DROVE - SCALE 1:500

INSET B: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS CLOOT DROVE - SCALE 1:500

0 25 50 75 100m
SCALE 1:1000

0 10 20 30 40 50m
SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

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SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS CD-01
SHEET 16 OF 45

Meridian Solar

Application Number: EN010169

Meridian Drawing Reference: CE-ACM-ZZ-ZZ-DR-HW-010016

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 16 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS CD-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 17 OF 45

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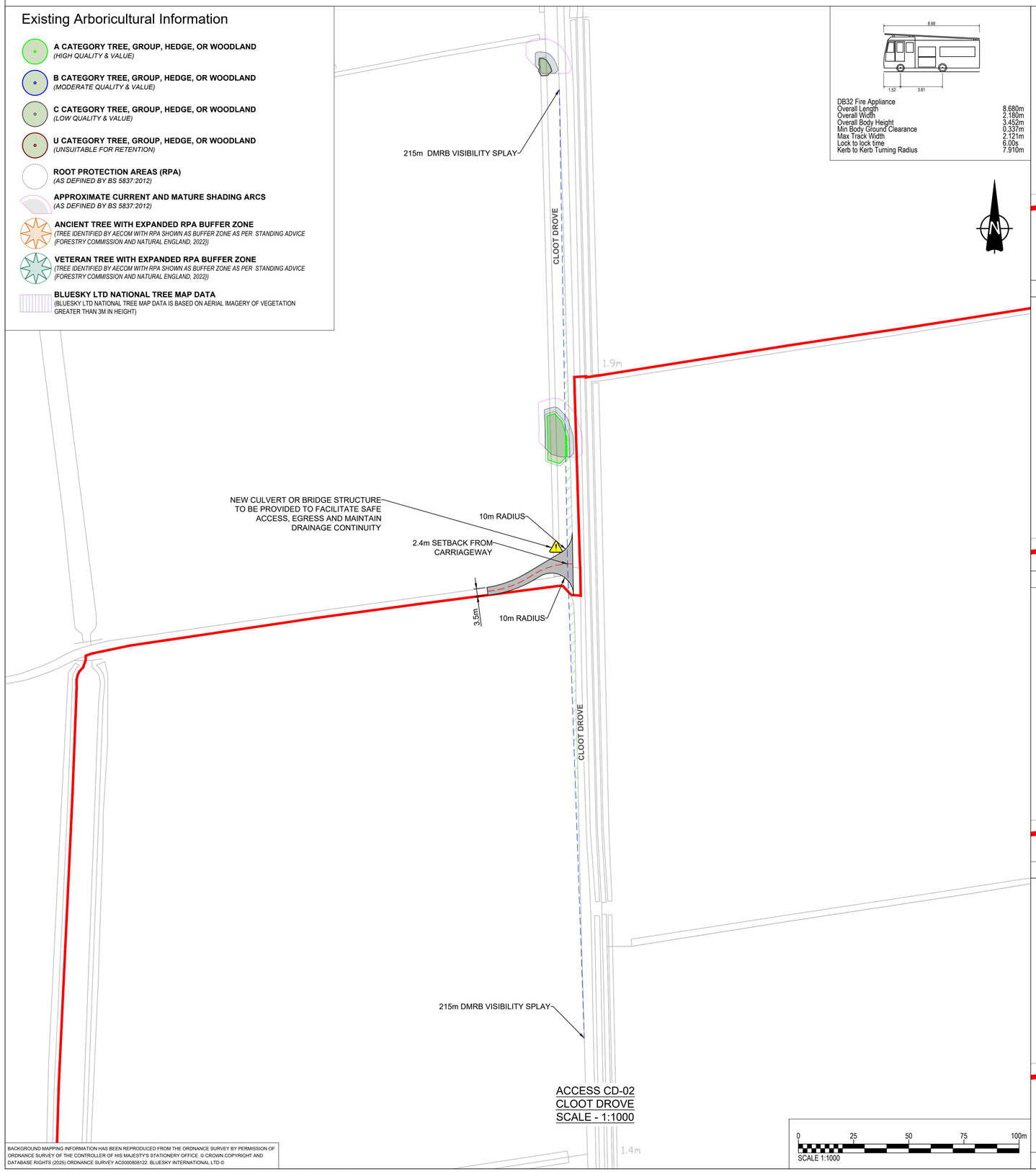

ACCESS CD-02
CLOOT DROVE
SCALE - 1:1000

DB32 Fire Appliance	
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Lock to lock time	6.00s
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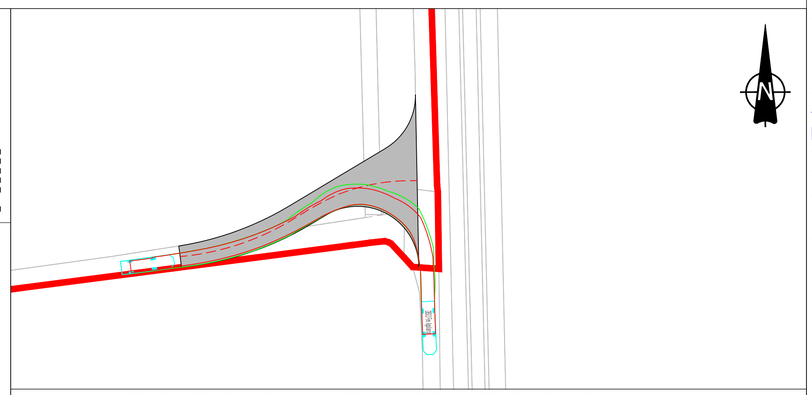
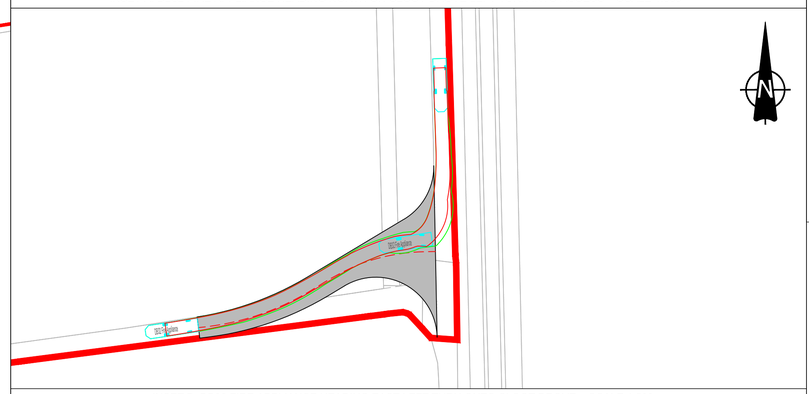
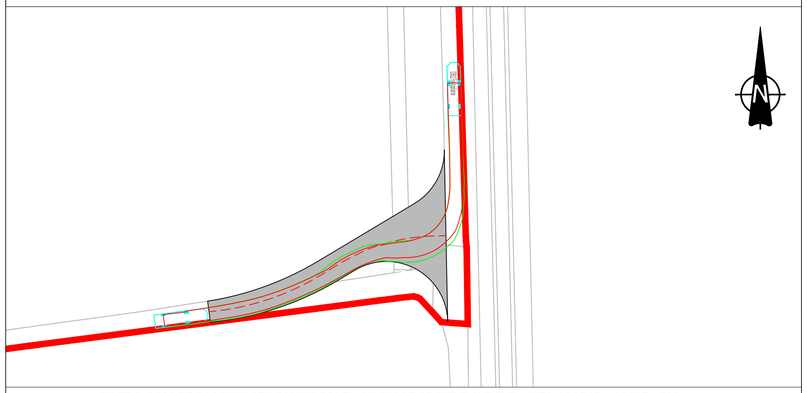


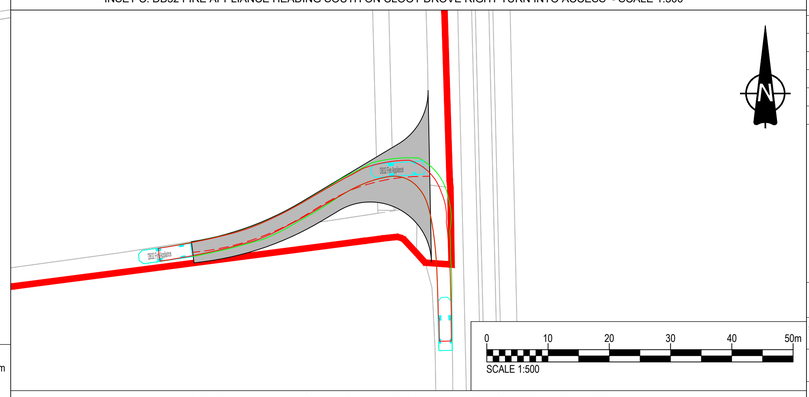
INSET A: DB32 FIRE APPLIANCE HEADING NORTH ON CLOOT DROVE LEFT TURN INTO ACCESS - SCALE 1:500



INSET B: DB32 FIRE APPLIANCE HEADING EAST LEFT TURN ONTO CLOOT DROVE - SCALE 1:500



INSET C: DB32 FIRE APPLIANCE HEADING SOUTH ON CLOOT DROVE RIGHT TURN INTO ACCESS - SCALE 1:500



INSET D: DB32 FIRE APPLIANCE HEADING EAST RIGHT TURN ONTO CLOOT DROVE - SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
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SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS CD-02
SHEET 17 OF 45

Meridian Solar

Application Number	
	EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010017

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 17 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS MR-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 18 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
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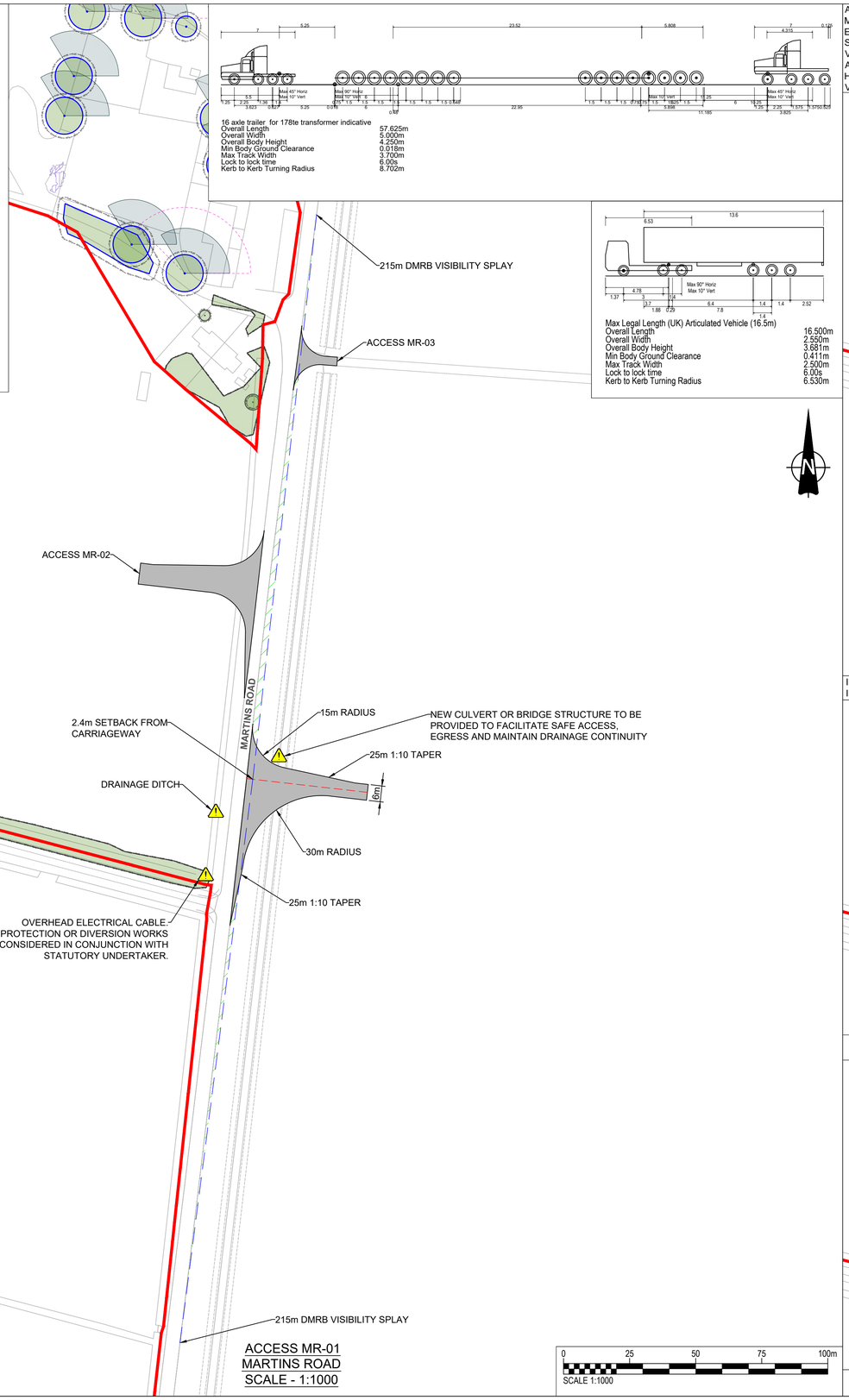
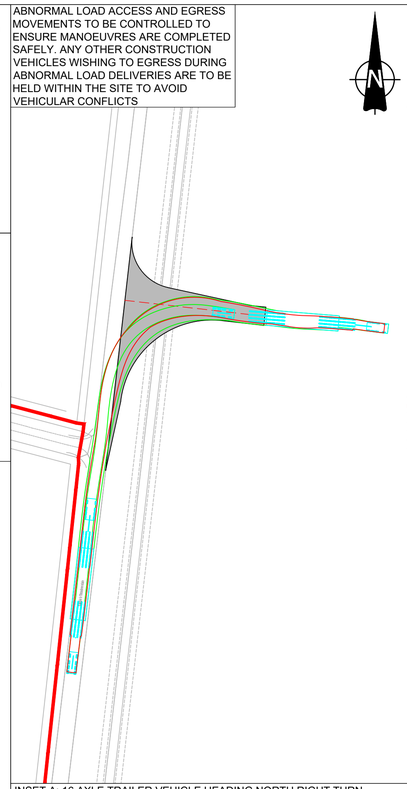


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET A: 16 AXLE TRAILER VEHICLE HEADING NORTH RIGHT TURN INTO ACCESS -SCALE 1:1000

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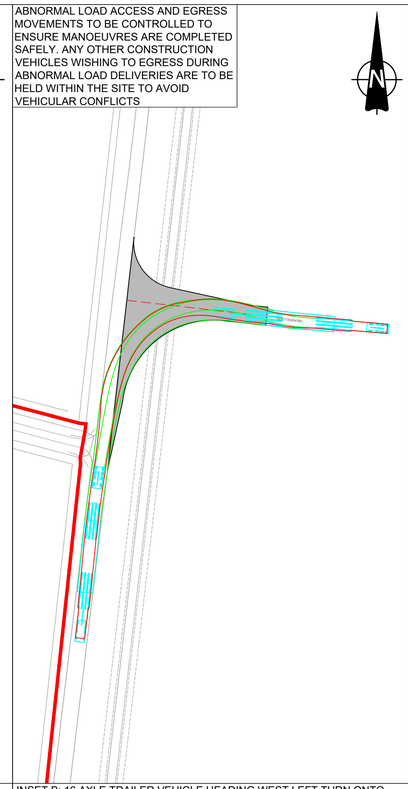
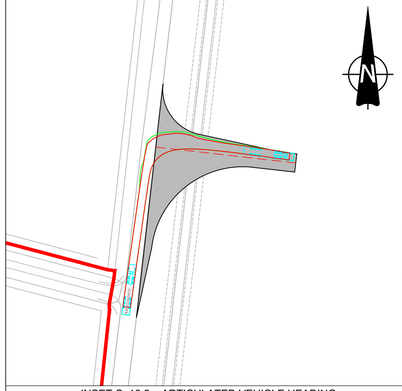
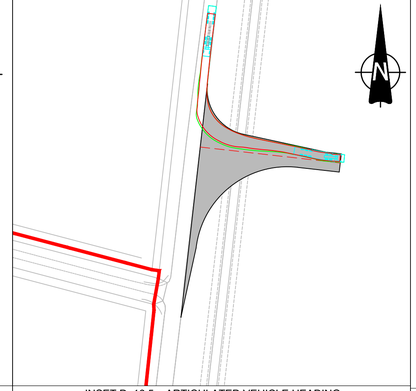


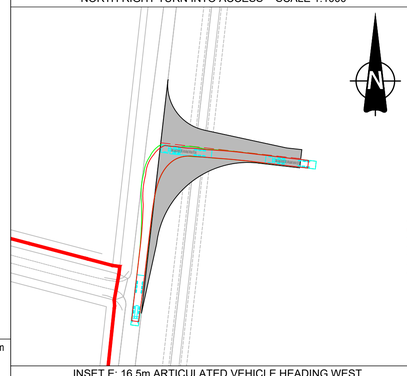
INSET B: 16 AXLE TRAILER VEHICLE HEADING WEST LEFT TURN ONTO MARTINS ROAD -SCALE 1:1000



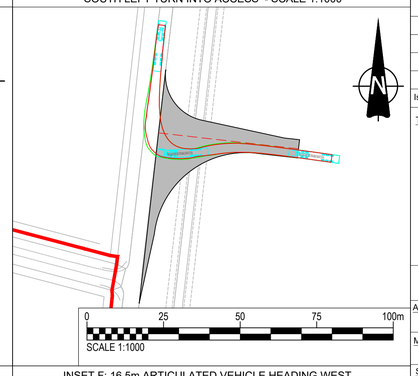
INSET C: 16.5m ARTICULATED VEHICLE HEADING NORTH RIGHT TURN INTO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING SOUTH LEFT TURN INTO ACCESS - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE HEADING WEST LEFT TURN ONTO MARTINS ROAD - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING WEST RIGHT TURN ONTO MARTINS ROAD - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS MR-01
SHEET 18 OF 45

Meridian Solar

Application Number	
	EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010018

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 18 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS MR-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 19 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
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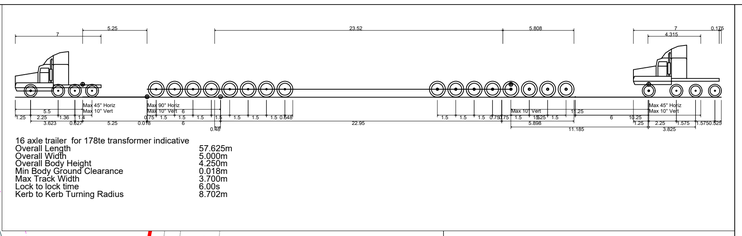
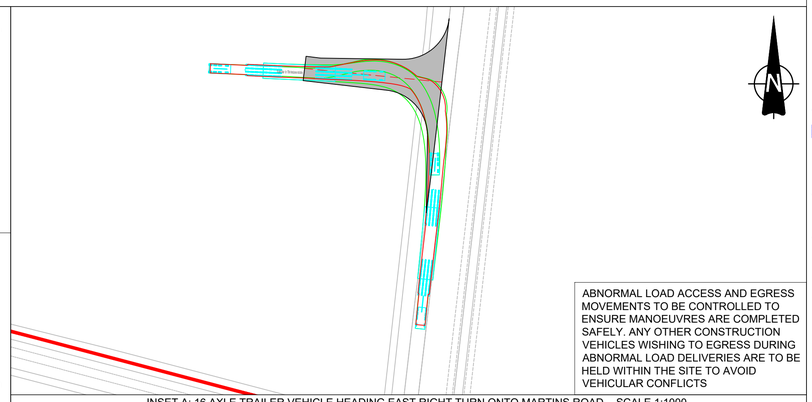
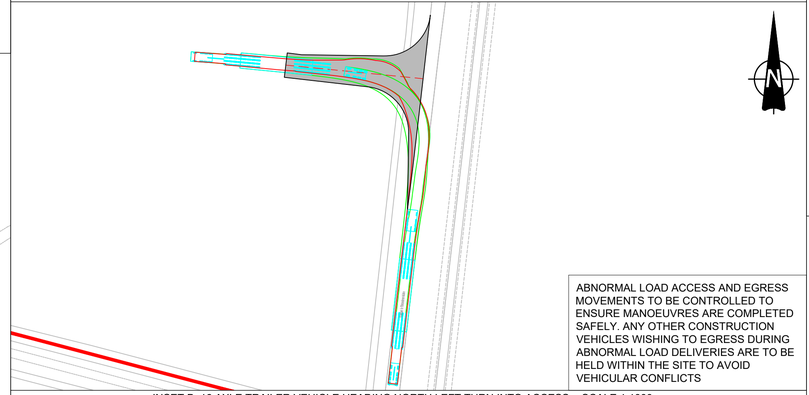
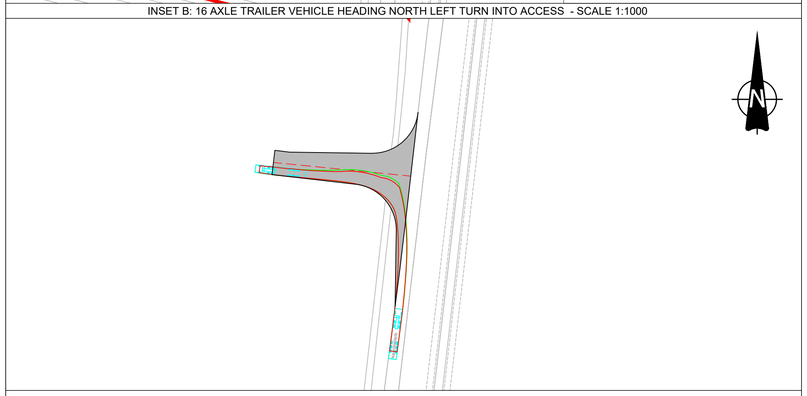




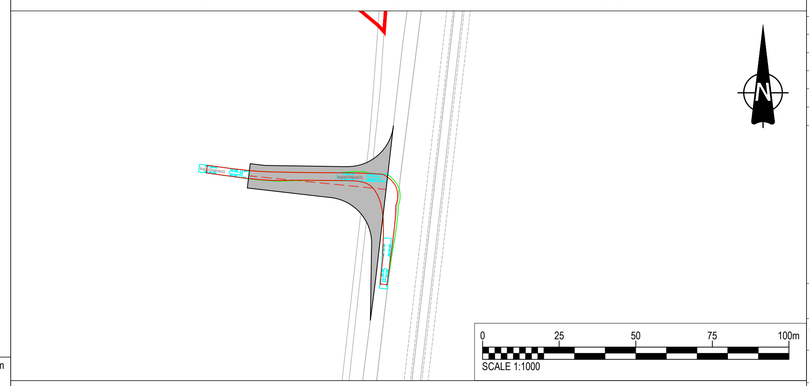
INSET A: 16 AXLE TRAILER VEHICLE HEADING EAST RIGHT TURN ONTO MARTINS ROAD - SCALE 1:1000



INSET B: 16 AXLE TRAILER VEHICLE HEADING NORTH LEFT TURN INTO ACCESS - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE HEADING NORTH ON MARTINS ROAD LEFT TURN INTO ACCESS - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE HEADING EAST RIGHT TURN ONTO MARTINS ROAD - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS MR-02
SHEET 19 OF 45

Meridian Solar

Application Number	
	EN010169

Meridian Drawing Reference
CE-ACM-ZZ-ZZ-DR-HW-010019

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 19 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS MR-03
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 20 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
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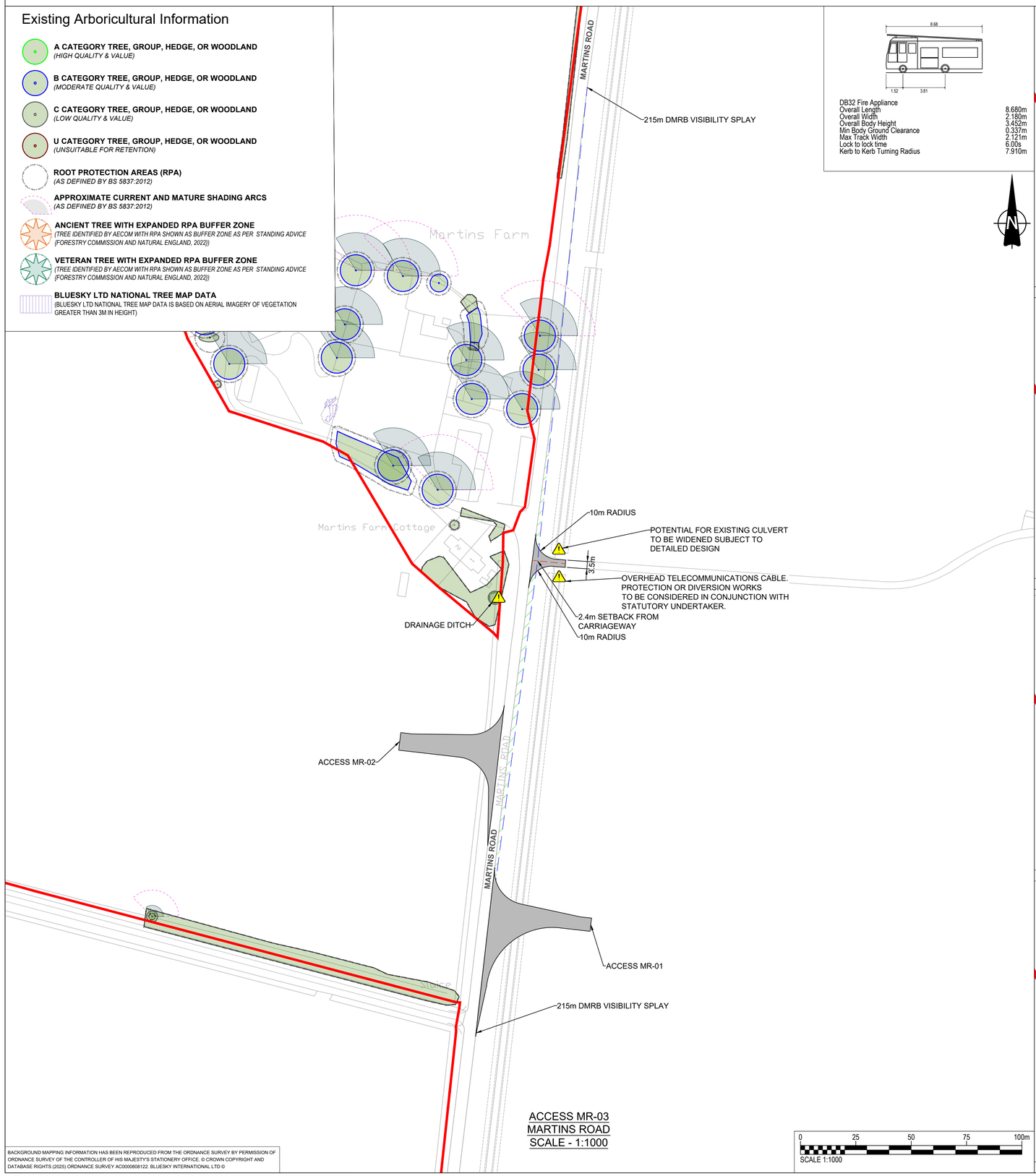
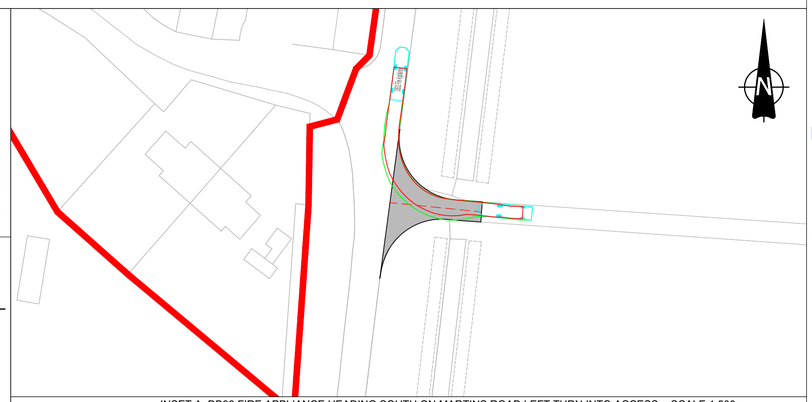


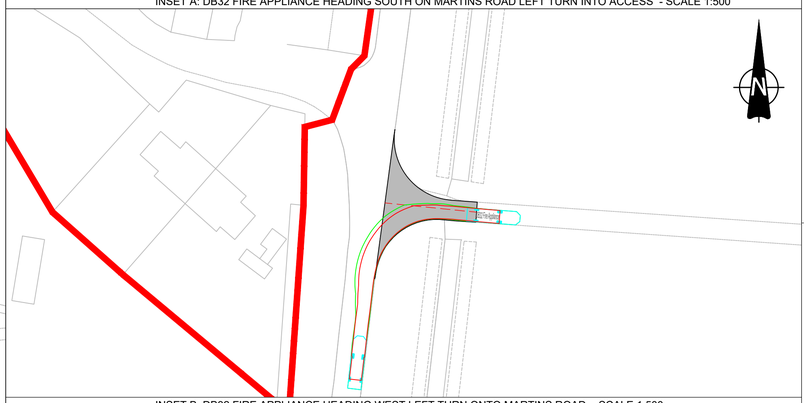
ACCESS MR-03
MARTINS ROAD
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

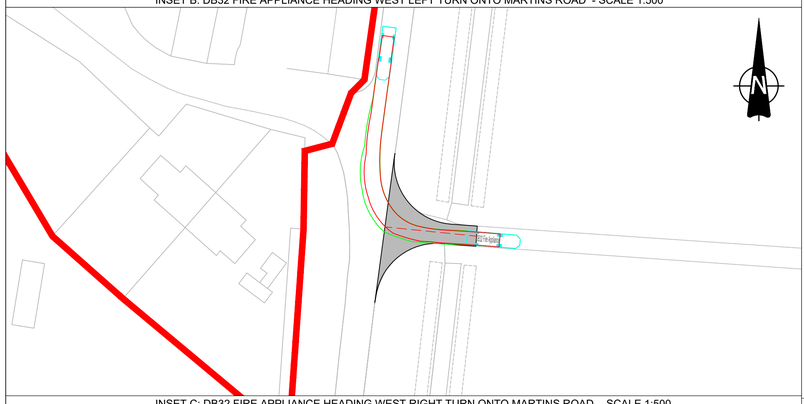
DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



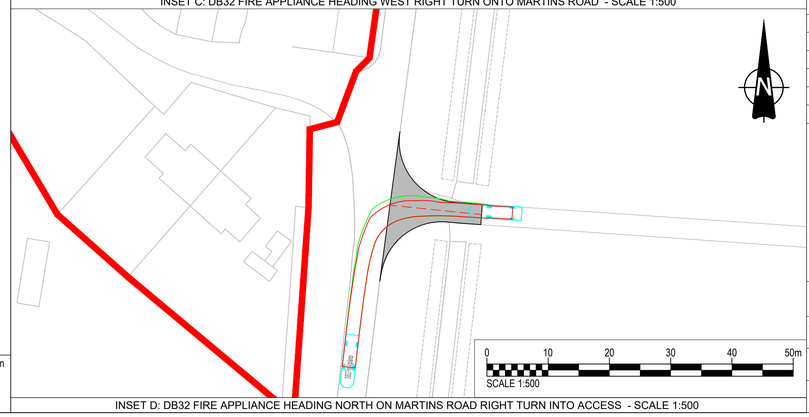
INSET A: DB32 FIRE APPLIANCE HEADING SOUTH ON MARTINS ROAD LEFT TURN INTO ACCESS - SCALE 1:500



INSET B: DB32 FIRE APPLIANCE HEADING WEST LEFT TURN ONTO MARTINS ROAD - SCALE 1:500



INSET C: DB32 FIRE APPLIANCE HEADING WEST RIGHT TURN ONTO MARTINS ROAD - SCALE 1:500



INSET D: DB32 FIRE APPLIANCE HEADING NORTH ON MARTINS ROAD RIGHT TURN INTO ACCESS - SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
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SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	BP	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS MR-03
SHEET 20 OF 45

Meridian Solar

Application Number: EN010169

Meridian Drawing Reference: CE-ACM-ZZ-ZZ-DR-HW-010020

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 20 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS GB-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 21 OF 45

Existing Arboricultural Information

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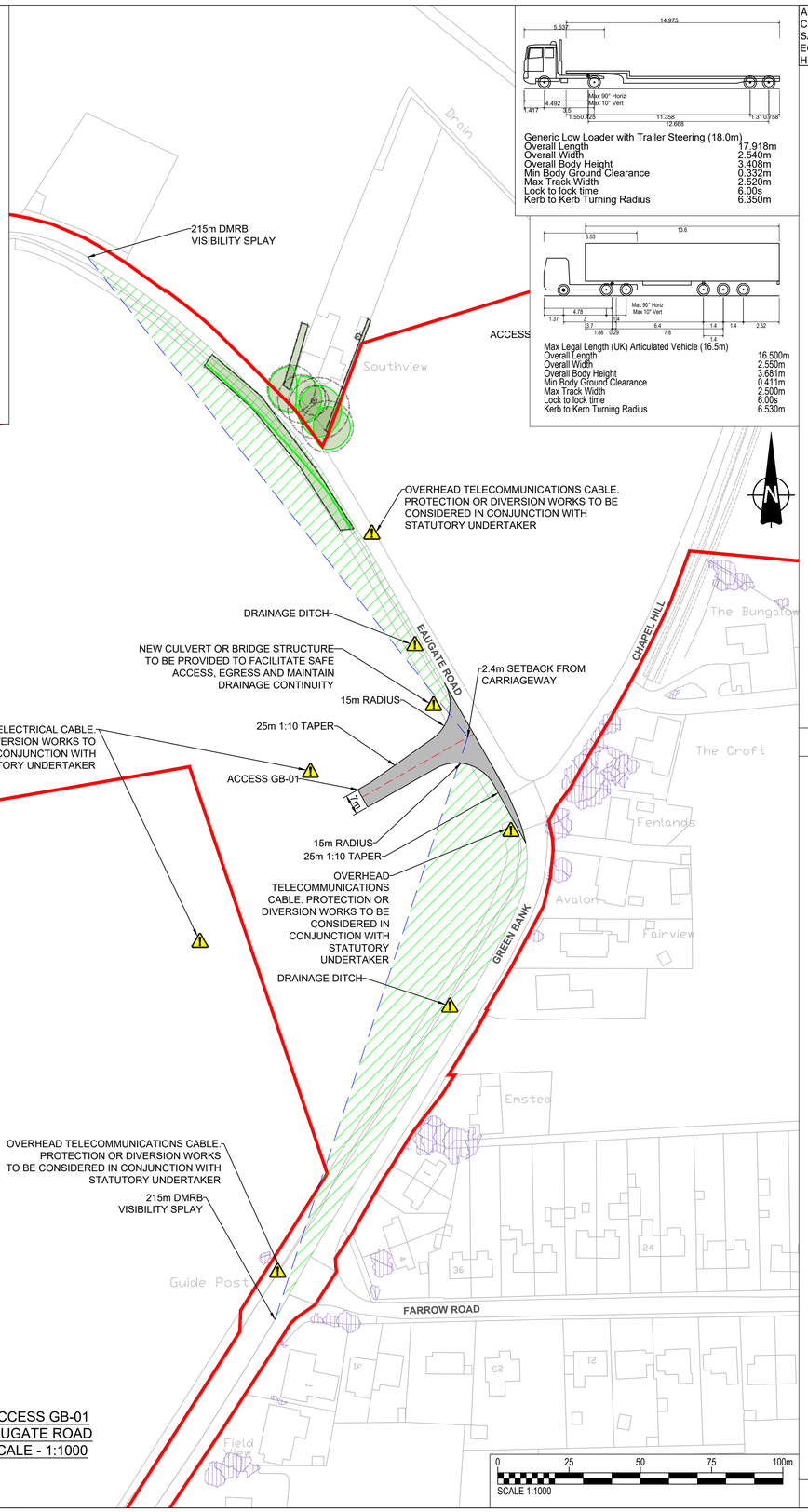


ACCESS GB-01
EAUGATE ROAD
SCALE - 1:1000

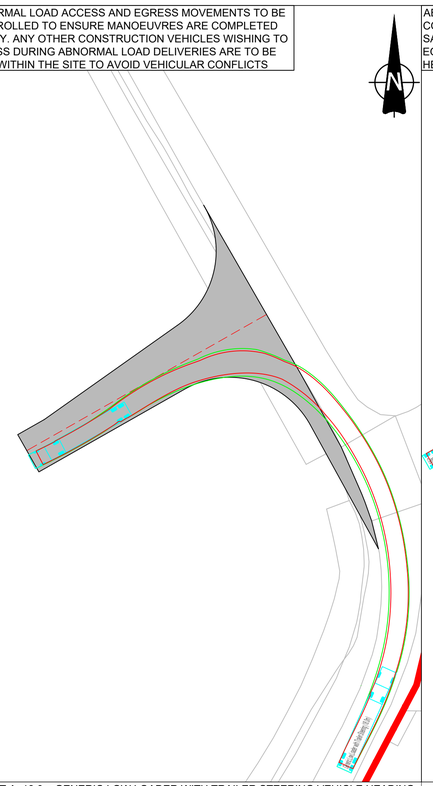
Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Max Legal Length (UK) Articulated Vehicle (16.5m)

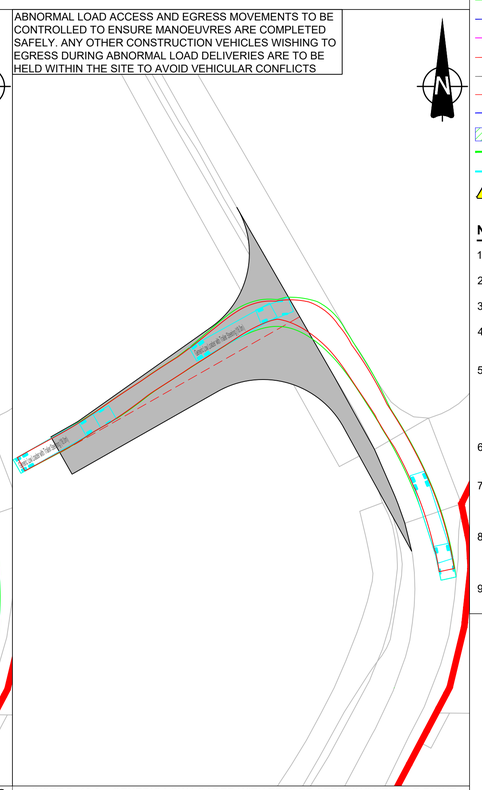
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

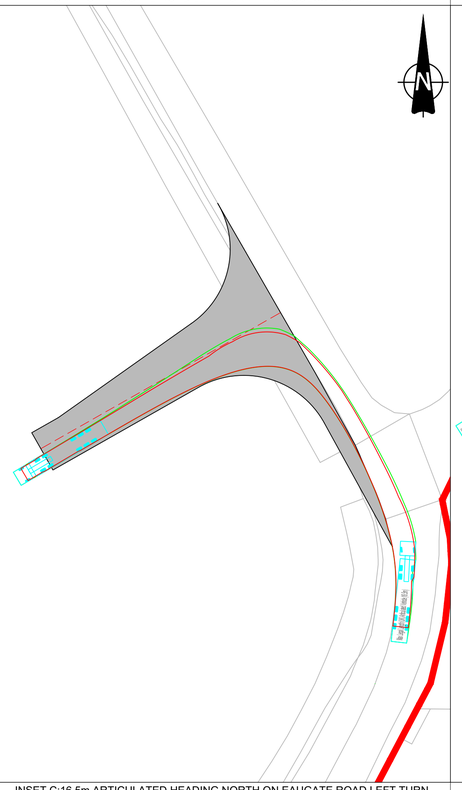


INSET A: 18.0m GENERIC LOW LOADER WITH TRAILER STEERING VEHICLE HEADING NORTH ON EAUGATE ROAD LEFT TURN INTO ACCESS - SCALE 1:500

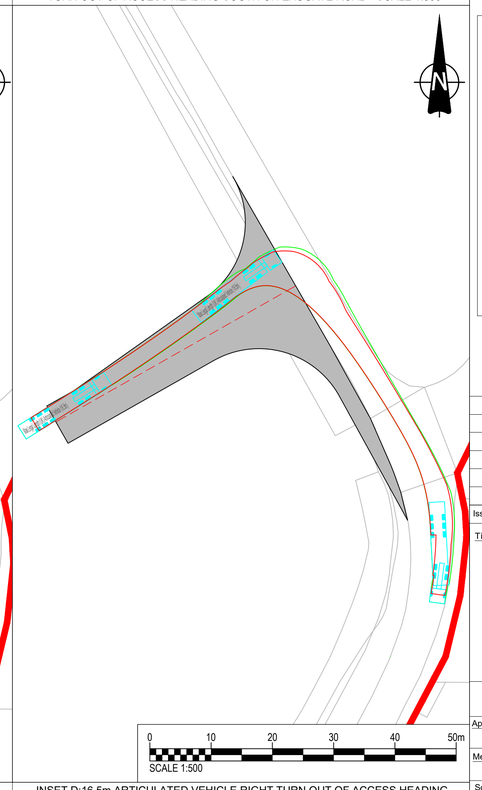
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 18.0m GENERIC LOW LOADER WITH TRAILER STEERING VEHICLE RIGHT TURN OUT OF ACCESS HEADING SOUTH ON EAUGATE ROAD - SCALE 1:500



INSET C:16.5m ARTICULATED HEADING NORTH ON EAUGATE ROAD LEFT TURN INTO ACCESS - SCALE 1:500



INSET D:16.5m ARTICULATED VEHICLE RIGHT TURN OUT OF ACCESS HEADING SOUTH ON EAUGATE ROAD - SCALE 1:500

0 10 20 30 40 50m
SCALE 1:500

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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7. These plans should also be read in conjunction with ES Appendix 12-9: Arboricultural Impact Assessment (Doc Ref. 6.3) for details on tree and hedgerow removal and protection.
8. The vehicle tracking shown on this drawing is based on a speed of 5kph.The default software speed of 5kph has been applied to reflect a realistic movement from the highway.
9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	DK	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS GB-01
SHEET 21 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010021

Scale	Sheet Size	Sheet	Issue
AS SHOWN	A1	SHEET 21 OF 45	0

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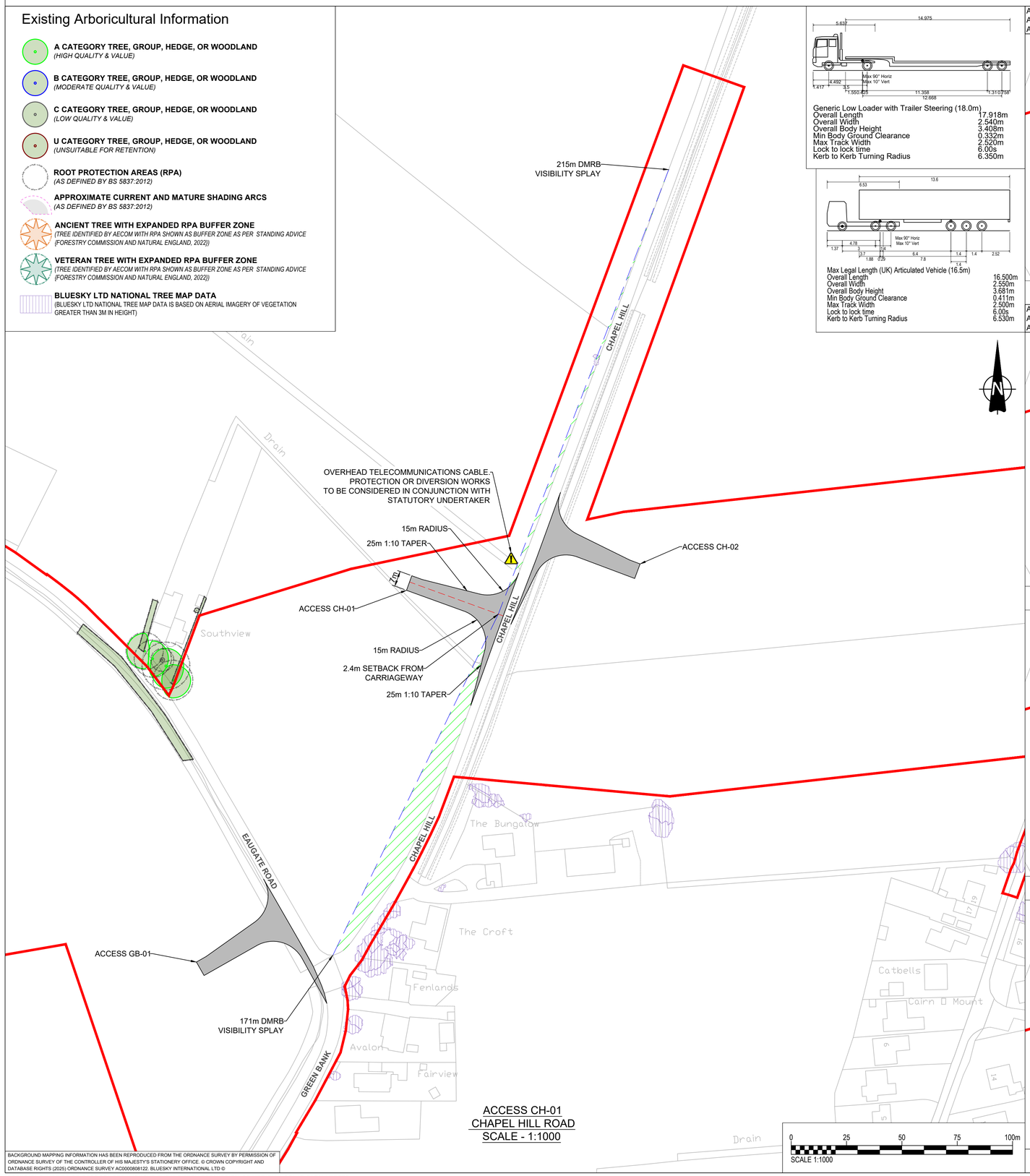
MERIDIAN SOLAR FARM
ACCESS CH-01
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 22 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
- **B CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(MODERATE QUALITY & VALUE)*
- **C CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(LOW QUALITY & VALUE)*
- **U CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(UNSUITABLE FOR RETENTION)*
- **ROOT PROTECTION AREAS (RPA)** *(AS DEFINED BY BS 5837:2012)*
- **APPROXIMATE CURRENT AND MATURE SHADING ARCS** *(AS DEFINED BY BS 5837:2012)*
- **ANCIENT TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **VETERAN TREE WITH EXPANDED RPA BUFFER ZONE** *(TREE IDENTIFIED BY AECOM WITH RPA SHOWN AS BUFFER ZONE AS PER STANDING ADVICE (FORESTRY COMMISSION AND NATURAL ENGLAND, 2022))*
- **BLUESKY LTD NATIONAL TREE MAP DATA** (BLUESKY LTD NATIONAL TREE MAP DATA IS BASED ON AERIAL IMAGERY OF VEGETATION GREATER THAN 3M IN HEIGHT)



ACCESS CH-01
CHAPEL HILL ROAD
SCALE - 1:1000

0 25 50 75 100m
SCALE 1:1000

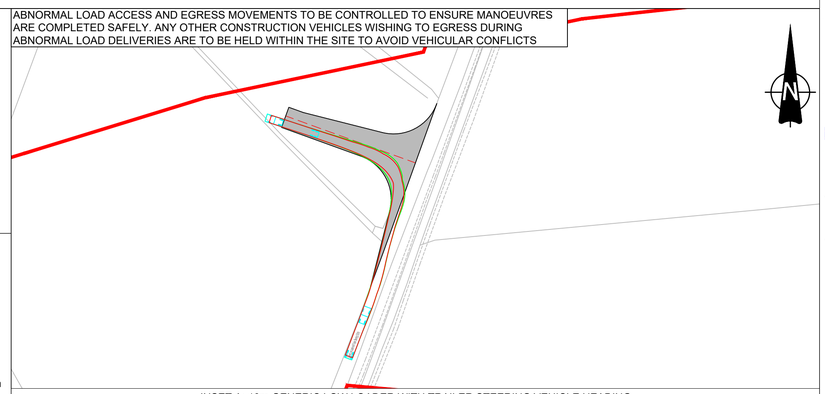
Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Max Legal Length (UK) Articulated Vehicle (16.5m)

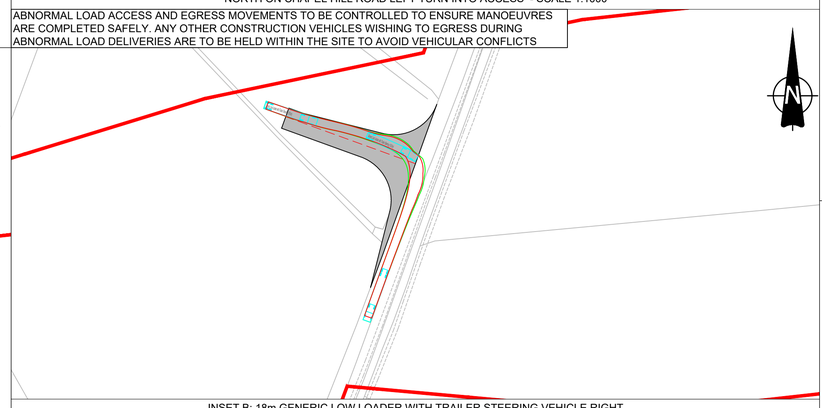
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

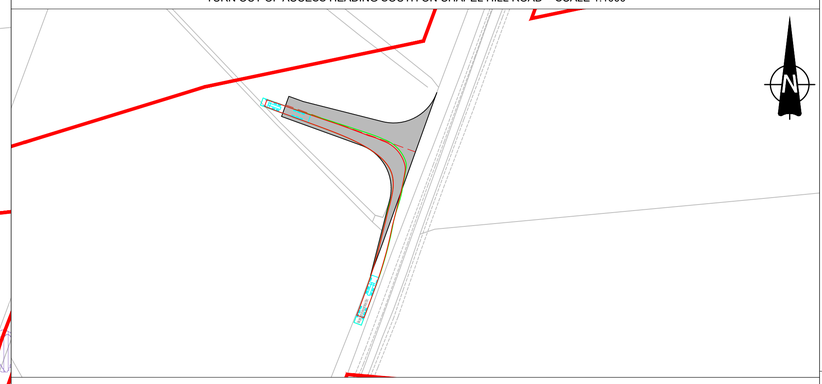


INSET A: 18m GENERIC LOW LOADER WITH TRAILER STEERING VEHICLE HEADING NORTH ON CHAPEL HILL ROAD LEFT TURN INTO ACCESS - SCALE 1:1000

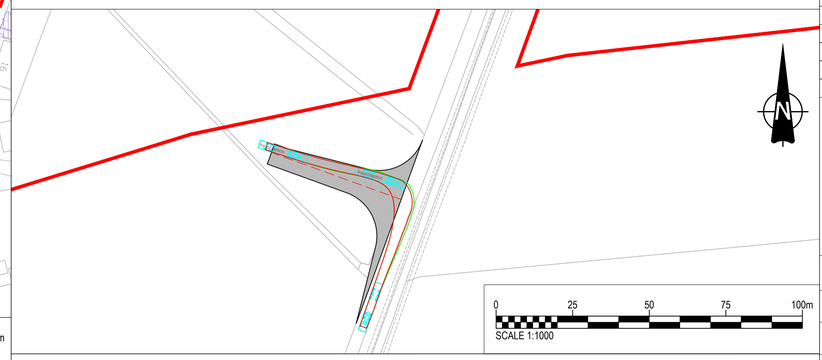
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 18m GENERIC LOW LOADER WITH TRAILER STEERING VEHICLE RIGHT TURN OUT OF ACCESS HEADING SOUTH ON CHAPEL HILL ROAD - SCALE 1:1000



INSET C: 16.5m ARTICULATED HEADING NORTH ON CHAPEL HILL ROAD LEFT TURN INTO ACCESS - SCALE 1:1000



0 25 50 75 100m
SCALE 1:1000

INSET D: 16.5m ARTICULATED VEHICLE RIGHT TURN OUT OF ACCESS HEADING SOUTH ON CHAPEL HILL ROAD - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
- Existing Public Rights of Way
- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road
- Access center line
- Junction Visibility
- Vegetation management for Vis Splay
- Indicative Hedgerow Removal for Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier

NOTES

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9. Junction visibility for the access based upon DMRB CD109 Table 2.10.

SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	DK	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS CH-01
SHEET 22 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010022

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 22 OF 45	0

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MERIDIAN SOLAR FARM
ACCESS CH-02
REGULATION 5(2)(k) INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
SHEET 23 OF 45

Existing Arboricultural Information

- **A CATEGORY TREE, GROUP, HEDGE, OR WOODLAND** *(HIGH QUALITY & VALUE)*
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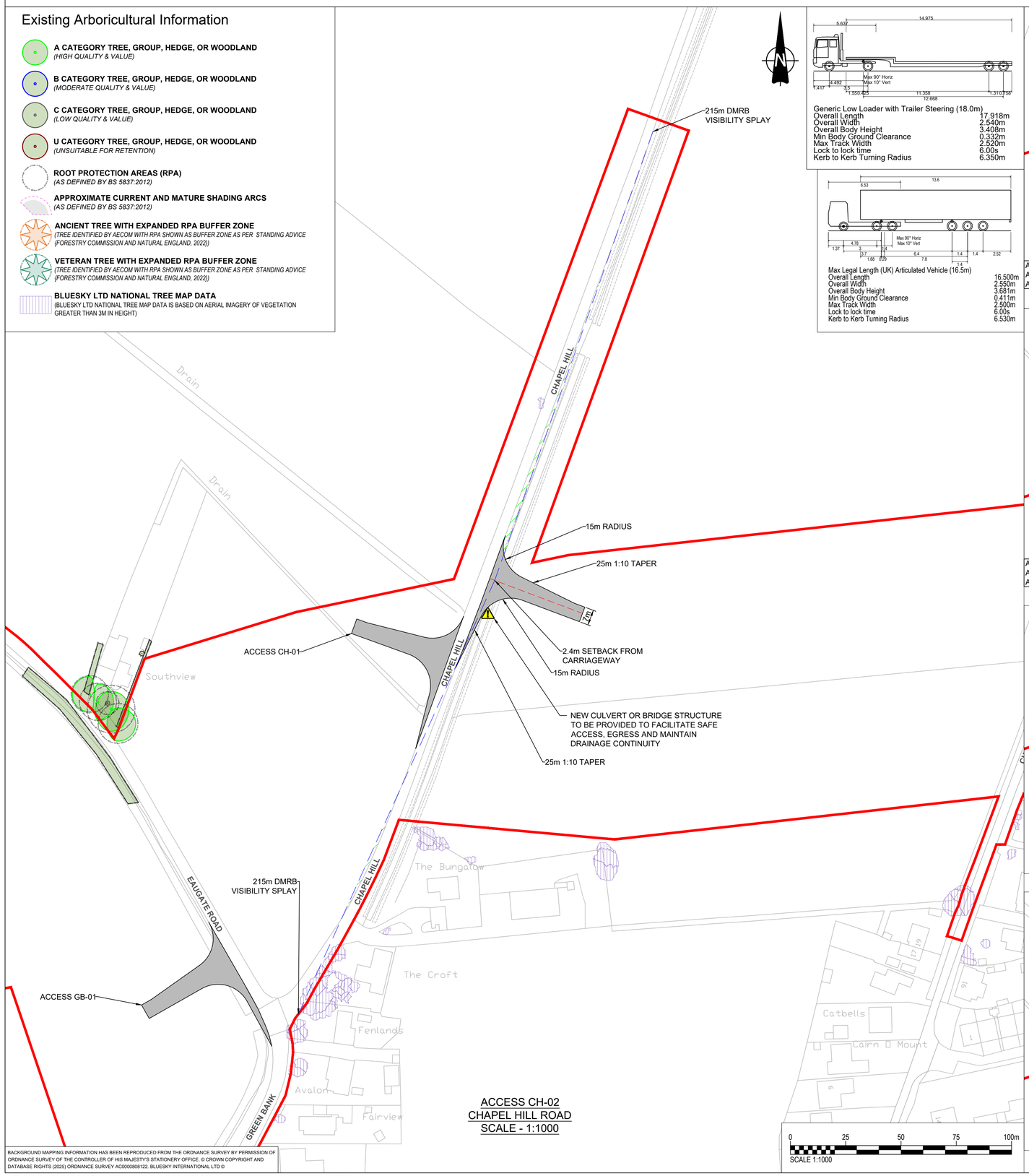

ACCESS CH-02
CHAPEL HILL ROAD
SCALE - 1:1000

Generic Low Loader with Trailer Steering (18.0m)

Overall Length	17.918m
Overall Width	2.540m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Max Track Width	2.520m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.350m

Max Legal Length (UK) Articulated Vehicle (16.5m)

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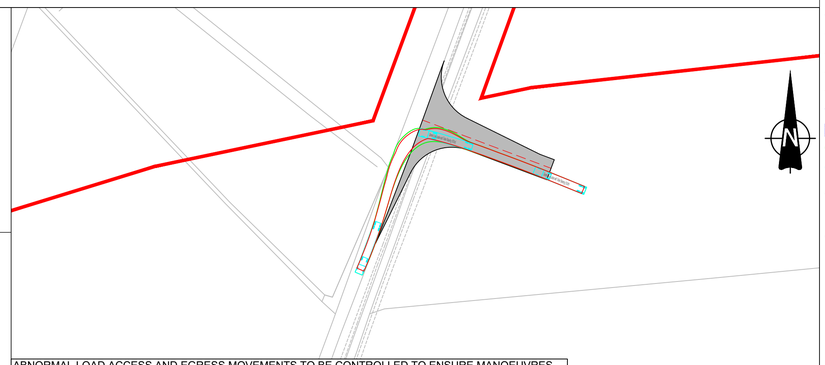

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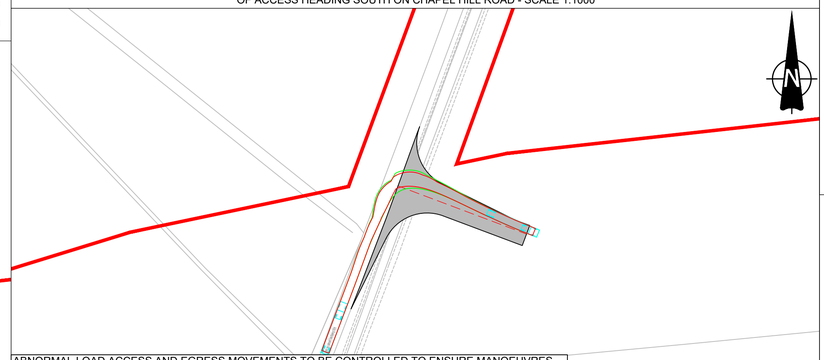
INSET A: 18m GENERIC LOW LOADER WITH TRAILER STEERING VEHICLE LEFT TURN OUT OF ACCESS HEADING SOUTH ON CHAPEL HILL ROAD - SCALE 1:1000



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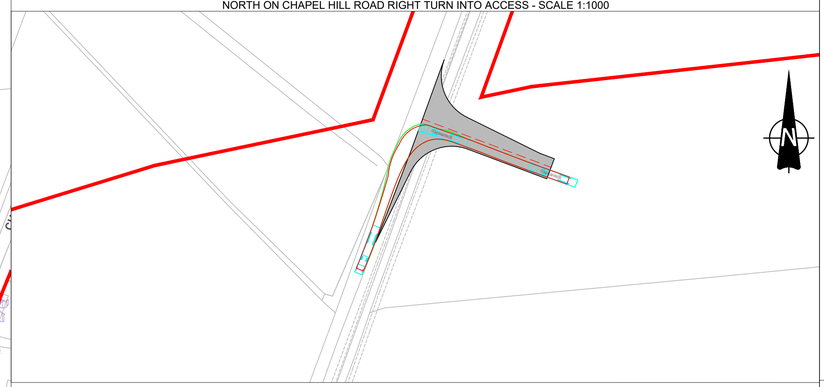
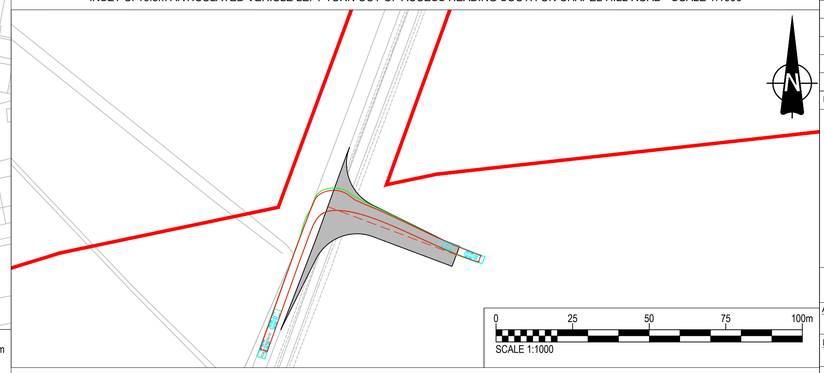


INSET C: 16.5m ARTICULATED VEHICLE LEFT TURN OUT OF ACCESS HEADING SOUTH ON CHAPEL HILL ROAD - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING NORTH ON CHAPEL HILL ROAD RIGHT TURN INTO ACCESS - SCALE 1:1000

LEGEND

- Extent of Access Footprint
- Order Limits
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- Vehicle body
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SHEET PLAN

Issue	Date	Remarks	Drawn	Checked	Approved
0	MAR 2026	DCO SUBMISSION	DK	MEK	JH

Title

MERIDIAN SOLAR FARM
ACCESS CH-02
SHEET 23 OF 45

Meridian Solar

Application Number	EN010169
Meridian Drawing Reference	CE-ACM-ZZ-ZZ-DR-HW-010023

Scale	Sheet Size	Sheet	Issue
1:1000	A1	SHEET 23 OF 45	0

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