WHITESTONE SOLAR FARM

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Acronyms

Acronym	Meaning
AADT	Average Annual Daily Traffic
TS	Transport Statement
DCO	Development Consent Order
SRN	Strategic Road Network
PV	Photo Voltaic
NPPF	National Planning Policy Framework
ES	Environmental Statement
AIL	Abnormal Indivisible Load
HGV	Heavy Goods Vehicle
GCC	Grid Connection Corridor
PRoW	Public Rights of Way
HDD	Horizontal Directional Drilling

1 INTRODUCTION

1.1 Introduction

1.1.1 This Outline Construction Traffic Management Plan (oCTMP) has been prepared for Whitestone Net Zero Ltd (the Applicant) in support of the Application for the Proposed Development and reflects inputs of consultation and discussions with relevant stakeholders. The preparation of a CTMP is secured by a DCO requirement and included within the **Draft Development Consent Order** (**DCO**) **[EN0110020/APP/3.1]**. This document should be read in conjunction with **ES Volume 2, Chapter 13: Traffic and Transport [EN0110020/6.13], ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20],** and the **Outline Public Rights of Way Management Plan [EN0110020/APP/5.14]**.

1.2 Background

1.2.1 The Proposed Development involves the construction, operation and maintenance, and decommissioning of more than 100 MW of solar photovoltaic (PV) array, Battery Energy Storage System (BESS), onsite substations and supporting infrastructure, and grid connection infrastructure. The grid connection infrastructure would connect the Proposed Development to the National Grid at the new National Grid substation Brinsworth (Long Lane 400kV Substation), located east of Long Lane, Rotherham. National Grid has applied to Rotherham Metropolitan Borough Council for the development of this new substation which is intended by National Grid to be operational in time for the Proposed Development to connect in 2029. This substation is therefore not included in the Proposed Development and will be subject to a separate planning application taken forward by National Grid.

1.2.2 There will be three main phases associated with the Proposed Development: Construction, Operation (and Maintenance), and Decommissioning.

1.2.3 During the construction phase, there will be a temporary increase in vehicle movements as equipment, materials, and workers are brought to the Site. Once construction is complete, the operational phase will generate negligible levels of traffic, limited to occasional maintenance visits by service vehicles. In the decommissioning phase, which will occur at the end of the solar farm's operational life, there will be a short-term increase in traffic similar to the construction phase, as equipment is removed and the Site is restored.

1.3 Purpose of Document

1.3.1 This document sets out the oCTMP, which focuses on the management of construction traffic within the vicinity of the Order limits on the Local Road Network (LRN) during the construction phase of the works associated with the Proposed Development, in order to limit any potential disruptions and implications on the wider transport network, as well as for the existing road users.

1.3.2 The oCTMP also provides mitigation for traffic generated during the construction phase of the Proposed Development, including Heavy Goods Vehicles (HGVs). The oCTMP covers the principal construction activities set out in **ES Volume 1, Chapter 5: The Proposed Development [EN0110020/APP/6.5]**.

1.3.3 The oCTMP is intended to be an emerging document, such that modifications and necessary interventions can be made following further information and advice received from consultees.

1.3.4 As part of the development of the oCTMP, the Applicant has undertaken proactive engagement with the relevant highway authorities. This consultation was carried out during November 2025 and included meetings with City of Doncaster Council (CDC), Rotherham Metropolitan Borough Council (RMBC), North East Derbyshire District Council (NEDDC), Derbyshire County Council (DCC) and National Highways (NH). The purpose of this engagement was to ensure that the proposed access strategy, routing arrangements and construction traffic planning fully reflect local priorities and strategic network requirements.

1.3.5 The feedback received has been incorporated into the refinement of the oCTMP. A CTMP substantially in accordance with this oCTMP, will be shared with the relevant planning authority following consultation with National Highways prior to commencement of construction of the Proposed Development.

1.4 Site Location

1.4.1 The Proposed Development is located across three areas, namely Whitestone 1 (W1) (the northern parcels of the Proposed Development), Whitestone 2 (W2) (the central parcels of the Proposed Development) and Whitestone 3 (W3) (the southern parcels of the Proposed Development). For the purposes of assessment, these areas will be used as specific study areas.

1.4.2 The remainder of this oCTMP is structured as follows:

- **Section 2** provides details of the Site, surrounding area and the existing highway network;
- **Section 3** summarises the HGV, construction and worker vehicle movements which are expected to be generated by the Proposed Development across the construction phase, including during the peak of construction. Details are also provided on the proposed site accesses including details of layouts, visibility splays and swept paths, as well as routing arrangements and internal site layout considerations including access tracks and parking;
- **Section 4** summarises the proposed measures to manage the highway network as well as pedestrian and cycle routes during the construction phase of the Proposed Development. In addition, this section summarises the measures directed at HGVs and workers, as well as for the management, monitoring and review of the CTMP; and
- **Section 5** deals with compliance and enforcement of the CTMP.

1.5 Objectives

1.5.1 The objectives of this oCTMP are to set a framework for the measures that would be developed in the final CTMP, post DCO consent, to:

- Minimise the volume of construction Heavy Goods Vehicles (HGVs) and construction worker vehicles as far as reasonably practicable;
- Maximise the safe and efficient movement of materials and workers required during the construction phase as far as reasonably practicable;

- Minimise the restrictions imposed and ensure efficient management to the local Public Rights of Way (PRoW) within the Order limits during the construction phase;
- Minimise the impacts both for the local community and visitors to the area using the LRN as far as reasonably practicable; and
- Set out the measures to be adhered to by those travelling to and from the Order limits to reduce the impact of the construction of the Proposed Development.

2 EXISTING CONDITIONS

2.1 Strategic Road Network

2.1.1 There are three roads forming part of Strategic Road Network (SRN) which travel close to or provide access to the Proposed Development.

A1

2.1.2 The A1 spans approximately 410 miles (660 km) from London to Edinburgh, passing through major towns and cities such as Peterborough, Doncaster, Newcastle-upon-Tyne, and Berwick-upon-Tweed. The A1 includes sections that are designated as A1(M), which are upgraded to motorway standards.

2.1.3 Junction 36 of the A1 (M) will be utilised to provide SRN routing onto the local highway network for W1.

M18

2.1.4 The M18 motorway is a key route in Yorkshire, stretching approximately 26 miles (42 km) from the east of Rotherham to Goole in a north-east to south-west direction. It connects several major motorways, including the M1, A1(M), M180, and M6212.

2.1.5 Junction 1 of the M18 motorway will be utilised to provide SRN routing onto the local highway network for W1 and W2.

M1

2.1.6 The M1 motorway connects London to Leeds and spans approximately 193 miles (311 km). The motorway passes through several counties, including Greater London, Hertfordshire, Bedfordshire, Buckinghamshire, Northamptonshire, Leicestershire, Nottinghamshire, Derbyshire, and Yorkshire. It also intersects with other major motorways such as the M25, M6, M69, M18, M62, and M62112.

2.1.7 Junction 31 of the M1 motorway will be utilised to provide SRN routing onto the local highway network for W2 and W3. Junction 33 will also provide routing to W2.

2.2 Local Road Network

2.2.1 Once vehicles have left the SRN, they will be routed via the local road network, following the devised routing strategy (see **Appendix A-2 Site and Grid Connection Corridor Access Points** of this oCTMP)**.** The routes to be used are set out below for each section of the Proposed Development.

2.2.2 It should be noted that during the evolution of the Proposed Development since Draft ES, certain roads that were initially included within the study area (that could potentially be used as construction access routes) were removed. This includes those that were originally within the description section below.

2.2.3 Routing has also been considerate of the vehicle type, where possible aiming to avoid HGVs using unsuitable roads.

W1 (Northern Site)

A630

2.2.4 The A630 High Road is a major road providing access to residential and commercial areas. Street lighting is present, and the road supports two-way traffic. It runs west of the A1(M) Junction 36 in an east-west direction, connecting areas such as Warmsworth and Conisbrough. The speed limit varies, with sections having a limit of 40 mph through residential areas and 50 mph in all other areas.

Hellaby Lane

2.2.5 Hellaby Lane is a local road providing access to residential and employment areas, between Common Lane to the north and Denby Way / A631 Bawtry Road junction to the south. Street lighting is present, and the road supports two-way traffic. The speed limit is 30mph.

B6093

2.2.6 The B6093 is a secondary road, which connects the A630 with residential areas such as Woodlaithes and Bramley. Street lighting is present in urban sections, and the road supports two-way traffic. The speed limit varies between 40mph and down to 30mph through the residential areas.

W2 (Central Site)

A57

2.2.7 The A57 is a major road in northern England running from Liverpool to Lincoln, passing through cities like Manchester and Sheffield. Street lighting is present along urban sections, and the road supports two-way traffic. The speed limit is national speed limit of up to 60mph along the majority of the road sections.

A631

2.2.8 The A631 is a primary route and within the vicinity of the Proposed Development is a segregated dual carriageway, running between the M18 Junction 1 and Stag Roundabout (A6021 Wickersley Rd / A6123). Street lighting is present throughout, and the speed limit is 40mph along the majority of the road.

Flash Lane

2.2.9 Flash Lane is a secondary route between A631 Bawtry Lane to the northand the Slack Lane / Sandy Lane junction to the south. Street lighting is present, and the road supports two-way traffic. The speed limit is 30mph along the majority of the road sections.

Long Lane

2.2.10 Long Lane is a local road providing access to agricultural zones. It runs from the A631 to the north, under the M1 and towards Treeton. Street lighting is present in

residential areas, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

A618

2.2.11 The A618 is a secondary road serving residential and agricultural areas. Street lighting is present in residential areas, and the road supports two-way traffic. The road varies between single and dual carriageway, and the speed limit also varies between 30mph and 50mph.

Gulthwaite Common Lane

2.2.12 Gulthwaite Common Lane is a local road connecting the A618 with agricultural zones. There is no street lighting present, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Reservoir Road

2.2.13 Reservoir Road is a local road running from the A618 and over Ulley Reservoir to Ulley Lane. No street lighting is available, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Main Street

2.2.14 Main Street in Ulley is a local road serving residential areas and providing access to local schools and parks. Street lighting is present, and the road supports two-way traffic. The speed limit is 30 mph.

Penny Hill Lane

2.2.15 Penny Hill Lane is a local road providing access to residential areas and local amenities. Street lighting is present in residential areas, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Brampton Lane

2.2.16 Brampton Lane is a local road connecting residential areas with agricultural zones. No street lighting is present, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Common Lane (south of Thurcroft)

2.2.17 Common Lane is a secondary road serving residential areas and local businesses south of Thurcroft between Wood Lane / Brampton Lane and Penny Hill Lane / Hawk Hill Lane. No street lighting is present, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Long Road

2.2.18 Long Road is a local road providing access to agricultural zones. No street lighting is present, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Todwick Road

2.2.19 Todwick Road, between Pocket Handkerchief Lane and A57, is a secondary road serving residential and commercial areas. Street lighting is present in residential areas, and the road supports two-way traffic. The speed limit varies between 40 mph and national of up to 60mph.

Pocket Handkerchief Lane

2.2.20 Pocket Handkerchief Lane is a local road providing access to agricultural zones. No street lighting is present, and the road supports two-way traffic. road is subject to the national speed limit of up to 60mph.

W3 (Southern Site)

A57

2.2.21 The A57 is described above in the W2 section at paragraph 2.2.6.

A618

2.2.22 The A618 is described above in the W2 section at paragraph 2.2.10.

Kiveton Lane

2.2.23 Kiveton Lane is a local road serving residential areas and providing access to local schools and parks. Street lighting is present in residential areas, and the road supports two-way traffic. The speed limit varies between 30 and 40 mph.

Woodall Lane

2.2.24 Woodall Lane is a local road serving residential areas and providing access to local amenities. Street lighting is present in residential areas, and the road supports two-way traffic. The speed limit is up to 30 mph.

Killamarsh Lane

2.2.25 Killamarsh Lane is a secondary road providing access to agricultural zones. No street lighting is present, and the road supports two-way traffic. The road is subject to the national speed limit of up to 60mph.

Walseker Lane

2.2.26 Walseker Lane is a local road serving residential areas and providing access to housing. Street lighting is present, and the road supports two-way traffic. The speed limit is up to 30 mph.

3 CONSTRUCTION MOVEMENTS

3.1.1 This section provides a summary of the forecast HGV and worker vehicle movements that are expected during the construction phase of the Proposed Development, based on the proposed construction phase programme, associated with the Site and Cable Corridors . Further details are provided within Section 5 of **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]**.

3.2 Construction Programme

3.2.1 The construction phase for the whole Proposed Development is expected to span approximately 24 to 36 months. While the exact timeline will depend on various factors, construction is expected to commence in 2027 and conclude by 2029. However, construction activity, and therefore peak construction traffic, will only occur in any one location for a limited portion of this overall 24–36 month period, as works will progress sequentially across the site.

3.2.2 The worst-case traffic is currently expected to be during the peak construction period between mid-2028 and mid-2029. Therefore, for the purposes of this assessment, it has been assumed that 2028 is the peak construction year to allow for delays that may occur.

3.2.3 The earliest date of operation would be 2029, in line with the grid connection date for the Proposed Development.

3.2.4 Once construction is complete, the operational phase will generate negligible levels of traffic, limited to occasional maintenance visits by service vehicles. In the decommissioning phase, which will occur at the end of the solar farm's operational life of 60 years, there will be a short-term increase in traffic similar to the construction phase, as equipment is removed and the Site is restored.

3.3 The Site

Construction Worker Vehicle Movements

3.3.1 The trip generation for construction workers travelling to and from the Site has been calculated with modal splits applied to reflect anticipated travel behaviour. This is based on an assumption that 600 workers will be on site each day.

3.3.2 It was assumed that 20% of workers would travel by sustainable modes as outlined in Section 5 of **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]** (including walking, cycling, and public transport – a large number of roads and bridleways on the local network are considered appropriate for cycle use especially, therefore a figure of 20% is deemed reasonable), while another 20% would be transported via shared minibuses. The number of minibuses required was estimated using an average occupancy of eight workers per vehicle. For access points well serviced by public transport, internal site shuttles will also be used to transfer workers from that location to their final destinations within the Site.

3.3.3 The remaining 60% of workers would be assumed to travel by car. To reflect car-sharing initiatives and reduce single-occupancy vehicle trips, a car occupancy factor of 1.2 workers per car was applied. This adjustment provided a more realistic

estimate of car-based movements and supported the development of targeted parking and access strategies.

3.3.4 Two-way vehicle trip totals were then calculated for both minibuses and cars, representing the full daily movement of vehicles to and from the Site.

3.3.5 These figures informed the overall traffic impact assessment, as described in Section 5 of **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]** and are presented below in **Table 3-1**, which assumes that all construction worker peaks coincide and therefore represents a worst-case scenario.

3.3.6 Further details relating to worker requirements are also provided within **Volume 2, Chapter 15 Socio-Economics and Land Use [EN0110020/APP/6.15].**

Table 3-1 Construction Worker Daily Trip Generation

Total Workers	Walking, Cycling, Public Transport (20%)	Workers Using Minibus (20%)	Minibuses (Assuming 8-Seater)	Remaining Workers (by Car)	Total After Car Share Applied (1.2 per Car)	Two-Way Car	Two-Way Minibus	Daily Two-Way Total Movements
600	120	120	15	360	300	600	30	630

Construction HGVs Trip Generation

3.3.7 The trip generation for construction-related HGVs was calculated using a combination of unit-based and volume-based delivery estimates. These figures were aggregated to produce total HGV movements per location over the entire construction phase.

3.3.8 To account for potential variability in construction activity, delivery schedules, and site logistics, a contingency factor of 25% was applied to the total HGV estimates. This ensured that the assessment captured a realistic upper-bound scenario for vehicle movements.

3.3.9 The resulting figures were then converted into one-way and two-way trips to reflect daily vehicle movements to and from the Site. This method provided a robust and precautionary basis for evaluating the impact of construction traffic on the surrounding highway network, and the total HGV trips are presented below in **Table 3-2**.

3.3.10 It should be noted that this is the worst case daily traffic numbers across the entirety of the Proposed Development area, based on all peak activities occurring at once.

Table 3-2 Construction Phase Total HGV Trip Generation (Site)

HGVs (Unit Based)	HGVs (Volume)	HGVs (Total)	HGVs (Total, inc. 25% Contingency)
5,072	15,501	20,573	25,716

3.3.11 **Table 3-3** presents the worst case daily peak HGV trips during the construction phase.

Table 3-3 Construction Phase Daily Peak HGV Trip Generation

Daily One-Way Movements	Daily Two-Way Movements
102	204

The Site Total Trip Generation by Access Point

3.3.12 Details of the total daily number of worker vehicle and HGV trips generated by each proposed Site access point are presented in **Table 3-4**. The access point locations are shown visually in **Appendix A-1 Access Point Locations**.

Table 3-4 Daily Vehicle Trips by Access Point

Access Point	Worker Vehicles (Two-Way)	HGVs (Two-Way)
SR-01	189	69
SL-01	22	7
SL-02	22	7
PEHL-02	22	7
PEHL-03	22	7

LL-02	19	6
GCL-02	22	7
LL-01	22	7
WL-02	19	6
CL-01	21	6
HHL-01	21	6
HHL-02	21	6
HHL-03	21	6
CL-03	21	6
LR-05	21	6
SR-03	21	6
POHL-02	21	6
HL-02	35	11
RR-01	35	11
RR-02	30	10
Total	**627**[1]	**203**[1]

3.4 Grid Connection Corridor

3.4.1 Traffic generated by the GCC will primarily consist of Worker (Cars / LGVs) and a limited number of HGVs during the construction phase of the Proposed Development. These movements will be scheduled to align with existing traffic management protocols and have been distributed across the same peak periods already assessed for the main development (Site).

3.4.2 The corridor works are linear and will be delivered in phases, meaning that traffic demand will be spread out both spatially and temporally. This proposed approach further reduces the likelihood of any concentrated traffic impact at any one location or time. Additionally, the nature of the works, primarily involving cable laying and associated works, means that vehicle types and volumes will be consistent with those already considered in the Transport Statement and ES chapter.

Construction Worker Trip Generation

3.4.3 The vehicle trip generation for workers will follow the same assumptions as those for the Site (e.g., 20% sustainable travel). When these assumptions are applied,

[1] These numbers have a small difference compared with the total worker vehicle (shown in Table 3-1) and HGV (shown in Table 3-3) trip generation due to rounding.

the following forecast peak daily worker vehicle trips are produced, as shown in **Table 3-5**.

Table 3-5 Daily Vehicle Trips by Access Point

Daily One-Way Vehicle Movements	Daily Two-Way Vehicle Movements
282	564

Construction HGV Trip Generation

3.4.4 The trip generation for HGVs will follow the same assumptions as those for the Site. **Table 3-6** shows the forecast peak daily HGV trip generation.

3.4.5 It should be noted that this is the worst case daily traffic numbers across the entirety of the Proposed Development area, based on all peak activities occurring at once.

Table 3-6 Construction Phase Daily Peak HGV Trip Generation (GCC)

Daily One-Way HGV Movements	Daily Two-Way HGV Movements
188	376

GCC Total Trip Generation by Access Point

3.4.6 In terms of access to the GCC, the vehicles will use either:

- Site access points; or
- GCC only access points.

3.4.7 The total number of GCC related worker vehicle and HGV trips travelling to and from each proposed access point is presented in **Table 3-7**. The access point locations are shown visually in **Appendix A-1 Access Point Locations**.

Table 3-7 Trip Generation by Access Point

Access Point	Worker Vehicles (Two-Way)	HGVs (Two-Way)
Existing Site access points		
SL-01	10	6
SL-02	10	6
LL-01	6	4
GCL-02	12	8
PEHL-03	4	2
CL-03	12	8
LR-05	14	10
POHL-02	8	6

SR-03	26	18
HL-02	24	16
RR-01	4	2
RR-02	6	4
GCC only access points		
CC-01	42	28
CC-02	6	4
CC-03	8	6
CC-04	12	8
CC-05B	36	24
CC-06	22	14
CC-07	8	6
CC-08	12	8
CC-09	20	14
CC-10	70	46
CC-11	10	6
CC-13	26	18
CC-14	36	24
CC-17	54	36
CC-25	66	44
Total	**564**	**376**

3.4.8 With regard to vehicle access through CC-06, it should be noted that a secondary access (CC-06c) would be provided in place of CC-06 for a smaller volume of traffic, if required as a result of detailed design. This is to help enable key equipment to move in if required, such as drilling equipment, or cable deliveries. The volumes accessed here would be deducted from the volume of movements to CC-06. The cap on HGV one way movements would be two per day, and non-HGV 6 per day. Where possible, construction compounds in the Solar PV area would be used, and workers shuttled via minibus to avoid parking on residential streets.

3.5 Cumulative Trip Generation

3.5.1 To assess a worst-case scenario, it has been assumed that the Site and GCC peak daily trip generation will occur during the same period. As the design develops, the

Applicant will (where possible) work to minimise concurrent works, except where required to meet the programme in a safe and efficient manner.

3.5.2 The total peak daily construction vehicle movements (two-way) are presented below in **Table 3-8**.

Table 3-8 Total Solar PV and GCC Daily Peak Construction Worker Vehicle and HGVs - Two-Way Movements

Construction Worker Vehicle Movements (Car/LGV/Minibus)	HGV Movements	Total Movements
1,194	579	1,773

3.6 Construction Worker Trip Distribution

3.6.1 Trip distribution for construction workers was established using a gravity-based approach that considered both the population size of origin areas and their proximity to the Proposed Development. Population data for each origin zone was combined with straight-line (crow-fly) distances to the centre of the entire Proposed Development extents within W2, between the Sites East and West of the M1. Further details are contained within **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]**.

3.7 Construction HGV Trip Distribution

3.7.1 A strategic approach was adopted to estimate their distribution based on access from the SRN. It was assumed that HGVs would enter the local road network from key SRN corridors, reflecting typical freight movement patterns and regional connectivity. This method prioritised major trunk roads and motorways that provide logical and efficient access to the Site and GCC, ensuring that HGVs would approach from routes designed to accommodate heavy goods traffic.

3.7.2 HGV movements have been proportionally distributed across all access points for the Site, ensuring that the total accounts for 100% of the movements associated with W1, W2 and W3.

3.7.3 For the GCC, the HGV movements to each access point are known, based on:

- Uniform construction duration (15 weeks per access point, with any extension further reducing the peak, and spreading equivalent deliveries over longer period);
- 5-day working week; and
- The HGVs needed per km of cable corridor are known.

3.8 Vehicle Types, Plan Requirements and Abnormal Loads

3.8.1 It is expected that construction vehicles accessing the Proposed Development will consist of the following:

- Cars;
- Small vans;

- 10 m rigid vehicles;
- Max articulated lorries (HGVs);
- Tractor-trailer vehicle (up to 12 m in length) (for internal or ad-hoc movements of materials on the road network);
- Mobile cranes; and
- AILs.

3.8.2 All large vehicles and other AILs will be required to follow the routing strategy agreed with the Local Highways Authority when travelling to/from the Proposed Development.

3.9 Vehicle Access Arrangements and Routing

3.9.1 It is anticipated that the main construction access points to the Proposed Development will be from the local road network. The proposed access points for the Site and Grid Connection Corridor (GCC) are presented in a figure within **Appendix A-1 Access Point Locations** of this oCTMP, as well as listed in **Table 5-4** (Site) and **Table 5-7** (Grid Connection Corridor).

3.9.2 Workers will travel to the access points based on the origin of their trips, as detailed within **Appendix A-1, Proposed Access Layouts, Visibility Splays and Swept Paths** included within this oCTMP.

3.9.3 The proposed HGV routing strategy (see **Appendix A-2 Site and Grid Connection Corridor Access Points** of this oCTMP) will utilise the local road network to connect to the following SRN junctions:

- Junction 36 of the A1 (M) will be utilised to provide SRN routing onto the local highway network for W1.
- Junction 1 of the M18 motorway will be utilised to provide SRN routing onto the local highway network for W1 and W2.
- Junction 31 of the M1 motorway will be utilised to provide SRN routing onto the local highway network for W2 and W3.
- Junction 33 of the M1 also provides routing to W2.

3.10 Vehicle Swept Paths

3.10.1 All points of access to the Site and GCC have been assessed using swept path analysis using the largest assumed vehicles to enter the respective accesses.

3.10.2 All swept path drawings at the points of access are provided within **Appendix A-3, Proposed Access Layouts, Visibility Splays and Swept Paths** included within this oCTMP.

3.10.3 The vehicle-swept paths demonstrate that construction vehicles will be able to turn in/out of the proposed Site and GCC access points. An appropriate level of visibility will be achievable to/from the access, as set out above.

3.11 Access Tracks

3.11.1 It is proposed that internal routes through the Site where practicable will be utilised as the primary route for deliveries and worker movements across the Site. Where

necessary, upgrades to existing tracks through widening and resurfacing may be necessary.

3.11.2 It is proposed that within the Site internal access tracks will be up to 6m in width and passing places will be up to 20m in length and installed at strategic locations to ensure safe passage of construction vehicles. The internal tracks will enable free-flowing movement within the Site whilst removing construction traffic from local roads. In terms of design, there would be a preference for following the alignment of existing tracks where practicable to limit the requirement for new crossings, disturbances to soils or habitat removals.

4 MANAGEMENT MEASURES AND MITIGATION

4.1.1 This section outlines the construction traffic management measures that will be implemented in support of the Proposed Development, to avoid any adverse impacts on the surrounding networks during the construction phase.

4.2 Access Works

4.2.1 Access designs have been provided for all locations where vehicles will be required to enter the Proposed Development. The access layout drawings are provided within **Appendix A-3 Proposed Access Layouts, Visibility Splays and Swept Paths** of this oCTMP,

4.3 Temporary Traffic Management

4.3.1 The GCC will require temporary traffic management at several points along the road network during the construction phase, to allow construction vehicles to safely cross and access cable routes sections, as well as organising traffic to avoid impacts on the road network and traffic. These measures, described below, are secured within the DCO and within the **Rights of Way, Streets and Access Plans [EN0110020/APP/2.4]**, and **Traffic Regulations Plans [EN0110020/APP/2.5].**

4.3.2 Where necessary along busier roads, temporary traffic signals are proposed to mitigate the impact of the laying of the cable across the road. Where roads are less busy, traffic management will be conducted by traffic marshals where necessary. Any works will comply with relevant guidance and legislative requirements. Traffic signs will comply with the Traffic Signs Regulations and General Directions 2016 and its subsequent amendments. At required locations, temporary speed limits would be introduced to enhance management of traffic.

4.3.3 The GCC cables would be buried below ground and would typically be installed using an open trench method. At this stage, the number of potential trenchless crossing (such as Horizontal Directional Drilling (HDD)) locations have not been identified, **Outline Cable Construction Method Statement [EN0110020/APP/5.19]** provides more information on potential crossing locations and methods.

4.3.4 Open-cut installation may alternatively be used for the roads which are crossed by the GCC. Wherever practical. these roads will use temporary traffic management measures, such as lane closures to facilitate implementation rather than full road closures.

4.3.5 The exact methodology for implementing temporary traffic management will be determined by the contractor once appointed and designed to minimise any potential effects as far as possible. Further detail will be provided within the final CTMP. These are to be collaborated on with the relevant LHAs, after completion of Road Safety Audits (RSA), Stopping Sight Distance (SSD) forward visibility drawings and Vertical visibility assessments, and road condition assessments as required.

4.4 Crossing Points

4.4.1 It should be noted that the construction access points will be gated following the implementation of fencing early on in the construction phase, and supporting measures (e.g. traffic marshals and signage) will safely facilitate construction vehicles as they enter or exit the carriageway where a need has been specified and agreed with the LHA.

4.5 HGV Management Measures and Controls

4.5.1 The CTMP is likely to include the following measures to manage HGV deliveries to the Site and Cable Corridor:

- Designing entry / exit points onto the road network in accordance with national road design standards and in consultation with the local highway authority to ensure safety;
- Managing interactions with the public road network through visibility splays, signage, and traffic controls, with construction traffic yielding to other road users;
- Distributing details of vehicle routes to workers to reduce peak-time congestion in sensitive areas;
- Scheduling HGV movements outside of peak traffic hours to avoid additional congestion;
- Implementing a delivery management system to regulate HGV arrival times and monitor compliance with routing and scheduling;
- Monitoring HGV routes and delivery times to ensure adherence to agreed protocols and address any non-compliance;
- Employing specialised haulage services for abnormal loads, including necessary permits and coordination with relevant authorities.

Delivery Management System

4.5.2 A Delivery Management System (DMS) would be implemented as part of the CTMP to control bookings of HGV deliveries from the start of the construction phase. This will be used to regulate the arrival times of HGVs via timed delivery slots, as well to monitor compliance of proposed HGV routing. In addition, adequate space will be made available within the site at access junctions to ensure no queuing back onto the surrounding road network occurs.

Traffic Management and Monitoring

4.5.3 A Traffic Management and Monitoring System (TMMS) will be considered for implementation as part of the CTMP to provide details of the technologies and other means employed to monitor HGVs to/from the Compounds (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 the number of deliveries arriving and departing at any one time and over the course of the day; and

- Compliance with the timing restrictions.

4.5.4 In addition, the TMMS will also record all LGVs which enter and exit the Site, to allow all vehicles to be monitored accordingly. 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.

4.5.5 The precise form of TMMS will be determined following the appointment of a contractor and will be set out in the CTMP. This would include a summary of the contractual requirements that those visiting the Site will have to adhere to, along with the measures to be taken for non-compliance.

HGV Routing

4.5.6 HGVs will be required to comply with the HGV and AIL routing strategy, apart from in the case of exceptional circumstances where the proposed routing to the Site is compromised due to an incident or road closure for example. In this circumstance, it is considered acceptable for HGVs to be redirected via an alternative route or to deliver outside of the established scheduling if required. Backloading of vehicles is also likely to be implemented.

HGV and AIL Timing Restrictions

4.5.7 To reduce the potential impact of HGV and AIL deliveries, the arrival and departure times will be managed to minimise the number of HGVs travelling to the Site during the network peak hours for the local highway network. For example, HGVs could be delayed in the afternoon to avoid being released from the Site during the PM network peak hour.

4.5.8 The timing restrictions, considered likely to be implemented within the CTMP at this stage are:

- Avoiding arrivals or departures on a weekday during the network peak hours (08:00–09:00 and 17:00–18:00);
- Limiting deliveries to between the hours of 09:00 and 16:00;
- No arrivals or departures on Saturday before 08:00 or after 13:00;
- No arrivals or departures on Sundays or public holidays.

Traffic Marshalling and Site Management

4.5.9 Suitably qualified traffic marshals will be positioned at the proposed Site accesses, and at any crossing points between the road network and the Site during the construction phase to ensure vehicle movements are controlled safely.

4.5.10 Visibility will be maximised between construction vehicles and other users at the crossing points (e.g. through hedgerow clearance if required), and advanced signage will be provided to warn users of the potential presence of construction vehicles. Staffed controls will be provided at each crossing point (including traffic marshals and gates), with a default priority that construction traffic will give way to other users.

Communications Strategy

4.5.11 A communications strategy will be developed, set out in the CTMP and will be communicated with those working on the Site. This would include an information pack setting out the contractual requirements which will be provided to the contractors. Furthermore, regular meetings will be held with contractors to discuss HGV management and to address any issues associated with travel to/from the Site, as well as to relay information including any restrictions and requirements which should be followed.

Site Access Arrangements

4.5.12 The Site access layouts have been designed to accommodate HGVs and other construction vehicles as shown by the vehicle swept path analysis, as provided in **Appendix A-3 Proposed Access Layouts, Visibility Splays and Swept Paths**. 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 within each temporary construction compound to prevent mud from being trafficked onto the highway.

4.5.13 Vegetation clearance will be carried out at the proposed Site accesses where required in order to achieve appropriate levels of visibility as agreed with the local authorities as shown in **Appendix A-3 Proposed Access Layouts, Visibility Splays and Swept Paths**.

Abnormal Indivisible Loads (AILs)

4.5.14 AILs will be required to deliver transformer units. A specialised haulage service will be employed to allow these components to be transported with the necessary escort, permits and traffic management, with the contractor 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.

4.5.15 All AILs will be expected to follow the agreed HGV routing strategy when travelling to/from the Site. Further details related to the AILs will be included within the final CTMP for the Proposed Development.

4.6 Worker Vehicle Measures and Controls

4.6.1 Worker movements will be managed through the implementation of the following measures:

- Implementation of a Worker Travel Plan;
- Worker arrival and departure times;
- Limited and allocated car parking;
- Car sharing;
- Minibus service.

Worker Travel Plan

4.6.2 A Worker Travel Plan will be developed, to manage the arrival and departure profile of workers and to encourage sustainable modes of transport, especially car-sharing. A package of measures would include:

- Provision of public transport information to access where workers will be resident or collected from by buses provided under the Worker Travel Plan, so there is no need for non-local workers to bring cars to the wider area;
- Minibus service for transport of non-local construction workers;
- Promotion of a car sharing scheme; and
- Car parking management.

4.6.3 The Worker Travel Plan will be developed to reduce the number of single occupancy car journeys to and from the Proposed Development during construction and will minimise traffic on the local road network.

4.6.4 The Worker Travel Plan will be administered by the CTMP Co-ordinator and would be a contractual requirement as part of the Principal Contractor's contract with the Applicant.

4.6.5 The Worker Travel Plan will include targets to reduce car use during construction and will apply to Site visitors, where it is practical to do so.

4.6.6 The Worker Travel Plan will be monitored by the Applicant's agents to ensure that it remains effective and that all contractors are abiding by it.

Worker Arrival and Departure Times

4.6.7 The proposed summer working hours will be between the hours of 07:00 and 19:00 on weekdays and between 07:00 and 13:00 on Saturdays and as such few or no worker vehicle movements are anticipated during the weekday network peak hours.

4.6.8 During the winter months, worker numbers may be reduced, with the workers possibly arriving at the Site later and departing the Site earlier and working shorter hours. These traffic movements would still occur outside the network peak hours, so these key periods would not be impacted. In addition, the percentage increase in traffic would likely be lower in this situation due to higher traffic baseline in later hours in the AM period and earlier hours in the PM period. The assessment of worker traffic during the summer months therefore represents a robust worst-case scenario.

4.6.9 Any other on-site works where construction workers are moving outside of the above working hours are anticipated to be limited.

Car Parking

4.6.10 During the construction phase, parking will be provided at the Site, as well as at temporary construction compounds for the Cable Corridor.

4.6.11 Limited, but sufficient on-site car and cycle parking to accommodate the expected parking demand of workers for the Proposed Development will be provided.

Car Sharing

4.6.12 To reduce the potential impact of vehicles associated with workers that are locally based during the construction phase, the contractor 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 workers car sharing onsite.

4.6.13 A car share scheme will be implemented to match potential sharers and to help workers identify any colleagues who could potentially be collected along their route to/from the Site. It should be noted that parking will be limited to encourage workers to travel together.

4.6.14 A minimum occupancy rate of 1.2 persons per vehicle for locally based workers (an assumption adopted within **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]** is expected; however, the aspiration is to achieve a higher average occupancy level to further reduce the impact of the Proposed Development on the local highway network and the SRN.

Minibus Service

4.6.15 As detailed within **ES Volume 3, Appendix 13.2: Transport Statement [EN0110020/APP/6.20]** it has been assumed that 20% of workers will travel to the Site via minibus, due to living in local villages and towns or staying in hotels within these areas. The locations and routes of the shuttle services are yet to be determined, though drivers would be directed to use the most direct route across the SRN to deliver workers to the Compounds from local areas. Further details will be confirmed as part of the CTMP.

4.6.16 The following assumptions have been adopted for the shuttle service which will be provided for non-local workers travelling to/from the Site, with further details to be confirmed as part of the CTMP:

- The shuttle services will travel between the Site and local worker accommodation to transfer all non-local workers to/from the Site each day;
- The shuttle services will depart from the Site to pick up construction workers from local worker accommodation and residential areas and return to the Site before the start of a shift;
- The shuttle services will depart from the Site to drop off construction workers back at their local worker accommodation within the hour after the completion of a shift (before returning back to the Site);
- The shuttle services will each be expected to have an average occupancy of 8 people when transferring construction workers;

4.6.17 The above is designed to minimise vehicle trips on the surrounding highway network as far as practicable.

Internal Movements

4.6.18 Minibuses will also be used to transport workers around the Site by making use of the internal routes wherever practicable to travel. This will minimise trips and will also avoid trips on the surrounding highway network.

4.7 Management Structure

4.7.1 The overall management and implementation of the CTMP will be the responsibility of the Applicant. A Traffic Safety Control Officer will be appointed by the Applicant to develop, implement and manage the CTMP. On behalf of the Applicant, the Traffic Safety Control Officer will:

- Implement and monitor the CTMP to identify successful measures and areas for improvement;
- Promote the CTMP to all workers and contractors travelling to and from the Site to ensure compliance with its contents;
- Liaise as appropriate with local transport and traffic groups, local planning authorities, local highway authorities and National Highways; Monitor data relating to HGV routes, timing of HGV arrivals and departures and compliance with the HGV routing;
- Manage the Car Share Scheme;
- Manage the minibus service between local worker accommodation and the Site; and
- Discuss any issues with relevant parties and identify any amendments to the CTMP (including measures) to ensure compliance is maintained.

4.8 Monitoring and Review

HGVs

4.8.1 The CTMP will be monitored and revised to ensure that contractors are complying with the document. This process will be led by the Traffic Safety Control Officer.

4.8.2 The Traffic Safety Control Officer will monitor data relating to HGV routes, the timing of HGV arrivals and departures and compliance with the HGV routing plans set out. 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 developed by the Applicant as part of the CTMP and shared with the contractor.

4.8.3 All fuel will be transported by suitably qualified contractors, and all regulations for the transportation and storage of hazardous substances will be observed.

Worker Vehicles

4.8.4 Construction worker vehicles will be monitored when entering and exiting the Site accesses to determine routes workers may be taking to travel to the Site. This monitoring will determine whether any additional measures should be explored to minimise workers trips on the local highway network.

4.8.5 Construction workers will be directed to available parking bays upon arrival to assist them in parking in a timely manner. Given the working patterns identified, it is expected that the car parks at the compounds will be managed between 06:30-07:00 and between 19:00-19:30 in the summer when the majority of workers are expected to arrive/depart. During the winter months, worker parking will be managed accordingly based on varied arrival and departure times.

Additional Monitoring

4.8.6 The following monitoring will also be carried out during the construction phase, and secured as part of the CTMP:

- Construction vehicles will be monitored to ensure drivers are adhering to the agreed routing strategy; and
- Vehicle safety will be monitored within the Site, including at the PRoW crossing points, temporary PRoW diversion points, and Grid Connection Corridor intersection points.
- Road condition surveys to monitor adverse effects on the local road network

5 COMPLIANCE AND ENFORCEMENT

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

5.2 Good Practice

5.2.1 The Applicant will use internal management procedures to maximise compliance and its enforcement with the requirements of the CTMP, 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.
- Reporting: incidents 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.

5.3 Contractual Conditions

5.3.1 Each contractor will be provided with a contract setting out their contractual requirements in terms of compliance with this oCTMP upon appointment. A copy of the oCTMP will be provided along with details of the agreed routing strategy for HGVs to ensure that this route is followed.

5.4 Information Packs and Communications

5.4.1 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 Traffic Safety Control Officer;
- Delivery routing restrictions;
- Worker routing;
- Emergency procedures;
- Non-compliance guidance; and
- Complaint procedures.

5.5 Enforcement

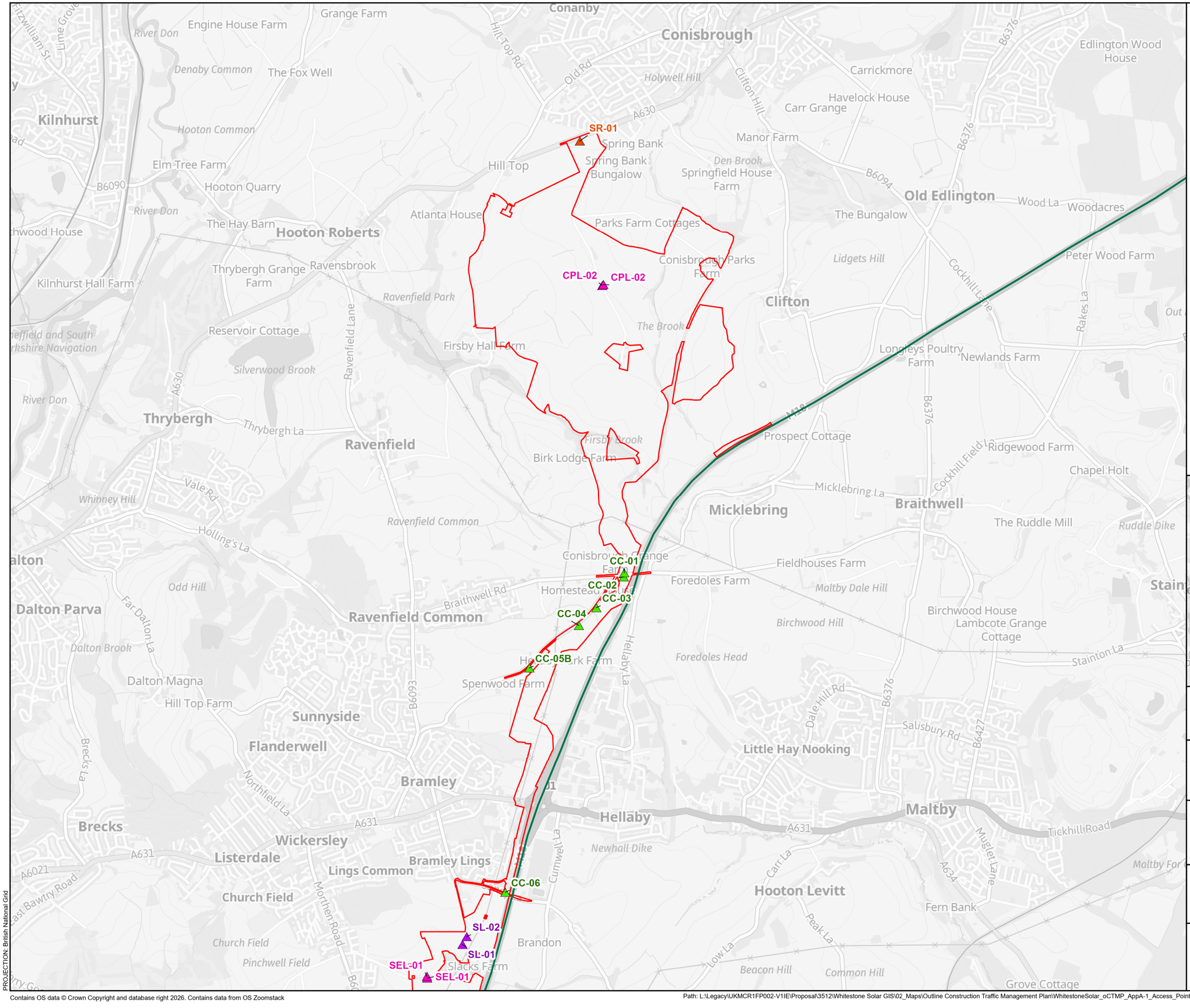
5.5.1 The Applicant and contractor will be committed to ensuring compliance with the CTMP. The following steps would be taken:

5.5.2 The Traffic Safety Control Officer will notify the Applicant where compliance with the CTMP is being breached.

- The Applicant will issue a warning letter to the relevant contractor outlining what action would be taken in the event of any further noncompliance (in general terms).
- The Applicant will report the details of the response to the Traffic Safety Control Officer 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.

5.5.3 Further detail on the measures which could be applied will be included within the CTMP. Engagement with the local highway authorities regarding enforcement of the CTMP would also be required at this stage.

A.1 Access Point Locations



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Whitestone Solar Farm
Outline Construction Traffic Management Plan
Appendix A.1
Access Point Locations
Sheet 1 of 3

Reference: EN0110020/APP/6.19
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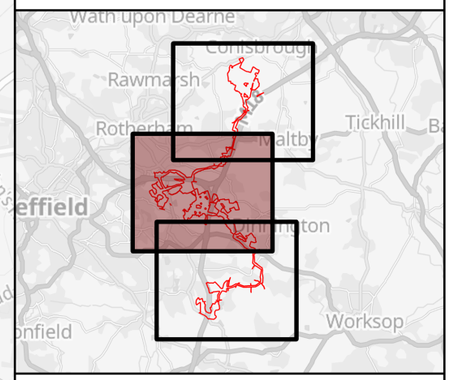
Order Limits
Solar PV Site Access Point
Grid Connection Corridor Only Access Point
Solar PV Site & Grid Connection Corridor Access Point
Crossing Point
M1 Motorway
M18 Motorway



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Whitestone Solar Farm
Outline Construction Traffic Management Plan
Appendix A.1
Access Point Locations
Sheet 2 of 3

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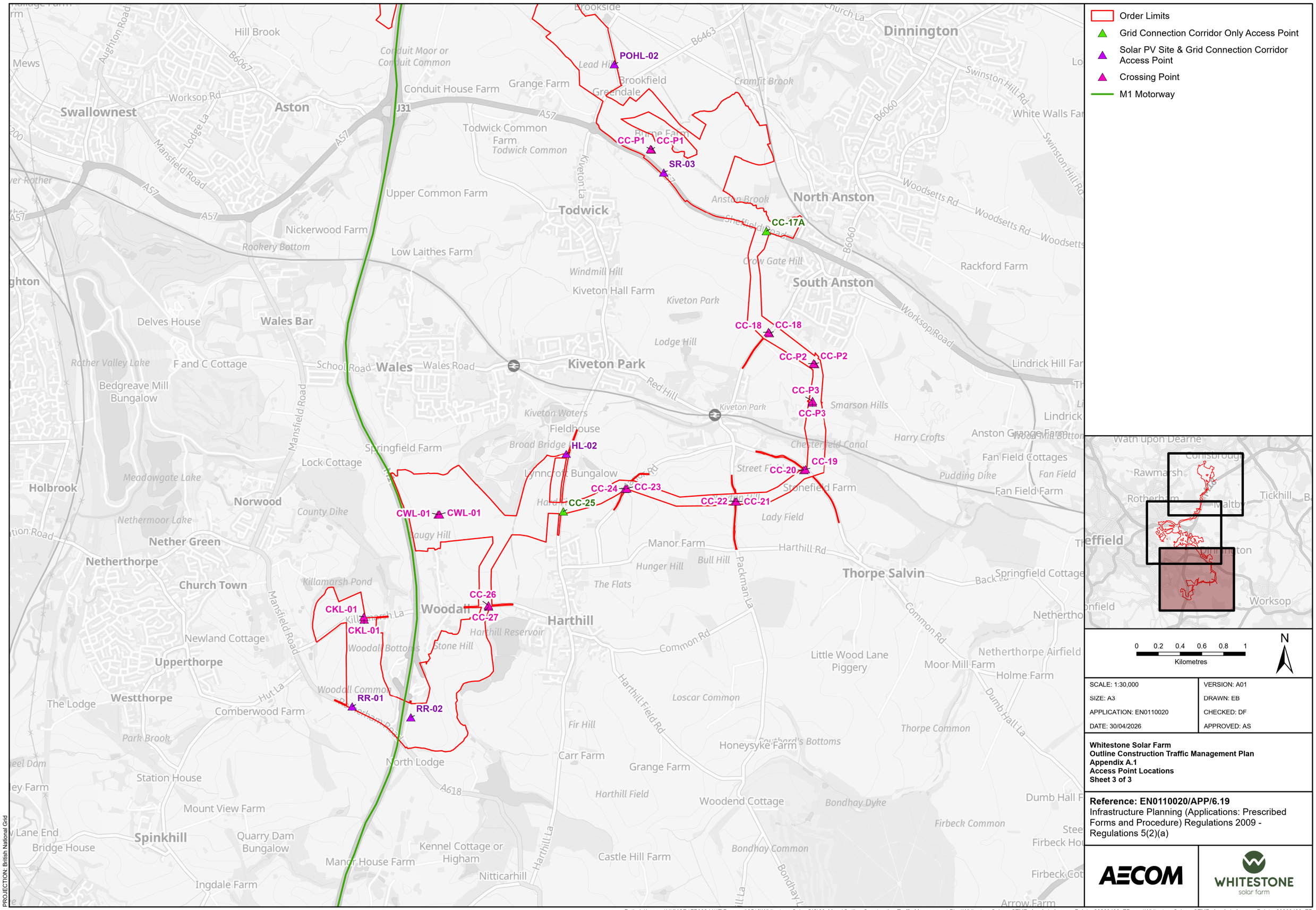

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Outline Construction Traffic Management Plan
Appendix A.1
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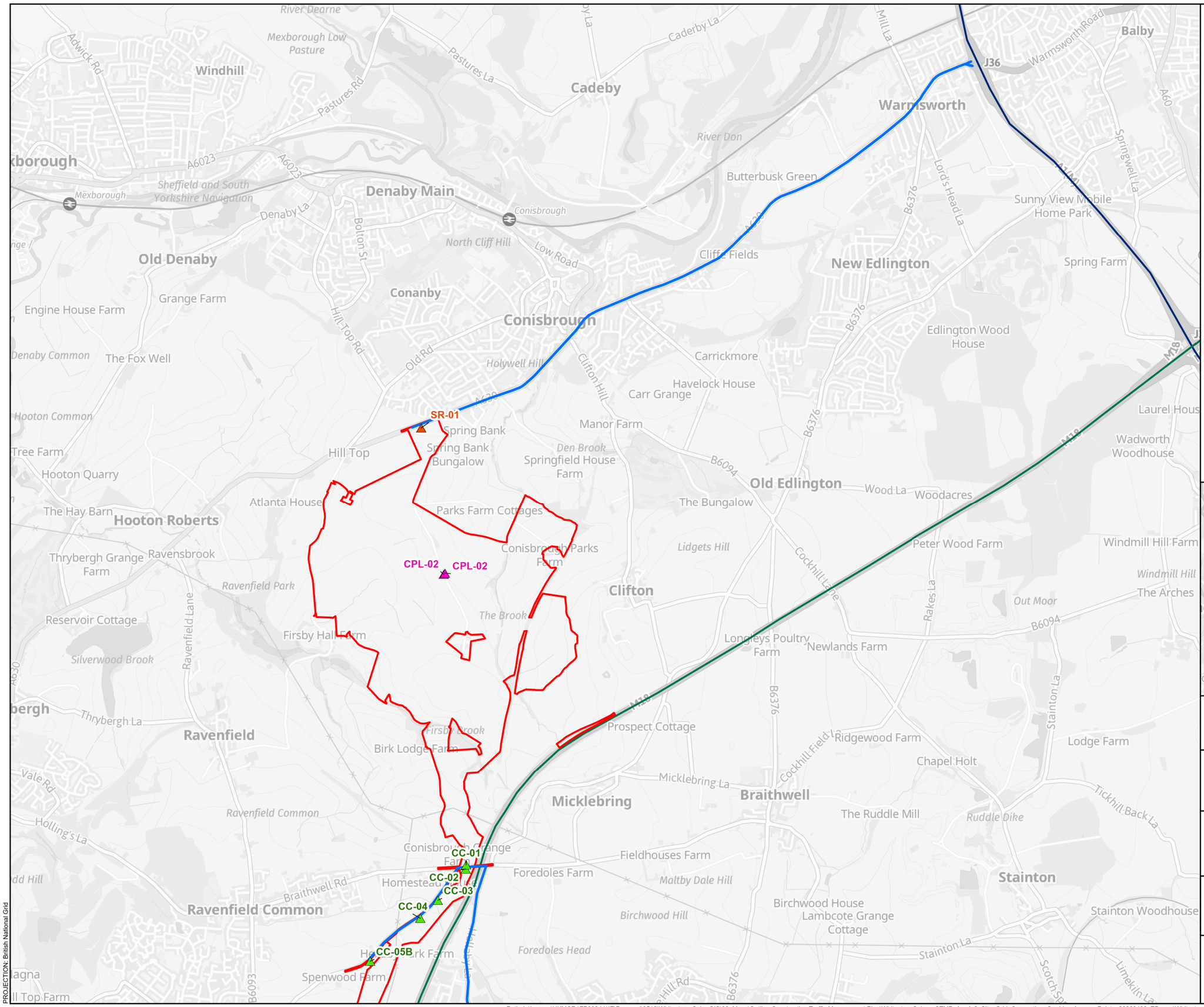
A.2 Site and Grid Connection Corridor Access Points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CPL-02
CPL-02
CC-01
CC-02
CC-03
CC-04
CC-05B
Order Limits
Solar PV Site Access Point
Grid Connection Corridor Only Access Point
Crossing Point
Solar PV Site & Grid Connection Corridor Access Routes
A1(M) Motorway
M18 Motorway
Windhill
Cadeby
Warmsworth
Balby
Denaby Main
Old Denaby
Conanby
Conisbrough
New Edlington
Butterbusk Green
Sunny View Mobile Home Park
Spring Farm
Edlington Wood House
Carrickmore
Havelock House
Carr Grange
Manor Farm
Laurel Hous
Wadworth Woodhouse
Old Edlington
Wood La
Woodacres
The Bungalow
Peter Wood Farm
Windmill Hill Farm
The Arches
Hooton Roberts
Parks Farm Cottages
Conisbrough Parks Farm
Lidgets Hill
Clifton
Longleys Poultry Farm
Newlands Farm
Prospect Cottage
Ravenfield
Ridgewood Farm
Lodge Farm
Chapel Holt
Micklebring
Braithwell
The Ruddle Mill
Fieldhouses Farm
Foredoles Farm
Maltby Dale Hill
Stainton
Birchwood House
Lambcote Grange Cottage
Stainton Woodhouse
Ravenfield Common
Foredoles Head
Spenwood Farm
Hooton Quarry
Thrybergh Grange Farm
Reservoir Cottage
Firsby Hall Farm
Birk Lodge Farm
Engine House Farm
Grange Farm
The Fox Well
Hill Top
Spring Bank
Spring Bank Bungalow
Atlanta House
The Hay Barn
Tree Farm
Ravensbrook
Ravenfield Park
Silverwood Brook
Firsby Brook
The Brook
Den Brook
Springfield House Farm
Mexborough
Conisbrough
Sheffield and South Yorkshire Navigation
River Dearne
Mexborough Low Pasture
River Don
North Cliff Hill
Holywell Hill
Old Rd
Low Road
Denaby La
Bolton St
Pastures Rd
Pastures La
Caderby La
Adwick Rd
Hill Top Rd
Thrybergh La
Vale Rd
Holling's La
Braithwell Rd
Cockhill Lane
Cockhill Field La
Micklebring La
Rakes La
Stainton La
Tickhill Back La
Ruddle Dike
Lord's Head La
Springwell La
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Ravenfield Lane
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Whitestone Solar Farm
Outline Construction Traffic Management Plan
Appendix A.2
Site and Grid Connection Corridor Access Points
Sheet 1 of 3
Reference: EN0110020/APP/6.19
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulations 5(2)(a)
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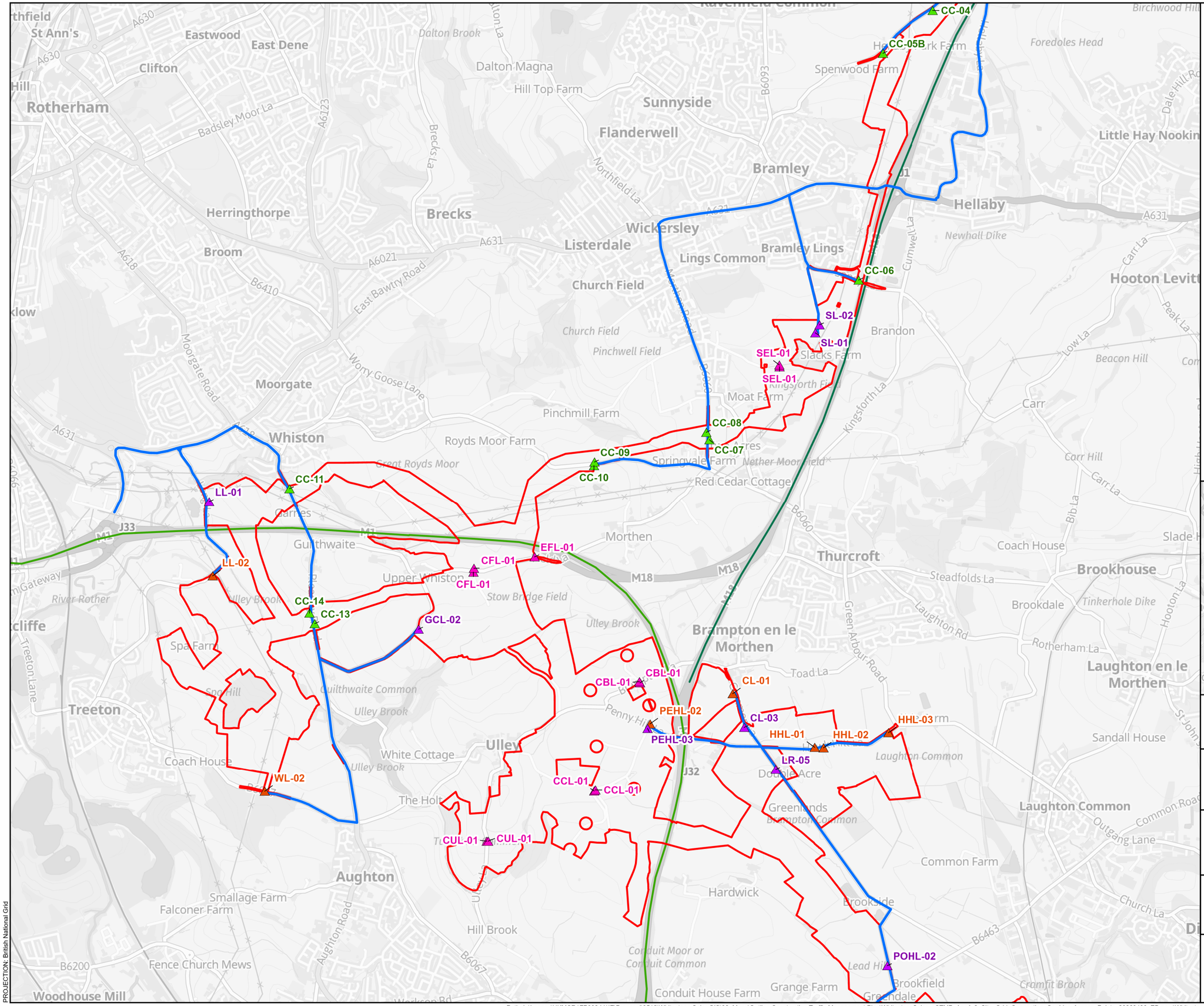

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Solar PV Site & Grid Connection Corridor Access Point
Crossing Point
Solar PV Site & Grid Connection Corridor Access Routes
M1 Motorway
M18 Motorway

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Whitestone Solar Farm
Outline Construction Traffic Management Plan
Appendix A.2
Site and Grid Connection Corridor Access Points
Sheet 2 of 3

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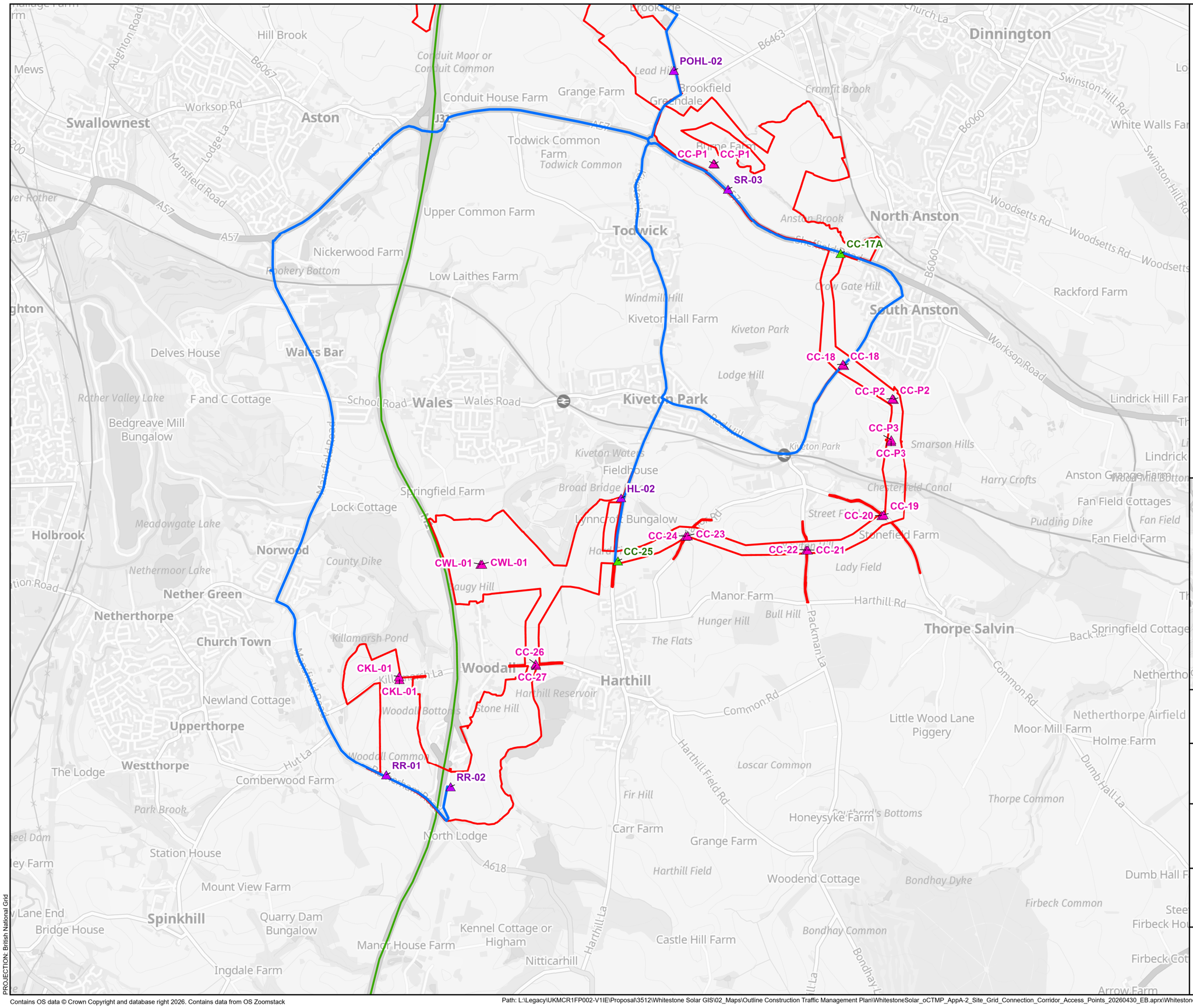

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APPLICATION: EN0110020	CHECKED: DF
DATE: 30/04/2026	APPROVED: AS

Whitestone Solar Farm
Outline Construction Traffic Management Plan
Appendix A.2
Site and Grid Connection Corridor Access Points
Sheet 3 of 3

Reference: EN0110020/APP/6.19
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 - Regulations 5(2)(a)

AECOM

WHITESTONE solar farm

PROJECTION: British National Grid

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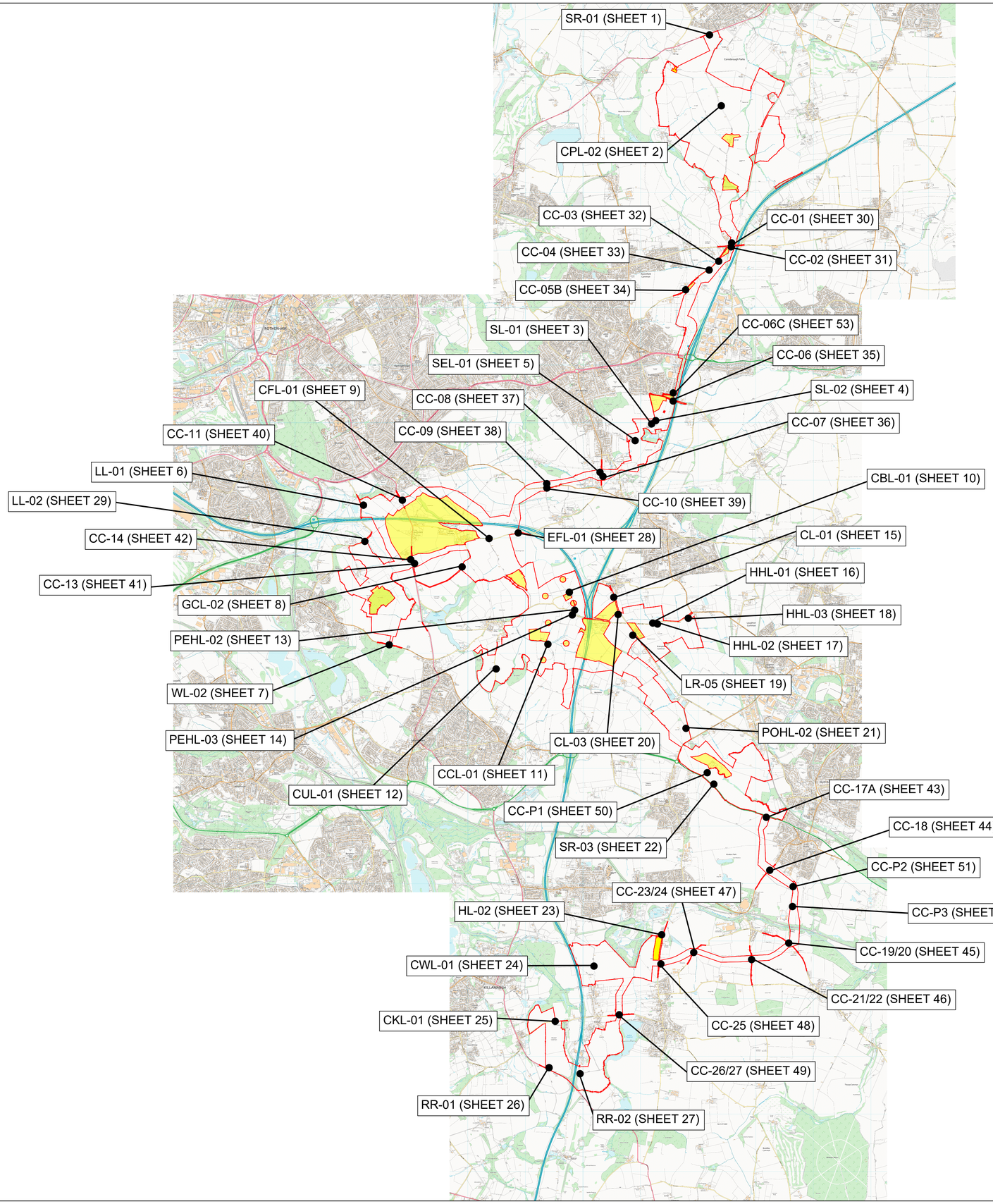
Path: L:\Legacy\UKMCR1FP002-V1IE\Proposal\3512\Whitestone Solar GIS\02_Maps\Outline Construction Traffic Management Plan\WhitestoneSolar_oCTMP_AppA-2_Site_Grid_Connection_Corridor_Access_Points_20260430_EB.aprx\WhitestoneSolar_oCTMP_AppA-2_Site_Grid_Connection_Corridor_Access_Points_20260430_EB

A.3 Proposed Access Layouts, Visibility Splays and Swept Paths



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 conjuction 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

Scale
0 375 750 1500 3000m

Original Size (A1) 1:37500 @ A1 1:75000 @ A3

ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Access Location Plan
Appendix 3 - Key Plan - Sheet 0 of 53
Whitestone Solar Farm
Regulation 5 (2)(o)

DRAWING DATE: 03/06/2026

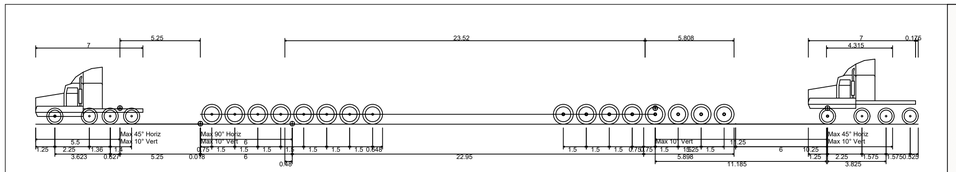
SCALE: 1:37,500
SIZE: A1

SHEET: Sheet 0 of 53
REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

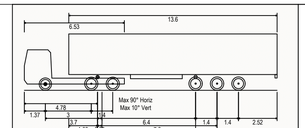
APPLICATION NUMBER: EN0110020

WHITESTONE solar farm



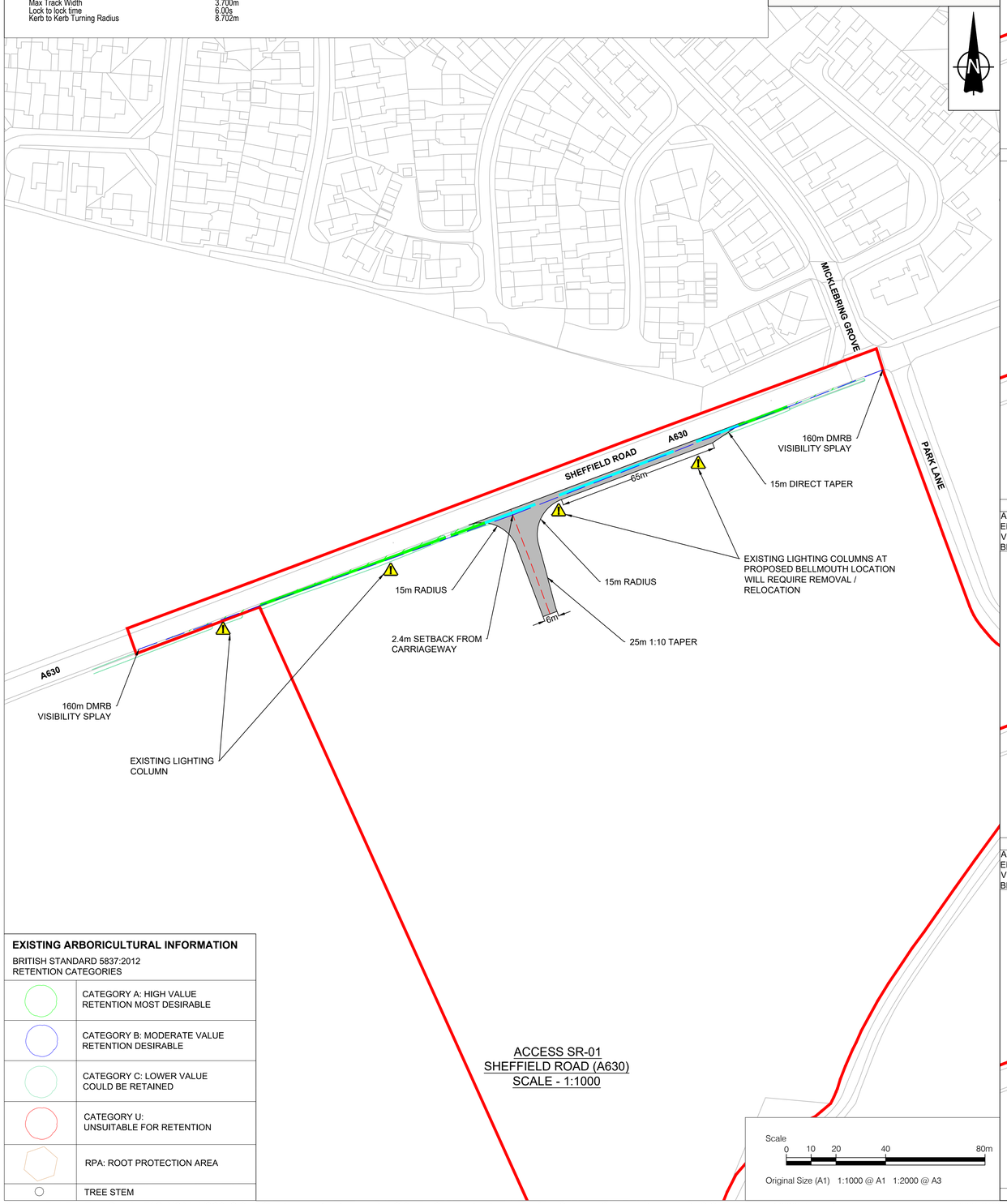
16 axle trailer for 178te transformer indicative

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

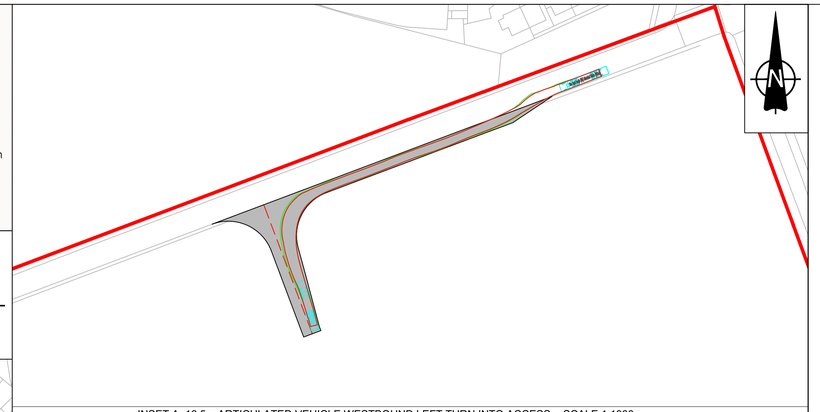


ACCESS SR-01
SHEFFIELD ROAD (A630)
SCALE - 1:1000

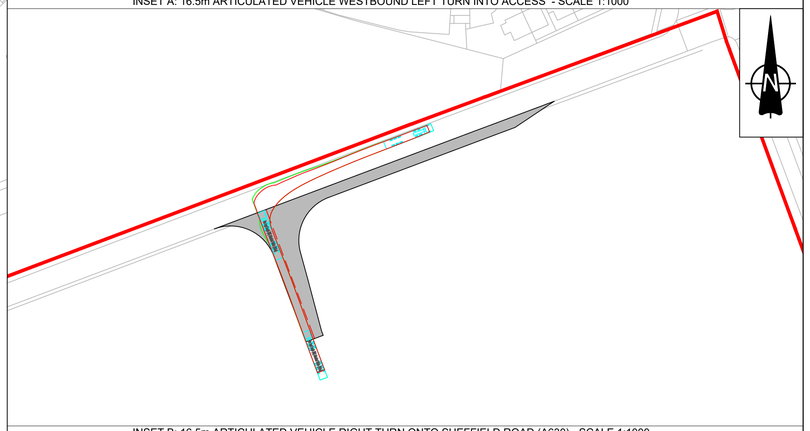
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

EXISTING ARBORICULTURAL INFORMATION BRITISH STANDARD 5837:2012 RETENTION CATEGORIES	
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

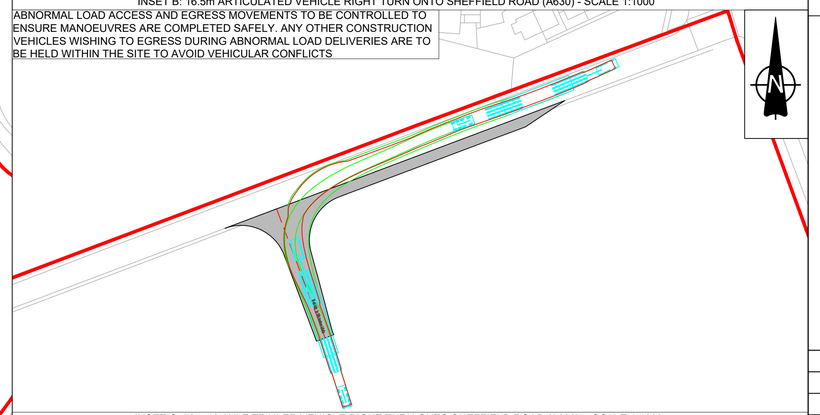


INSET A: 16.5m ARTICULATED VEHICLE WESTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



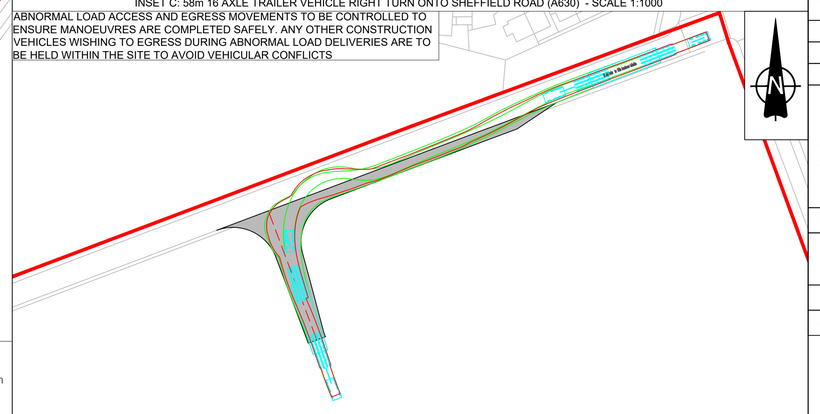
INSET B: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO SHEFFIELD ROAD (A630) - SCALE 1:1000

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: 58m 16 AXLE TRAILER VEHICLE RIGHT TURN ONTO SHEFFIELD ROAD (A630) - 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: 58m 16 AXLE TRAILER VEHICLE WESTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

NOTES

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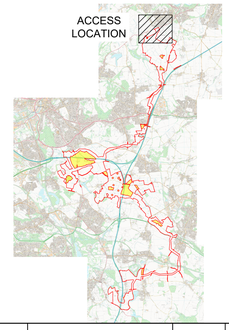
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access SR-01
Appendix 3 - Sheet 1 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 1 of 53

SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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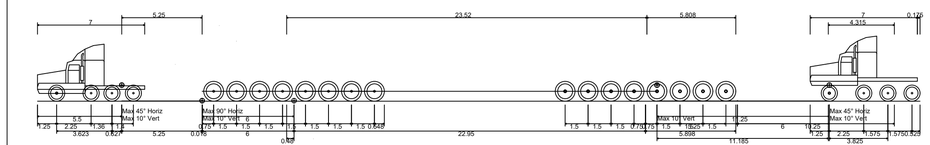

16 axle trailer for 178te transformer indicative

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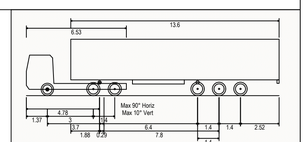
Overall Body Height	4.250m
Min Body Ground Clearance	0.018m
Max Track Width	3.700m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m



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Overall Body Height	3.681m
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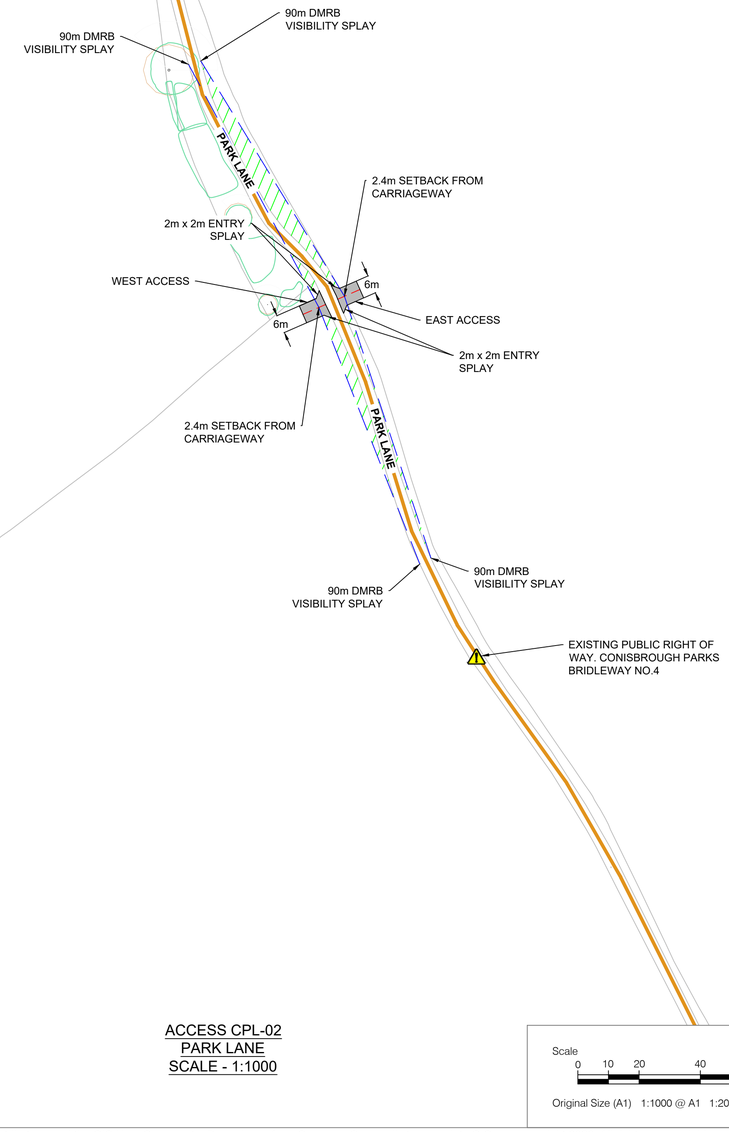


ACCESS CPL-02
PARK LANE
SCALE - 1:1000

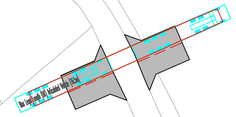
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

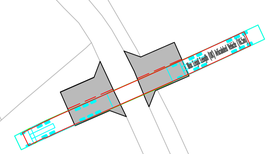
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH-EAST ACROSS PARK LANE - SCALE 1:500

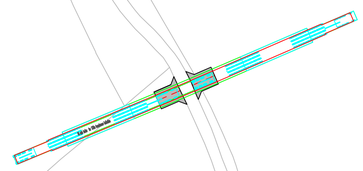


Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

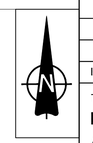
INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH-WEST ACROSS PARK LANE - SCALE 1:500

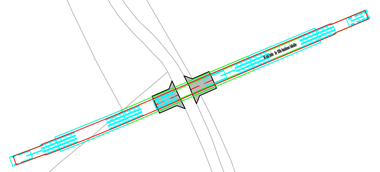
ABNORMAL LOAD CROSSING MOVEMENTS TO BE CONTROLLED TO ENSURE MOVEMENTS ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET C: 58m 16 AXLE TRAILER VEHICLE HEADING NORTH-EAST ACROSS PARK LANE - SCALE 1:1000

ABNORMAL LOAD CROSSING MOVEMENTS TO BE CONTROLLED TO ENSURE MOVEMENTS 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: 58m 16 AXLE TRAILER VEHICLE HEADING SOUTH-WEST ACROSS PARK LANE - SCALE 1:1000

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LEGEND

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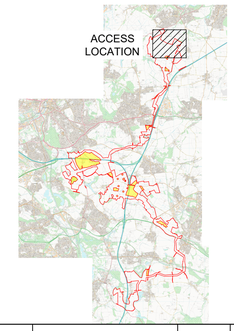
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO SUBMISSION	GH	MEK	JH

TITLE:

PV Area Access CPL-02
Appendix 3 - Sheet 2 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 2 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

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	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

Overall Length	16.500m
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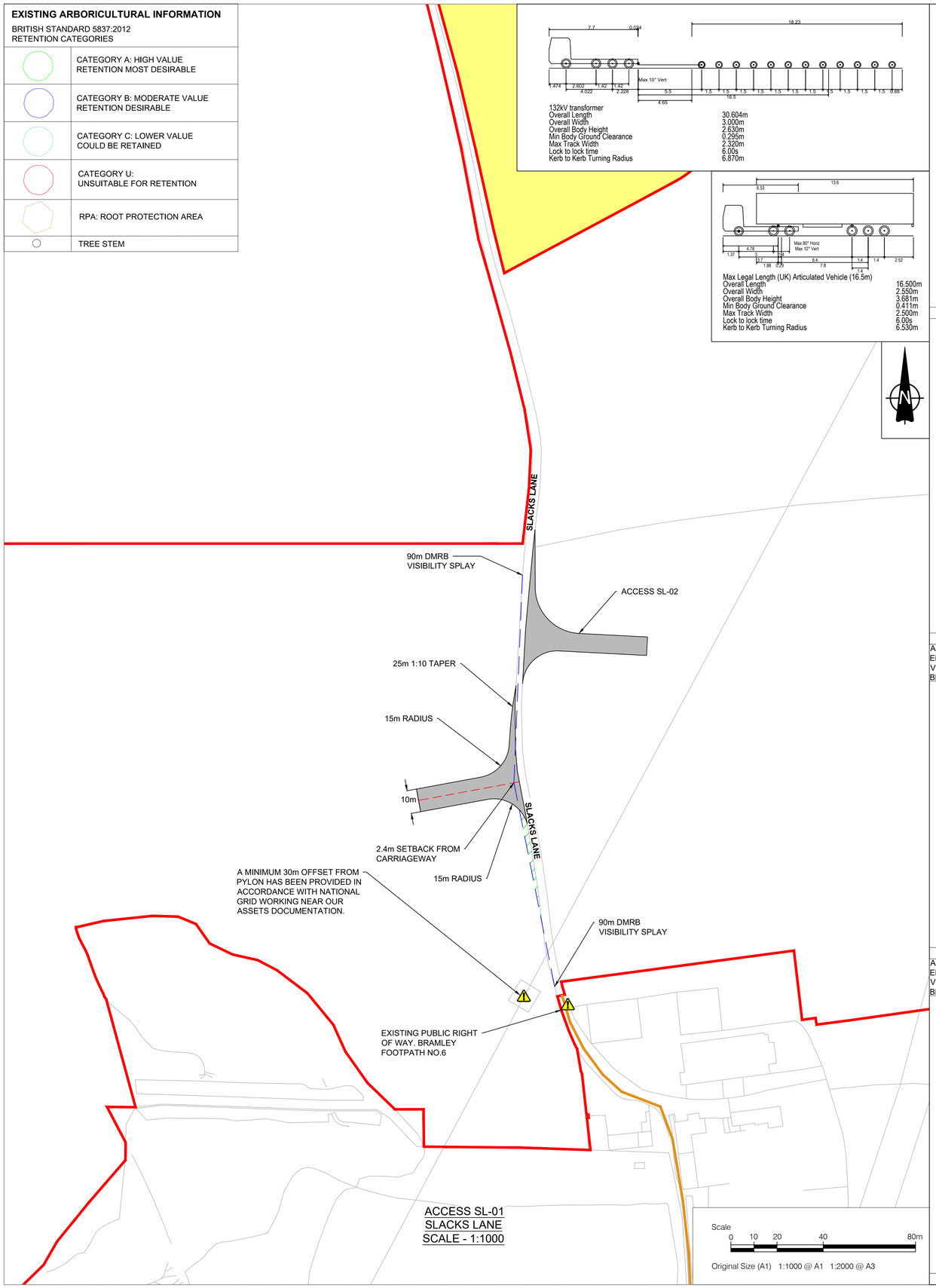
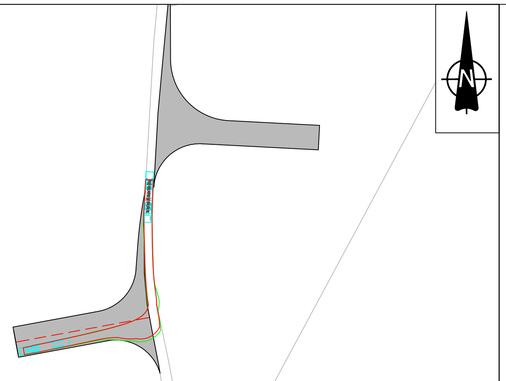
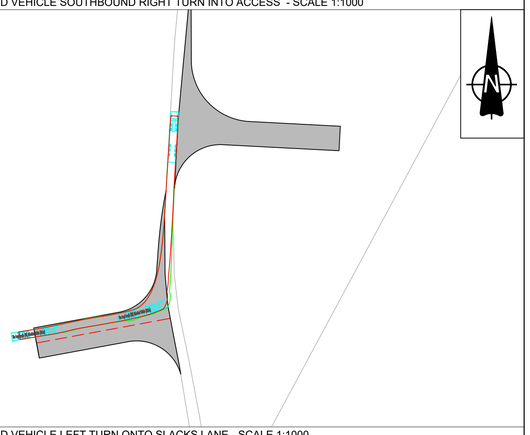


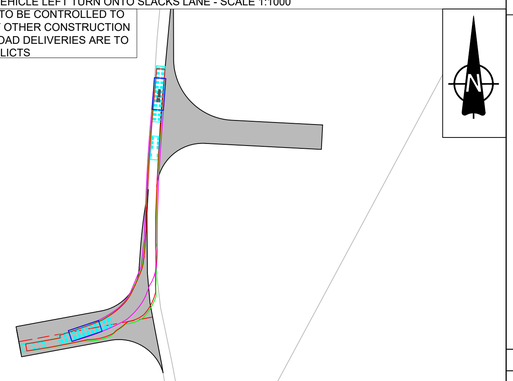


INSET A: 16.5m ARTICULATED VEHICLE SOUTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000



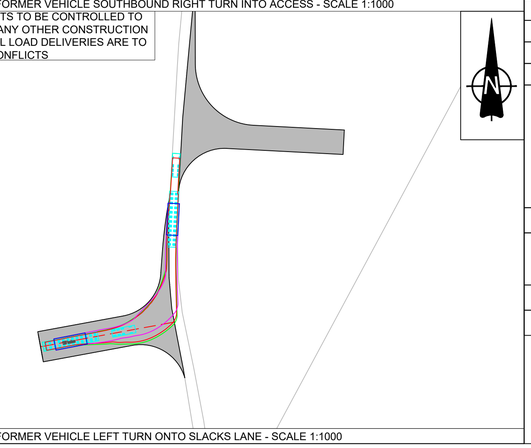
INSET B: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO SLACKS LANE - SCALE 1:1000

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: 31m 132kV TRANSFORMER VEHICLE SOUTHBOUND 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 D: 31m 132kV TRANSFORMER VEHICLE LEFT TURN ONTO SLACKS LANE - SCALE 1:1000

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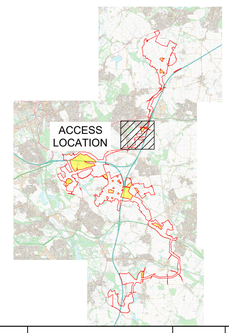
SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access SL-01
Appendix 3 - Sheet 3 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 3 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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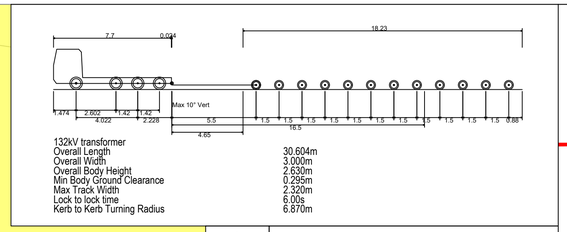

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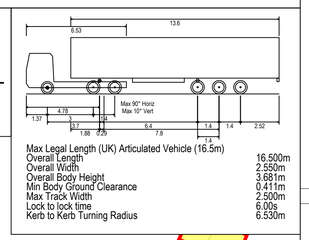
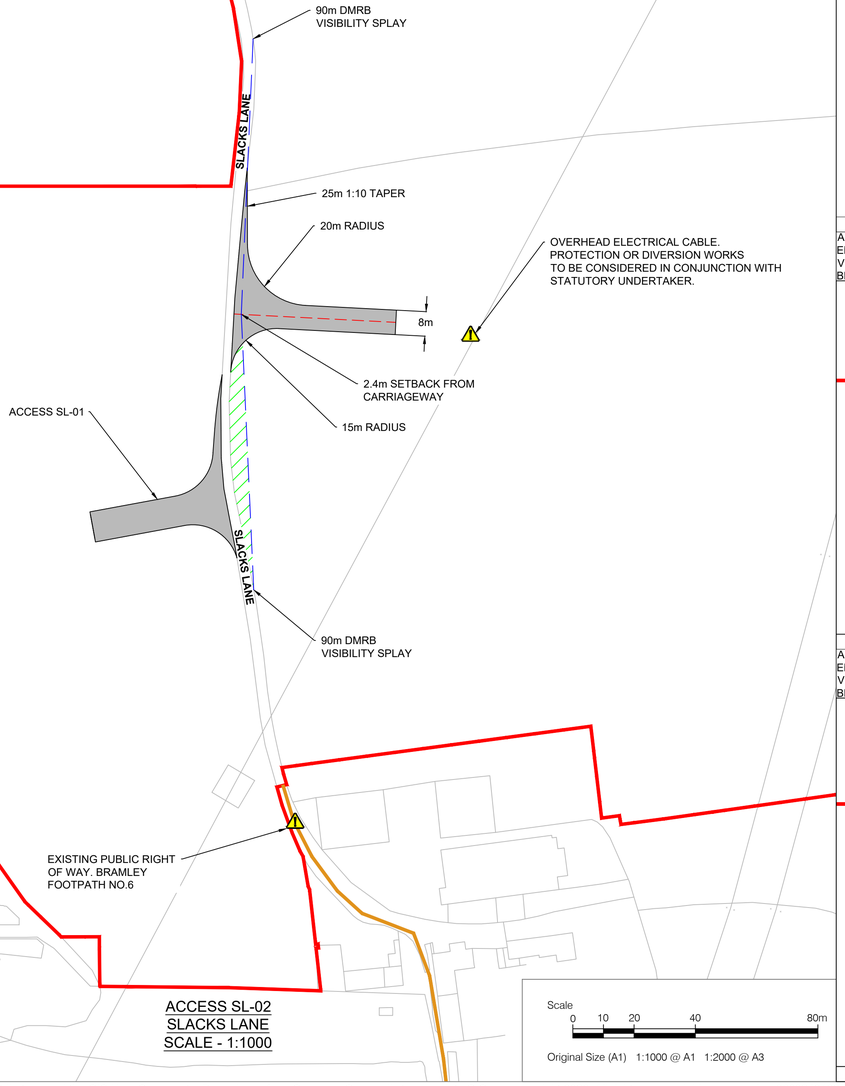
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

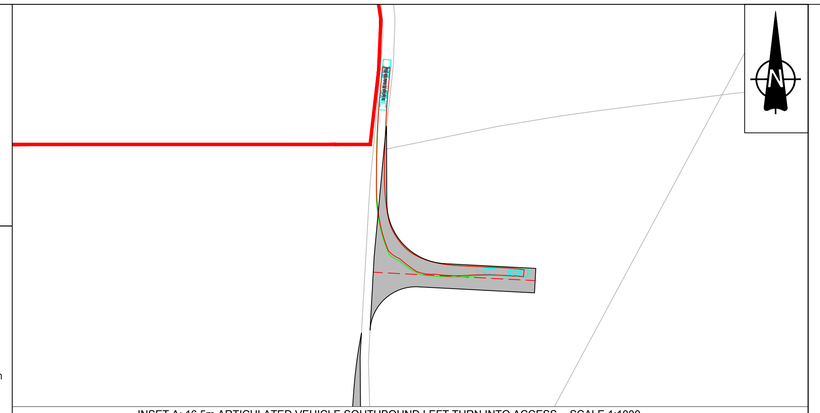
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



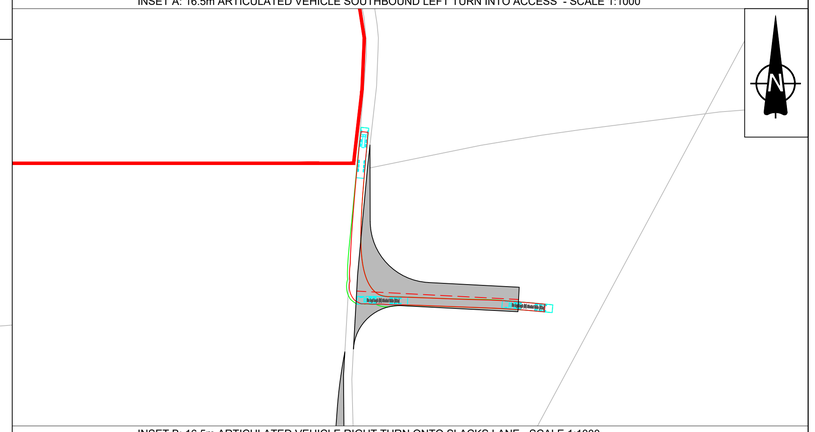
ACCESS SL-02
SLACKS LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

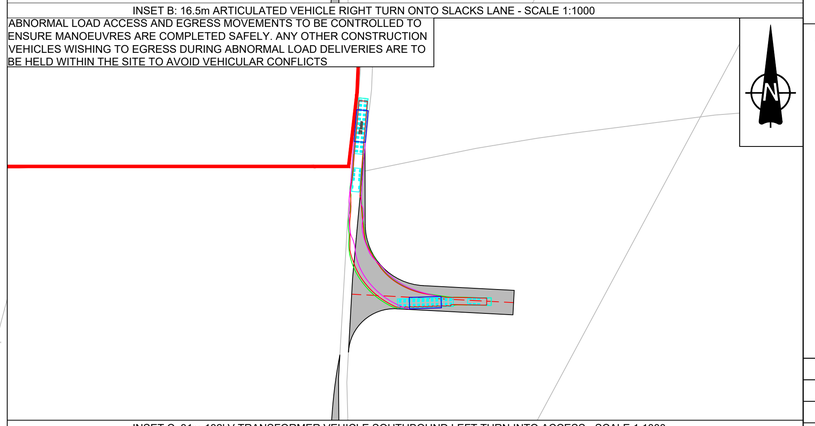


INSET A: 16.5m ARTICULATED VEHICLE SOUTHBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



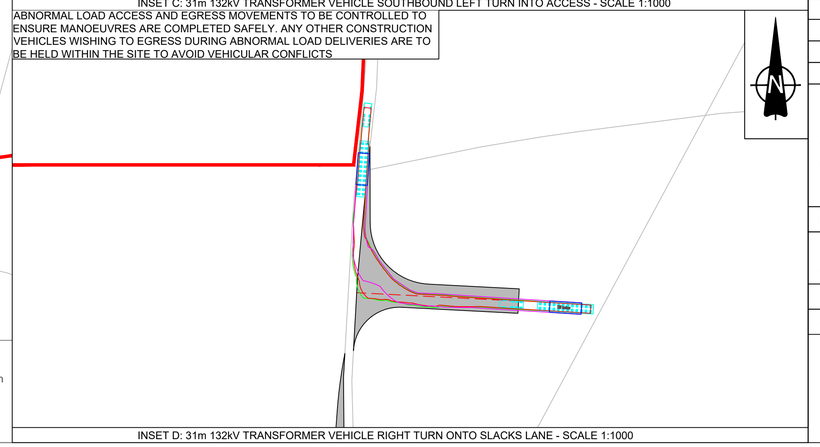
INSET B: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO SLACKS LANE - SCALE 1:1000

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: 31m 132kV TRANSFORMER VEHICLE SOUTHBOUND 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: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO SLACKS LANE - SCALE 1:1000

NOTES

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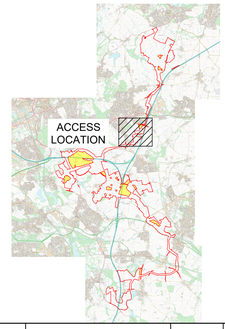
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access SL-02
Appendix 3 - Sheet 4 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 4 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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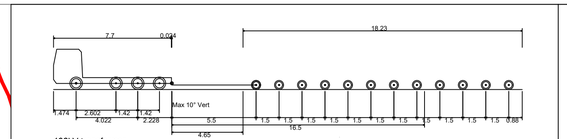
EXISTING ARBORICULTURAL INFORMATION

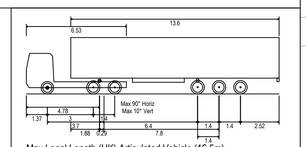
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



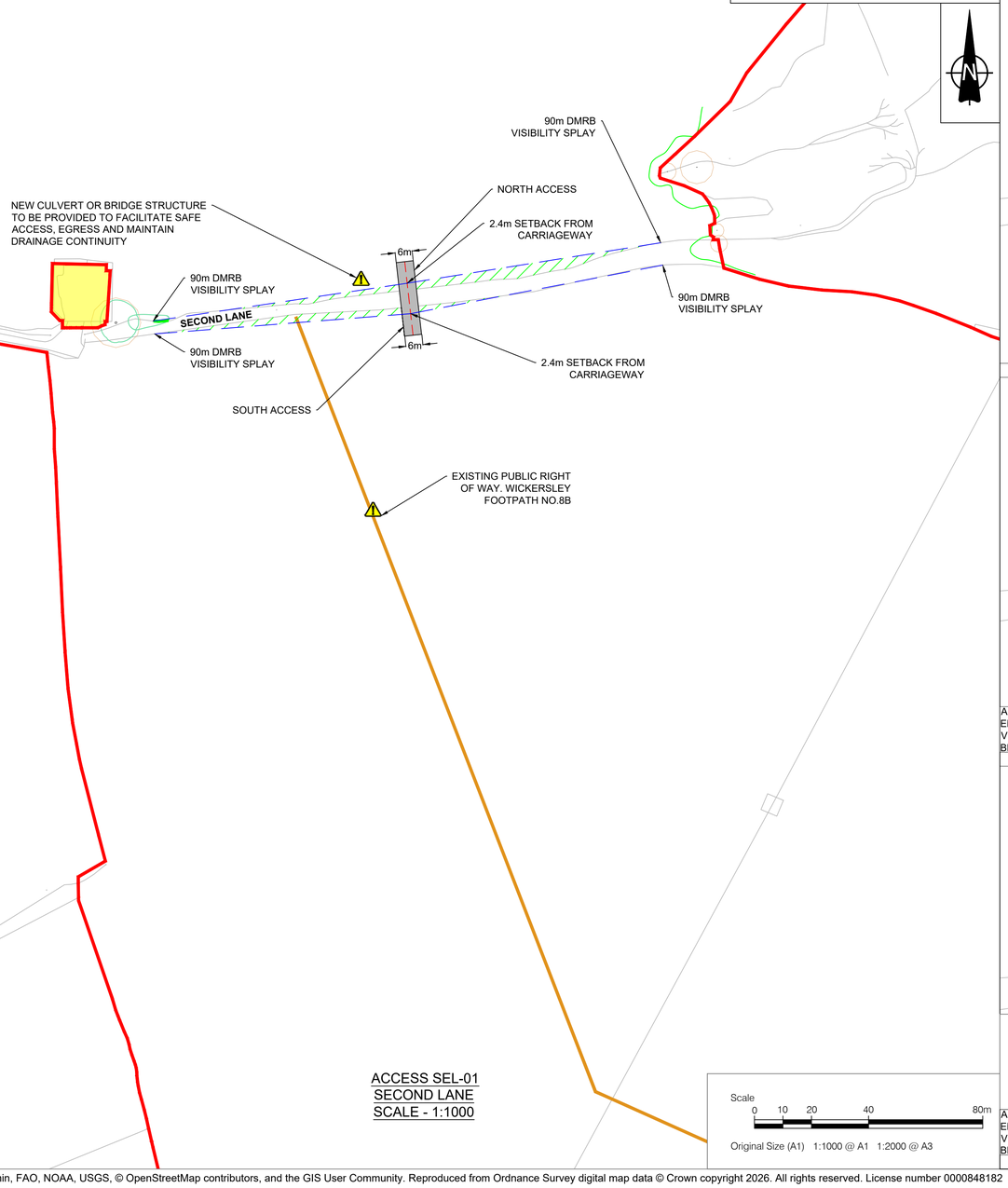
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



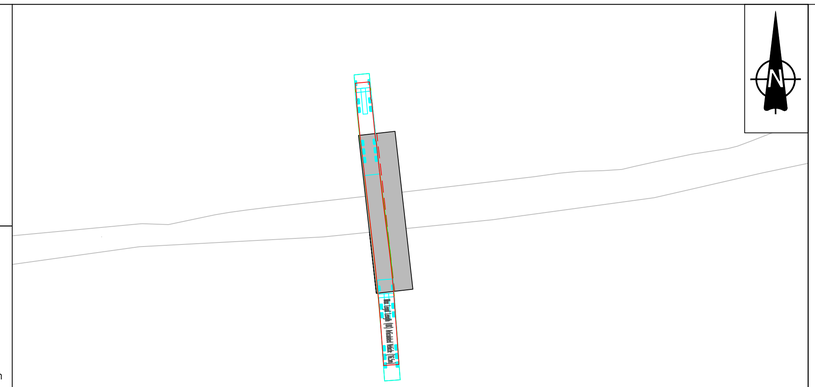
Max Legal Length (UK) Articulated Vehicle (16.5m)

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

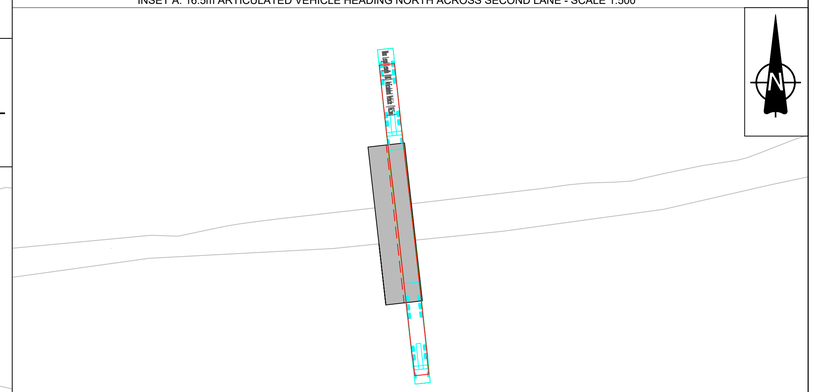


ACCESS SEL-01
SECOND LANE
SCALE - 1:1000

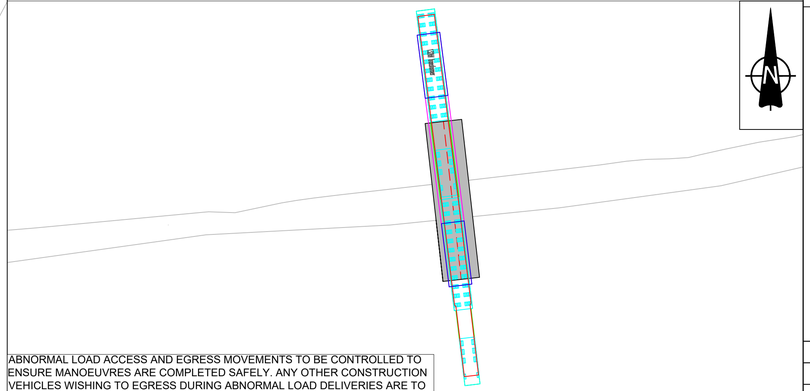
Scale
0 10 20 40 80m
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS SECOND LANE - SCALE 1:500

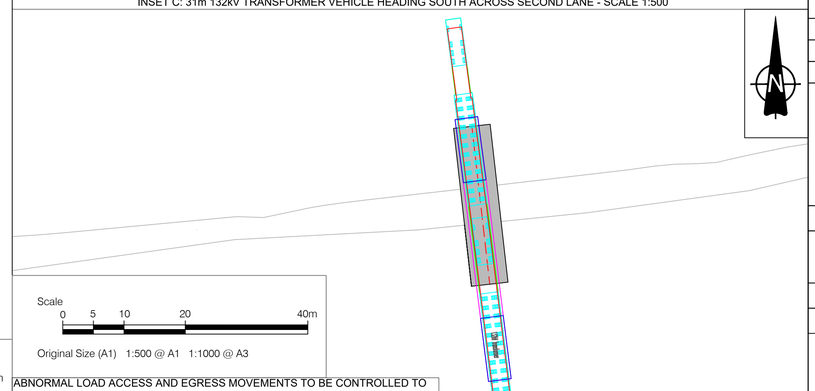


INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS SECOND LANE - SCALE 1:500



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 C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ACROSS SECOND LANE - SCALE 1:500



Scale
0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

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: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH ACROSS SECOND LANE - SCALE 1:500

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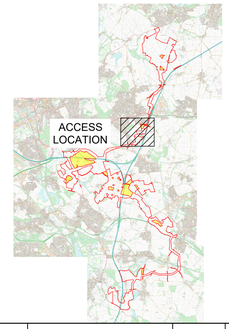
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access SEL-01
Sheet 5 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 5 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

Overall Length	16.500m
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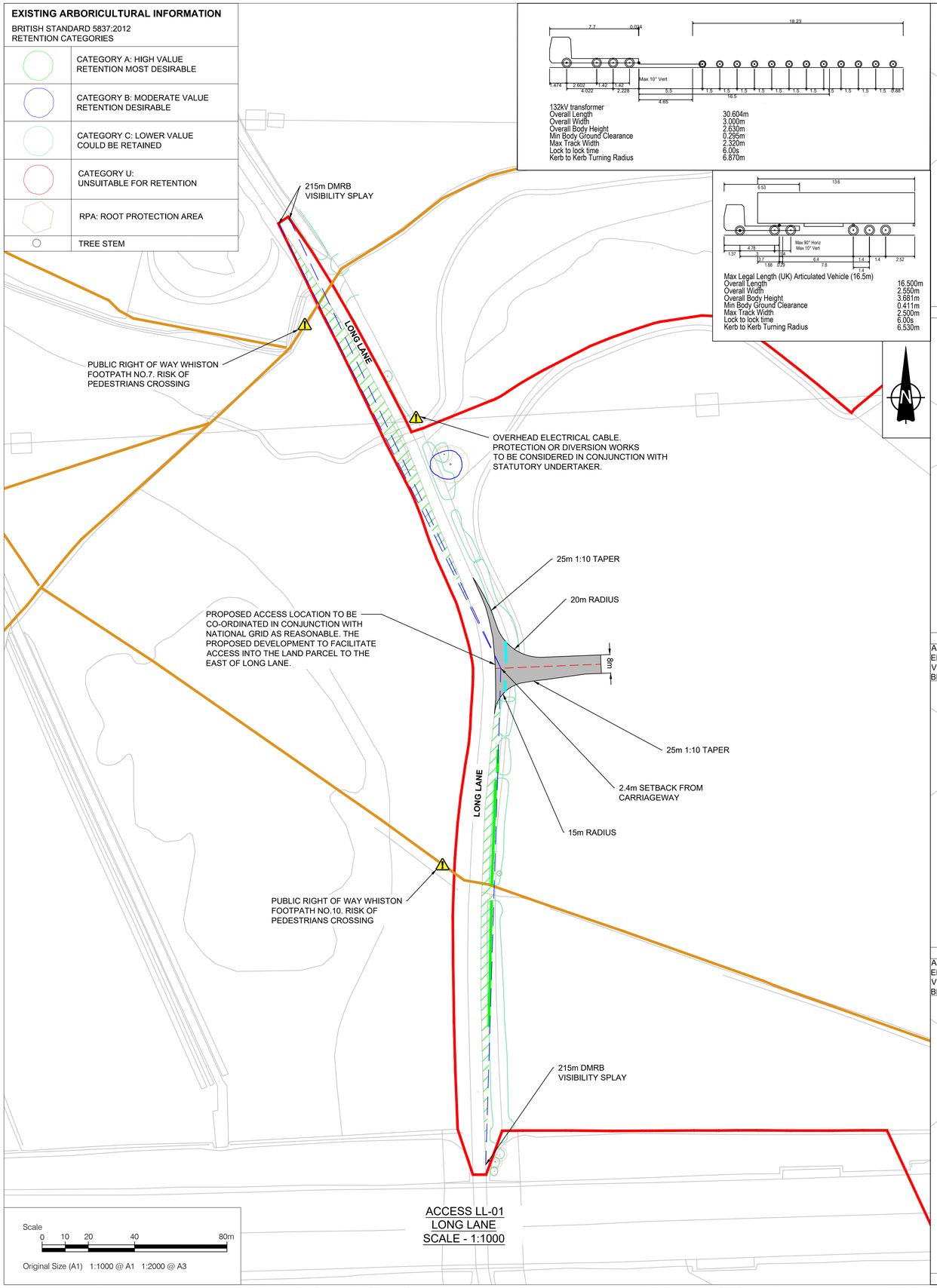
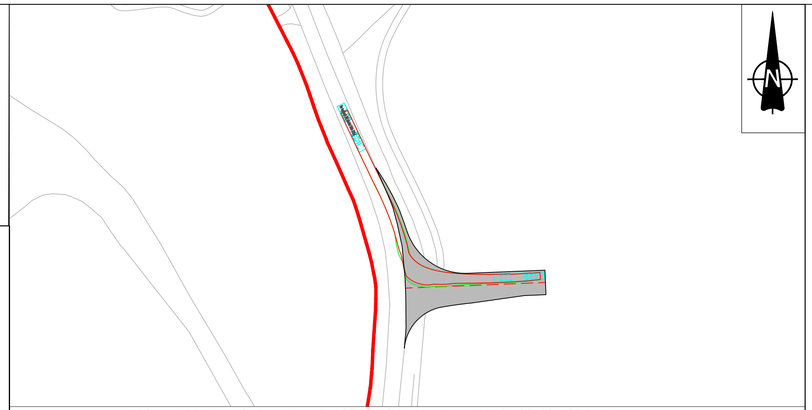
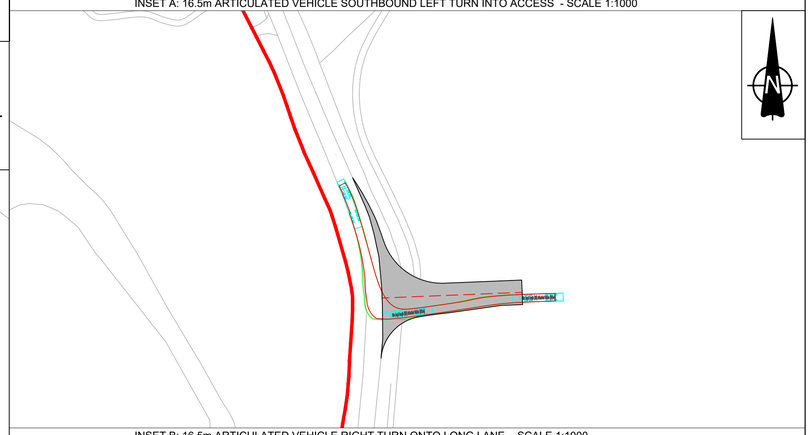


ACCESS LL-01
LONG LANE
SCALE - 1:1000



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



INSET B: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO LONG LANE - SCALE 1:1000

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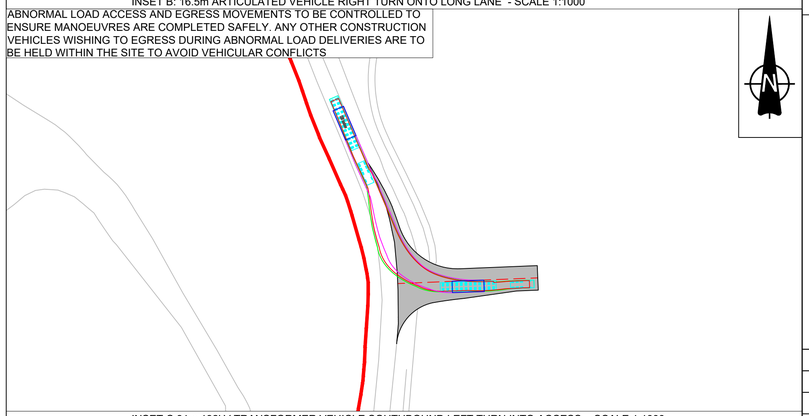

INSET C:31m 132kV TRANSFORMER VEHICLE SOUTHBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

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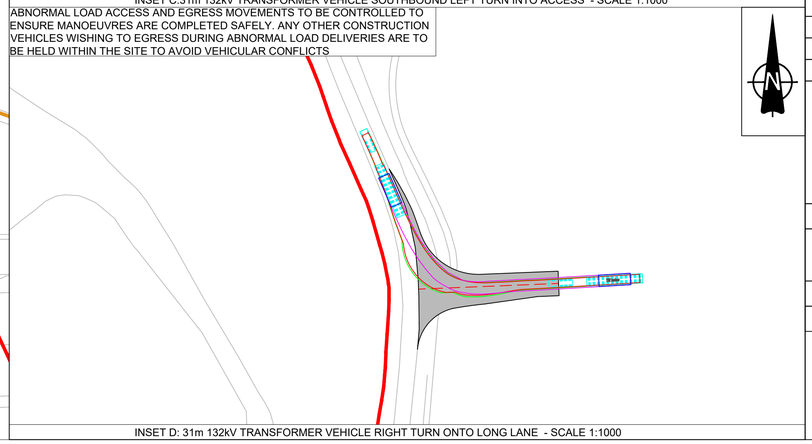

INSET D: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO LONG LANE - SCALE 1:1000

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- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
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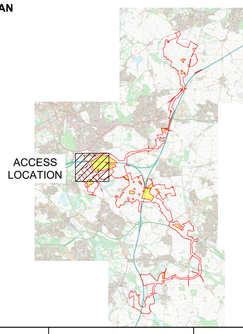
SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access LL-01
Appendix 3 - Sheet 6 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 6 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

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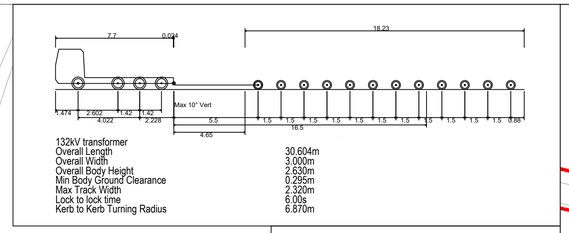
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



132kV transformer

Overall Length	30.604m
Overall Width	3.000m
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Min Body Ground Clearance	0.295m
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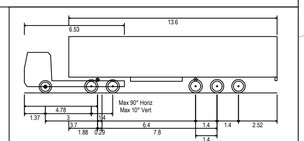
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

215m DMRB
VISIBILITY SPLAY

OVERHEAD ELECTRICAL CABLE.
PROTECTION OR DIVERSION WORKS
TO BE CONSIDERED IN CONJUNCTION WITH
STATUTORY UNDERTAKER.

15m RADIUS

2.4m SETBACK FROM
CARRIAGEWAY

25m 1:10 TAPER

WOOD LANE

6m

TREETON FOOTPATHS 9,
10 AND 11 IN CLOSE
PROXIMITY TO ACCESS

15m RADIUS

25m 1:10 TAPER

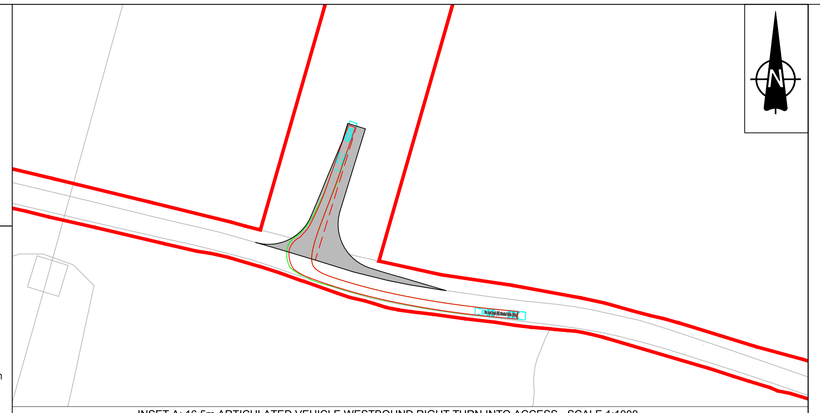
OVERHEAD ELECTRICAL CABLE.
PROTECTION OR DIVERSION WORKS
TO BE CONSIDERED IN CONJUNCTION WITH
STATUTORY UNDERTAKER.

215m DMRB
VISIBILITY SPLAY

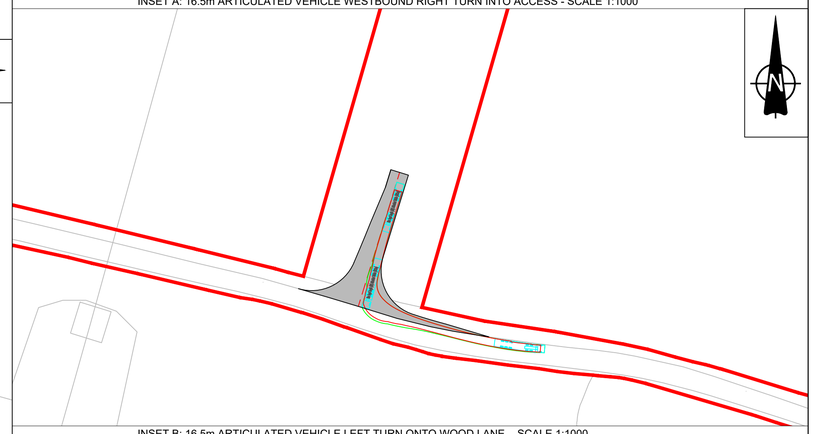
ACCESS WL-02
WOOD LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

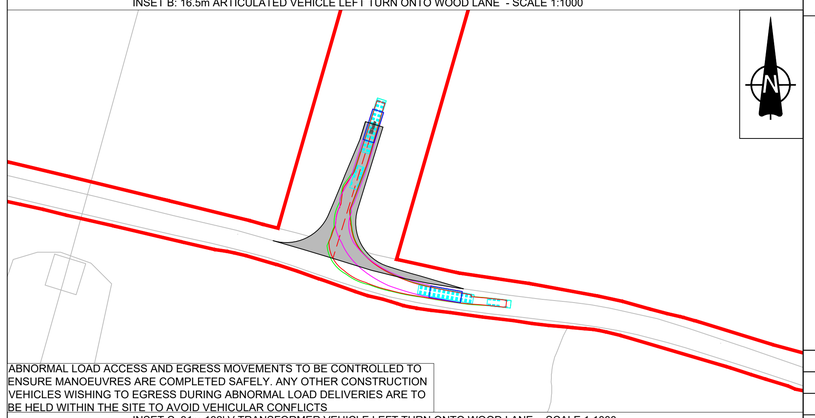
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

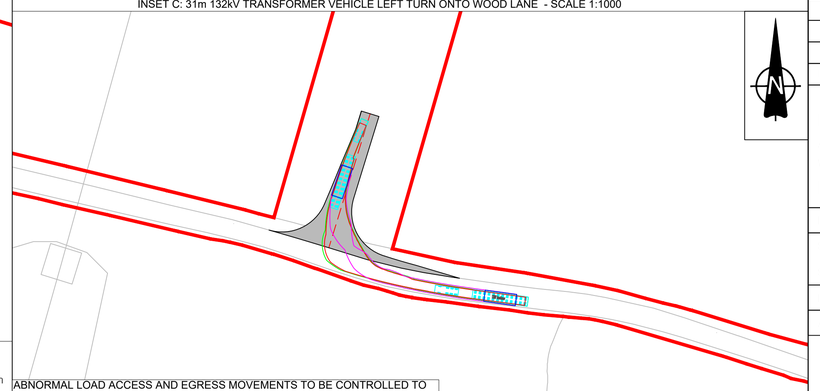


INSET B: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO WOOD LANE - SCALE 1:1000



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: 31m 132kV TRANSFORMER VEHICLE LEFT TURN ONTO WOOD LANE - 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: 31m 132kV TRANSFORMER VEHICLE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

NOTES

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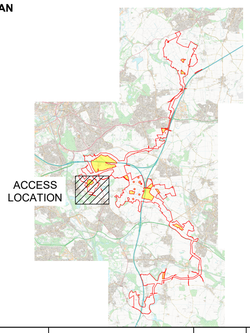
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access WL-02
Appendix 3 - Sheet 7 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 7 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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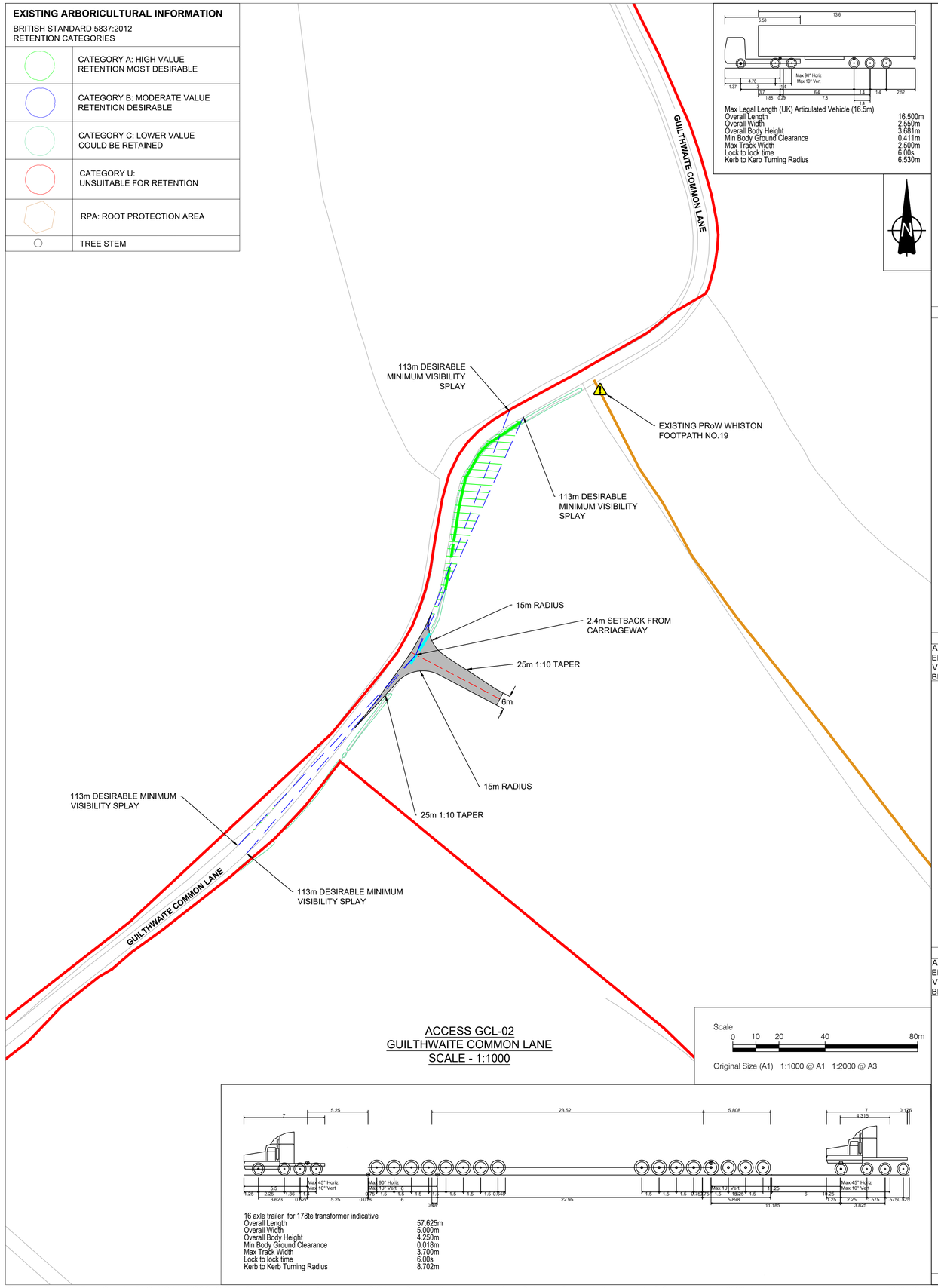
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



ACCESS GCL-02
GUILTHWAITE COMMON LANE
SCALE - 1:1000

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

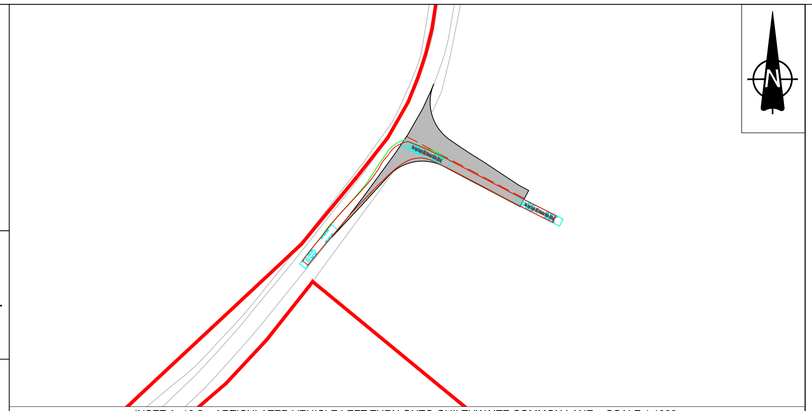
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

16 axle trailer for 178te transformer indicative

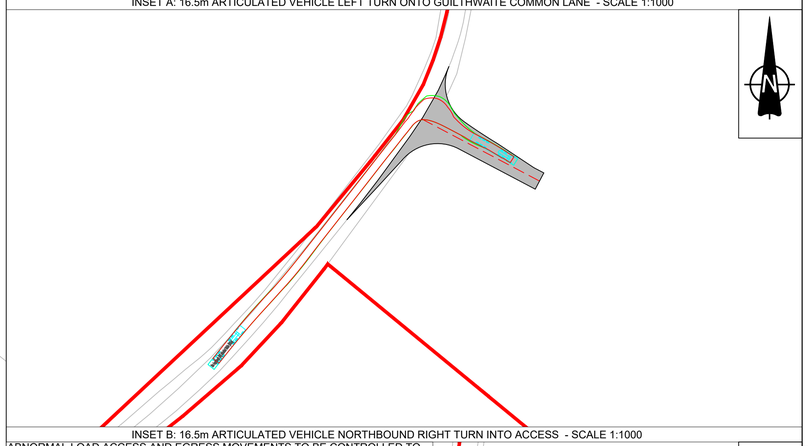
Overall Length	57.625m
Overall Width	5.000m
Overall Body Height	4.250m
Min Body Ground Clearance	0.018m
Max Track Width	3.700m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

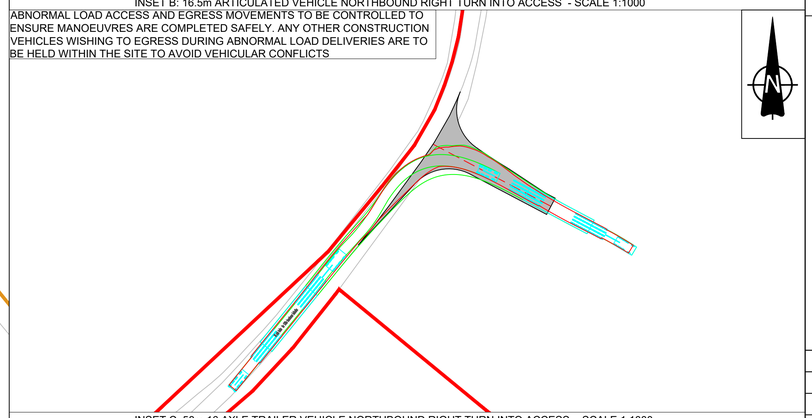


INSET A: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO GUILTHWAITE COMMON LANE - SCALE 1:1000



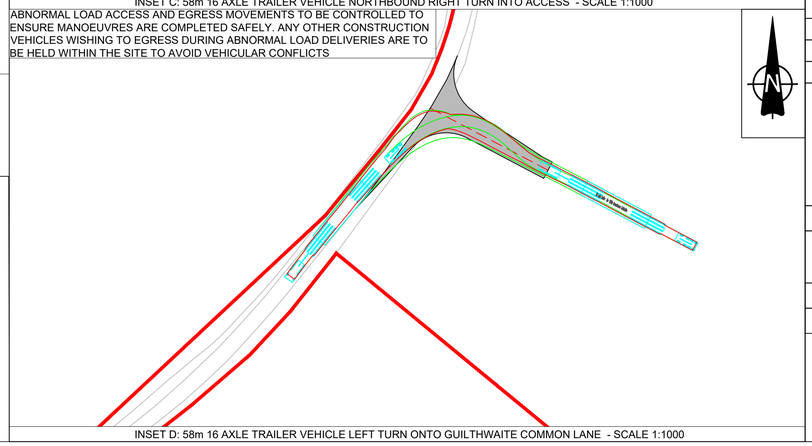
INSET B: 16.5m ARTICULATED VEHICLE NORTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

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 C: 58m 16 AXLE TRAILER VEHICLE NORTHBOUND 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 D: 58m 16 AXLE TRAILER VEHICLE LEFT TURN ONTO GUILTHWAITE COMMON LANE - SCALE 1:1000

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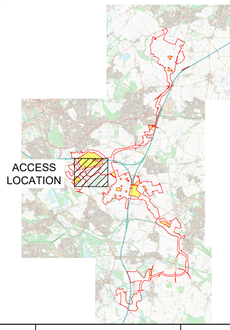
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon visibility parameters derived using the 85th percentile speed survey conducted between the 4th June 2025 to the 10th June 2025.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access GCL-02
Appendix 3 - Sheet 8 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 8 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

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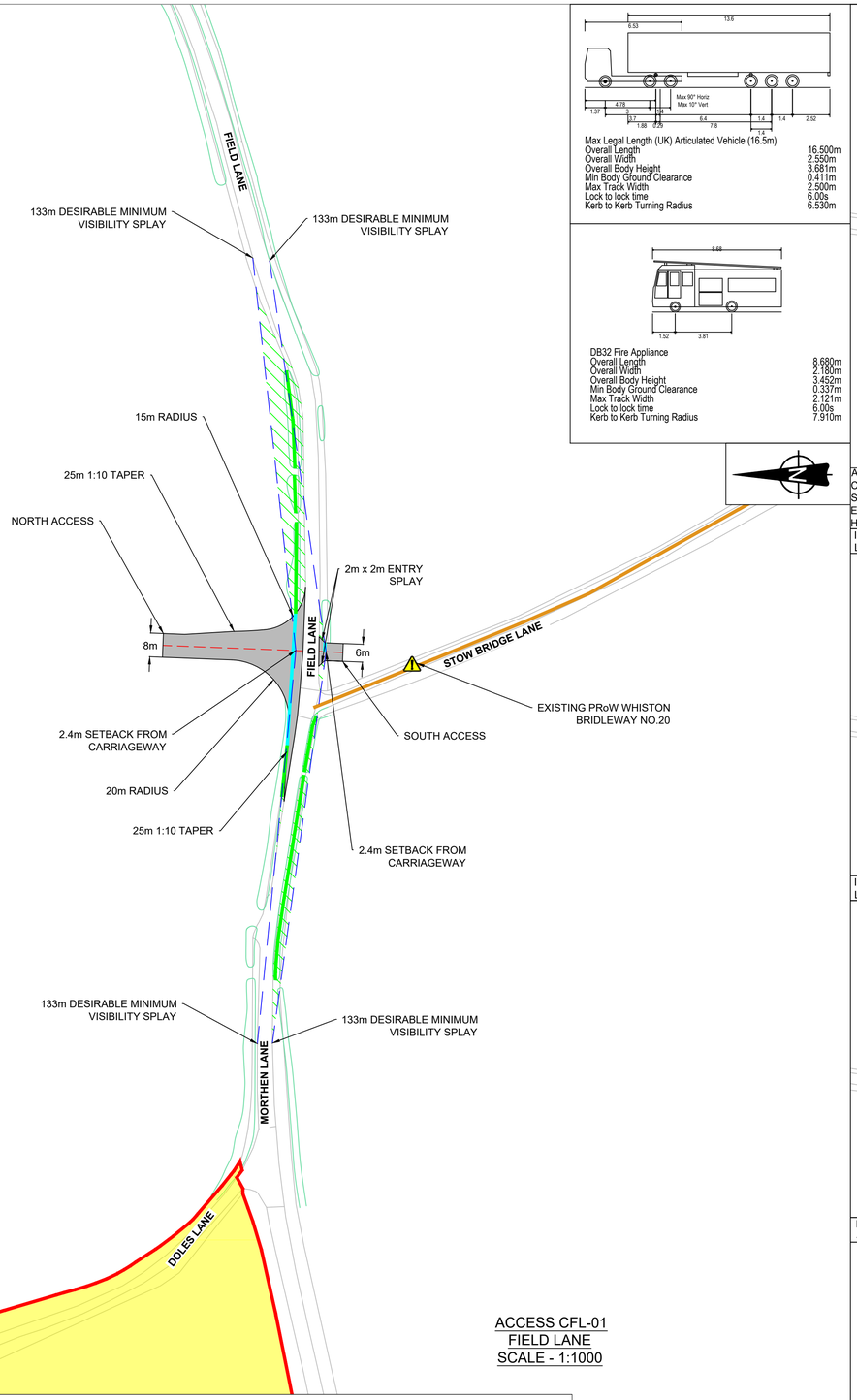
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

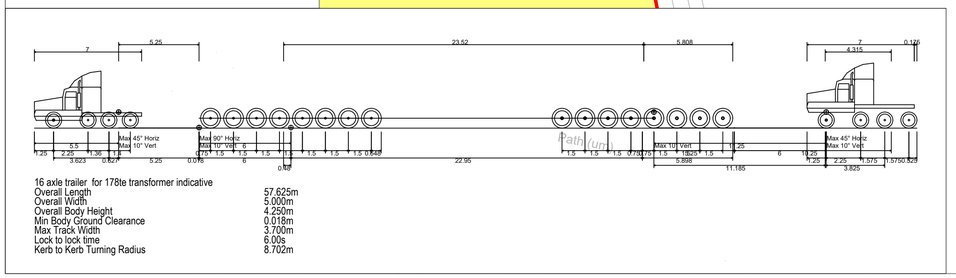
ACCESS CFL-01
FIELD LANE
SCALE - 1:1000

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

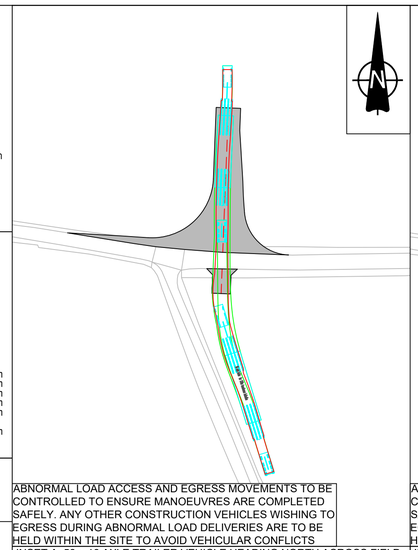
DB32 Fire Appliance

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



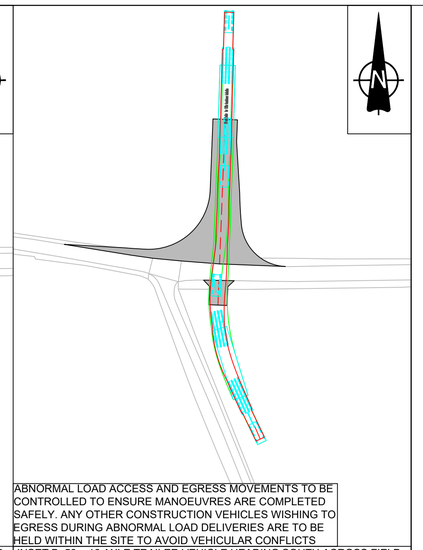
16 axle trailer for 178te transformer indicative

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



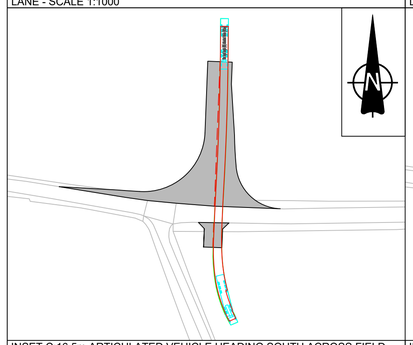
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 58m 16 AXLE TRAILER VEHICLE HEADING NORTH ACROSS FIELD LANE - SCALE 1:1000

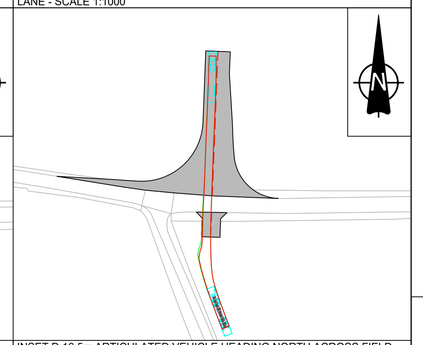


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

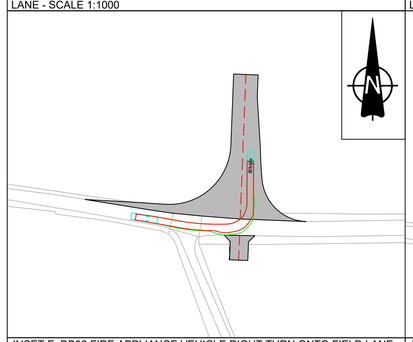
INSET B: 58m 16 AXLE TRAILER VEHICLE HEADING SOUTH ACROSS FIELD LANE - SCALE 1:1000



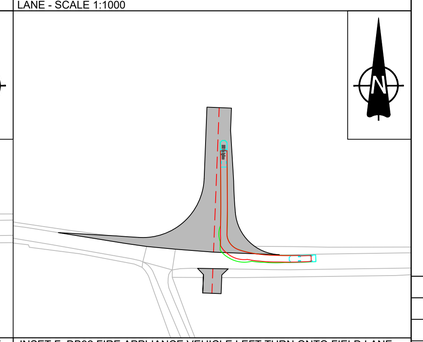
INSET C:16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS FIELD LANE - SCALE 1:1000



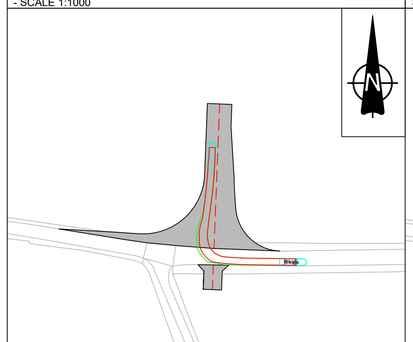
INSET D:16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS FIELD LANE - SCALE 1:1000



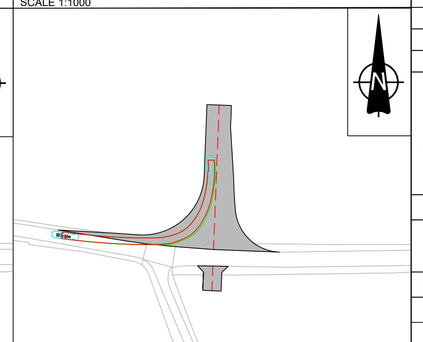
INSET E: DB32 FIRE APPLIANCE VEHICLE RIGHT TURN ONTO FIELD LANE - SCALE 1:1000



INSET F: DB32 FIRE APPLIANCE VEHICLE LEFT TURN ONTO FIELD LANE - SCALE 1:1000



INSET G: DB32 FIRE APPLIANCE VEHICLE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000



INSET H: DB32 FIRE APPLIANCE VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

NOTES

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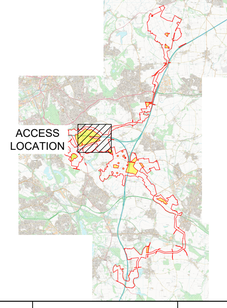
8. Junction visibility for the access is based upon visibility parameters derived using the 85th percentile speed survey conducted between the 4th June 2025 to the 10th June 2025.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CFL-01
Appendix 3 - Sheet 9 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 9 of 53
SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

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RETENTION CATEGORIES

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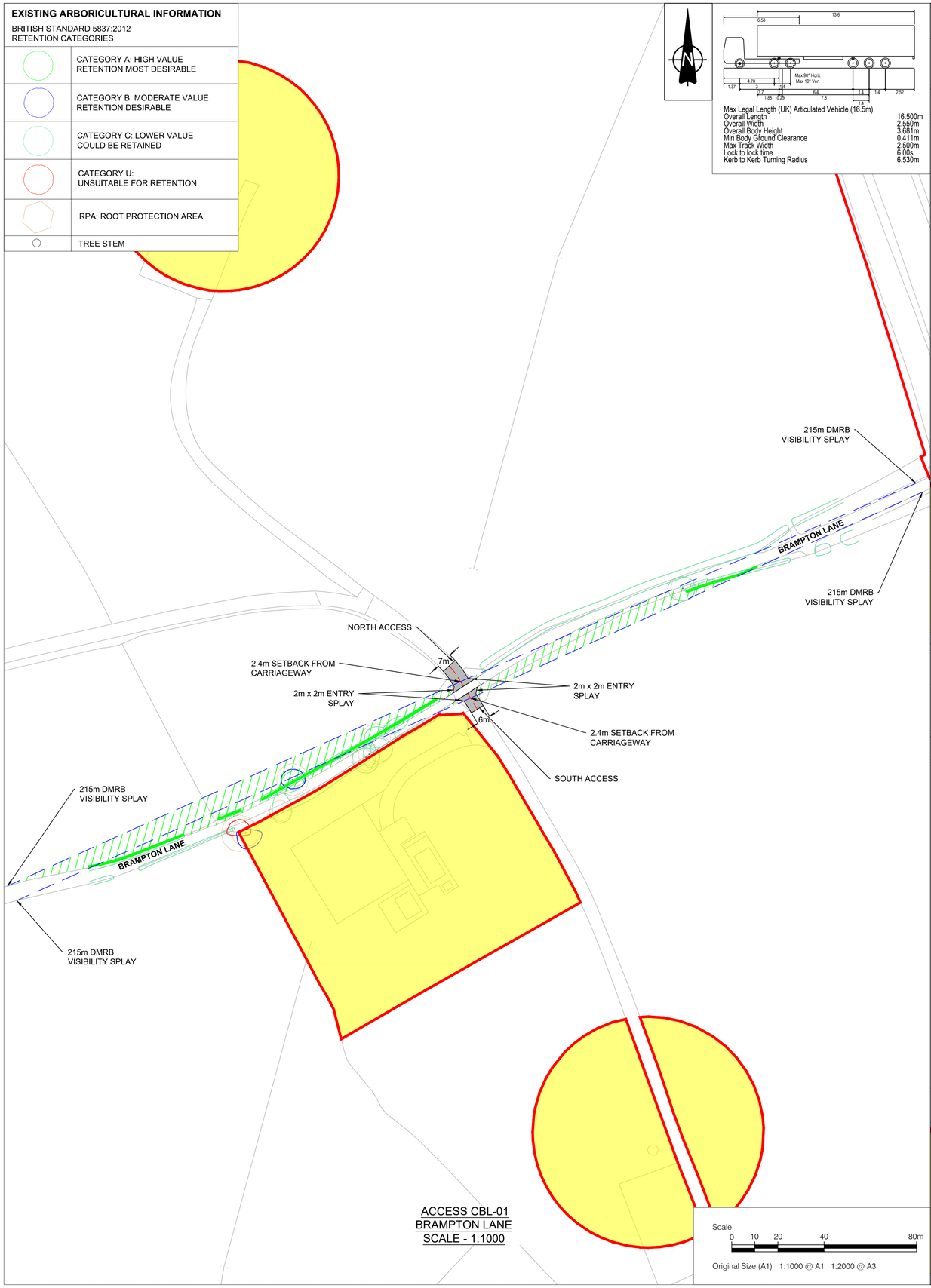
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

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

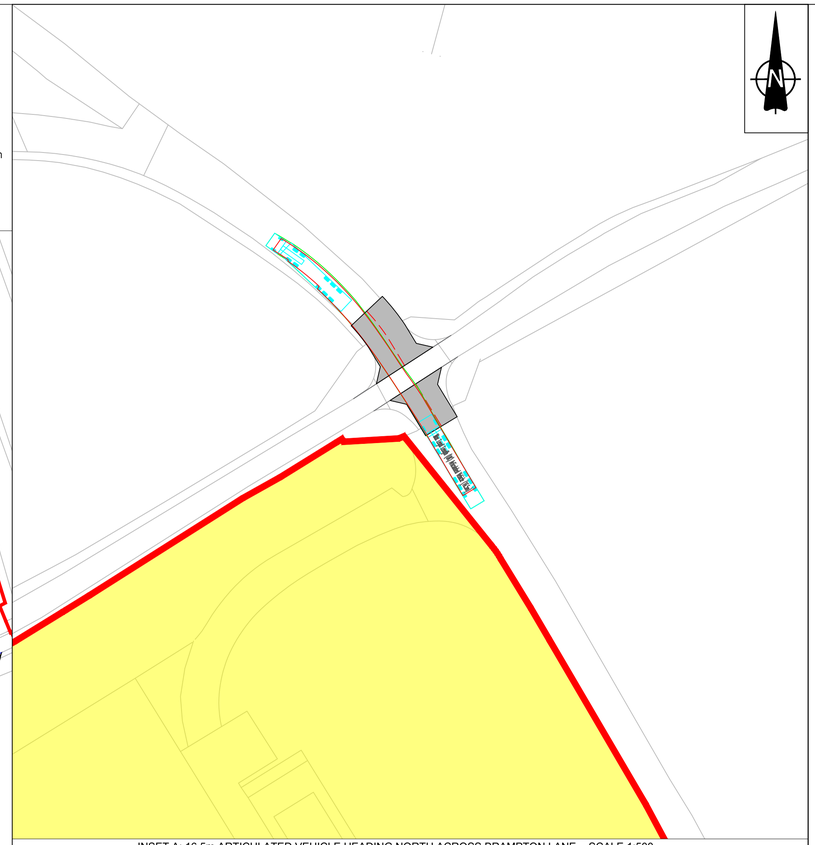
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



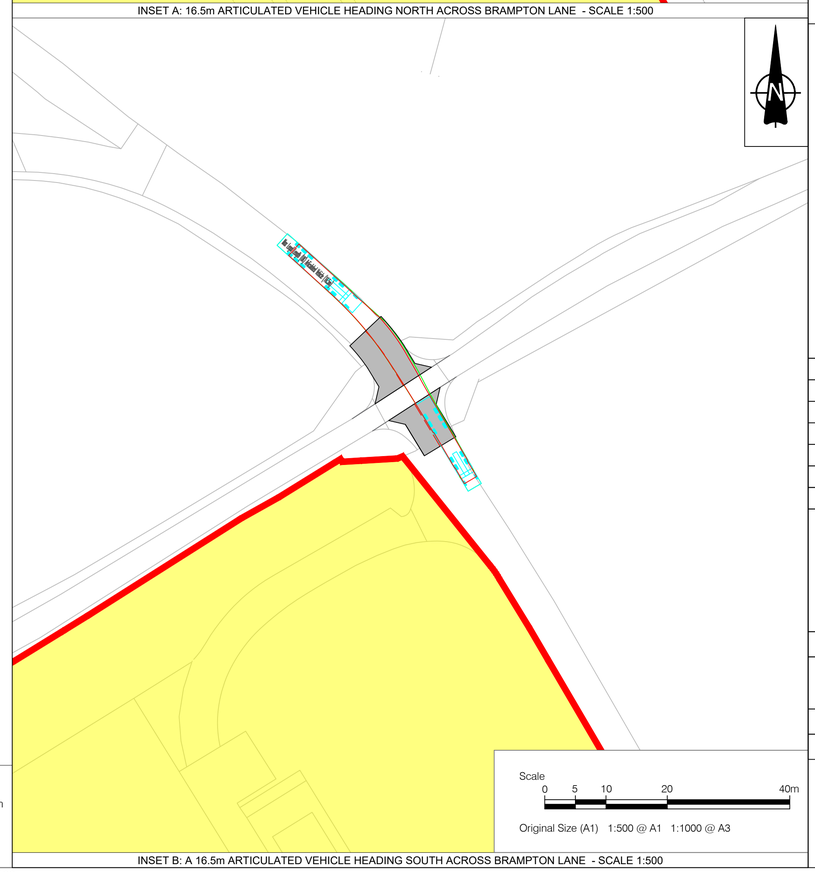
ACCESS CBL-01
BRAMPTON LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS BRAMPTON LANE - SCALE 1:500



INSET B: A 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS BRAMPTON LANE - SCALE 1:500

Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

NOTES

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- Land Excluded from Order Limits
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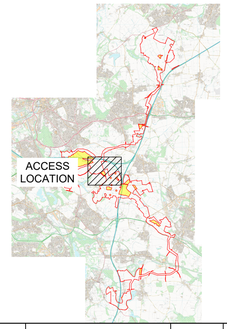
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CBL-01
Appendix 3 - Sheet 10 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 10 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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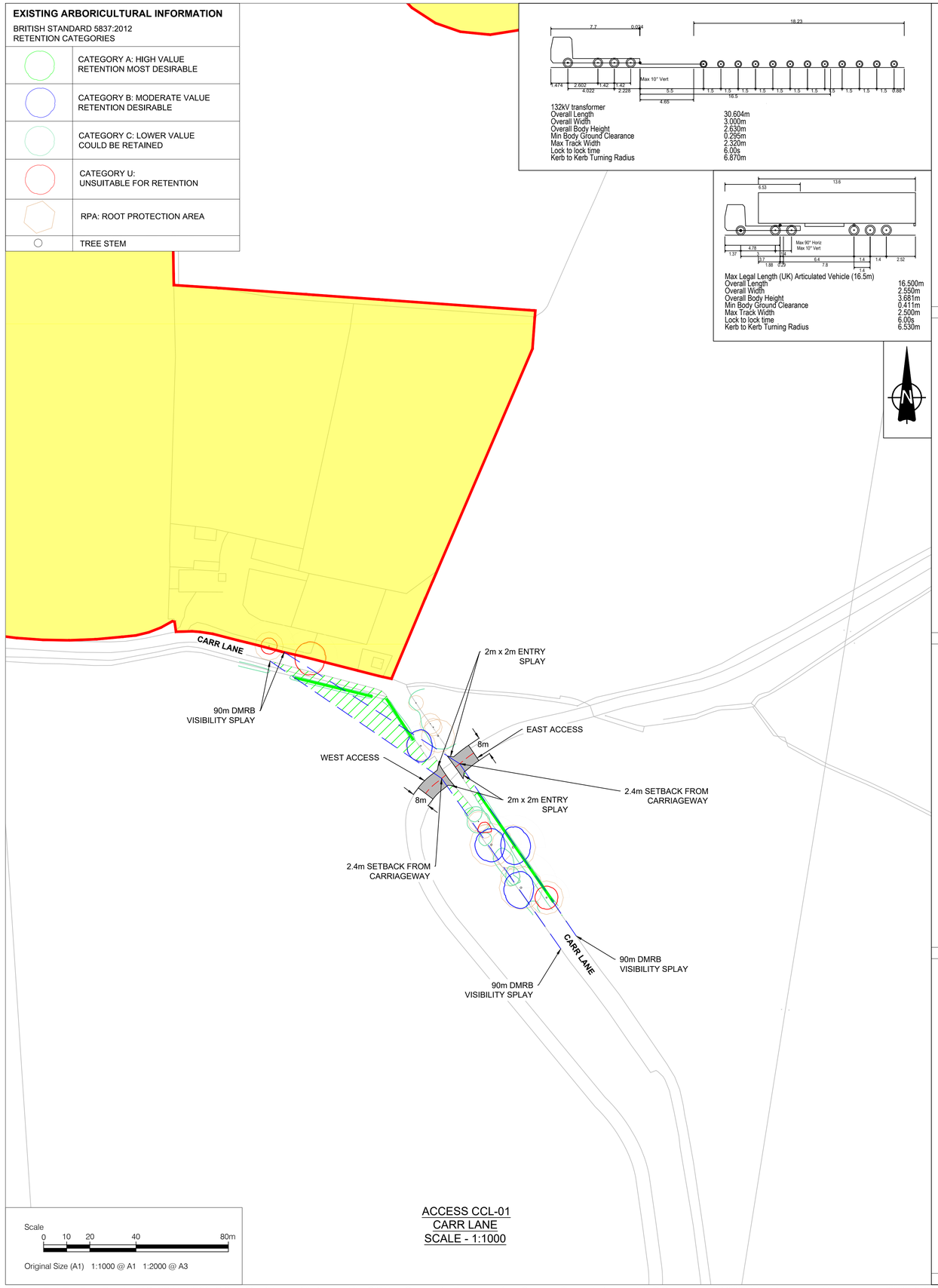
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

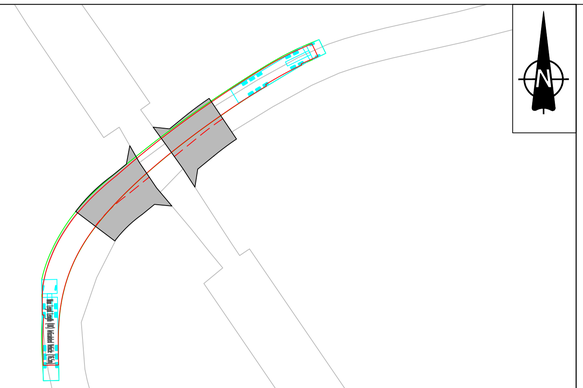
Max Legal Length (UK) Articulated Vehicle (16.5m)

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

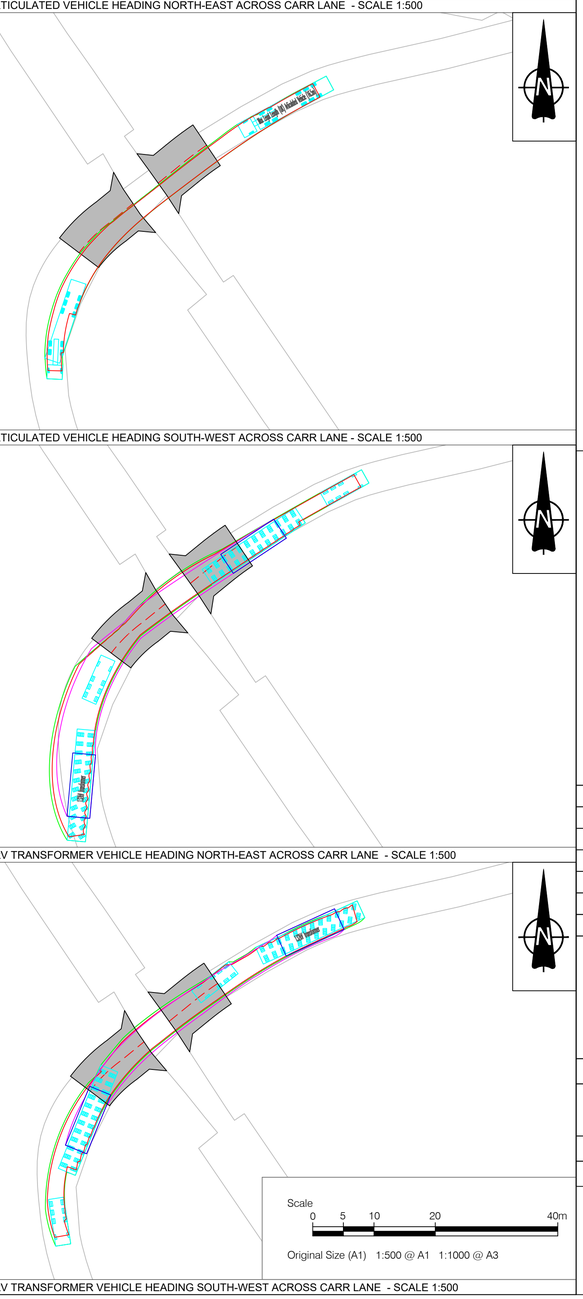


Scale
0 10 20 40 80m
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ACCESS CCL-01
CARR LANE
SCALE - 1:1000



INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH-EAST ACROSS CARR LANE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH-WEST ACROSS CARR LANE - SCALE 1:500

INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH-EAST ACROSS CARR LANE - SCALE 1:500

Scale
0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH-WEST ACROSS CARR LANE - SCALE 1:500

NOTES

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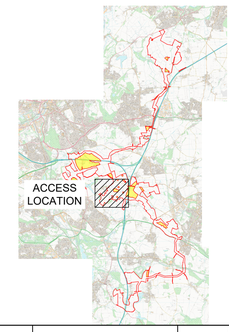
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CCL-01
Appendix 3 - Sheet 11 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 11 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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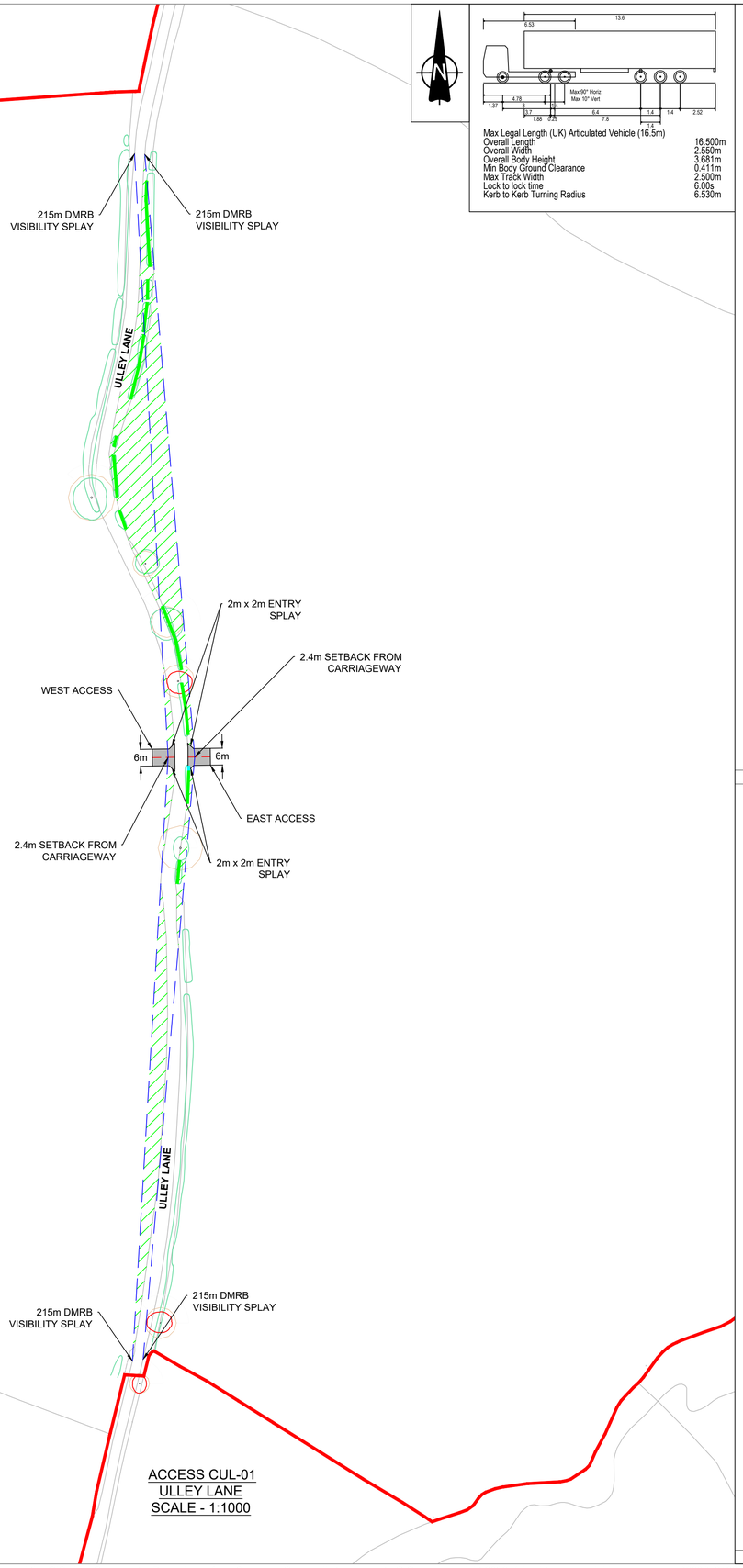
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



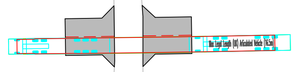
ACCESS CUL-01
ULLEY LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

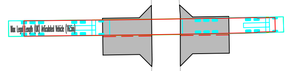
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

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 ULLEY LANE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS ULLEY LANE - SCALE 1:500

Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

NOTES

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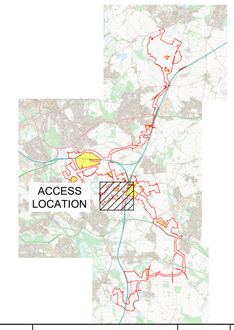
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CUL-01
Appendix 3 - Sheet 12 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 12 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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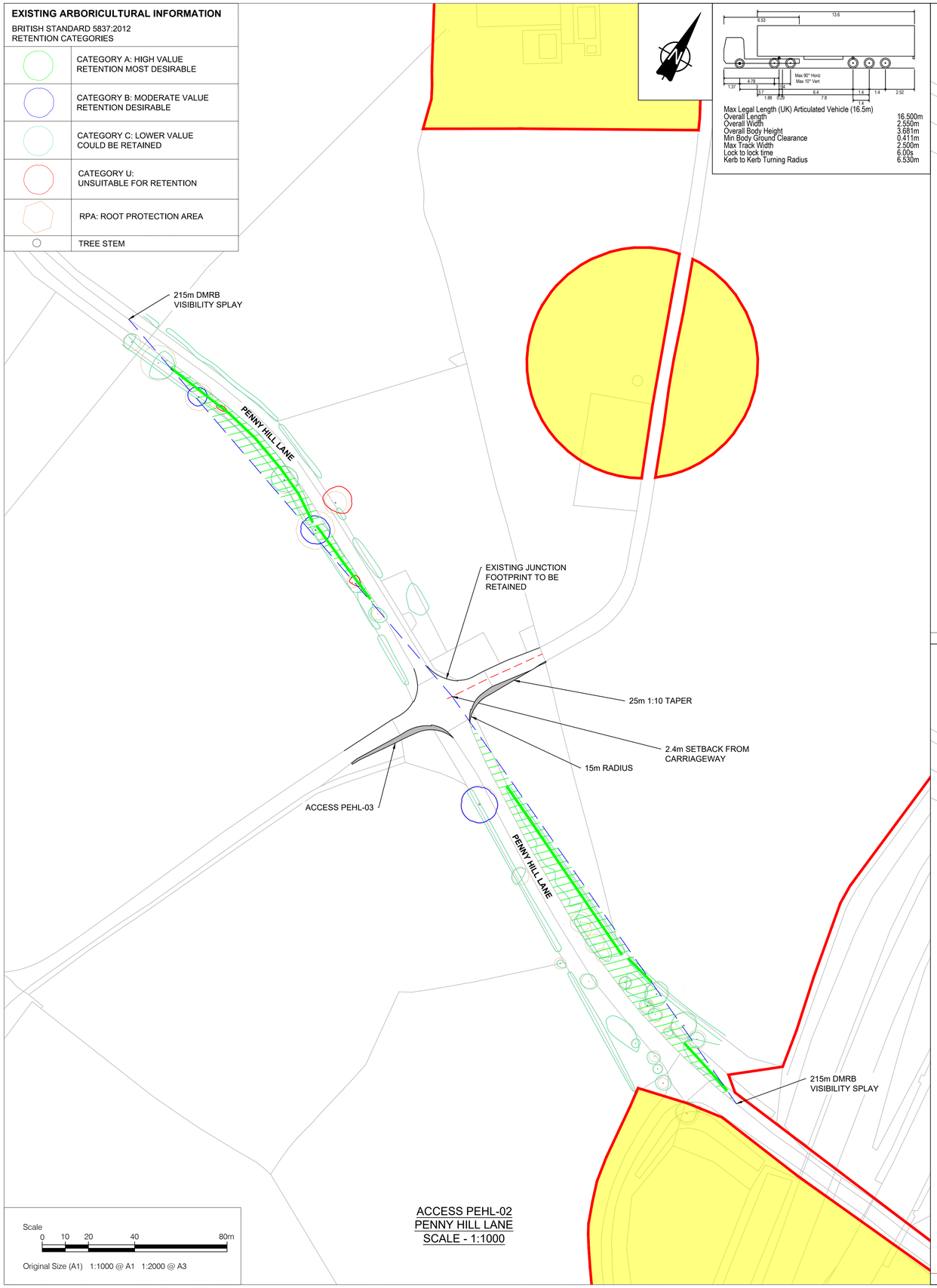
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

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

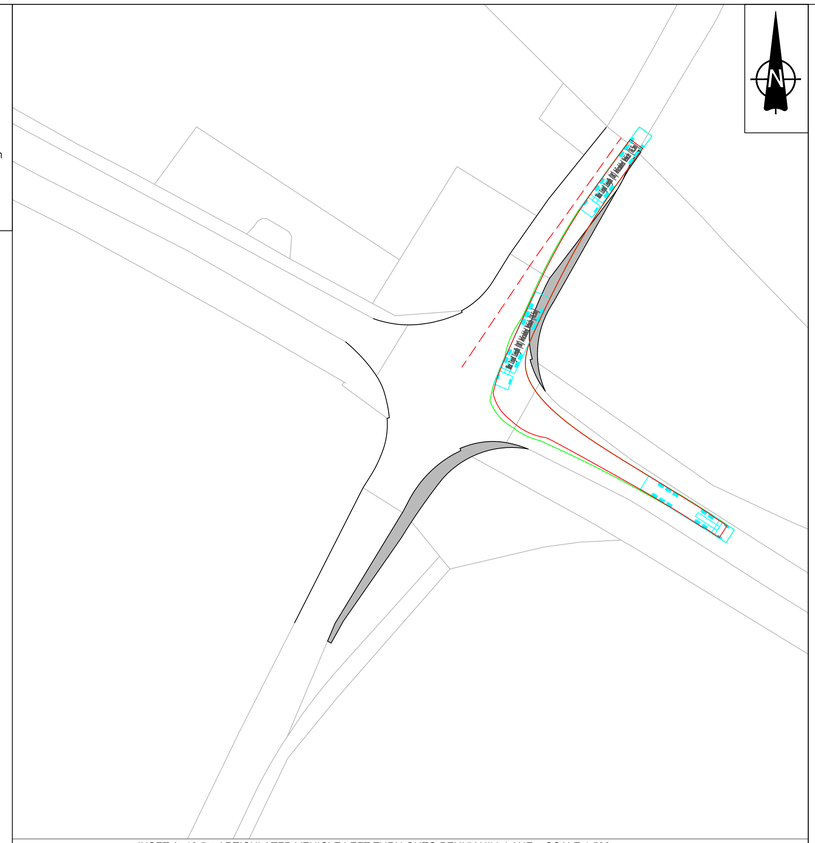
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



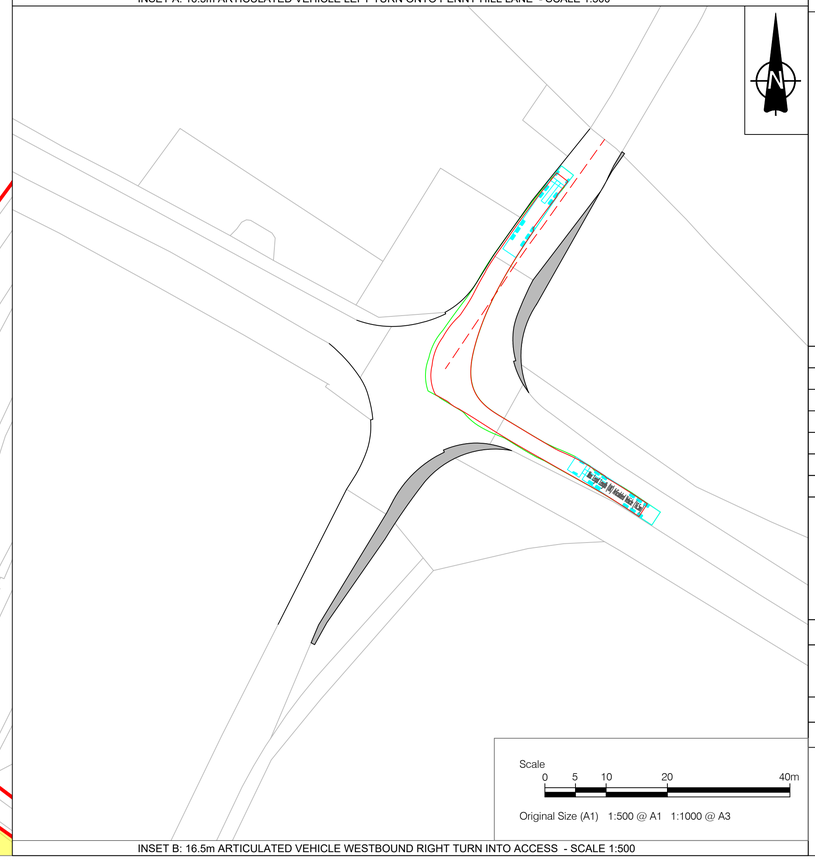
ACCESS PEHL-02
PENNY HILL LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO PENNY HILL LANE - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET B: 16.5m ARTICULATED VEHICLE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:500

NOTES

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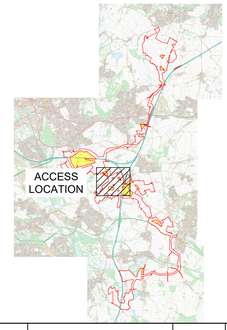
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access PEHL-02
Appendix 3 - Sheet 13 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 13 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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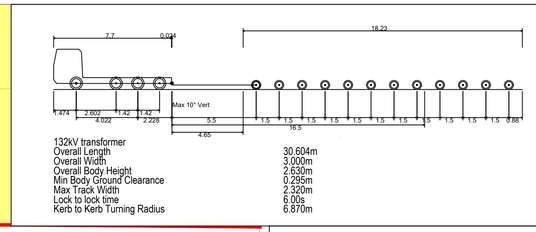
EXISTING ARBORICULTURAL INFORMATION

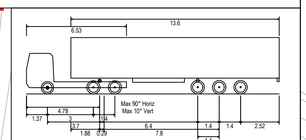
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

215m DMRB
VISIBILITY SPLAY

PENNY HILL LANE

EXISTING JUNCTION
FOOTPRINT TO BE RETAINED

2.4m SETBACK FROM
CARRIAGEWAY

ACCESS PEHL-02

25m 1:10 TAPER

15m RADIUS

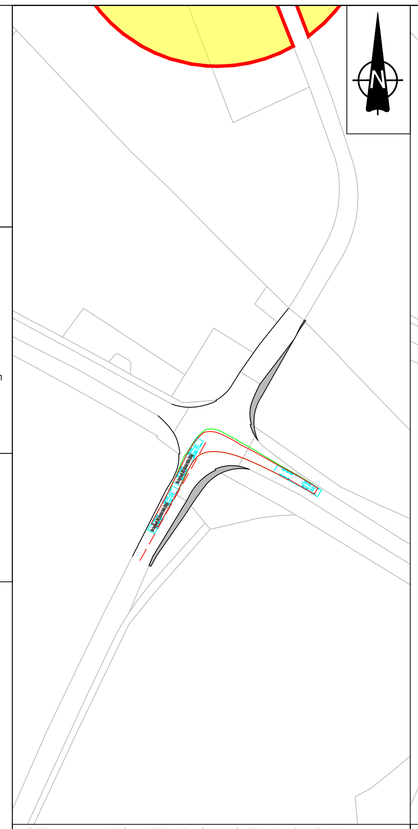
PENNY HILL LANE

215m DMRB
VISIBILITY SPLAY

ACCESS PEHL-03
PENNY HILL LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



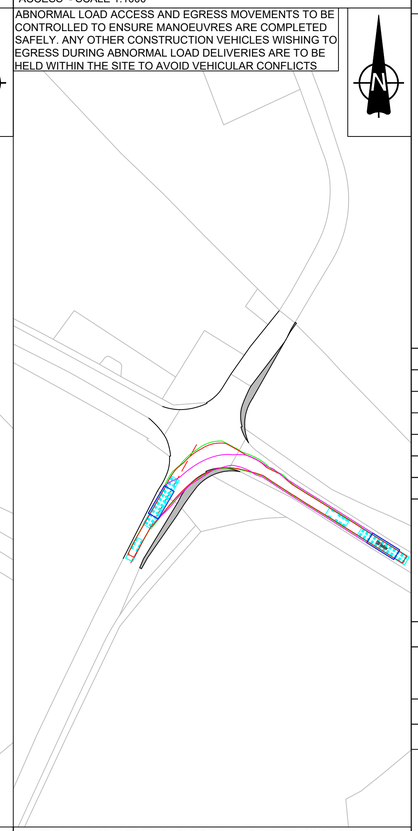
INSET A: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO PENNY HILL LANE - SCALE 1:1000

INSET B: 16.5m ARTICULATED VEHICLE WESTBOUND 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 C: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO PENNY HILL LANE - 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: 31m 132kV TRANSFORMER VEHICLE WESTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

NOTES

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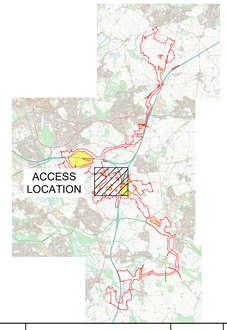
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access PEHL-03
Appendix 3 - Sheet 14 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 14 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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EXISTING ARBORICULTURAL INFORMATION

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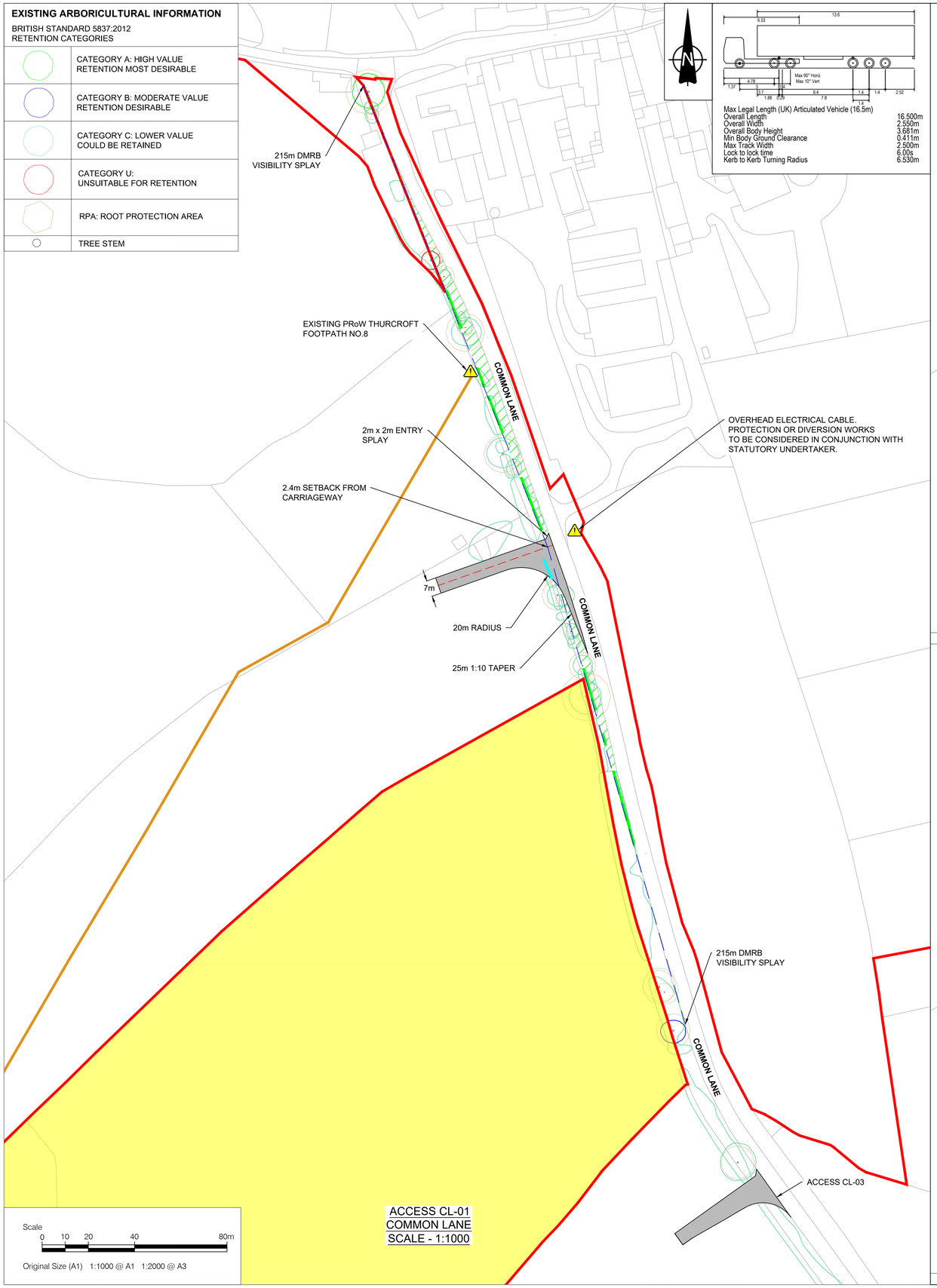
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
○	TREE STEM



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 RIGHT TURN ONTO COMMON LANE - SCALE 1:500

INSET B: 16.5m ARTICULATED VEHICLE NORTHBOUND LEFT TURN INTO ACCESS - SCALE 1:500

NOTES

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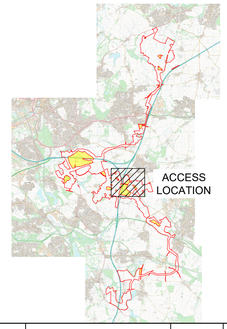
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CL-01
Appendix 3 - Sheet 15 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 15 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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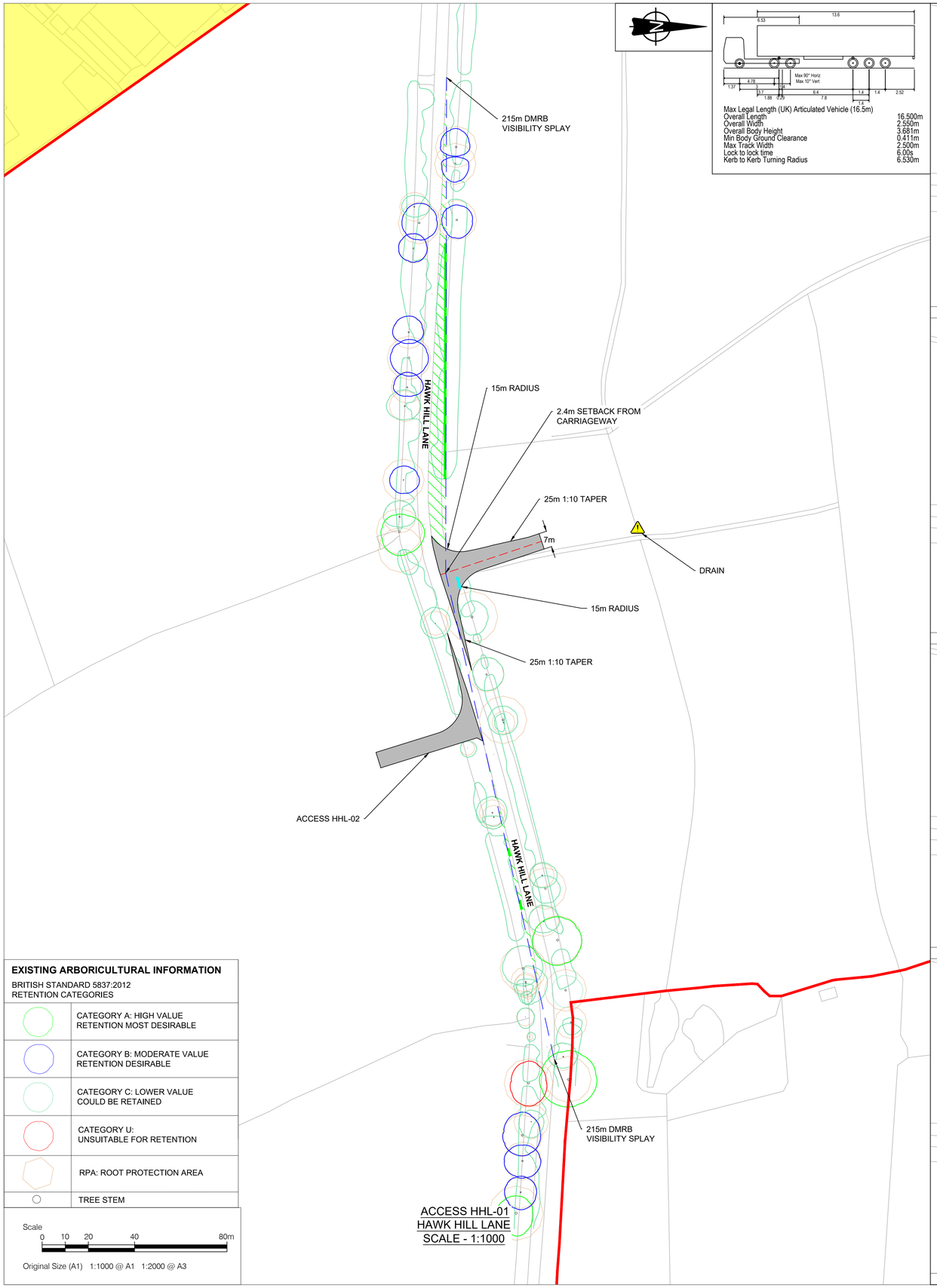
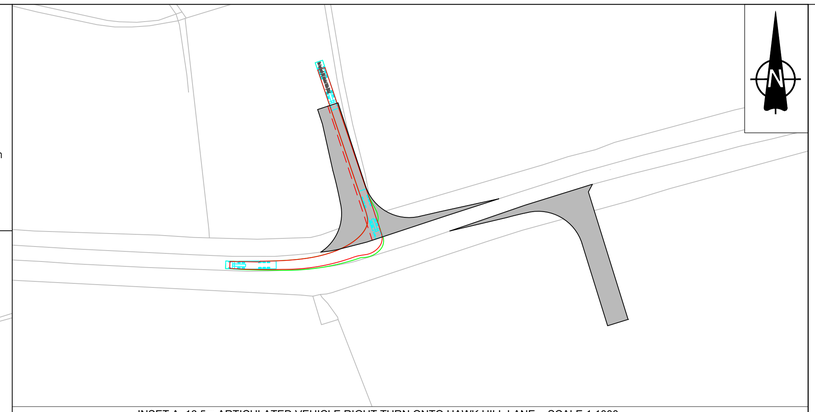
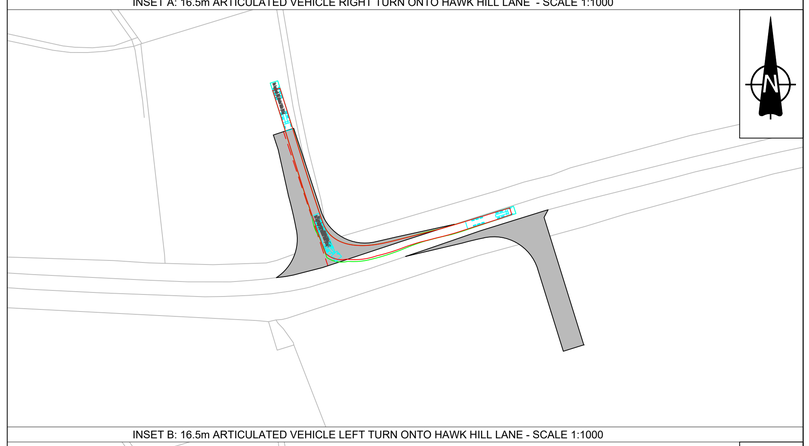


Max Legal Length (UK) Articulated Vehicle (16.5m)

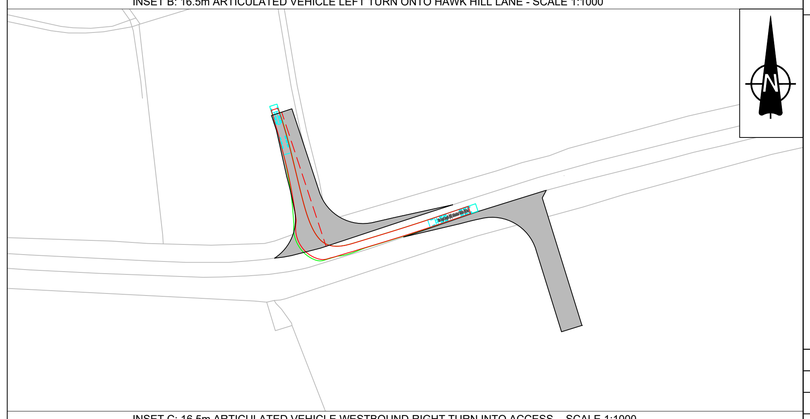
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



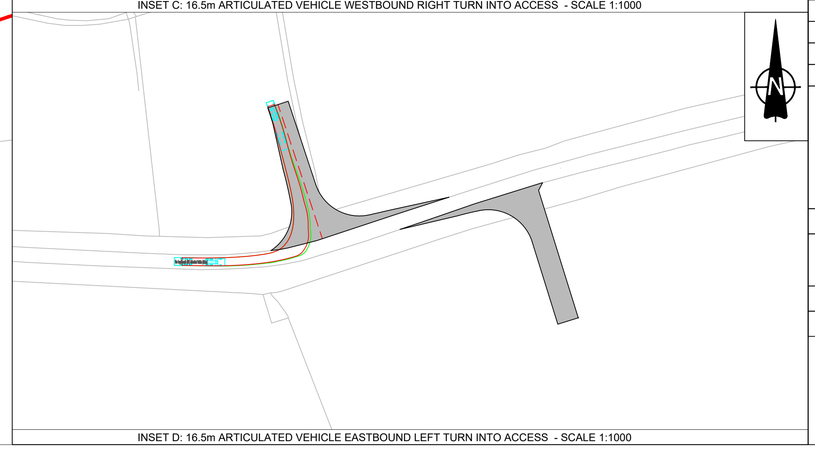
INSET A: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO HAWK HILL LANE - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO HAWK HILL LANE - SCALE 1:1000



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



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

NOTES

1. This drawing is to be read in conjunction with all other relevant documentation.
2. Do not scale from this drawing, use only printed dimensions.
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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

EXISTING ARBORICULTURAL INFORMATION

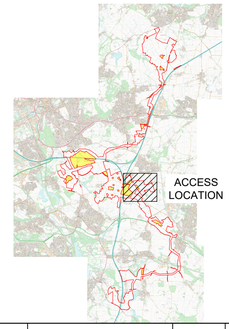
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access HHL-01
Appendix 3 - Sheet 16 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 16 of 53

SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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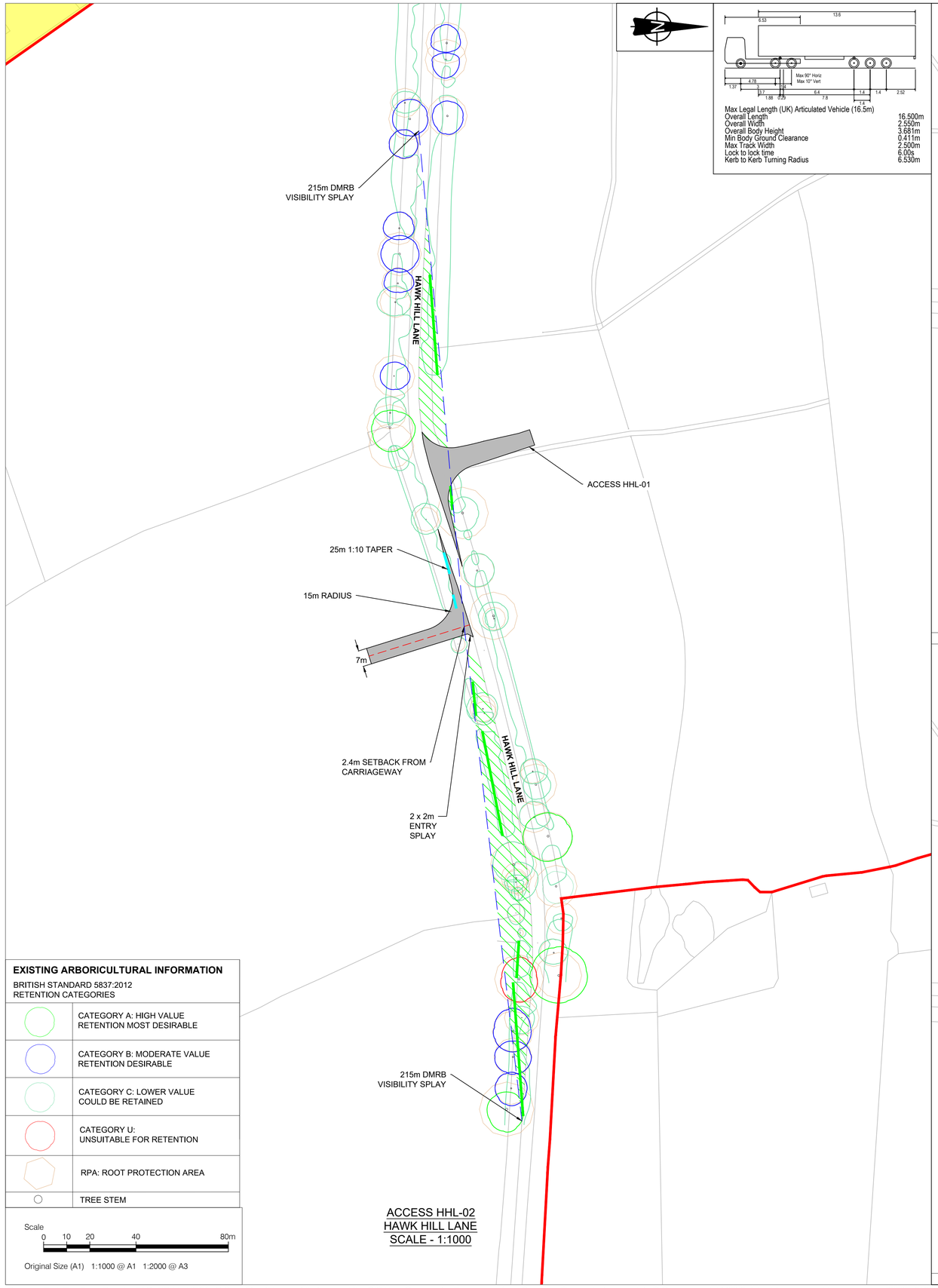
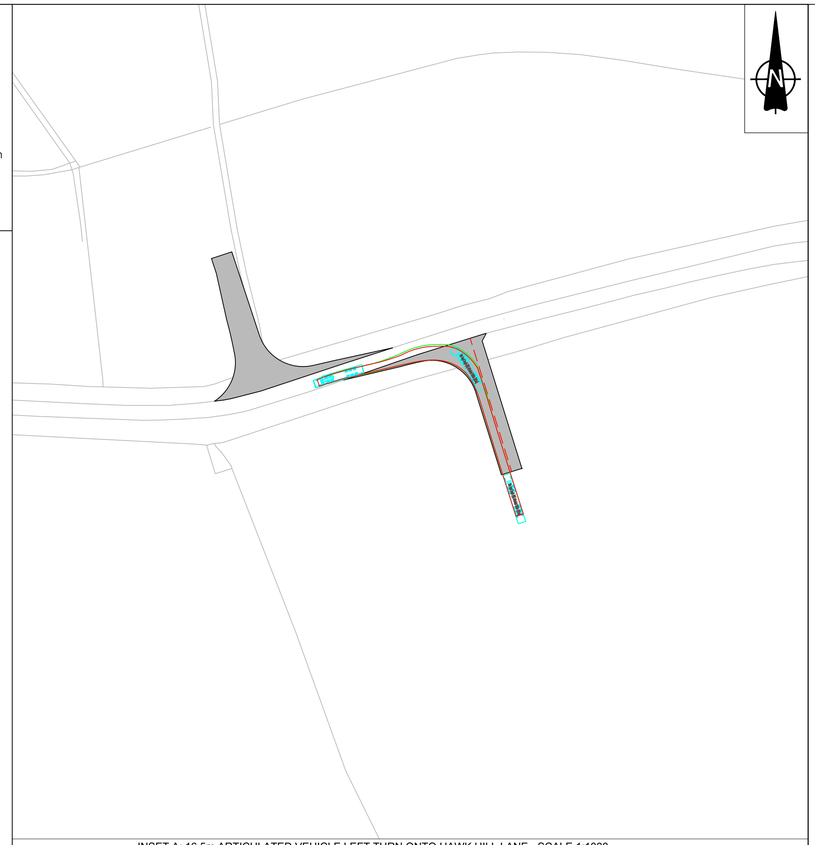
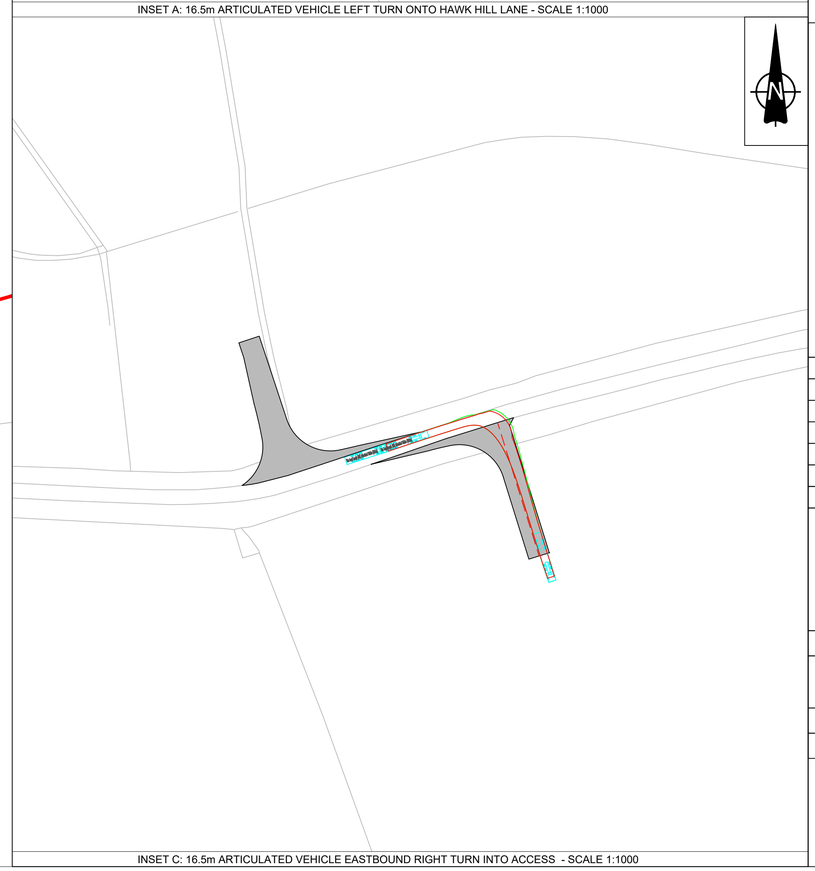


Max Legal Length (UK) Articulated Vehicle (16.5m)

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 LEFT TURN ONTO HAWK HILL LANE - SCALE 1:1000



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

NOTES

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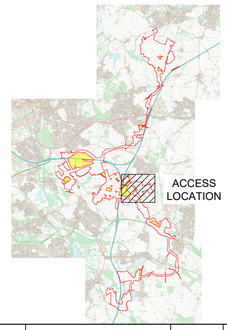
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access HHL-02
Appendix 3 - Sheet 17 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 17 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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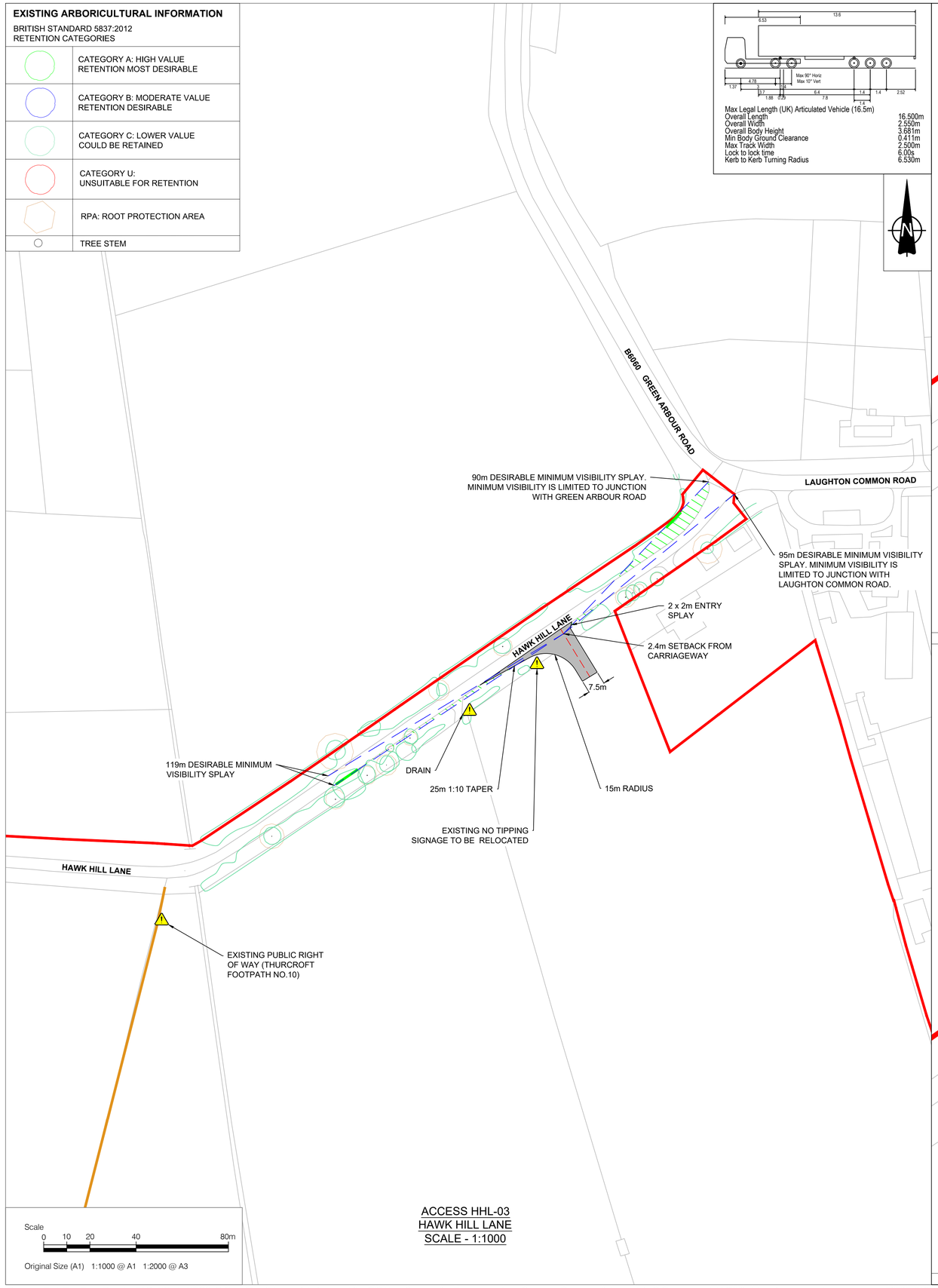
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

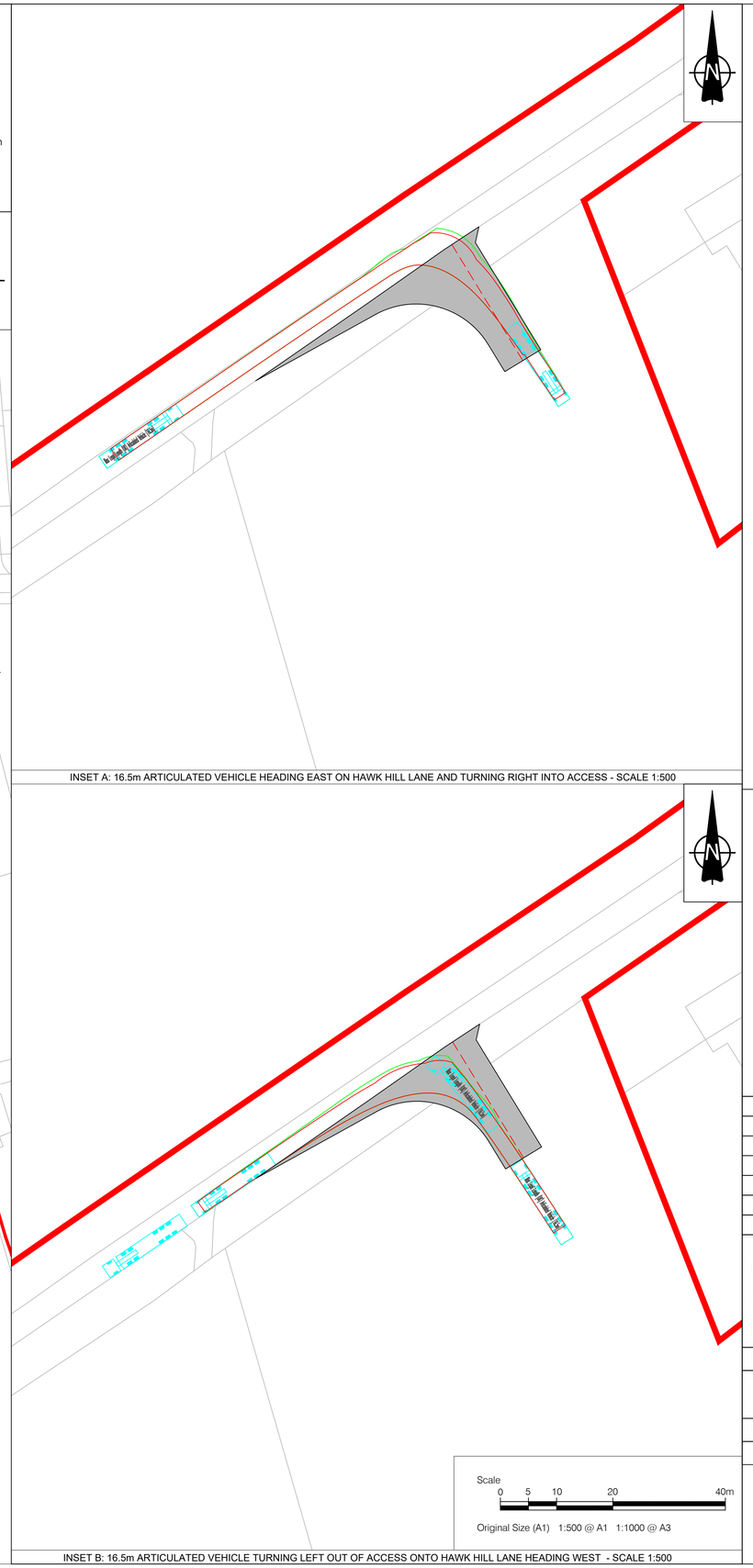
Max Legal Length (UK) Articulated Vehicle (16.5m)

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 HHL-03
HAWK HILL LANE
SCALE - 1:1000

Scale
0 10 20 40 80m
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ON HAWK HILL LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:500

INSET B: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO HAWK HILL LANE HEADING WEST - SCALE 1:500

Scale
0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

NOTES

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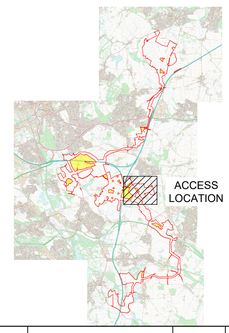
3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) 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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon visibility parameters derived using the 85th percentile speed survey conducted between the 4th June 2025 to the 10th June 2025.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access HHL-03
Appendix 3 - Sheet 18 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 18 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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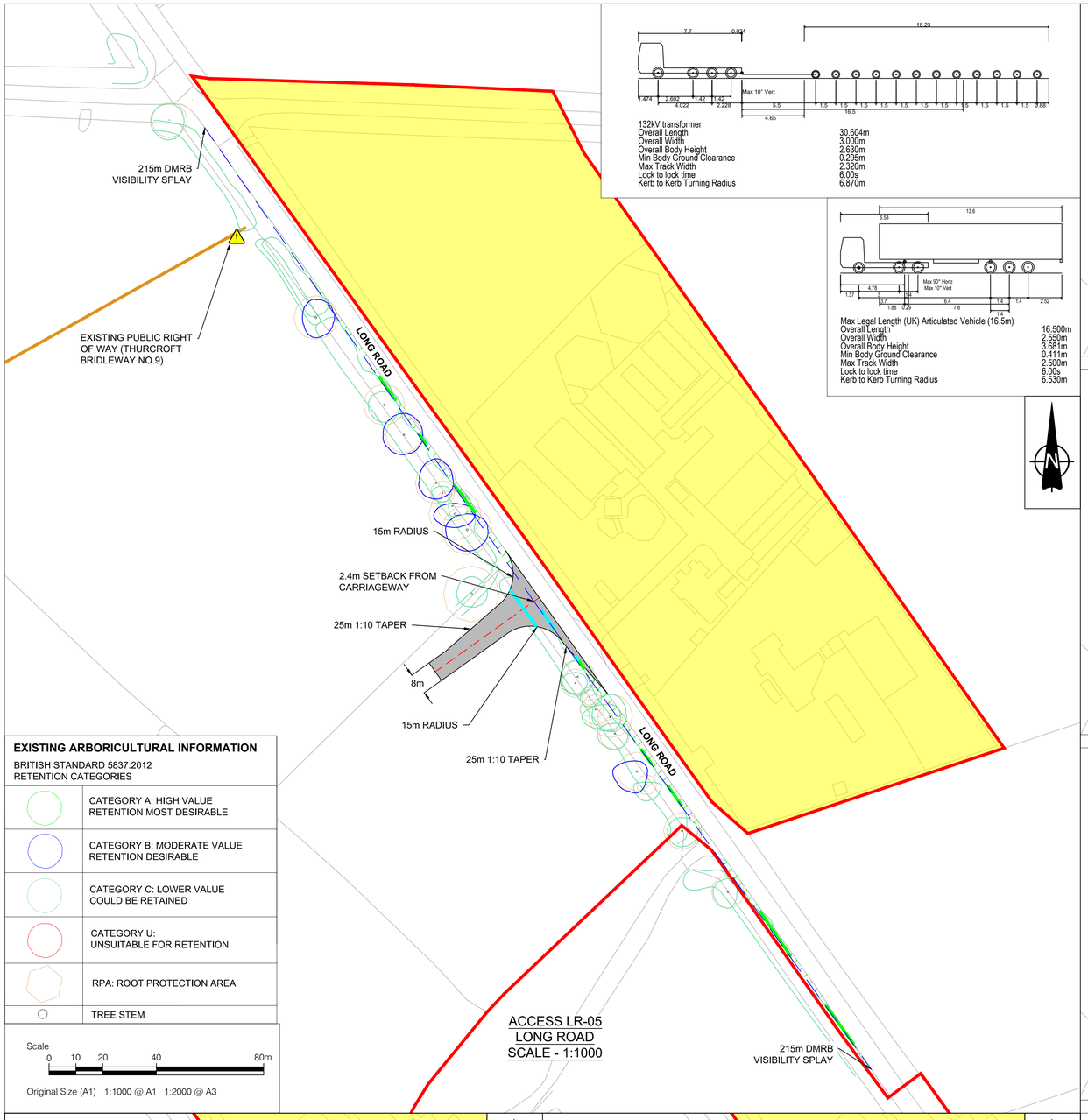
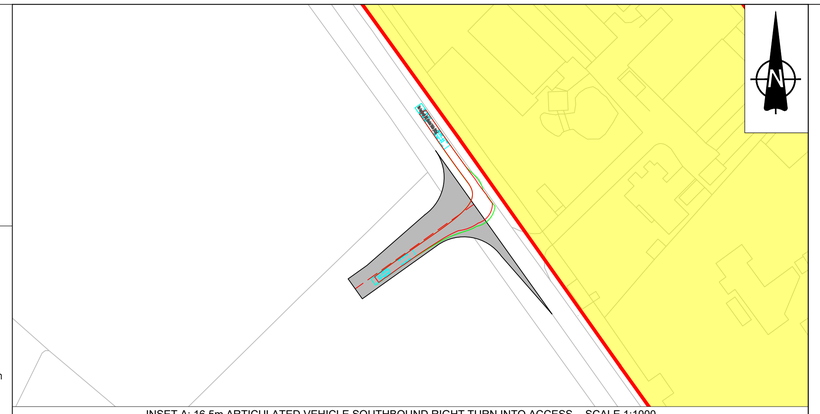


132kV transformer

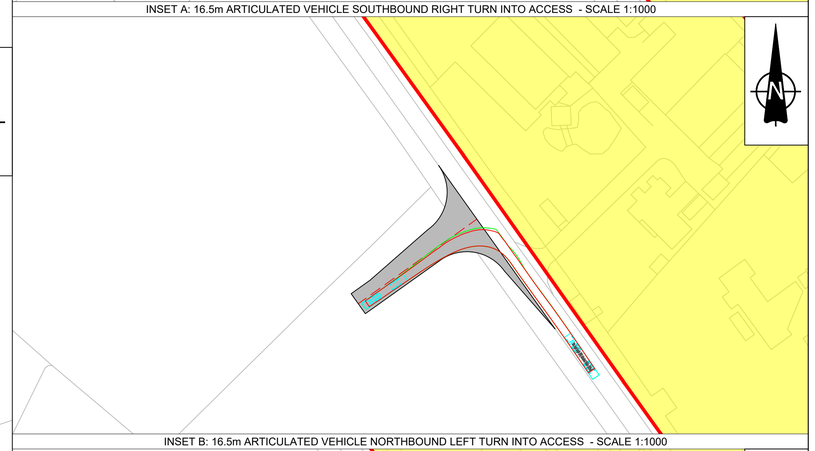
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

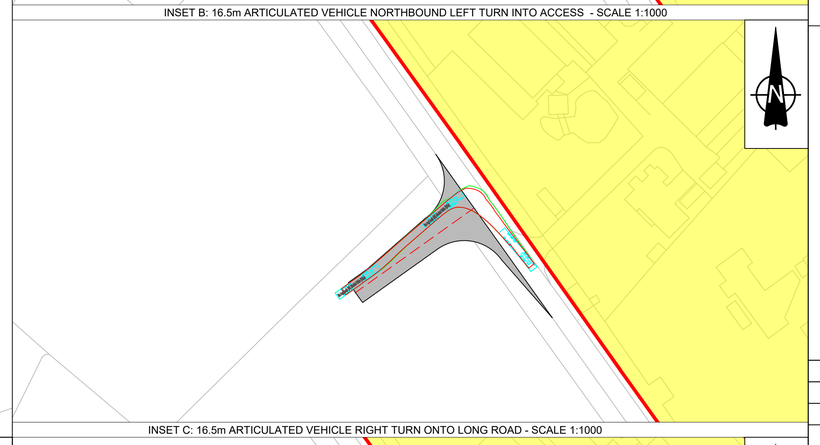
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



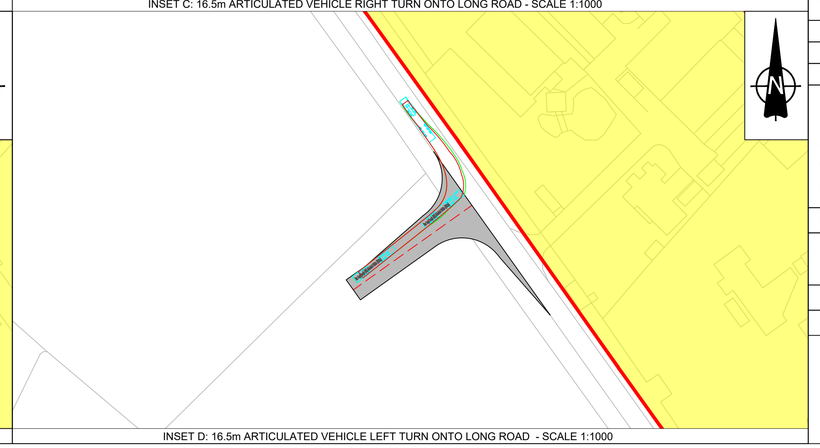
INSET A: 16.5m ARTICULATED VEHICLE SOUTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000



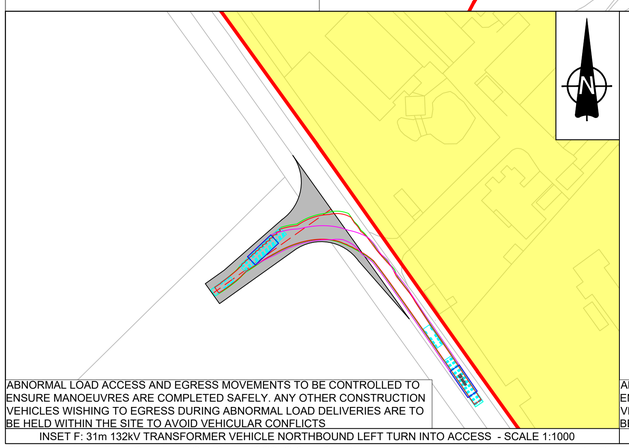
INSET B: 16.5m ARTICULATED VEHICLE NORTHBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO LONG ROAD - SCALE 1:1000

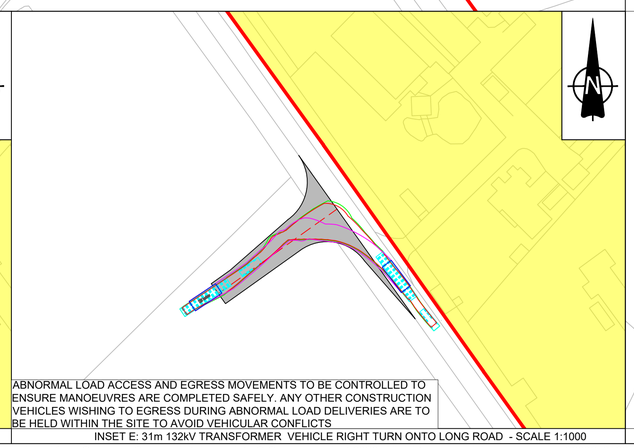


INSET D: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO LONG ROAD - SCALE 1:1000



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 F: 31m 132kV TRANSFORMER VEHICLE NORTHBOUND 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 E: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO LONG ROAD - SCALE 1:1000

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

NOTES

1. This drawing is to be read in conjunction with all other relevant documentation.
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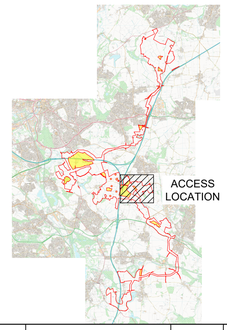
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access LR-05
Appendix 3 - Sheet 19 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 19 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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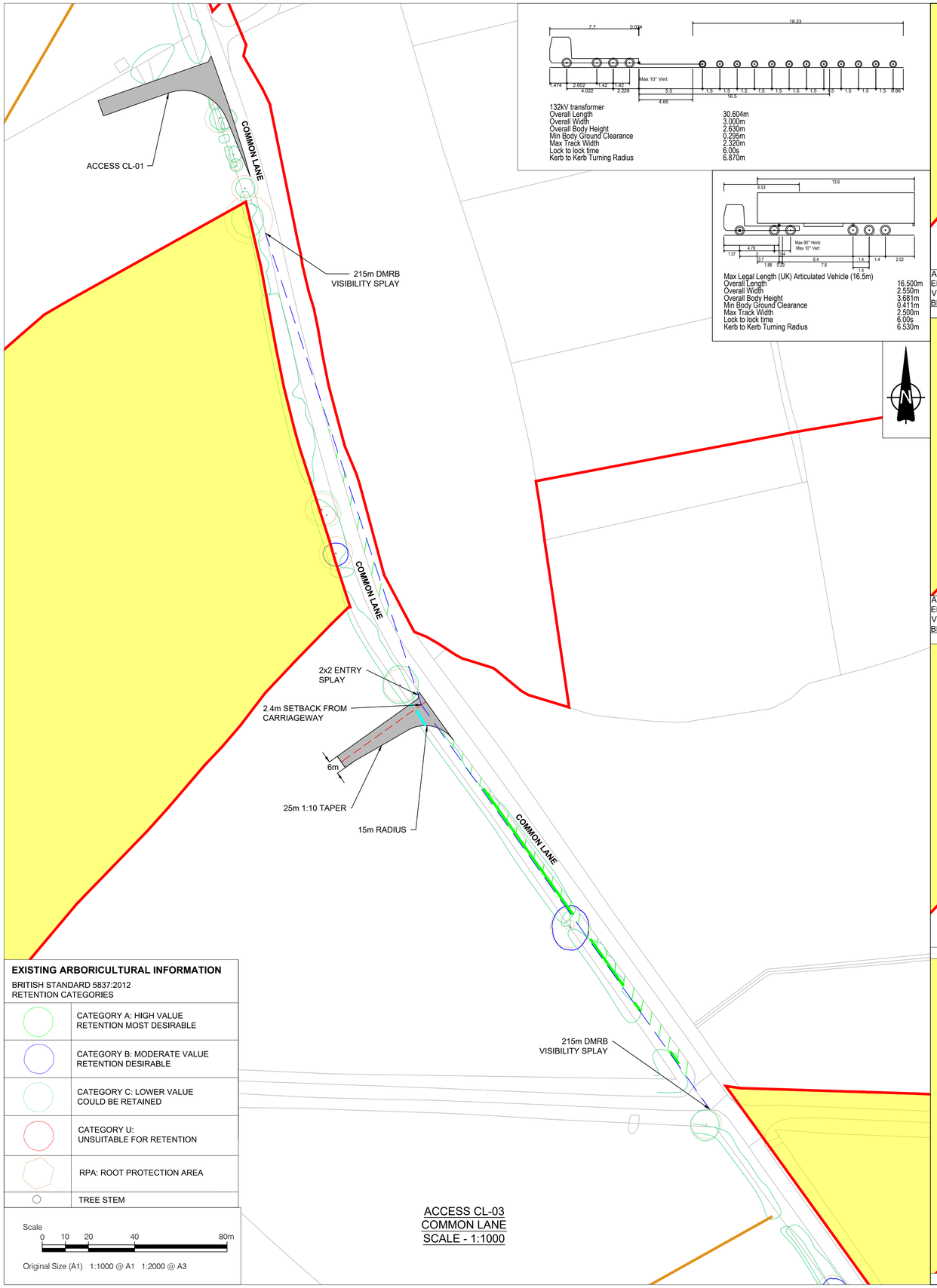


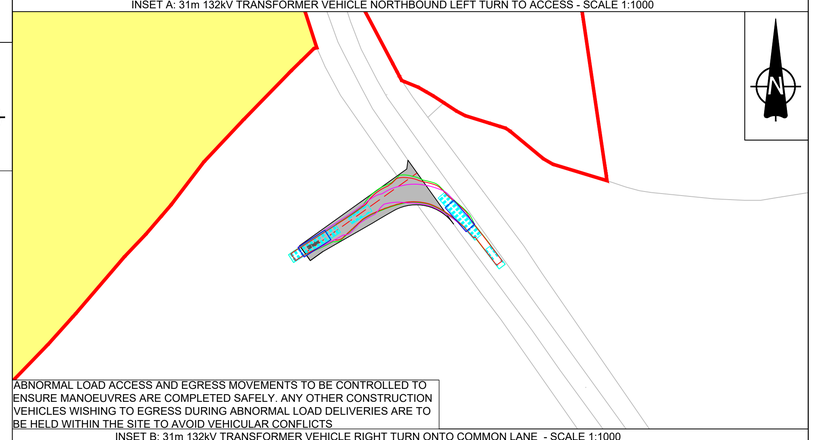
ACCESS CL-03
COMMON LANE
SCALE - 1:1000

132kV transformer	
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

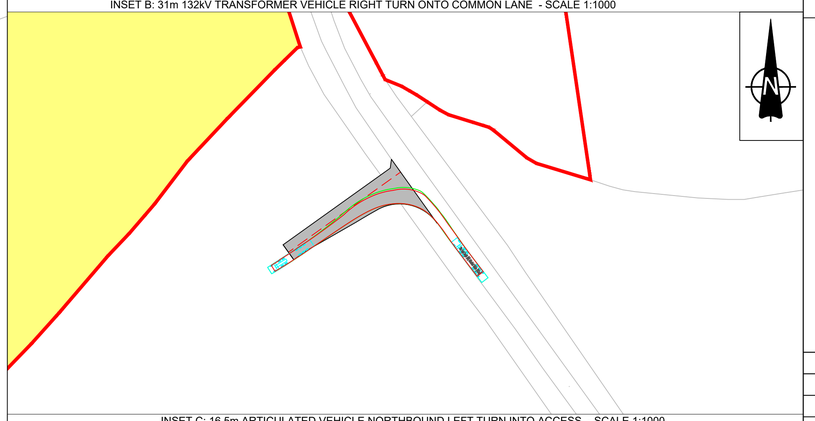
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 31m 132kV TRANSFORMER VEHICLE NORTHBOUND LEFT TURN TO ACCESS - SCALE 1:1000

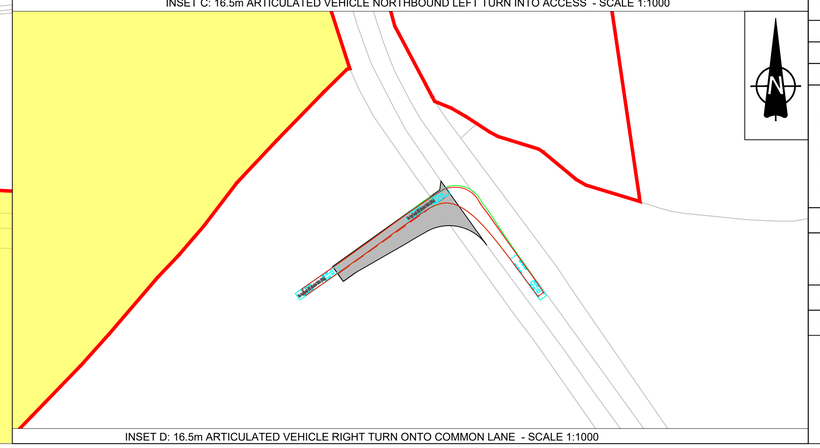


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET B: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO COMMON LANE - SCALE 1:1000



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



INSET D: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO COMMON LANE - SCALE 1:1000

NOTES

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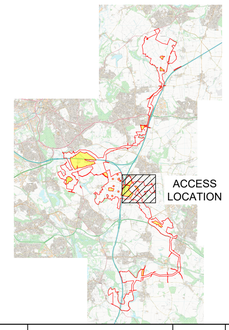
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CL-03
Appendix 3 - Sheet 20 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 20 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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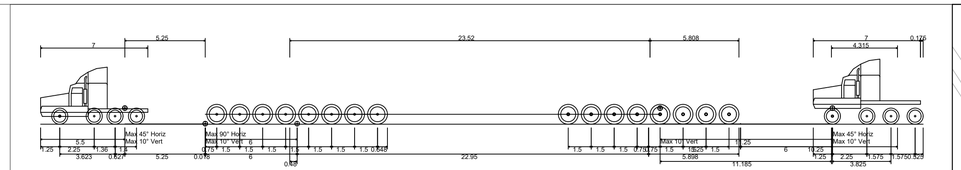
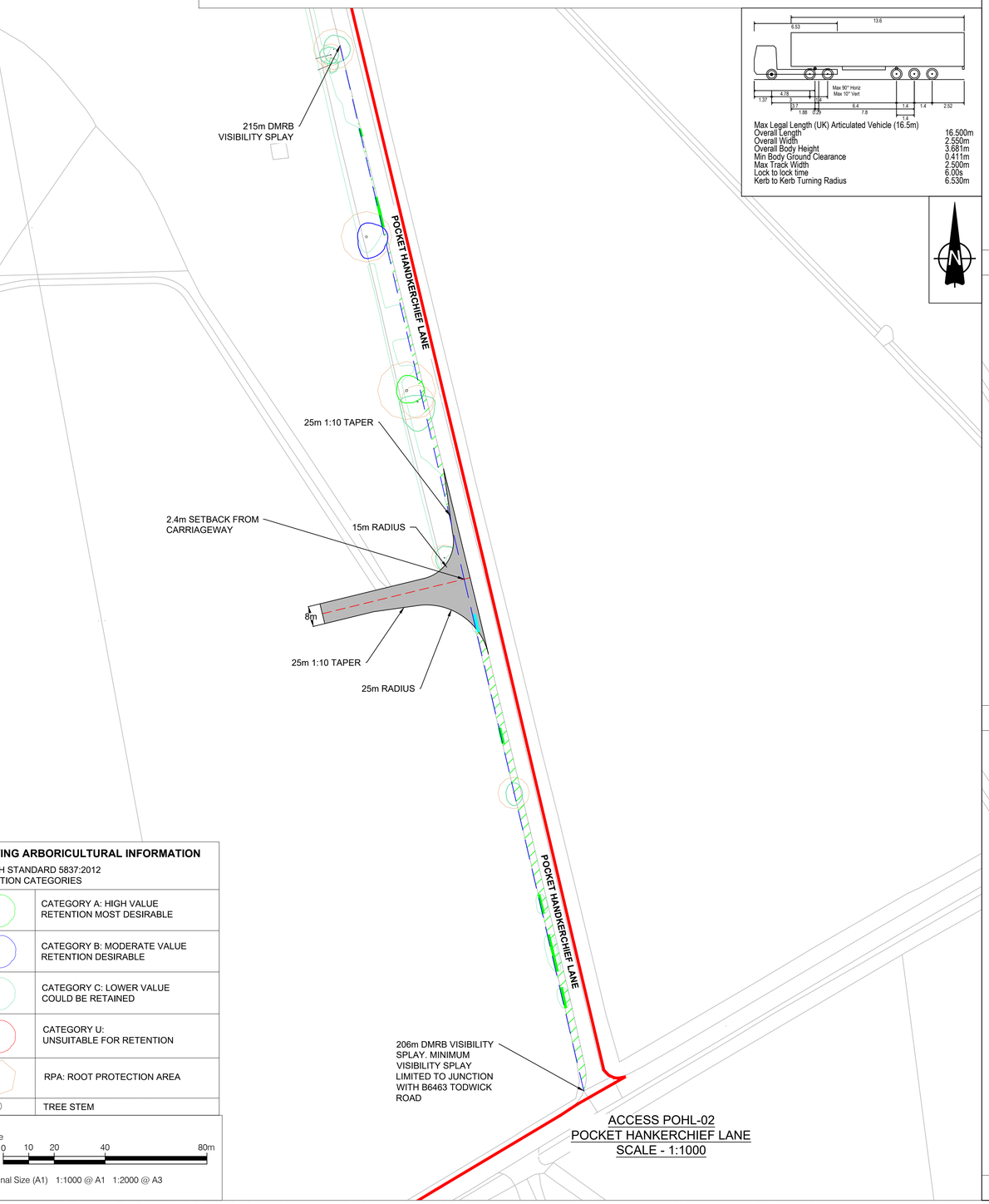


16 axle trailer for 178te transformer indicative

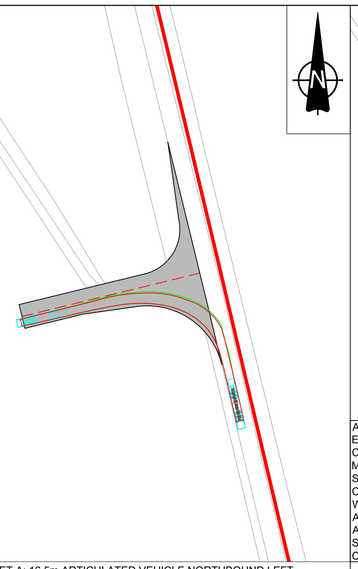
Overall Length	57.625m
Overall Width	5.000m
Overall Body Height	4.250m
Min Body Ground Clearance	0.018m
Max Track Width	3.700m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.702m

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

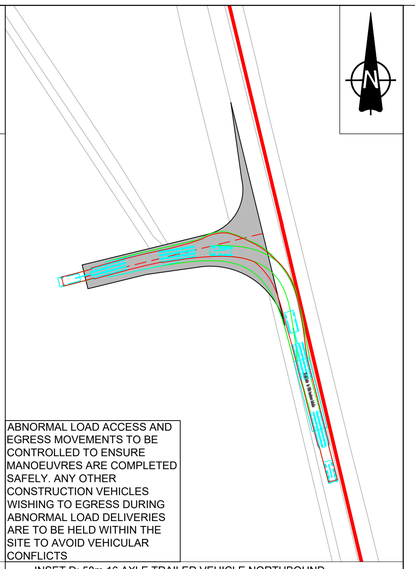
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ACCESS POHL-02
POCKET HANKERCHIEF LANE
SCALE - 1:1000

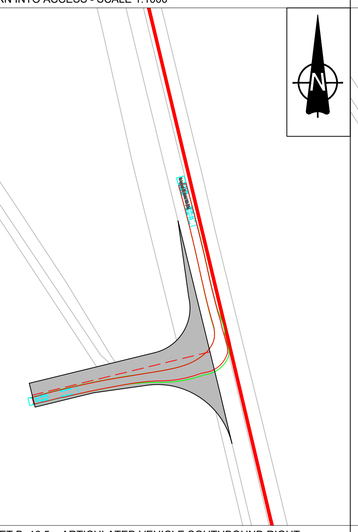


INSET A: 16.5m ARTICULATED VEHICLE NORTHBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

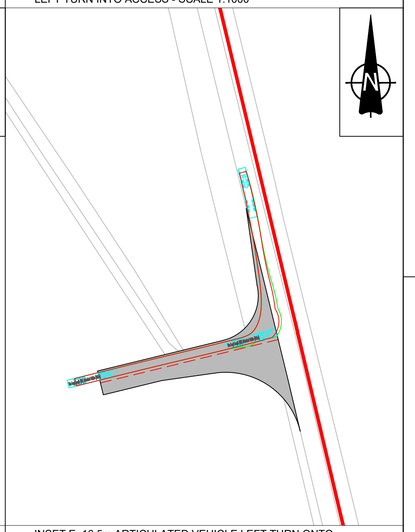


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

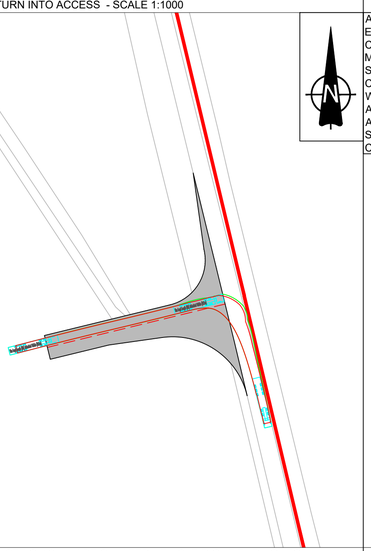
INSET D: 58m 16 AXLE TRAILER VEHICLE NORTHBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE SOUTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

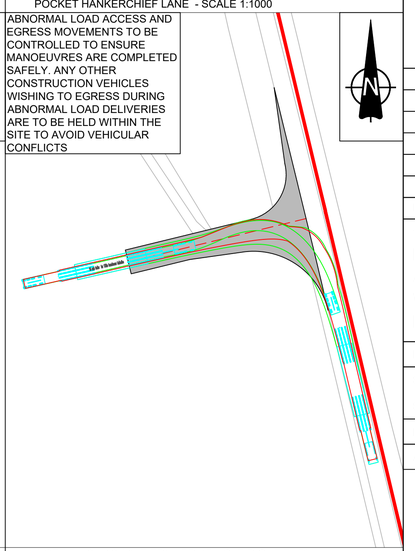


INSET E: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO POCKET HANKERCHIEF LANE - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO POCKET HANKERCHIEF LANE - 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 F: 58m 16 AXLE TRAILER VEHICLE RIGHT TURN ONTO POCKET HANKERCHIEF LANE - SCALE 1:1000

NOTES

1. This drawing is to be read in conjunction with all other relevant documentation.
2. Do not scale from this drawing, use only printed dimensions.
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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

EXISTING ARBORICULTURAL INFORMATION

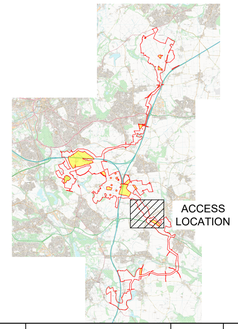
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access POHL-02
Appendix 3 - Sheet 21 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 21 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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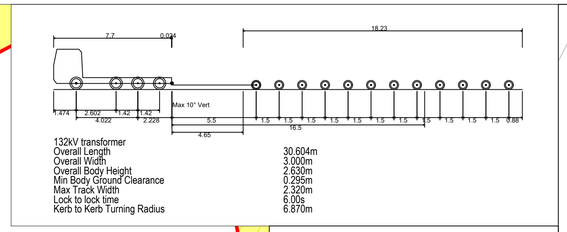
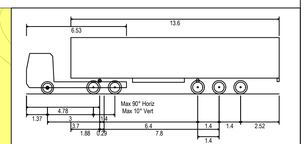


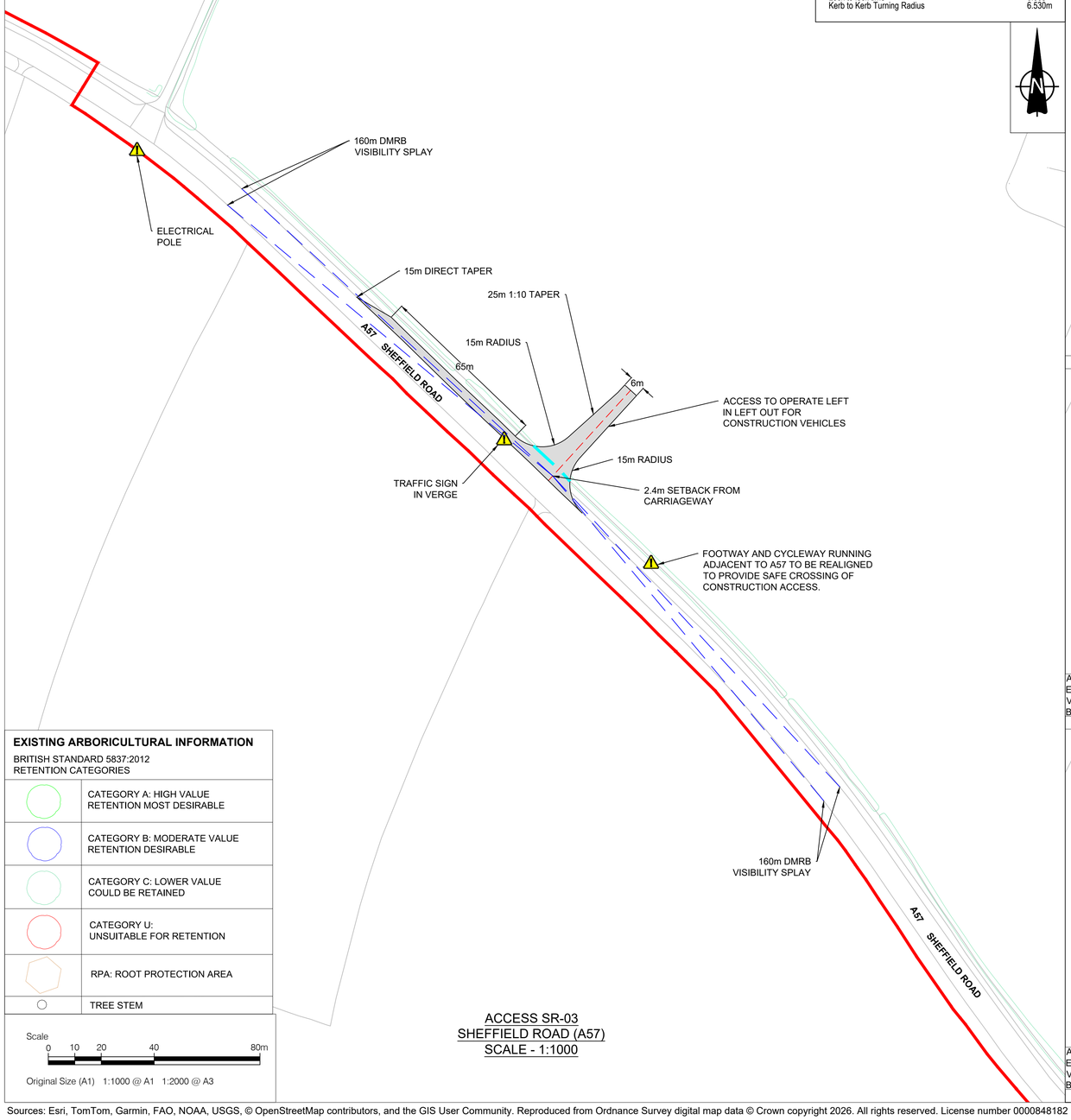
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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 SR-03
SHEFFIELD ROAD (A57)
SCALE - 1:1000

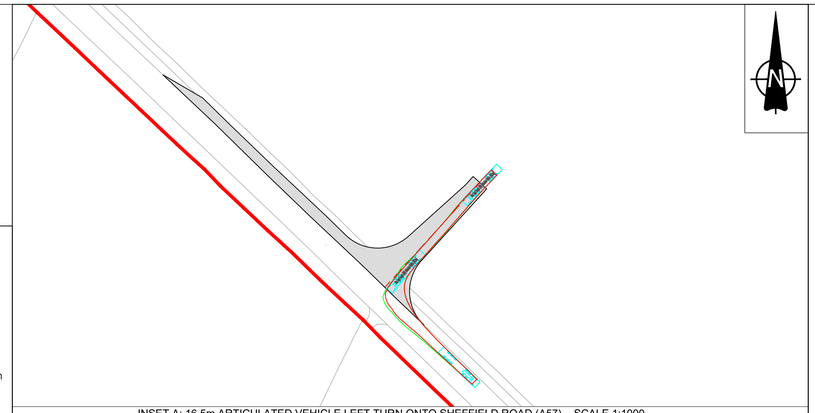
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

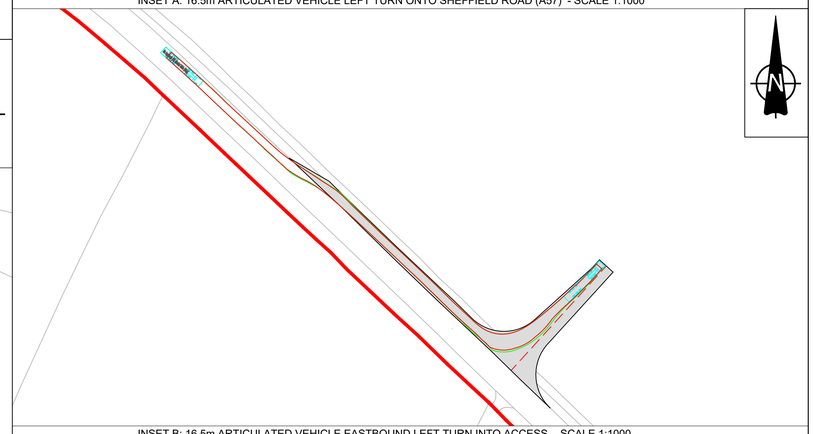
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

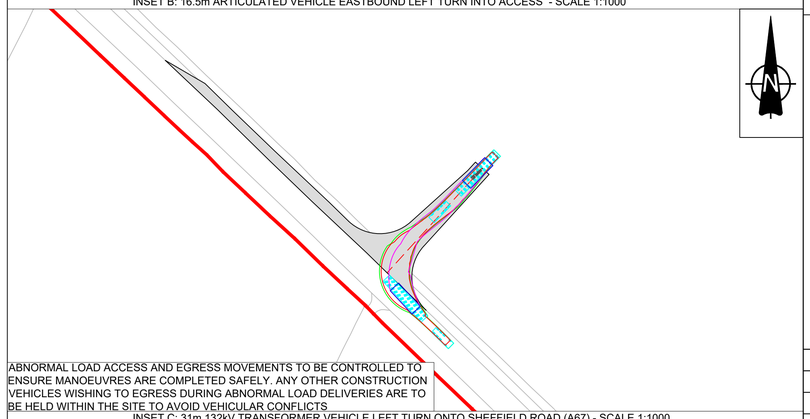
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO SHEFFIELD ROAD (A57) - SCALE 1:1000

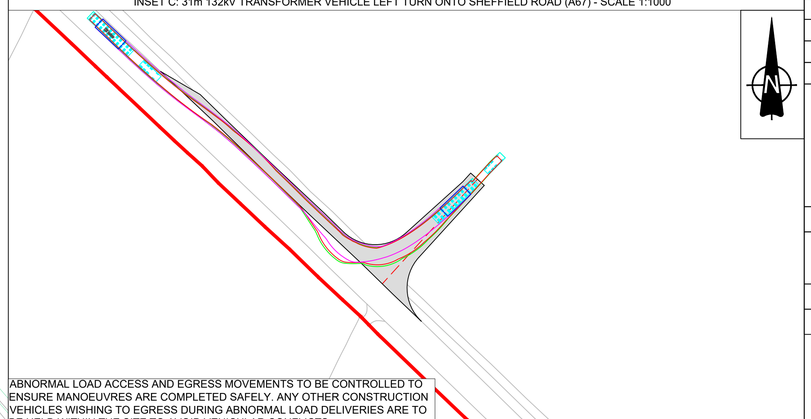


INSET B: 16.5m ARTICULATED VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



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 C: 31m 132kV TRANSFORMER VEHICLE LEFT TURN ONTO SHEFFIELD ROAD (A67) - 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: 31m 132kV TRANSFORMER VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

NOTES

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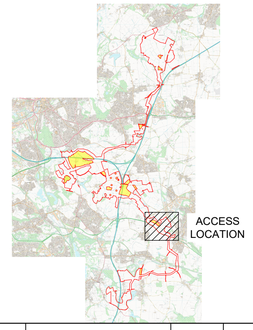
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access SR-03
Appendix 3 - Sheet 22 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 22 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

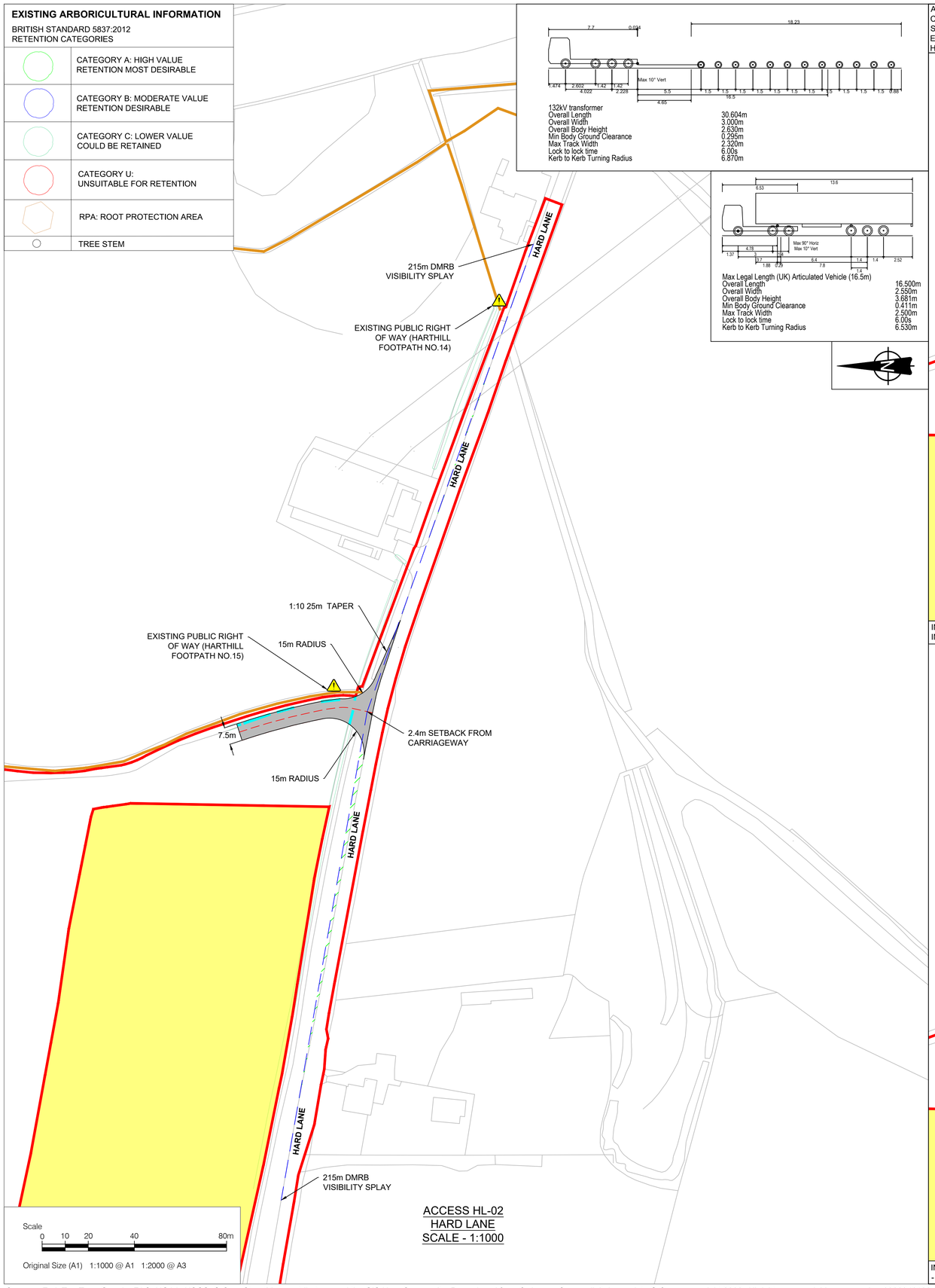
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
○	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

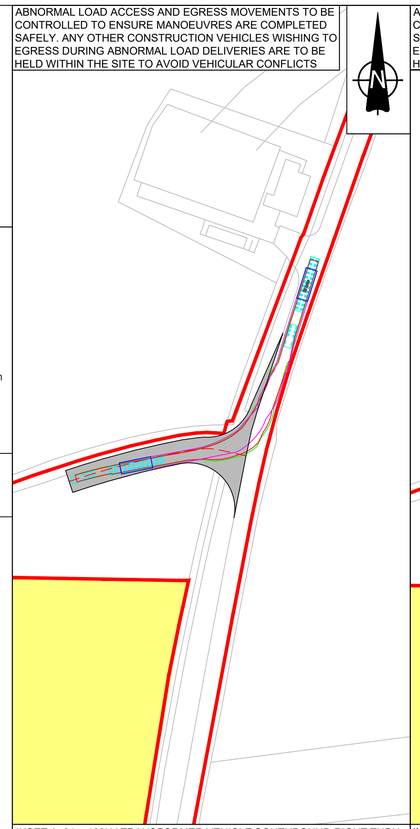


ACCESS HL-02
HARD LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

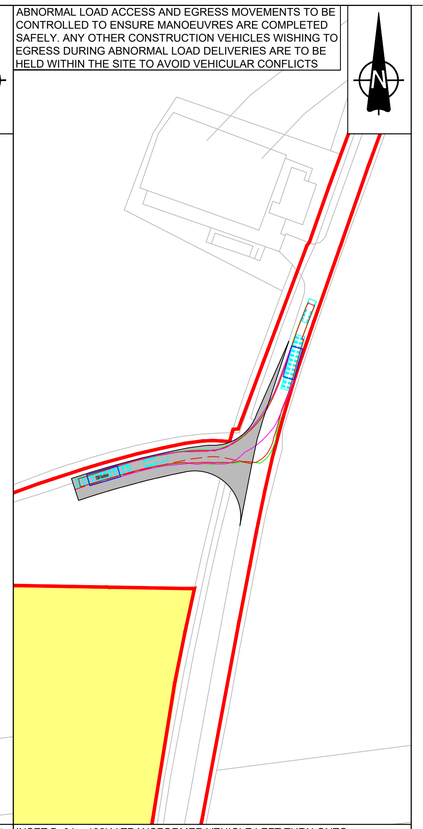
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

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

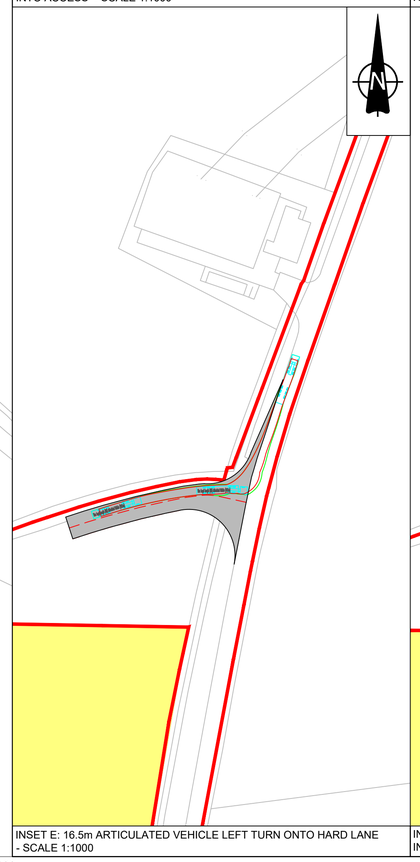


INSET A: 31m 132kV TRANSFORMER VEHICLE SOUTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

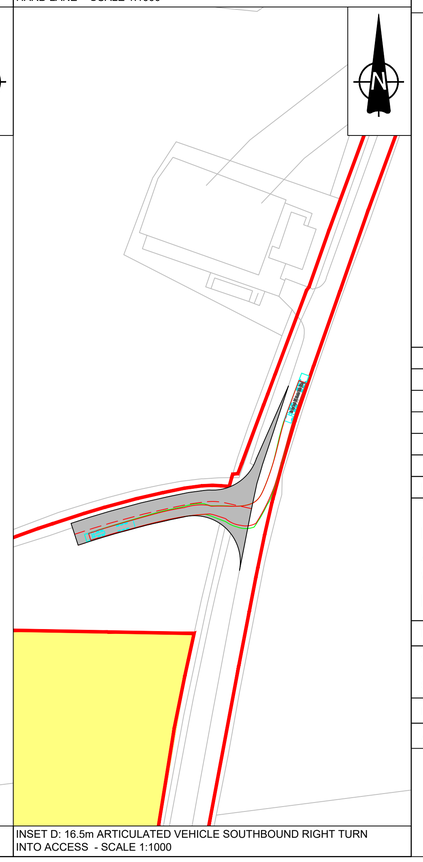
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 31m 132kV TRANSFORMER VEHICLE LEFT TURN ONTO HARD LANE - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO HARD LANE - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE SOUTHBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000

NOTES

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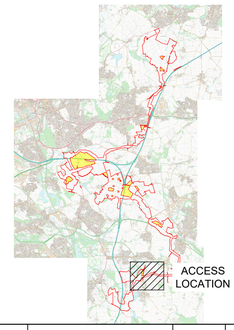
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access HL-02
Appendix 3 - Sheet 23 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 23 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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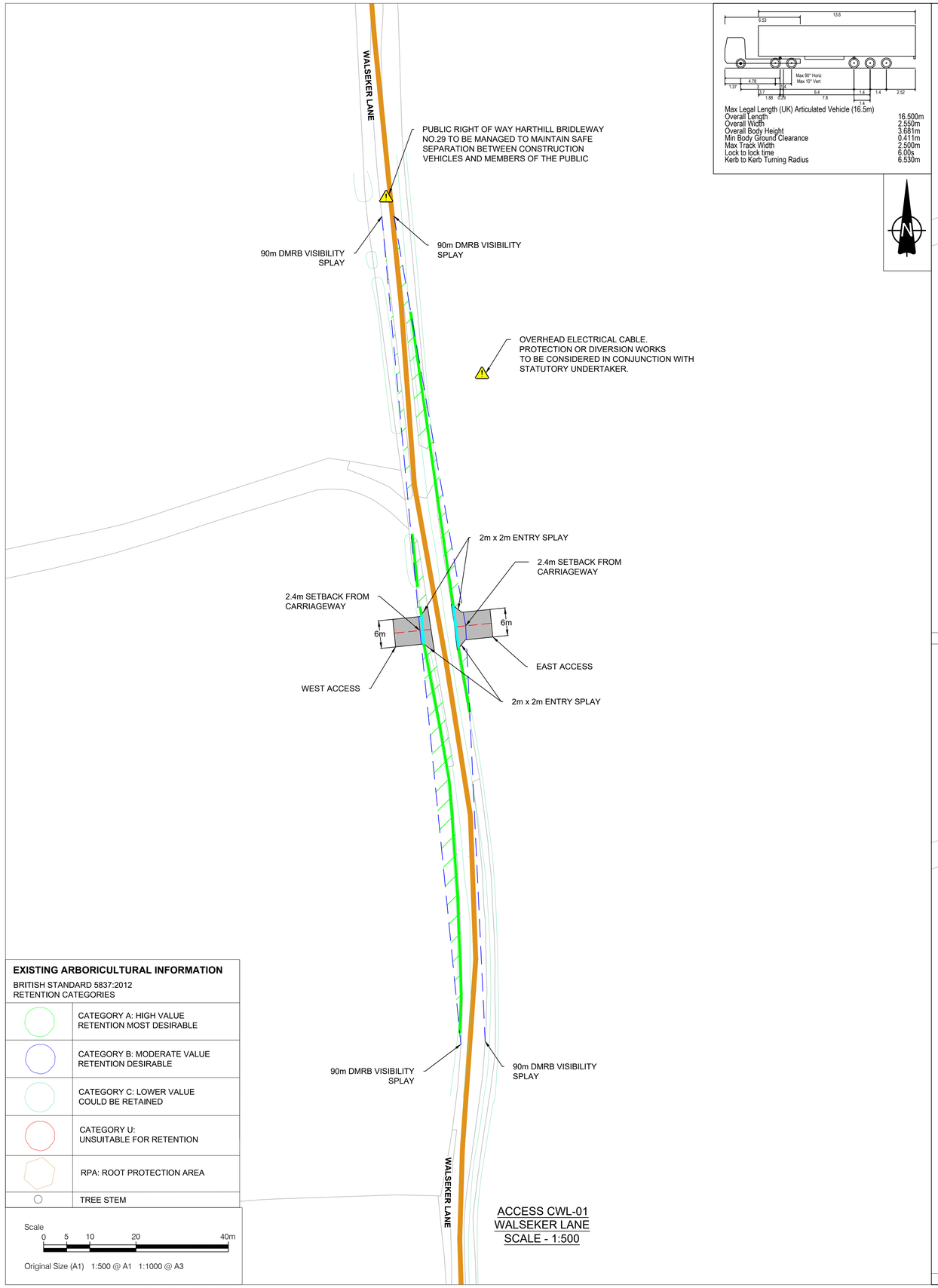
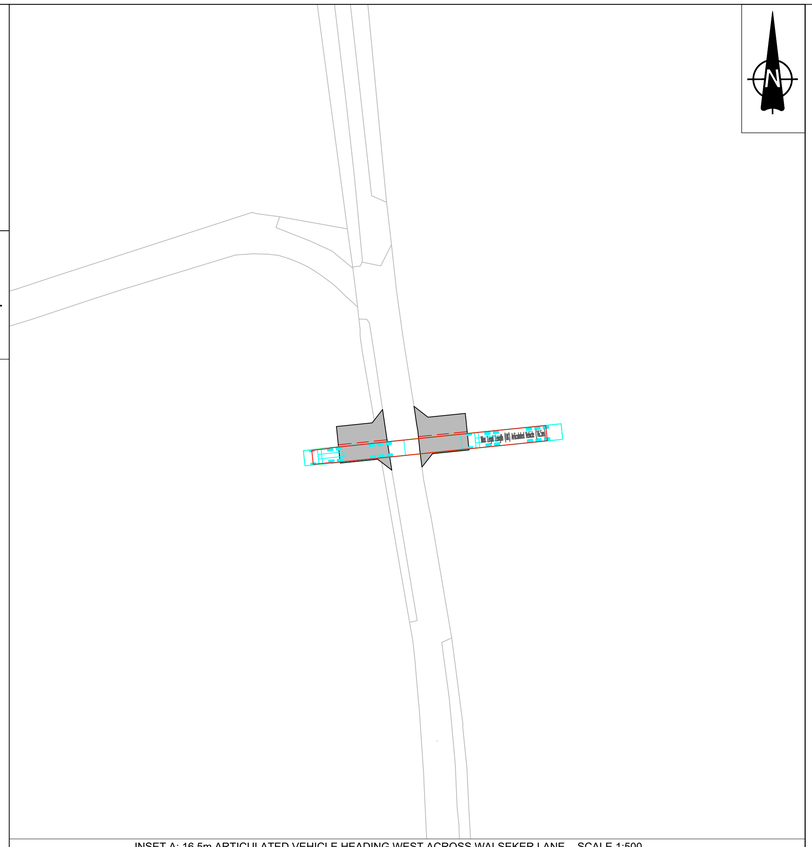


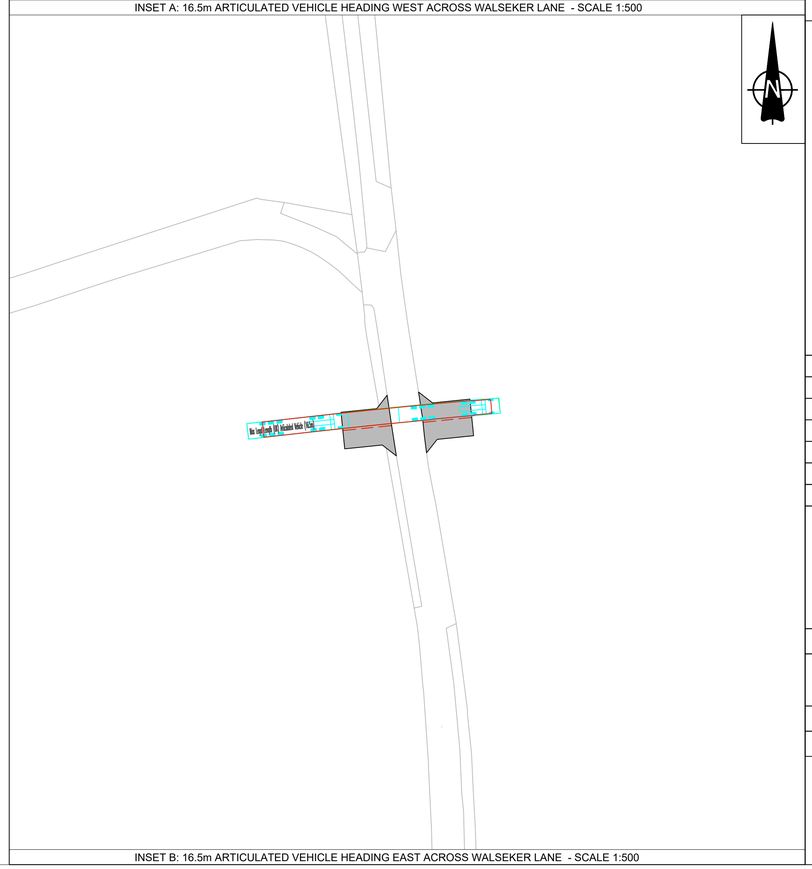
ACCESS CWL-01
WALSEKER LANE
SCALE - 1:500

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 WALSEKER LANE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS WALSEKER LANE - SCALE 1:500

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

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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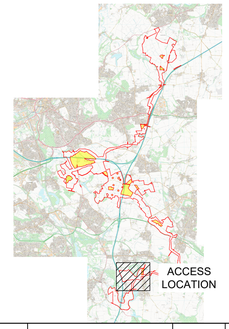
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CWL-01
Appendix 3 - Sheet 24 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:500	SHEET: Sheet 24 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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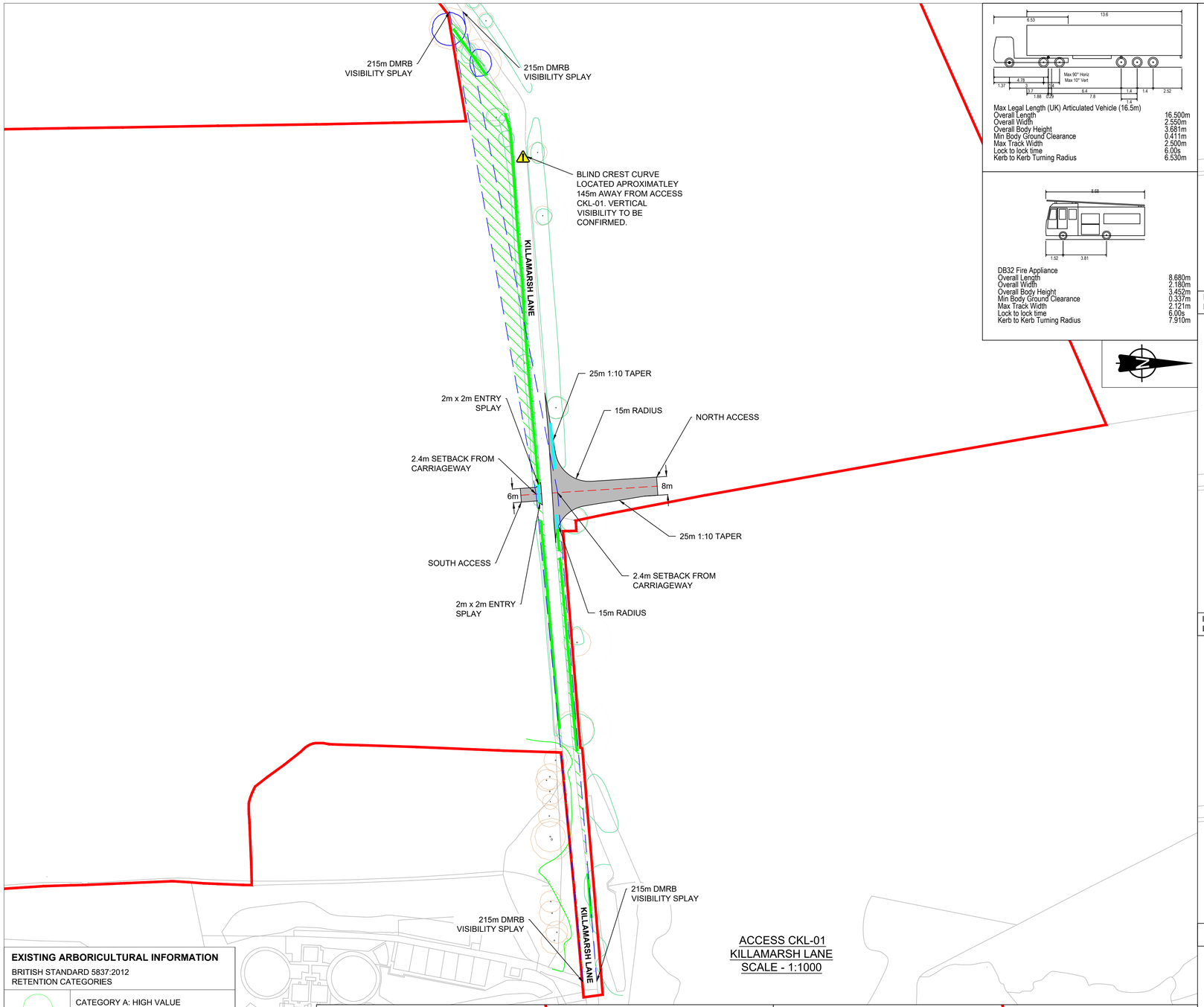


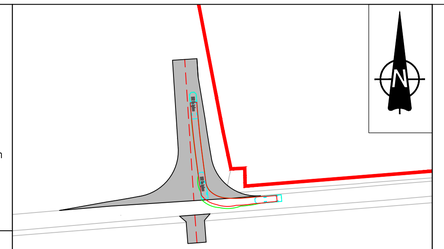
ACCESS CKL-01
KILLAMARSH LANE
SCALE - 1:1000

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

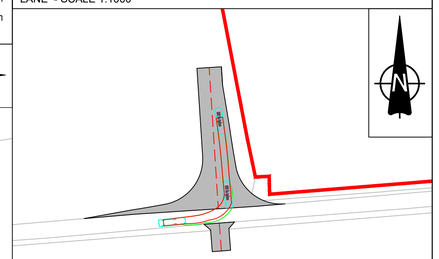
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

DB32 Fire Appliance

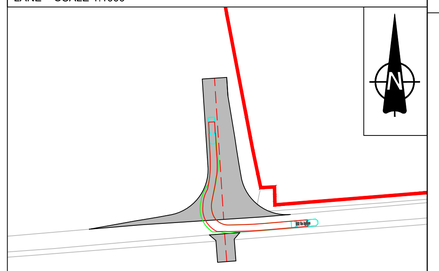
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



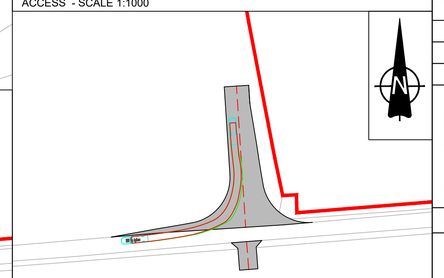
INSET A: DB32 FIRE APPLIANCE VEHICLE LEFT TURN ONTO KILLAMARSH LANE - SCALE 1:1000



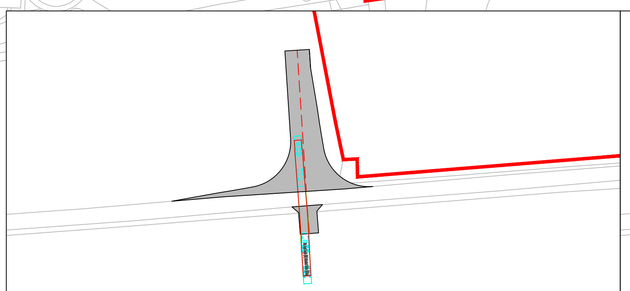
INSET B: DB32 FIRE APPLIANCE VEHICLE RIGHT TURN ONTO KILLAMARSH LANE - SCALE 1:1000



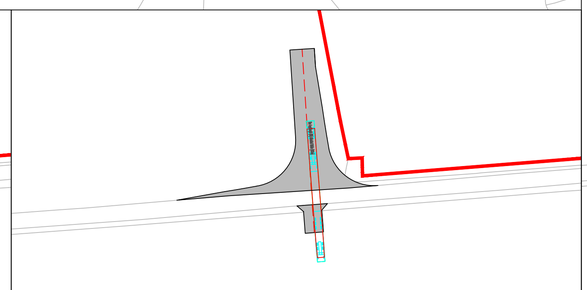
INSET C: DB32 FIRE APPLIANCE VEHICLE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:1000



INSET D: DBR32 FIRE APPLIANCE VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



INSET I: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS KILLAMARSH LANE - SCALE 1:1000



INSET J: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS KILLAMARSH LANE - SCALE 1:1000

NOTES

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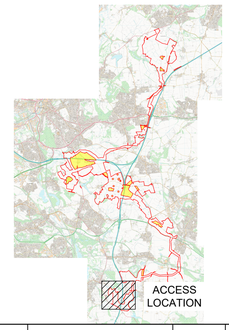
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access CKL-01
Appendix 3 - Sheet 25 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 25 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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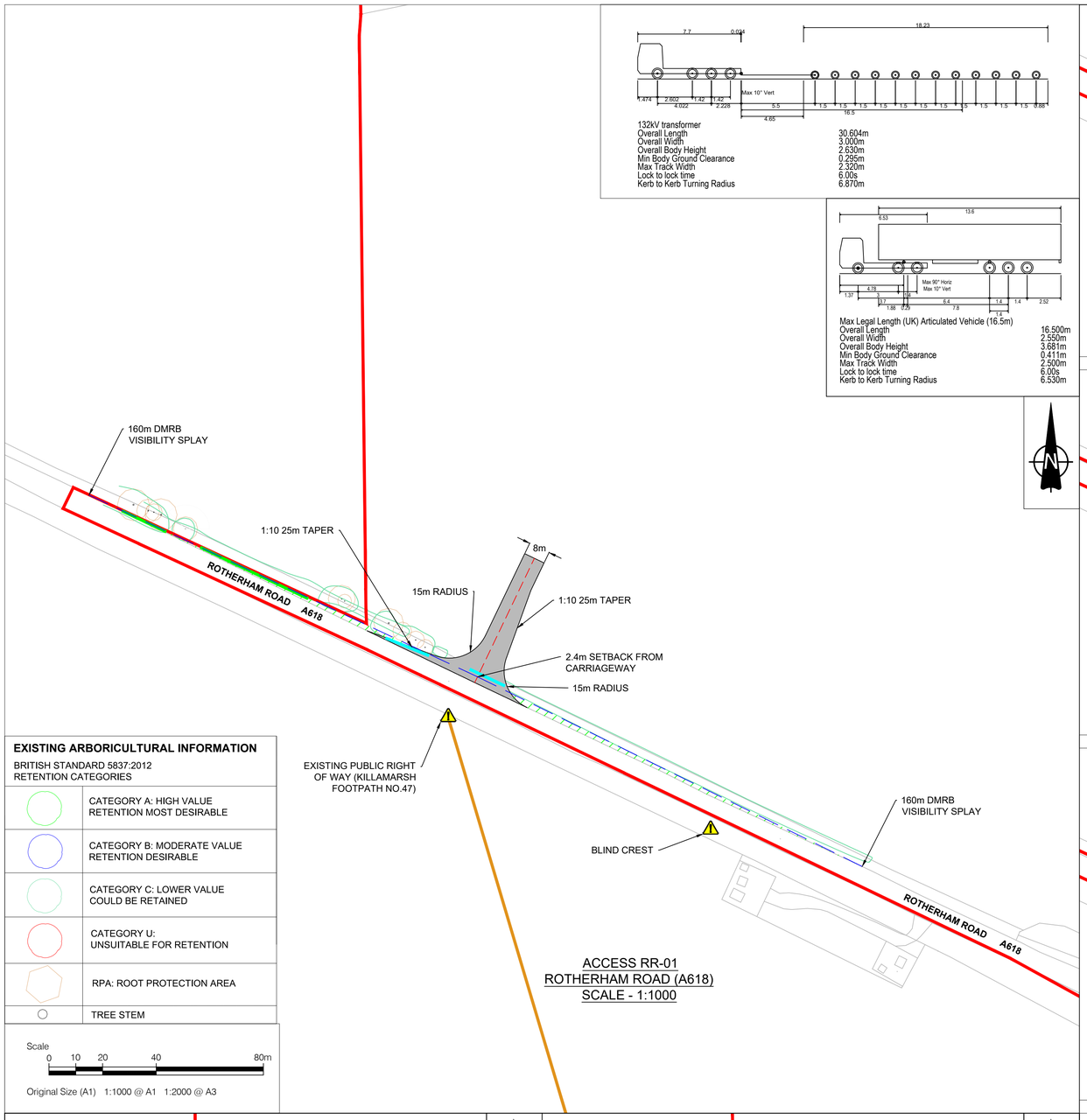


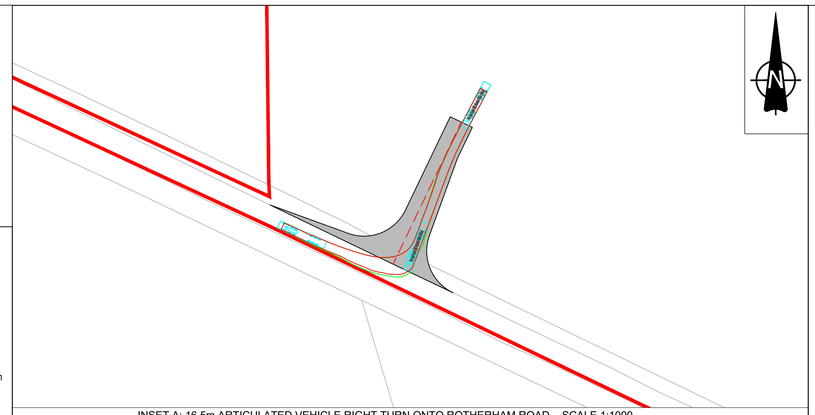
ACCESS RR-01
ROTHERHAM ROAD (A618)
SCALE - 1:1000

132kV transformer

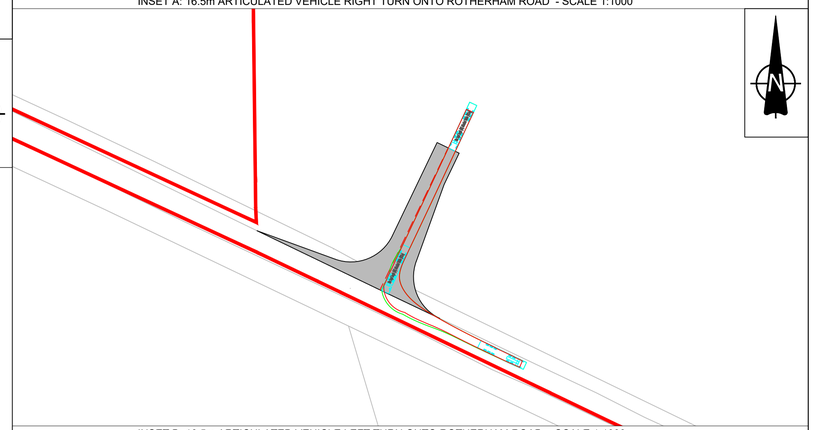
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

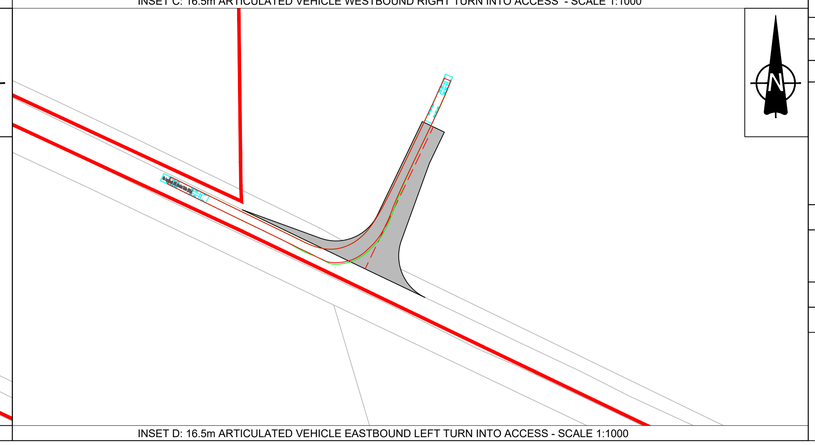


INSET A: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO ROTHERHAM ROAD - SCALE 1:1000

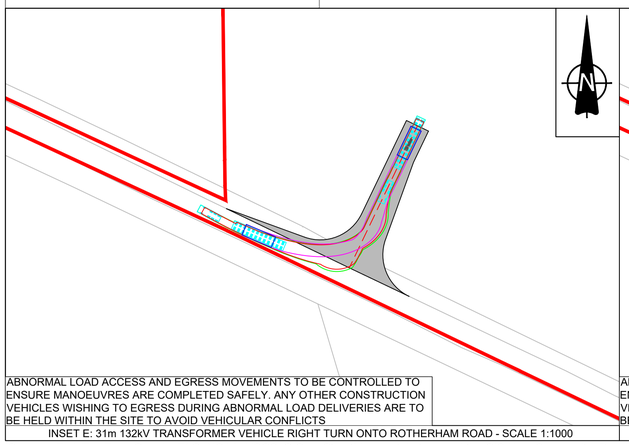


INSET B: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO ROTHERHAM ROAD - SCALE 1:1000

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

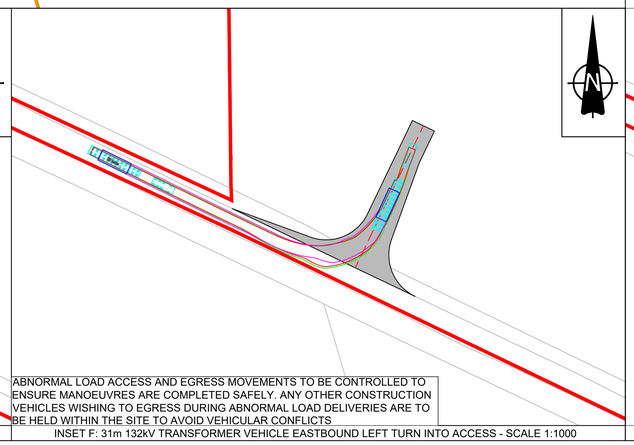


INSET D: 16.5m ARTICULATED VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



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 E: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO ROTHERHAM ROAD - 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 F: 31m 132kV TRANSFORMER VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

NOTES

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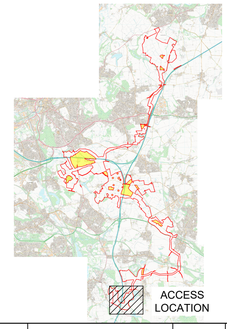
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access RR-01
Appendix 3 - Sheet 26 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 26 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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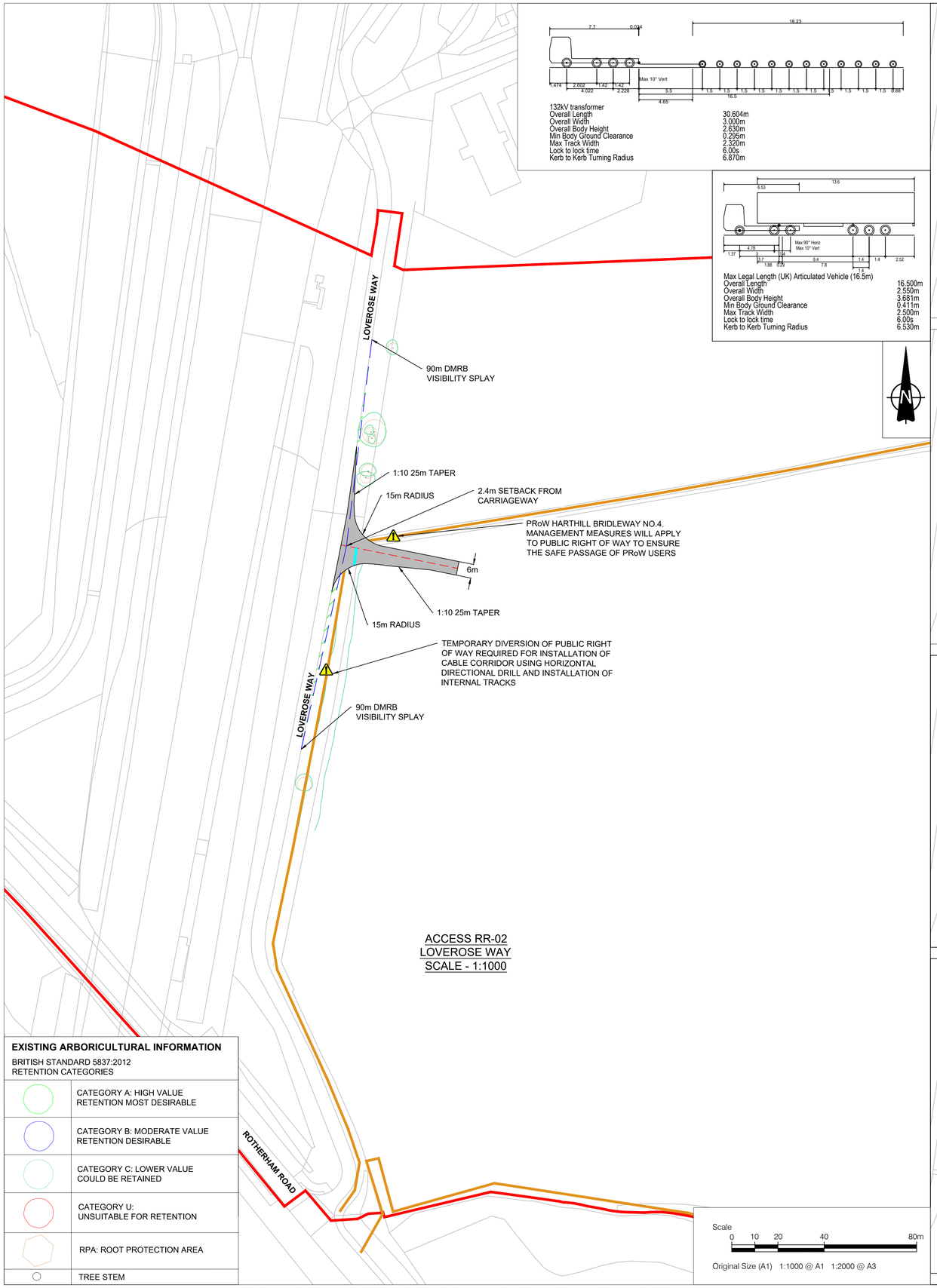
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

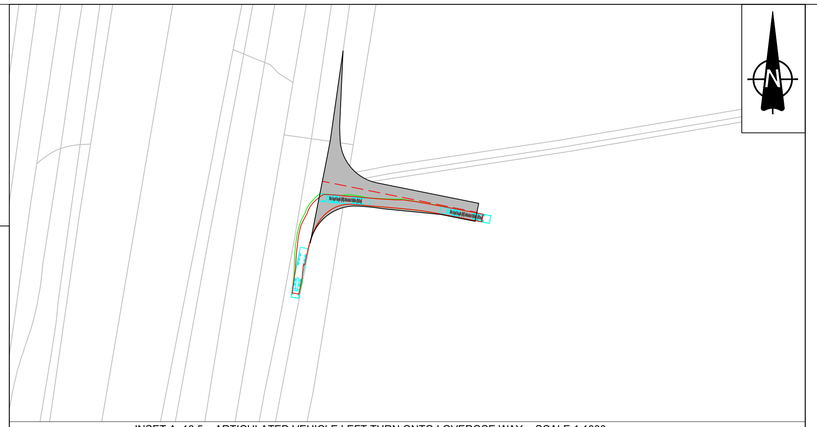
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



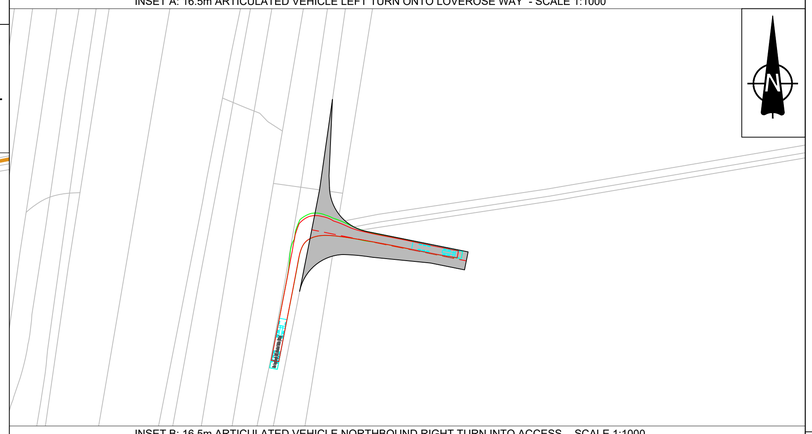
ACCESS RR-02
LOVEROSE WAY
SCALE - 1:1000

Scale
0 10 20 40 80m

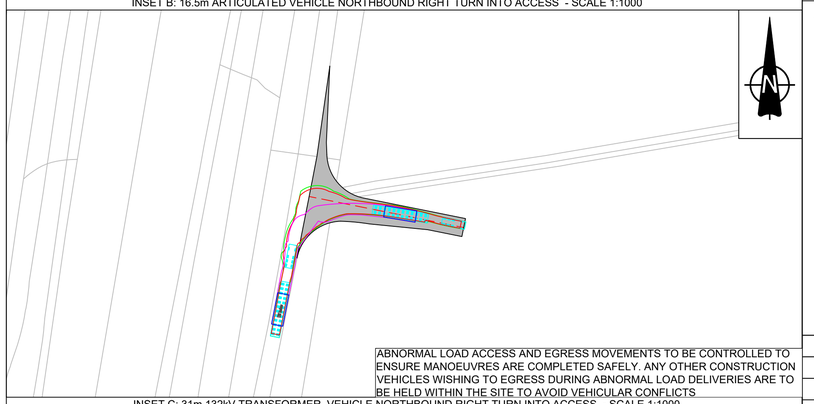
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO LOVEROSE WAY - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE NORTHBOUND 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 C: 31m 132kV TRANSFORMER VEHICLE NORTHBOUND 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 D: 31m 132kV TRANSFORMER VEHICLE LEFT TURN ONTO LOVEROSE WAY - SCALE 1:1000

NOTES

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

LEGEND

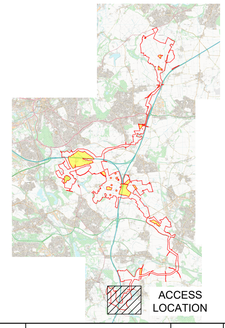
- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access RR-02
Appendix 3 - Sheet 27 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 27 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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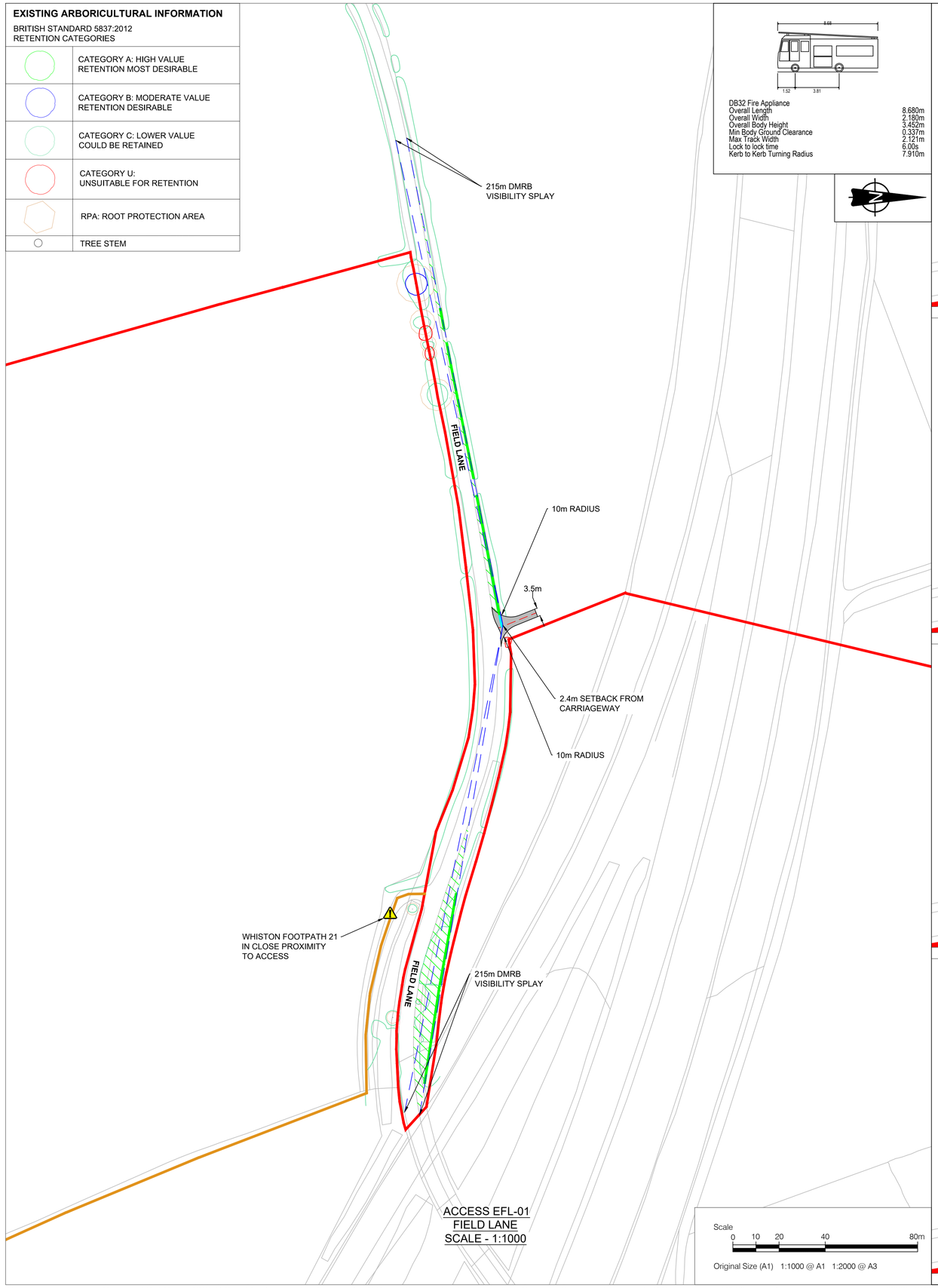
EXISTING ARBORICULTURAL INFORMATION

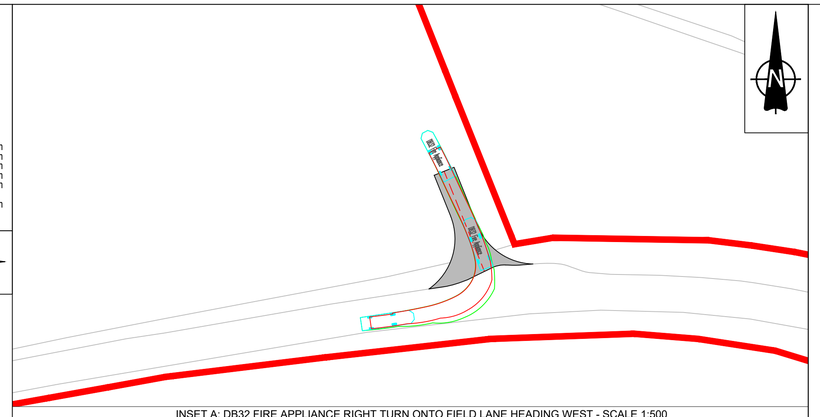
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

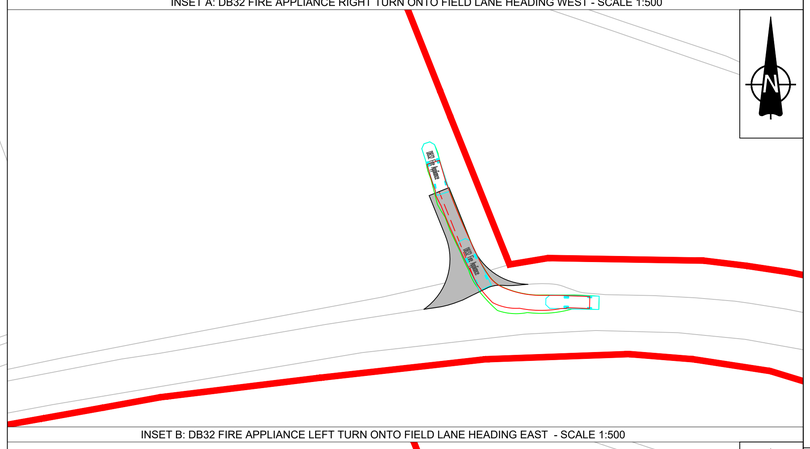


DB32 Fire Appliance

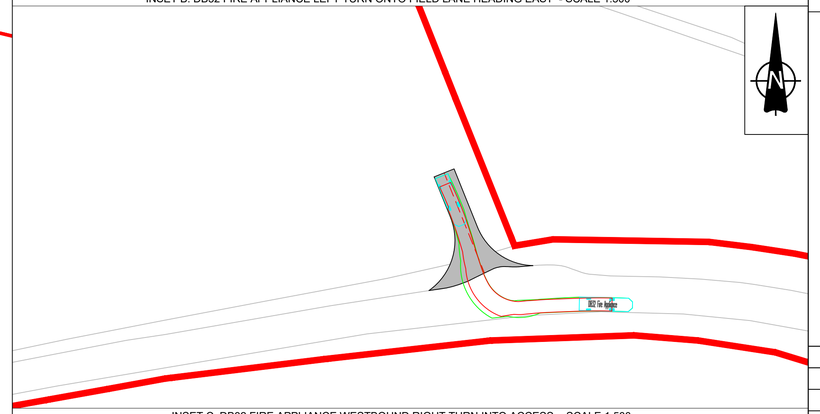
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



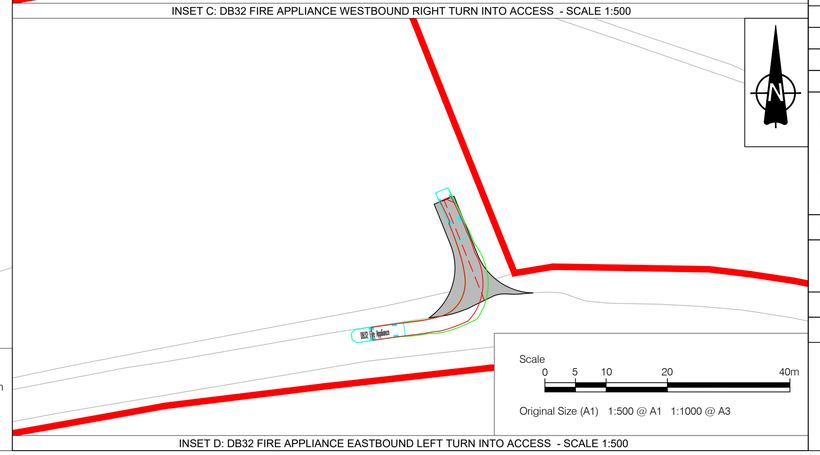
INSET A: DB32 FIRE APPLIANCE RIGHT TURN ONTO FIELD LANE HEADING WEST - SCALE 1:500



INSET B: DB32 FIRE APPLIANCE LEFT TURN ONTO FIELD LANE HEADING EAST - SCALE 1:500



INSET C: DB32 FIRE APPLIANCE WESTBOUND RIGHT TURN INTO ACCESS - SCALE 1:500



INSET D: DB32 FIRE APPLIANCE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:500

NOTES

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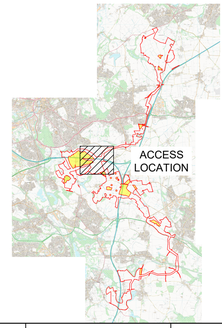
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

PV Area Access EFL-01
Appendix 3 - Sheet 28 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN
SIZE: A1

SHEET: Sheet 28 of 53
REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

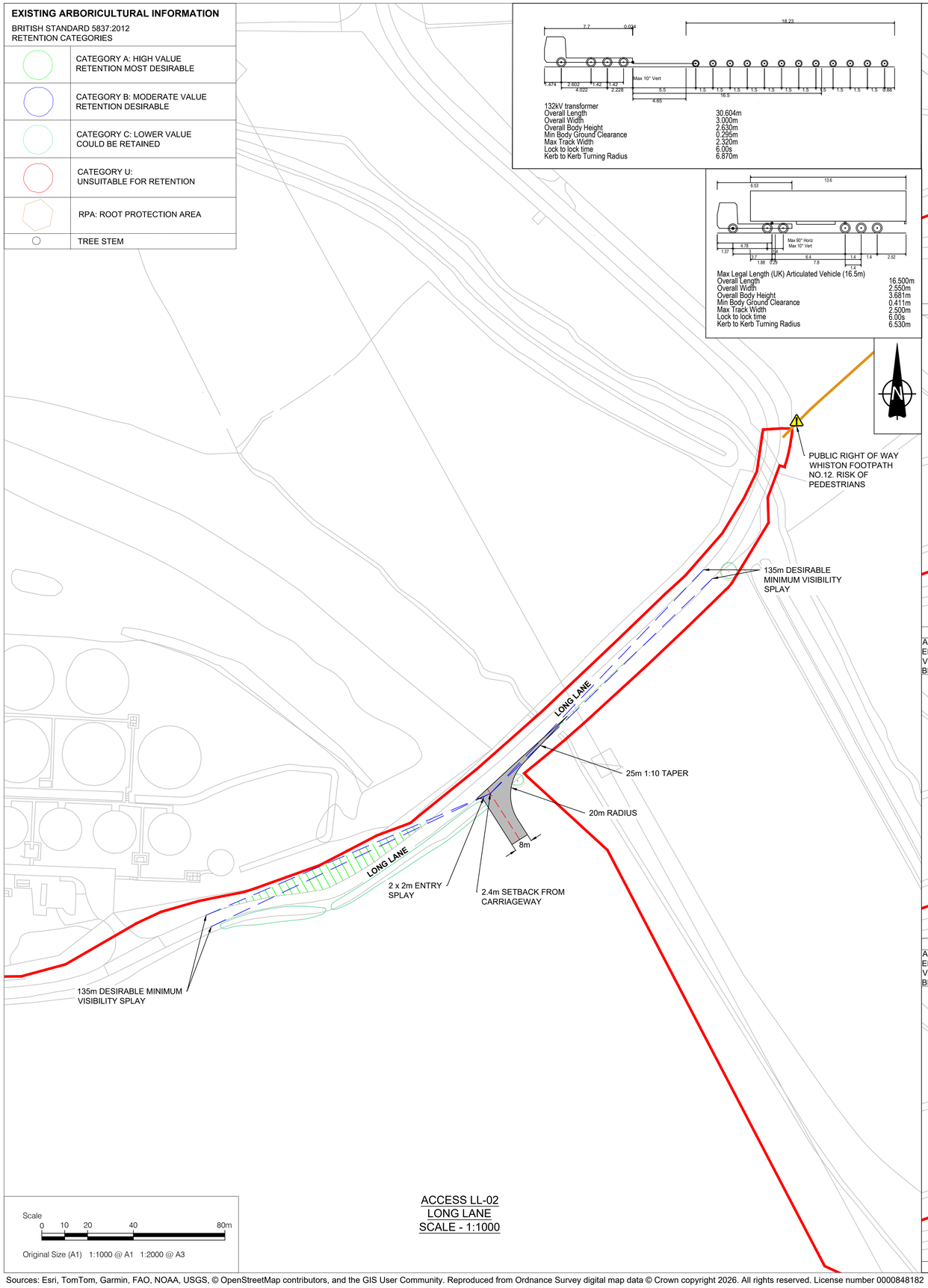
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

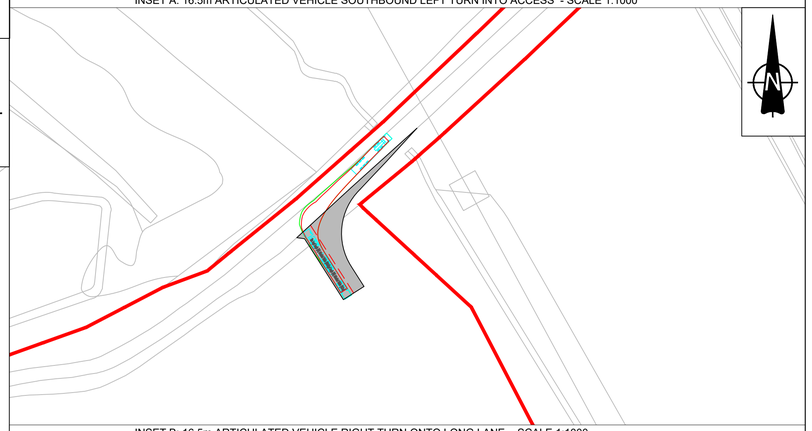


ACCESS LL-02
LONG LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

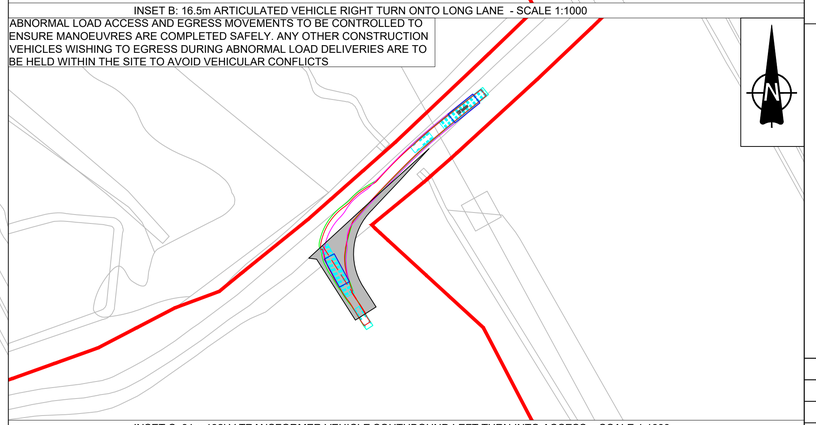
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

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



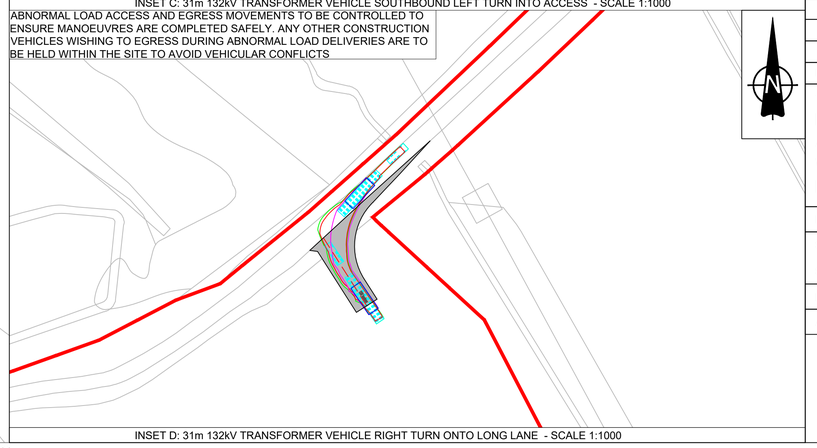
INSET B: 16.5m ARTICULATED VEHICLE RIGHT TURN ONTO LONG LANE - SCALE 1:1000

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: 31m 132kV TRANSFORMER VEHICLE SOUTHBOUND 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: 31m 132kV TRANSFORMER VEHICLE RIGHT TURN ONTO LONG LANE - SCALE 1:1000

NOTES

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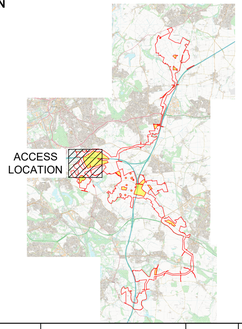
2. Do not scale from this drawing, use only printed dimensions.
3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation 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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon visibility parameters derived using the 85th percentile speed survey conducted between the 4th June 2025 to the 10th June 2025.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



01	03/06/2026	DCO Submission	GH	MEK	JH
ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED

TITLE:

PV Area Access LL-02
Appendix 3 - Sheet 29 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 29 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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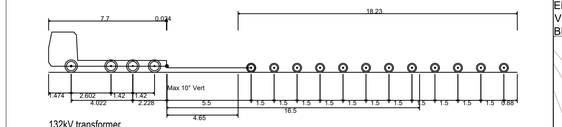
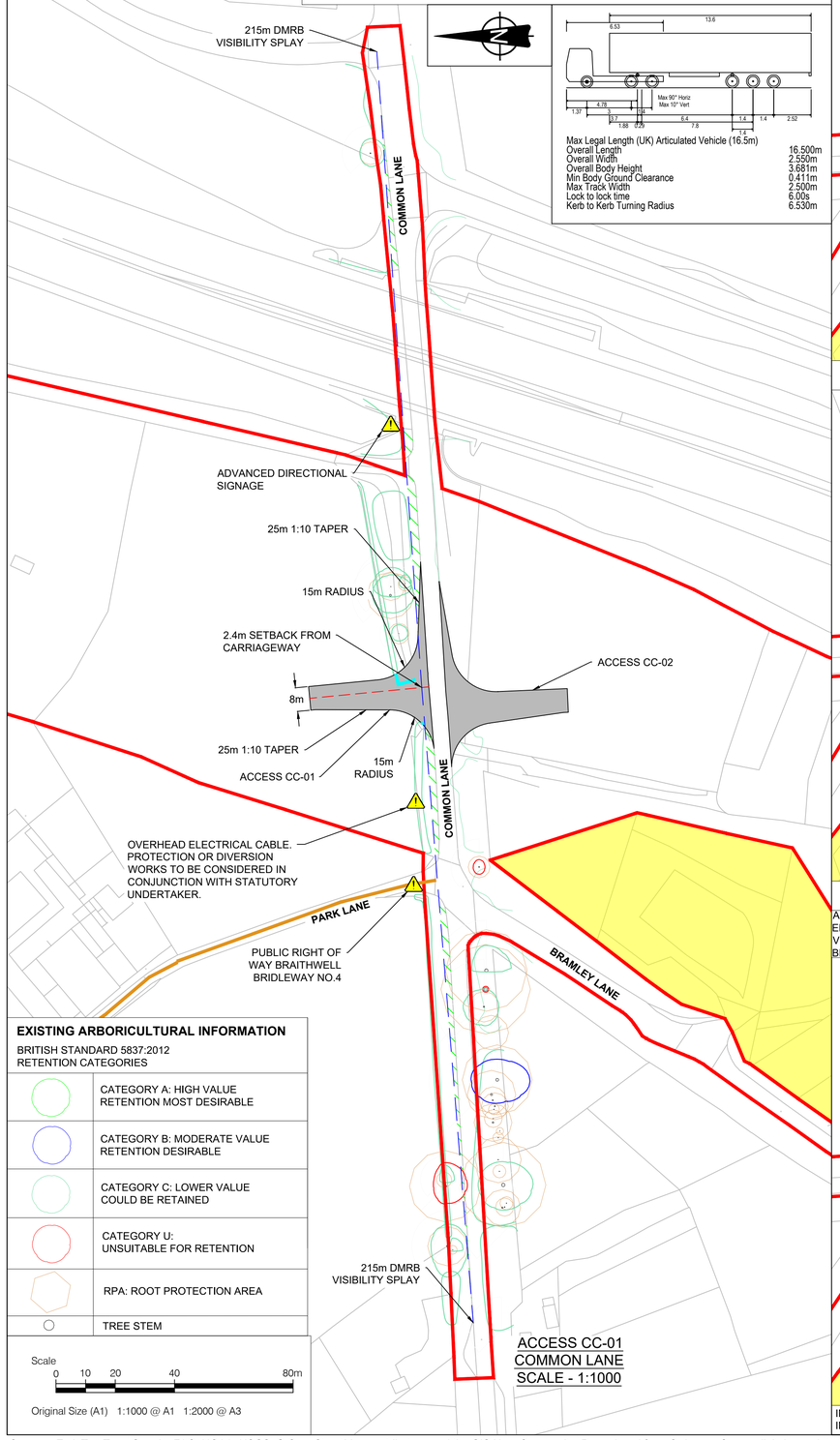


132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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 CC-01
COMMON LANE
SCALE - 1:1000

EXISTING ARBORICULTURAL INFORMATION

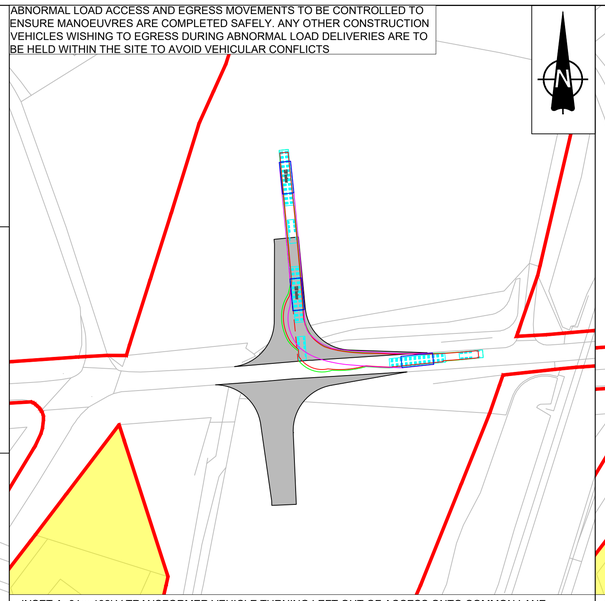
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

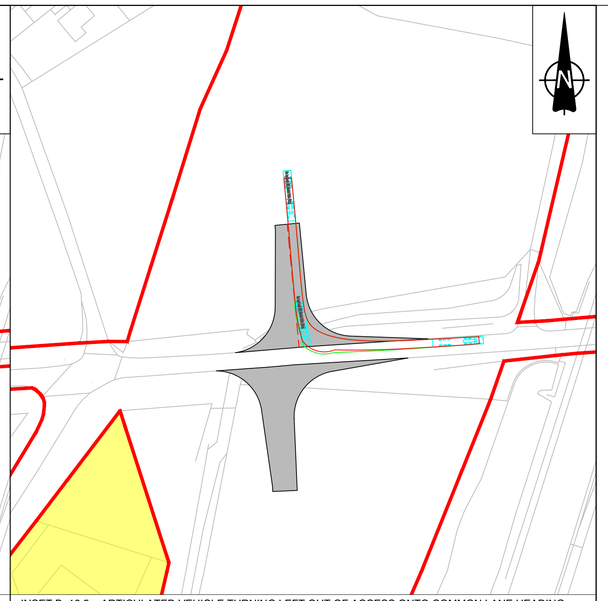
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

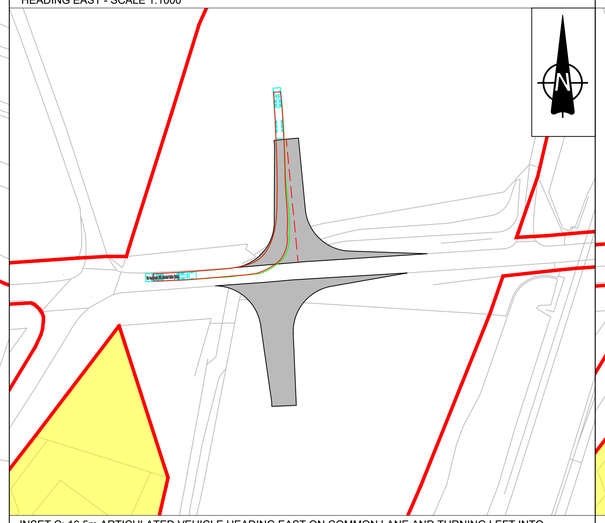
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



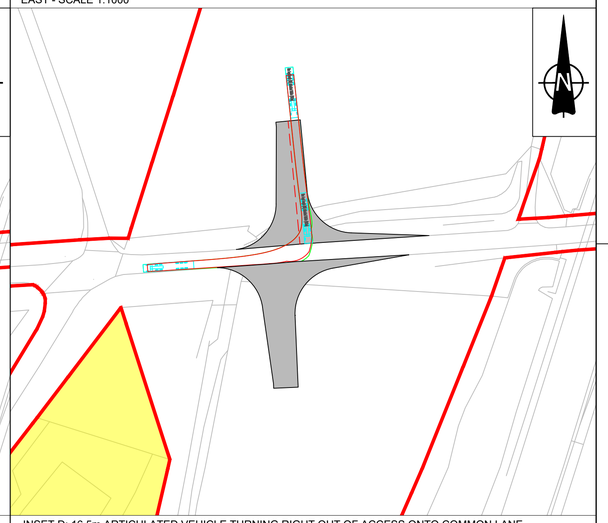
INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING LEFT OUT OF ACCESS ONTO COMMON LANE HEADING EAST - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO COMMON LANE HEADING EAST - SCALE 1:1000

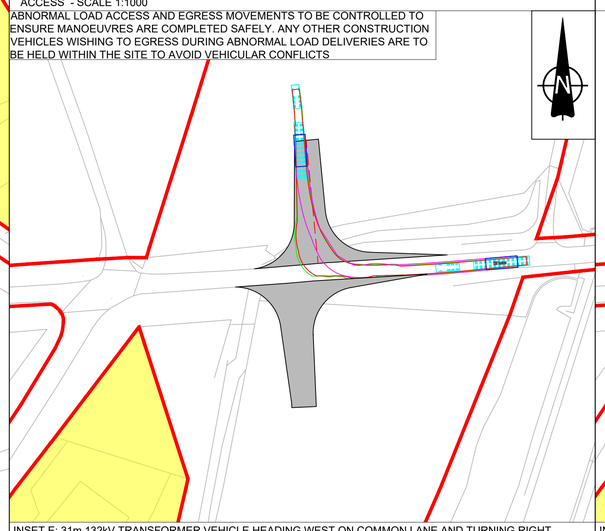


INSET C: 16.5m ARTICULATED VEHICLE HEADING EAST ON COMMON LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

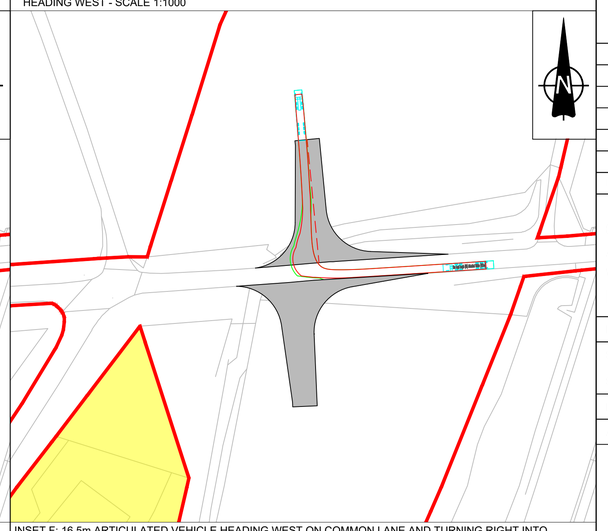


INSET D: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO COMMON LANE HEADING WEST - SCALE 1:1000

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 E: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ON COMMON LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING WEST ON COMMON LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000

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LEGEND

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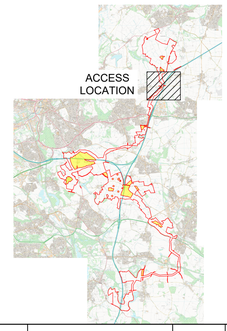
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-01
Appendix 3 - Sheet 30 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 30 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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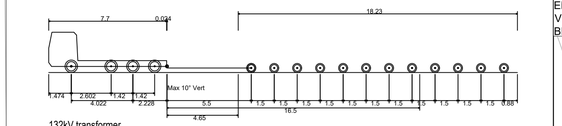
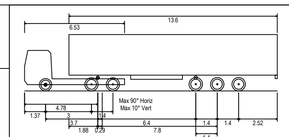


132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

215m DMRB
VISIBILITY SPLAY

COMMON LANE

25m 1:10 TAPER

2.4m SETBACK FROM CARRIAGEWAY

ACCESS CC-01

15m RADIUS

8m

ACCESS CC-02

25m 1:10 TAPER

15m RADIUS

COMMON LANE

OVERHEAD ELECTRICAL CABLE. PROTECTION OR DIVERSION WORKS TO BE CONSIDERED IN CONJUNCTION WITH STATUTORY UNDERTAKER.

PARK LANE

PUBLIC RIGHT OF WAY BRAITHWELL BRIDLEWAY NO.4

BRAMLEY LANE

215m DMRB
VISIBILITY SPLAY

ACCESS CC-02
COMMON LANE
SCALE - 1:1000

EXISTING ARBORICULTURAL INFORMATION

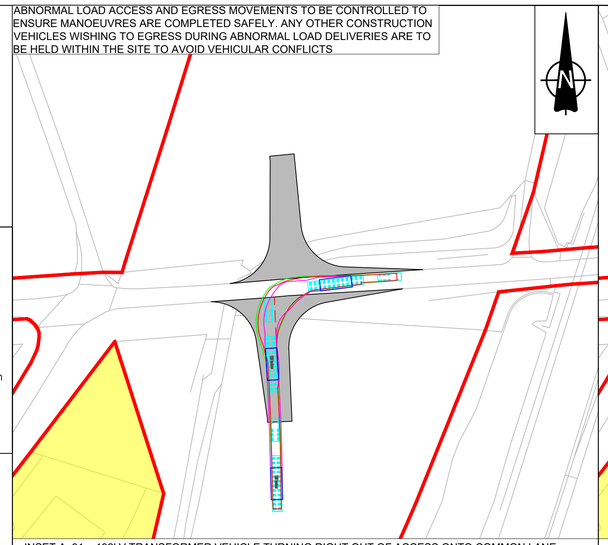
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

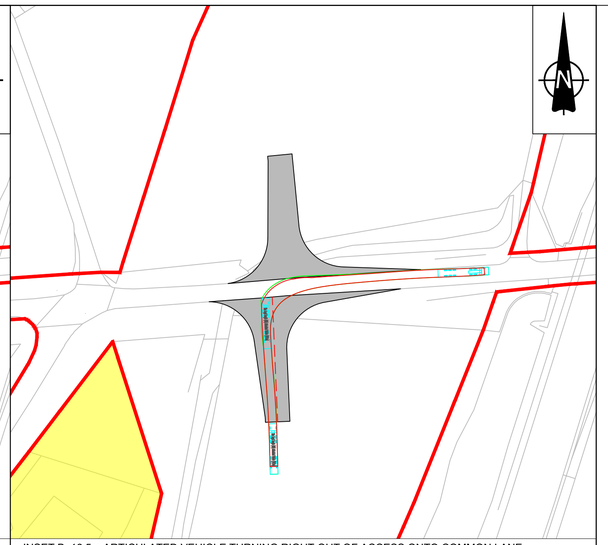
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

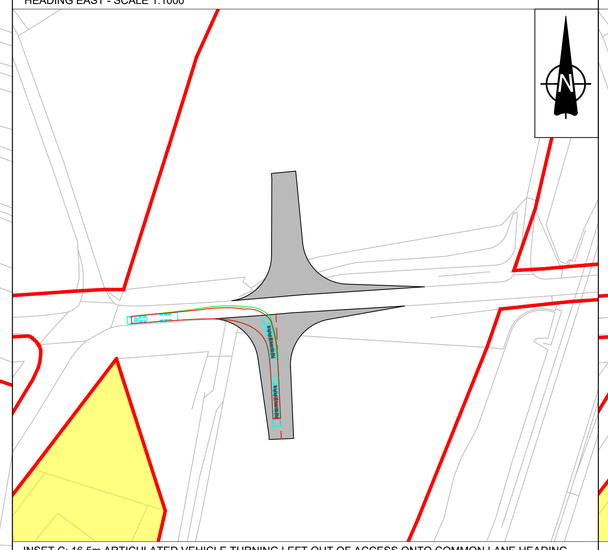
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



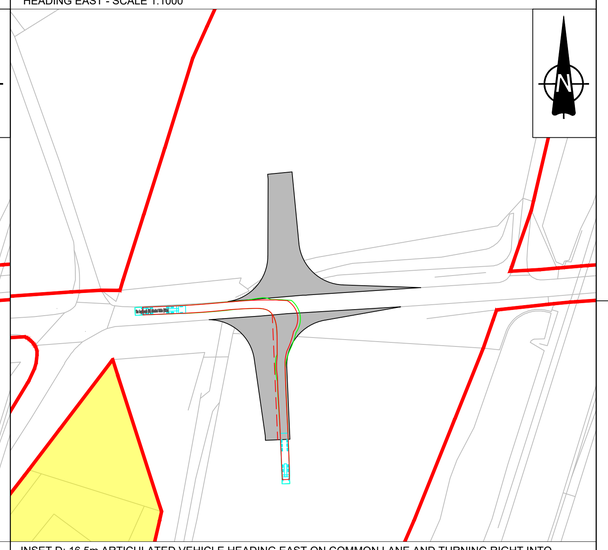
INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO COMMON LANE HEADING EAST - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO COMMON LANE HEADING EAST - SCALE 1:1000

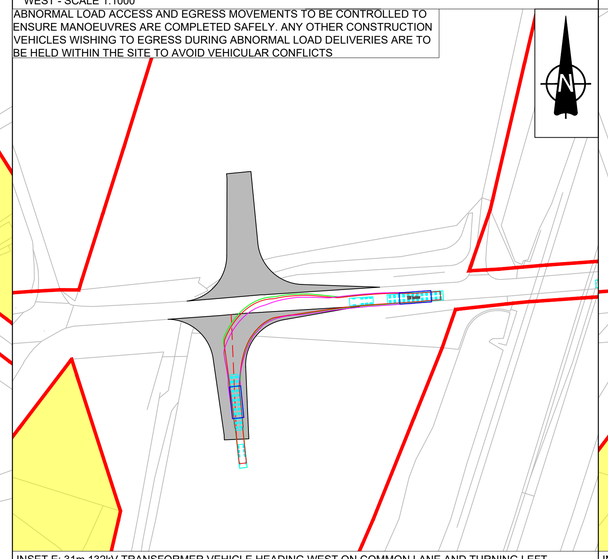


INSET C: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO COMMON LANE HEADING WEST - SCALE 1:1000

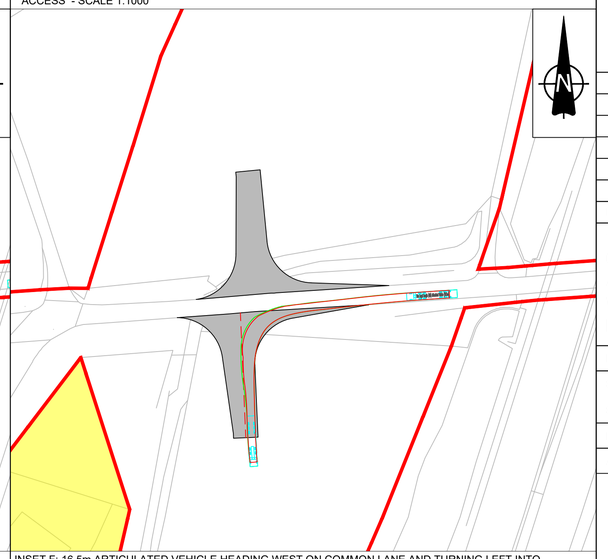


INSET D: 16.5m ARTICULATED VEHICLE HEADING EAST ON COMMON LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000

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 E: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ON COMMON LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING WEST ON COMMON LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

NOTES

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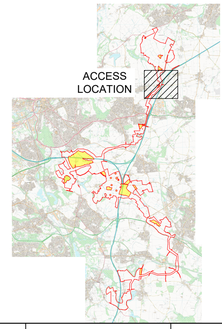
3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) 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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-02
Appendix 3 - Sheet 31 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 31 of 53

SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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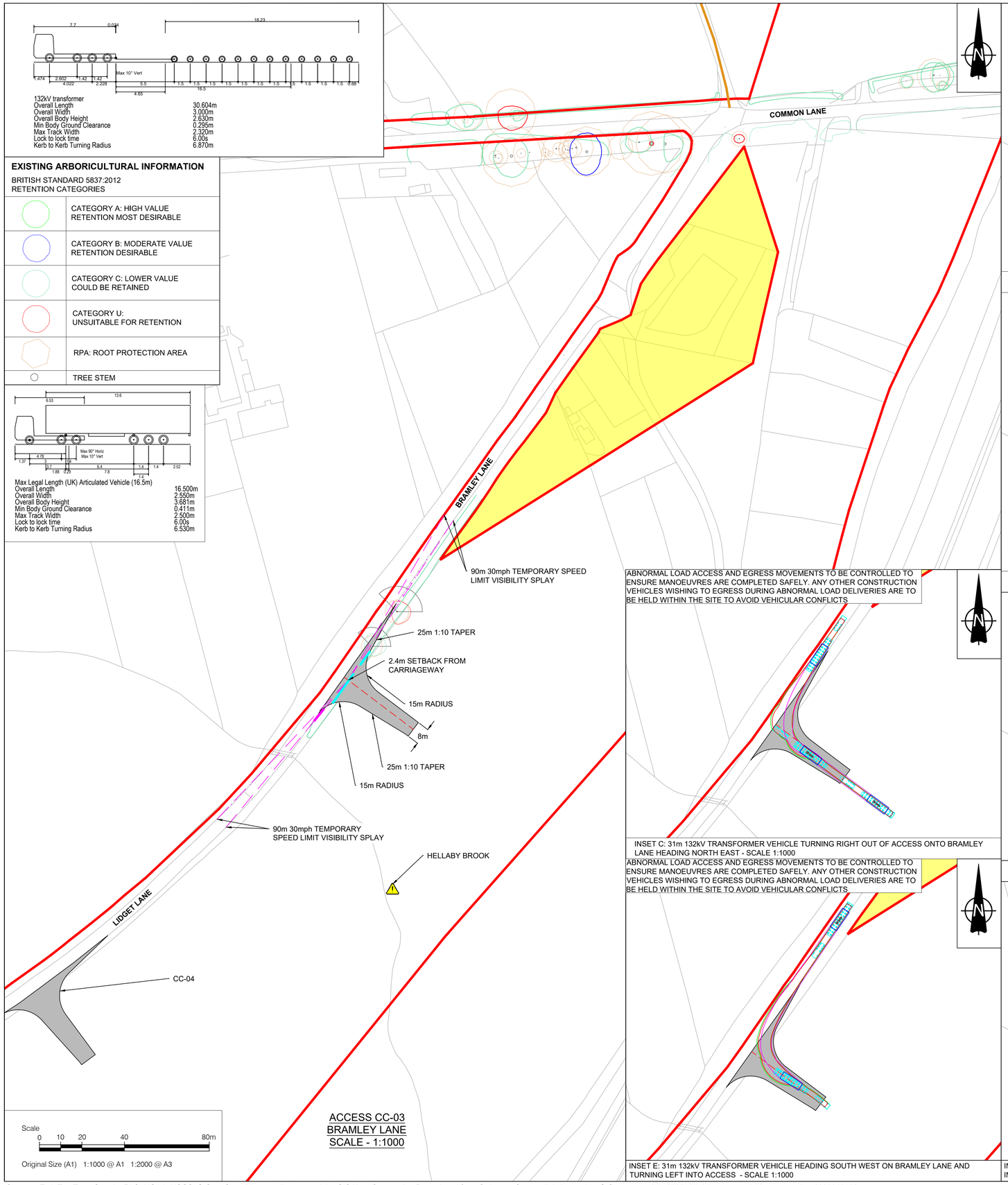
132kV transformer	
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

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



Scale
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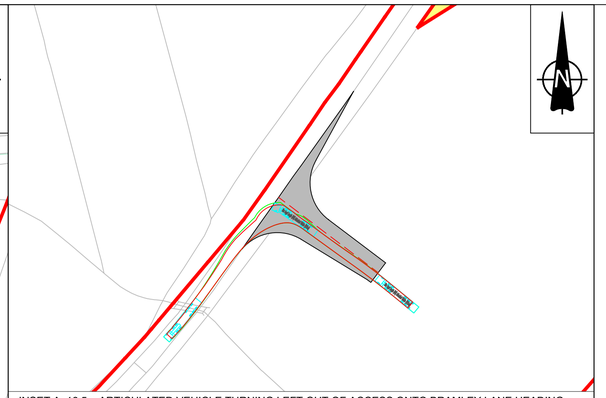
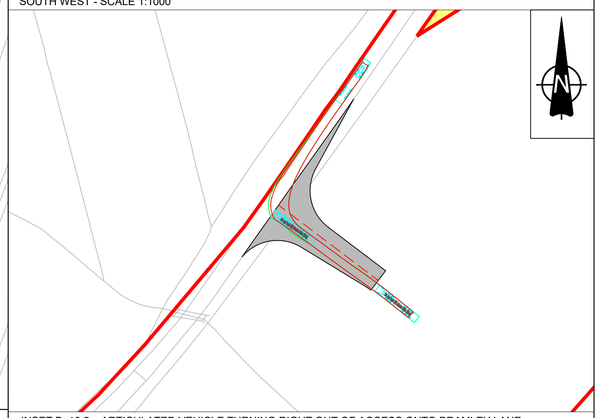
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ACCESS CC-03
BRAMLEY LANE
SCALE - 1:1000



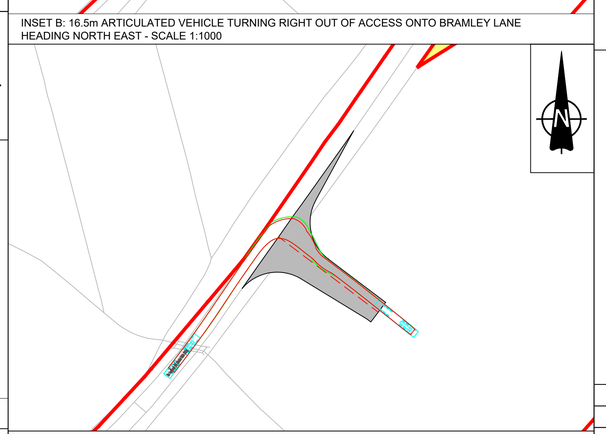
INSET A: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO BRAMLEY LANE HEADING SOUTH WEST - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO BRAMLEY LANE HEADING NORTH EAST - 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

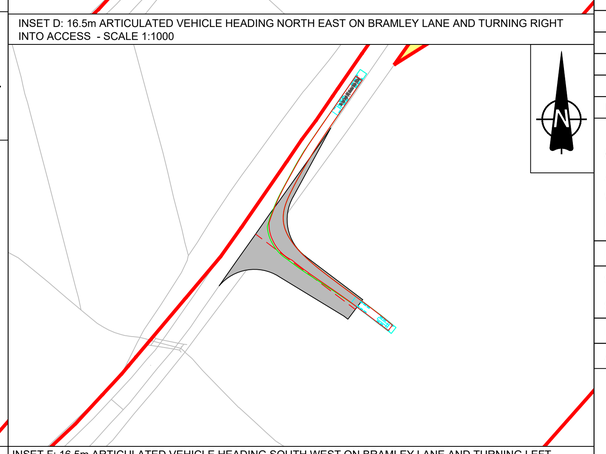
INSET C: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO BRAMLEY LANE HEADING NORTH EAST - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING NORTH EAST ON BRAMLEY LANE AND TURNING RIGHT 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 E: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH WEST ON BRAMLEY LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING SOUTH WEST ON BRAMLEY LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

NOTES

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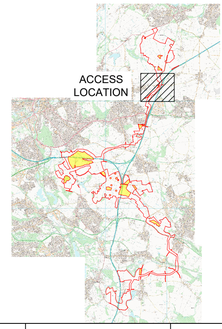
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-03
Appendix 3 - Sheet 32 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 32 of 53

SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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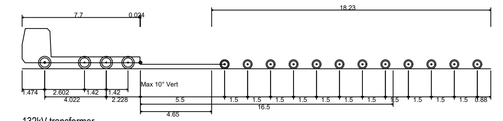
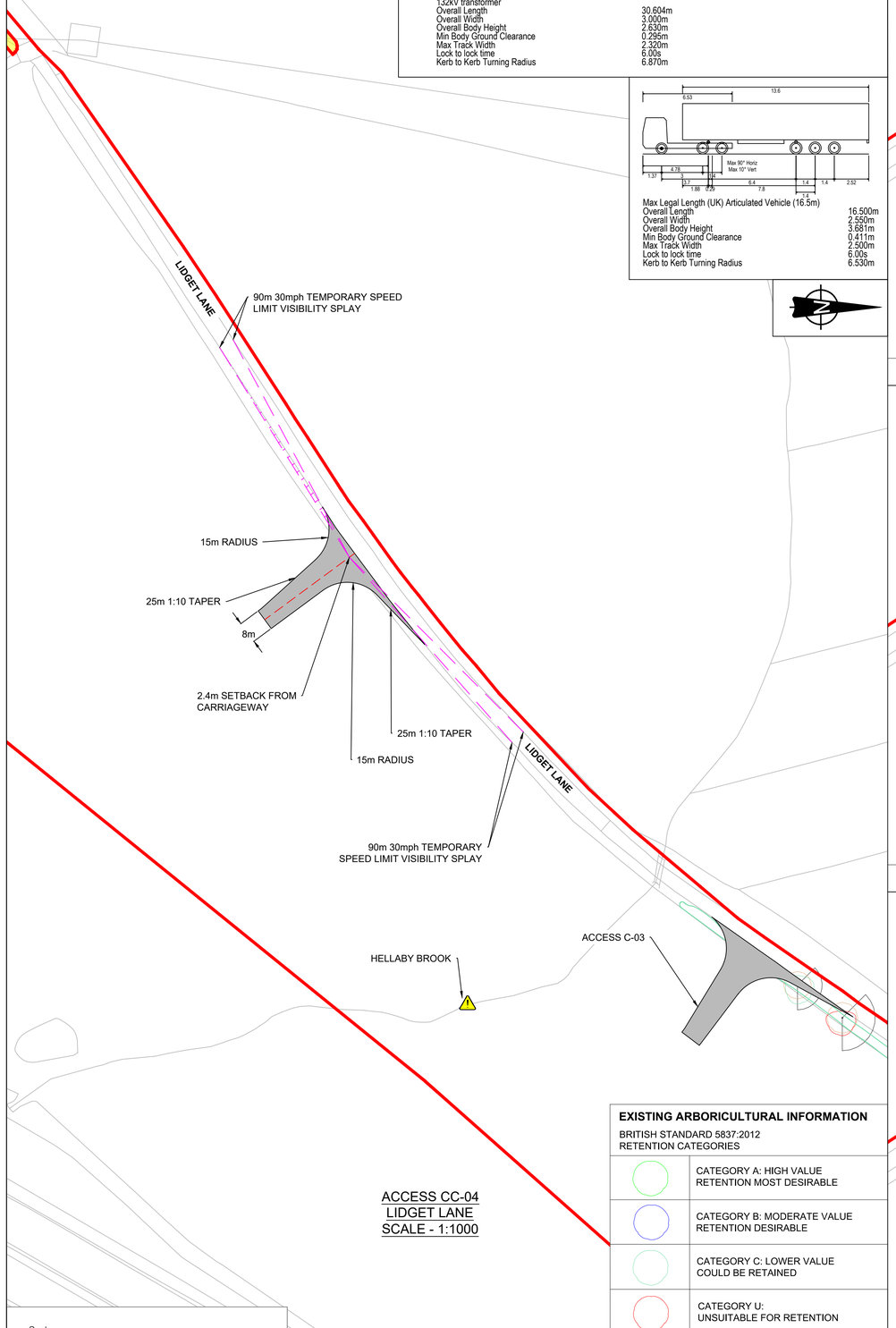


132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

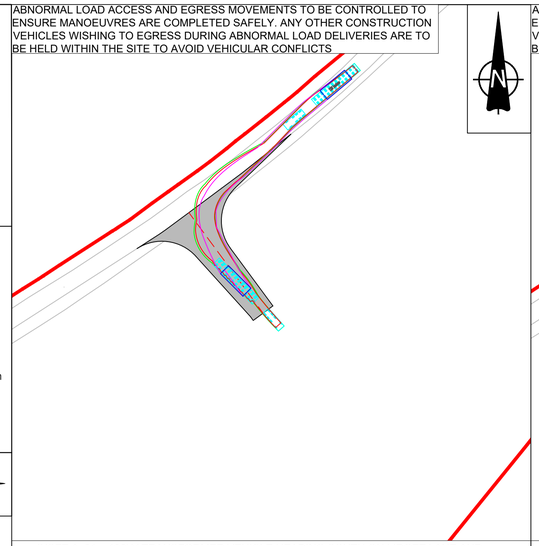


ACCESS CC-04
LIDGET LANE
SCALE - 1:1000

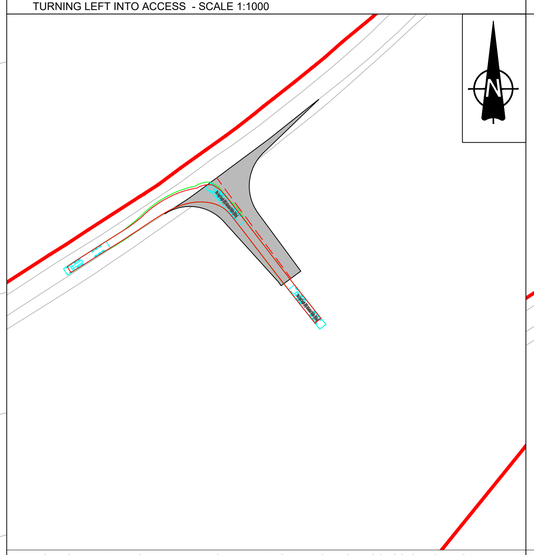
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

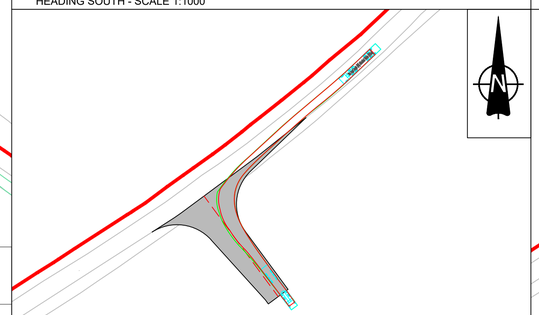
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET A: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON LIDGET LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

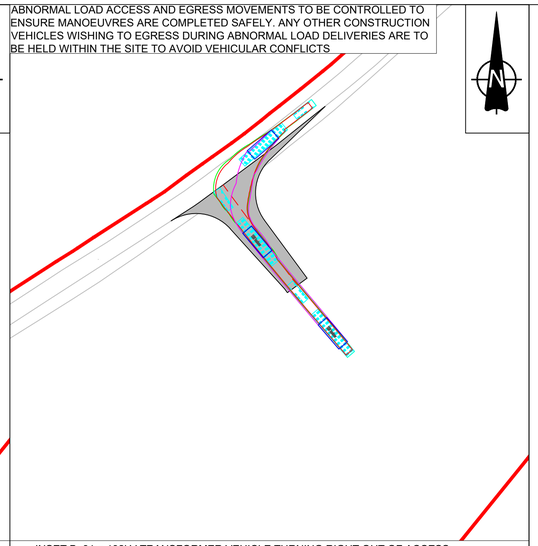


INSET C: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO LIDGET LANE HEADING SOUTH - SCALE 1:1000

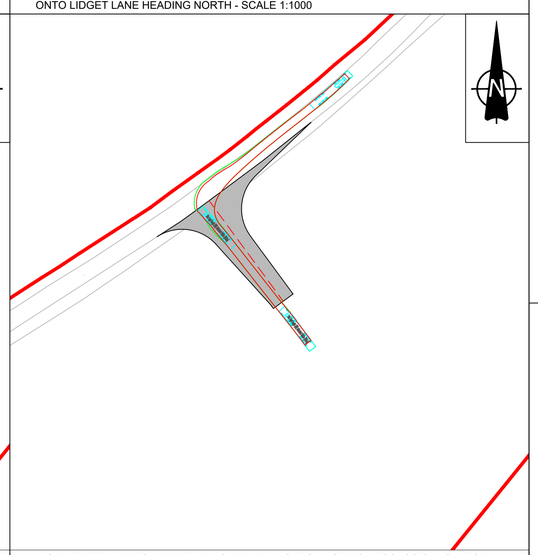


INSET E: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON LIDGET LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

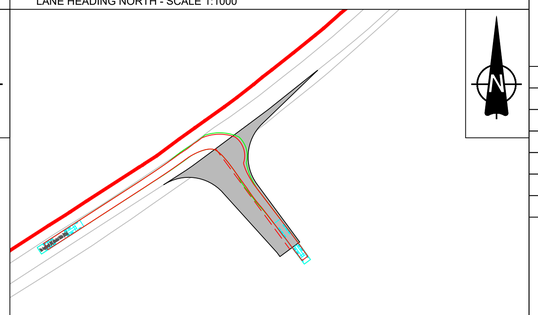
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



INSET B: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO LIDGET LANE HEADING NORTH - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO LIDGET LANE HEADING NORTH - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING NORTH ON LIDGET LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

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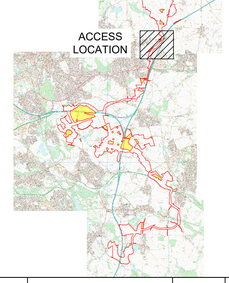
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-04
Appendix 3 - Sheet 33 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 33 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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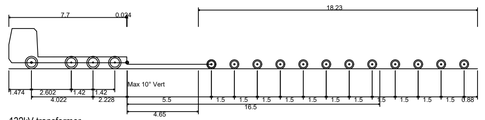
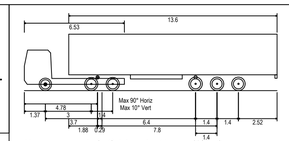


132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

EXISTING ARBORICULTURAL INFORMATION

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	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
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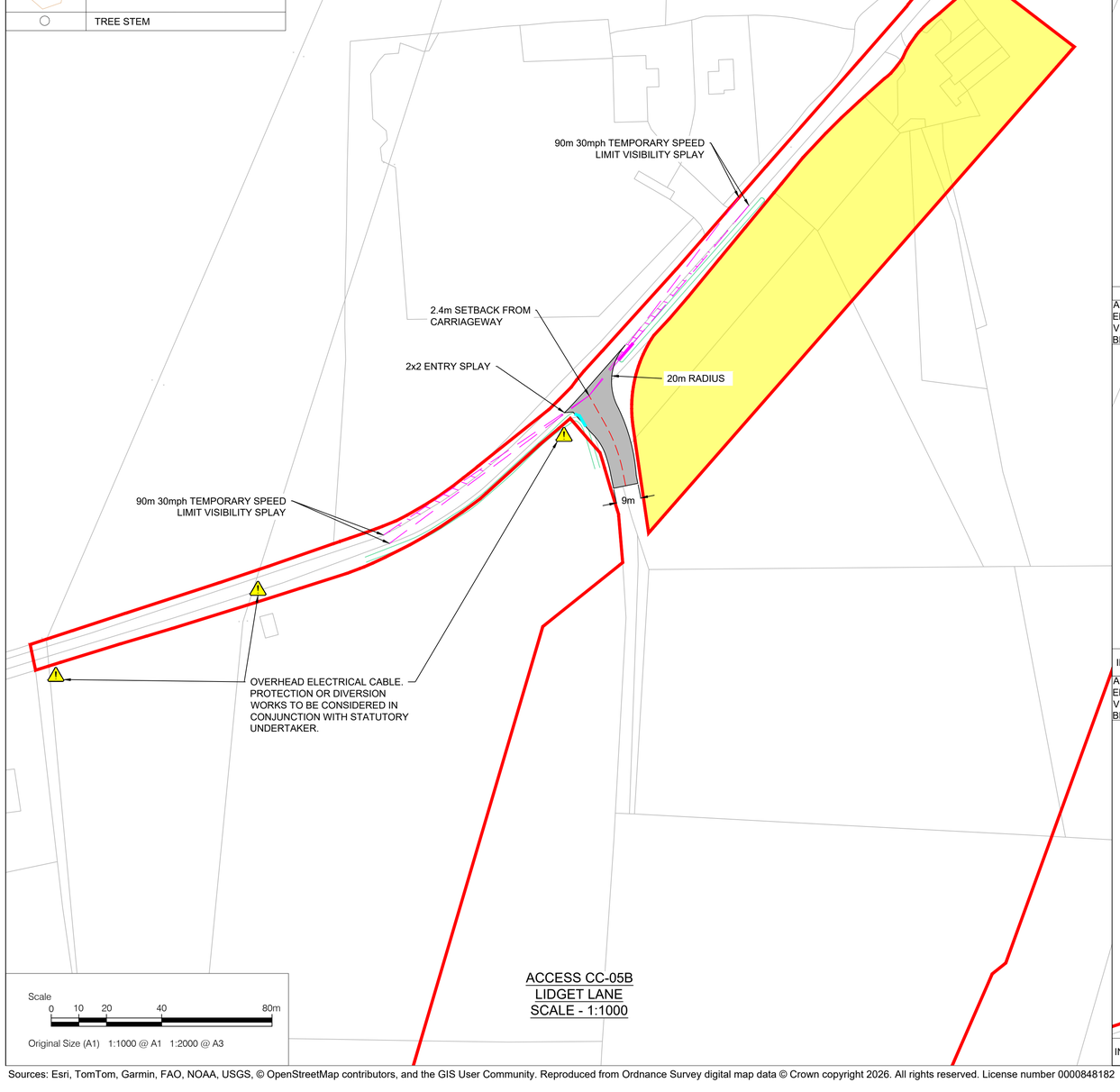
	TREE STEM



ACCESS CC-05B
LIDGET LANE
SCALE - 1:1000

Scale
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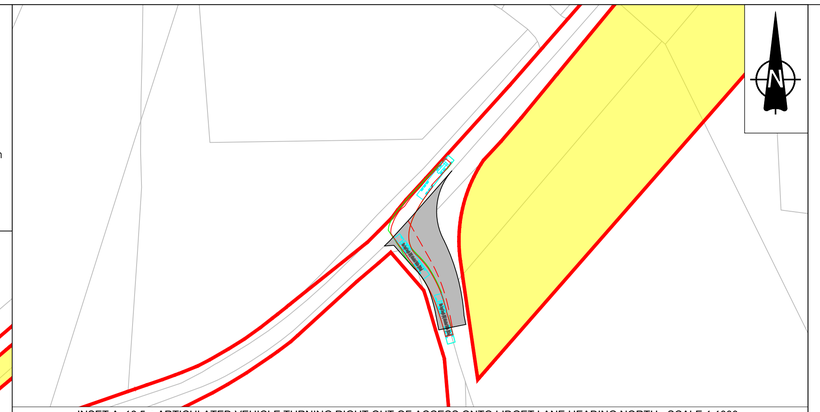
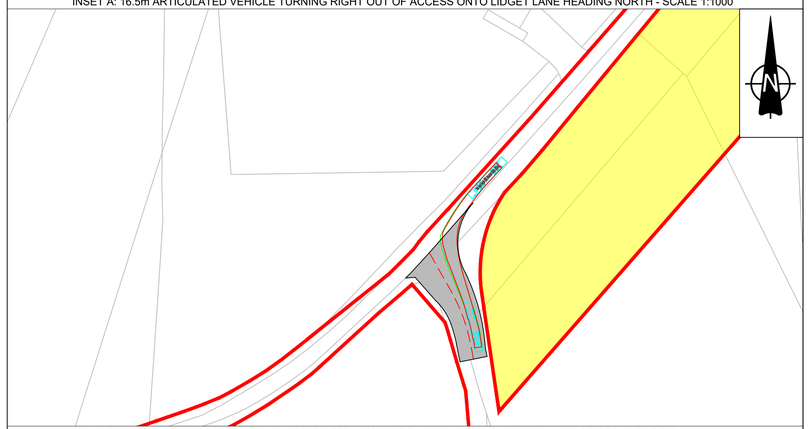
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

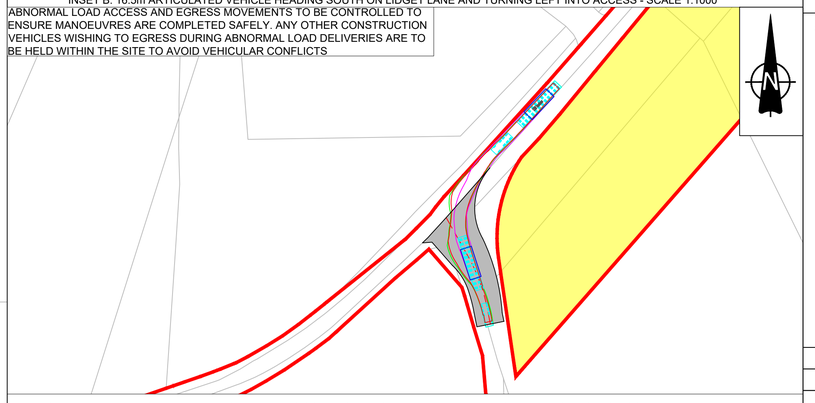


INSET A: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO LIDGET LANE HEADING NORTH - SCALE 1:1000



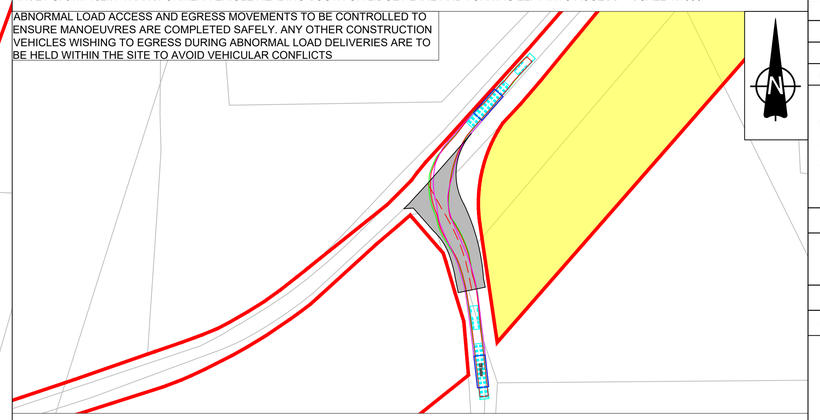
INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON LIDGET LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

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 C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON LIDGET LANE AND TURNING LEFT 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: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO LIDGET LANE HEADING NORTH - SCALE 1:1000

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- Vehicle Body Path
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- Vehicle Load Path
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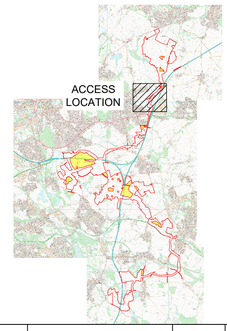
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-05B
Appendix 3 - Sheet 34 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 34 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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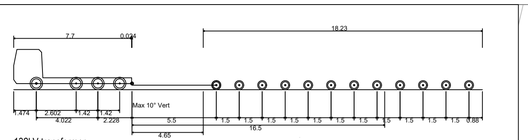
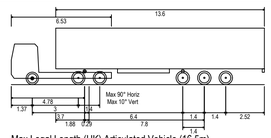


132kV transformer	
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

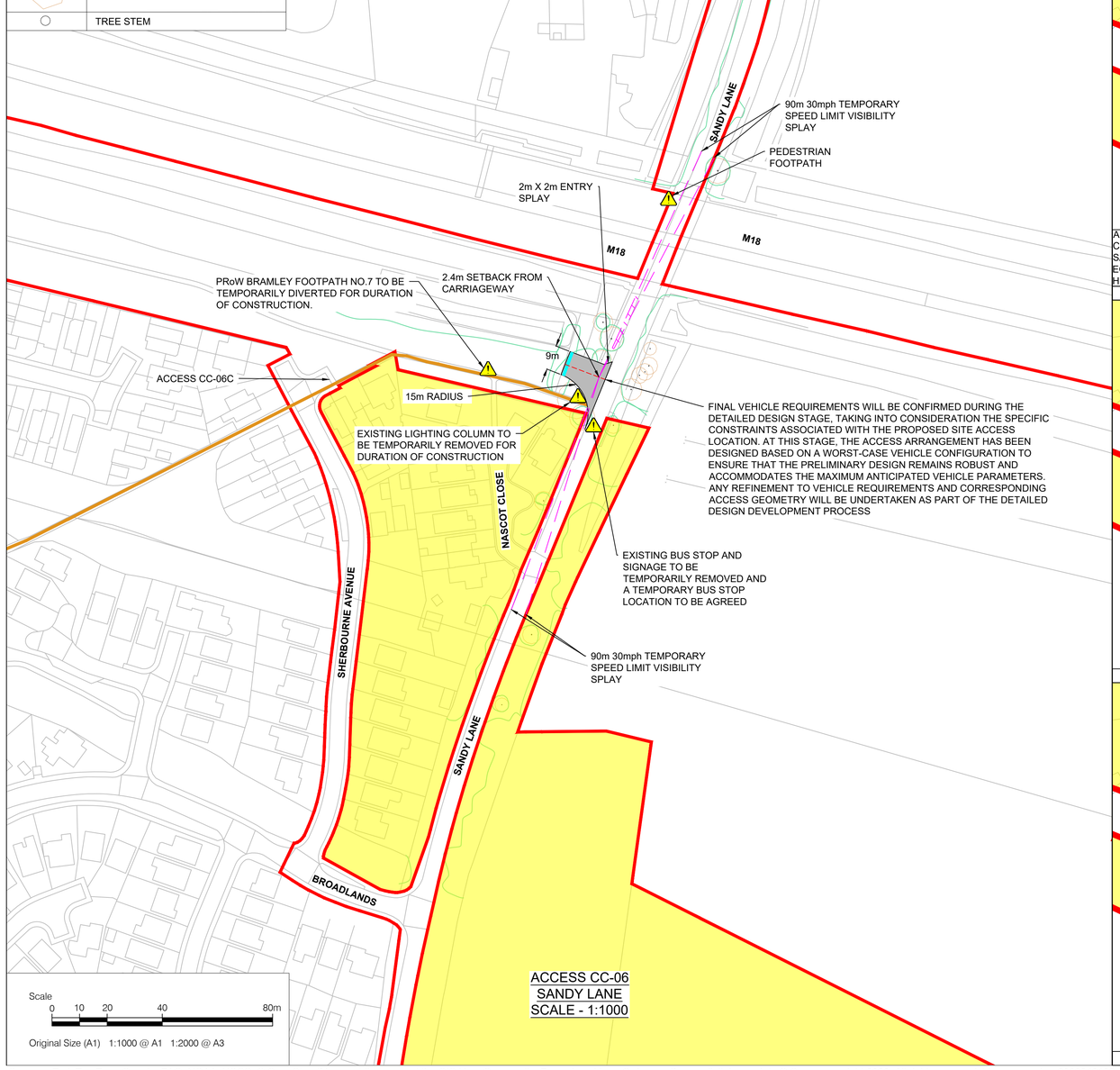


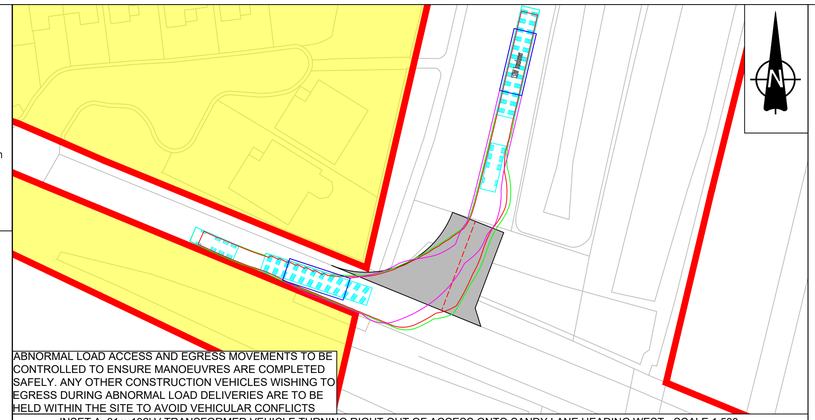
Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

EXISTING ARBORICULTURAL INFORMATION

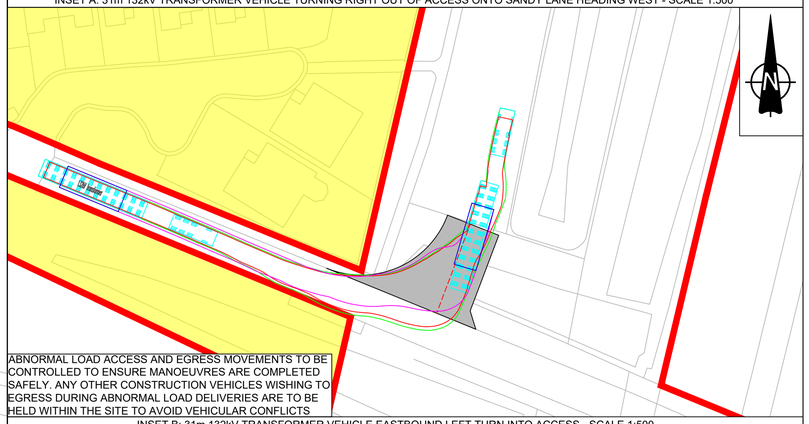
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

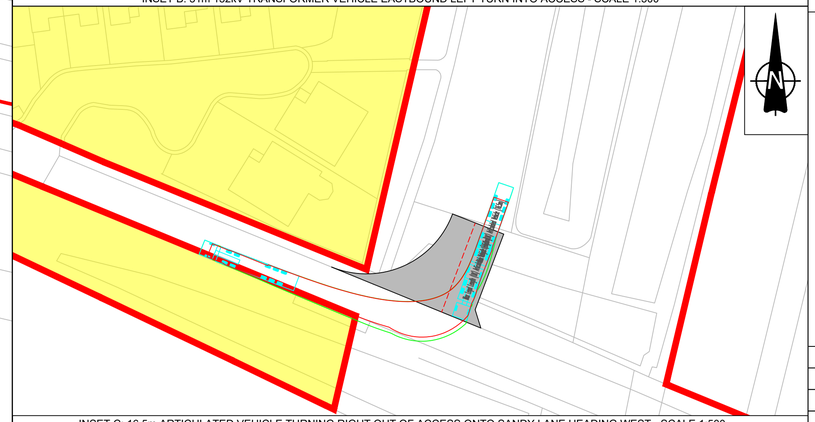




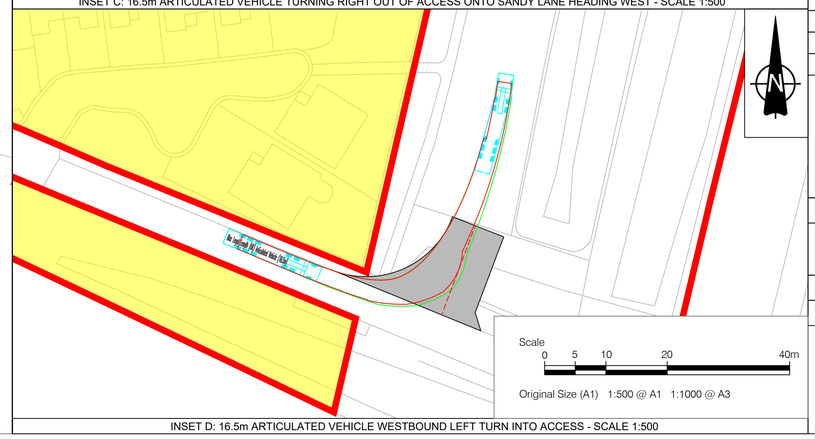
INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO SANDY LANE HEADING WEST - SCALE 1:500



INSET B: 31m 132kV TRANSFORMER VEHICLE EASTBOUND LEFT TURN INTO ACCESS - SCALE 1:500



INSET C: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO SANDY LANE HEADING WEST - SCALE 1:500



INSET D: 16.5m ARTICULATED VEHICLE WESTBOUND LEFT TURN INTO ACCESS - SCALE 1:500

NOTES

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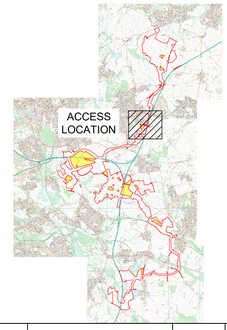
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-06
Appendix 3 - Sheet 35 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 35 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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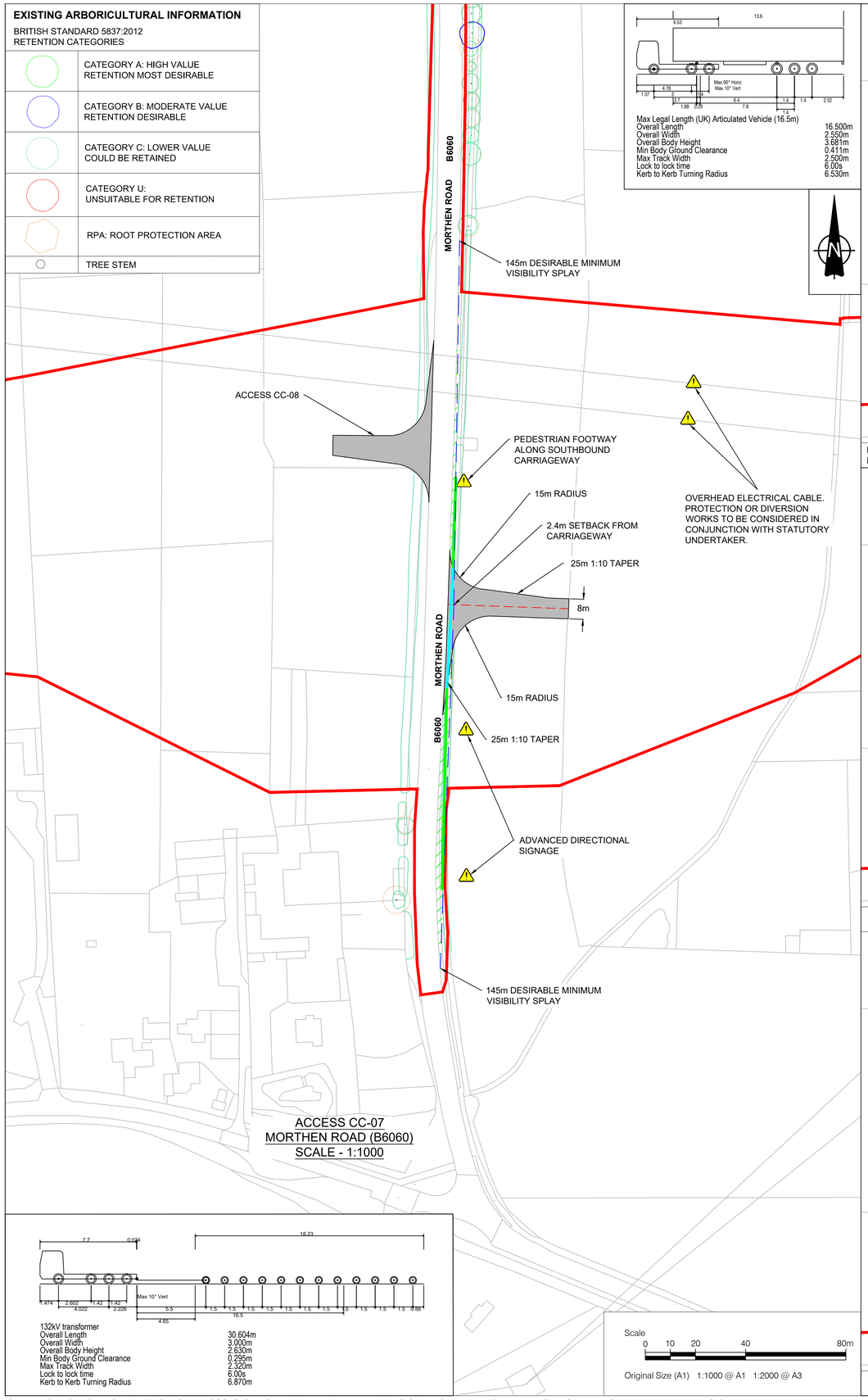
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



ACCESS CC-07
MORTHEN ROAD (B6060)
SCALE - 1:1000

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

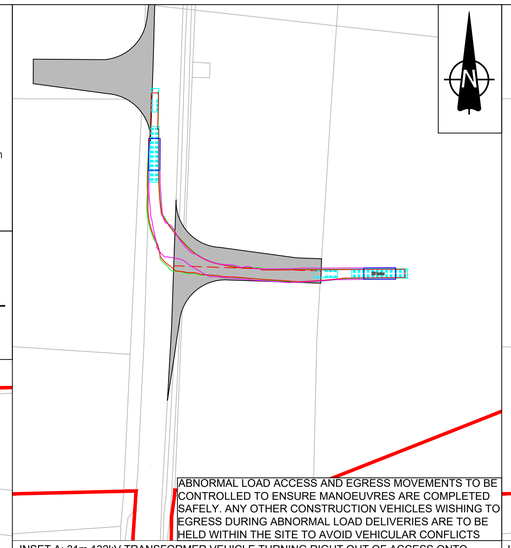
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

132kV transformer

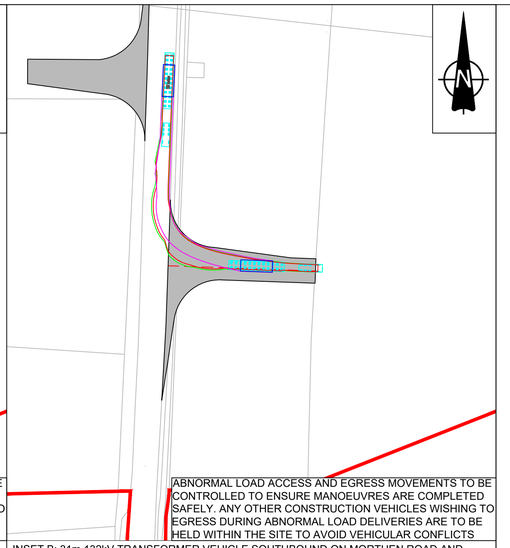
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

Scale
0 10 20 40 80m

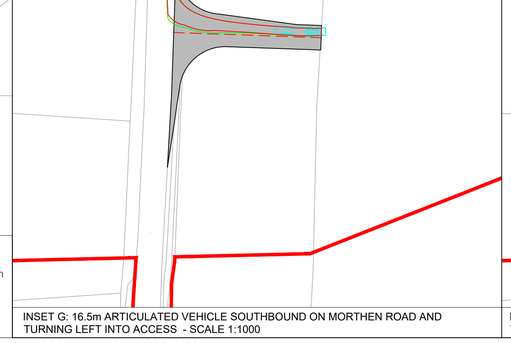
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



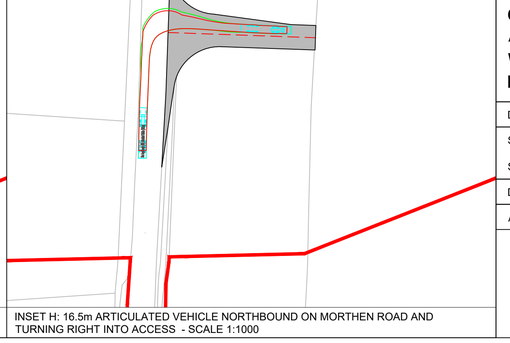
INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO MORTHEN ROAD HEADING NORTH - SCALE 1:1000



INSET B: 31m 132kV TRANSFORMER VEHICLE SOUTHBOUND ON MORTHEN ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET C: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO MORTHEN ROAD HEADING NORTH - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO MORTHEN ROAD HEADING SOUTH - SCALE 1:1000

INSET G: 16.5m ARTICULATED VEHICLE SOUTHBOUND ON MORTHEN ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000

INSET H: 16.5m ARTICULATED VEHICLE NORTHBOUND ON MORTHEN ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000

NOTES

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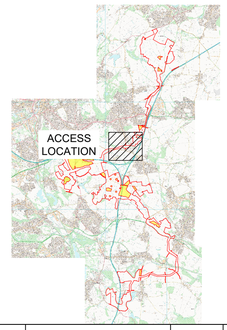
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon visibility parameters derived using the 85th percentile speed survey conducted between the 4th June 2025 to the 10th June 2025.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-07
Appendix 3 - Sheet 36 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 36 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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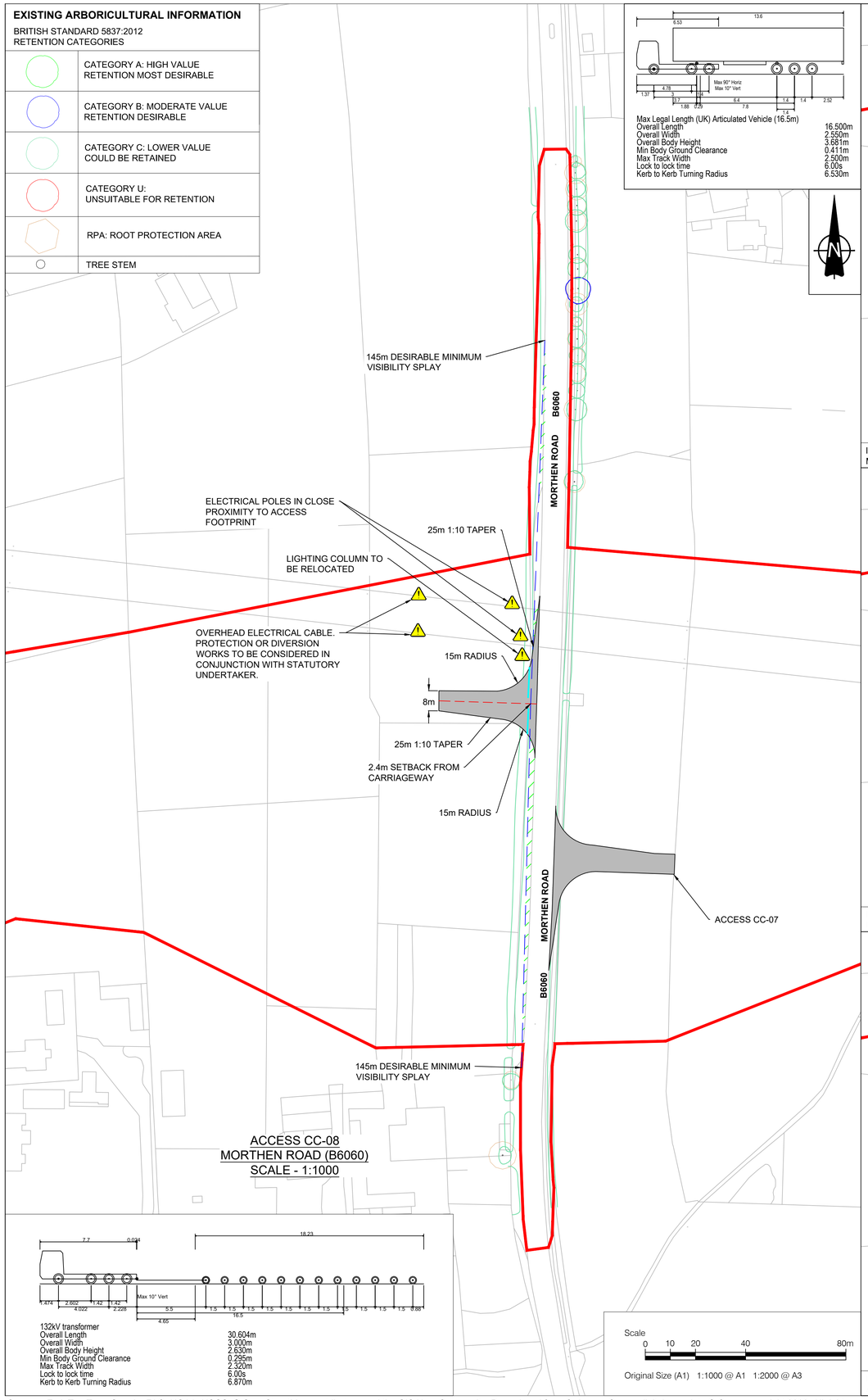
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



ACCESS CC-08
MORTHEN ROAD (B6060)
SCALE - 1:1000

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

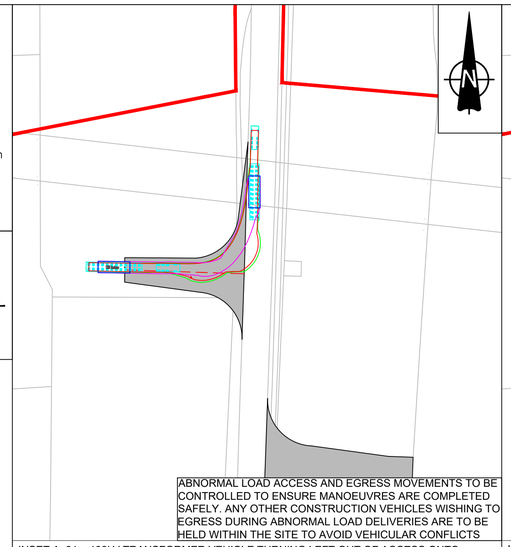
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

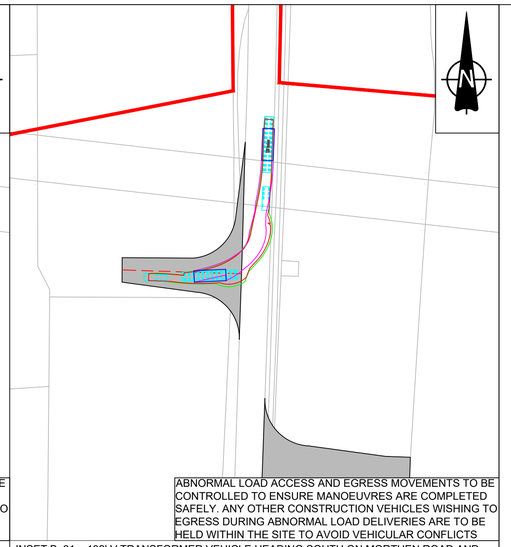
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



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: 31m 132kV TRANSFORMER VEHICLE TURNING LEFT OUT OF ACCESS ONTO MORTHEN ROAD HEADING NORTH - SCALE 1:1000



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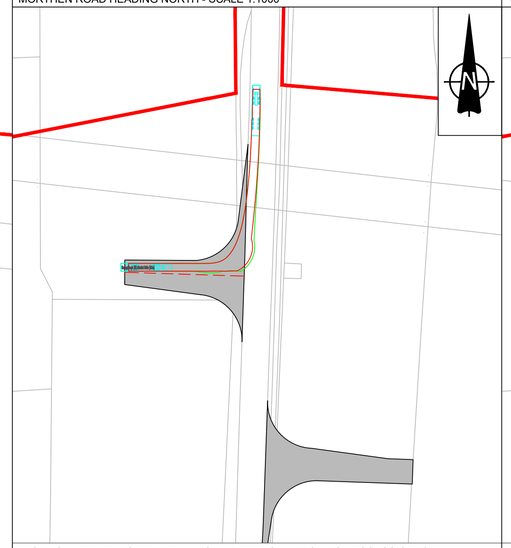
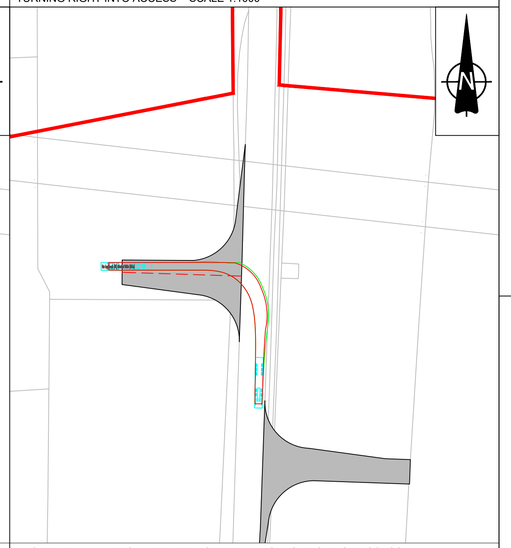
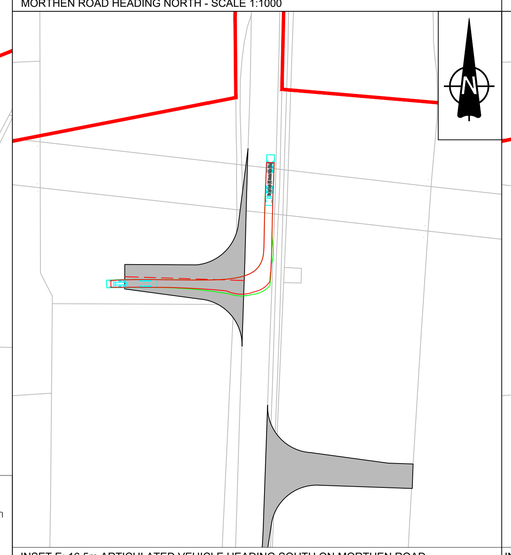
INSET B: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON MORTHEN ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



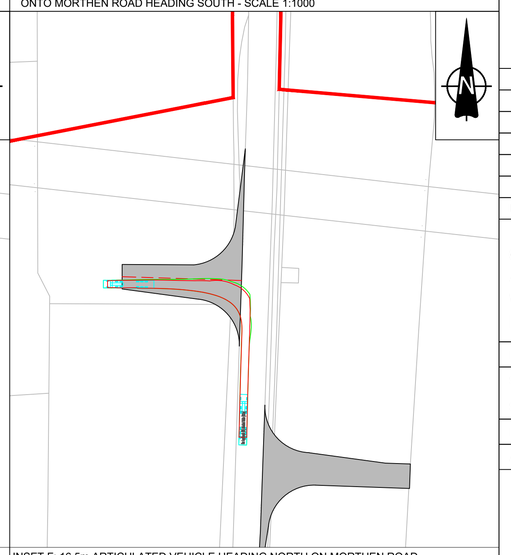
INSET C: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO MORTHEN ROAD HEADING NORTH - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO MORTHEN ROAD HEADING SOUTH - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON MORTHEN ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING NORTH ON MORTHEN ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000

NOTES

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6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
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LEGEND

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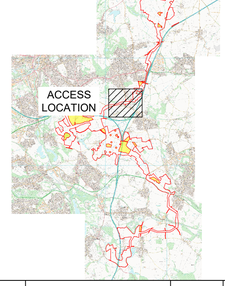
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-08
Appendix 3 - Sheet 37 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 37 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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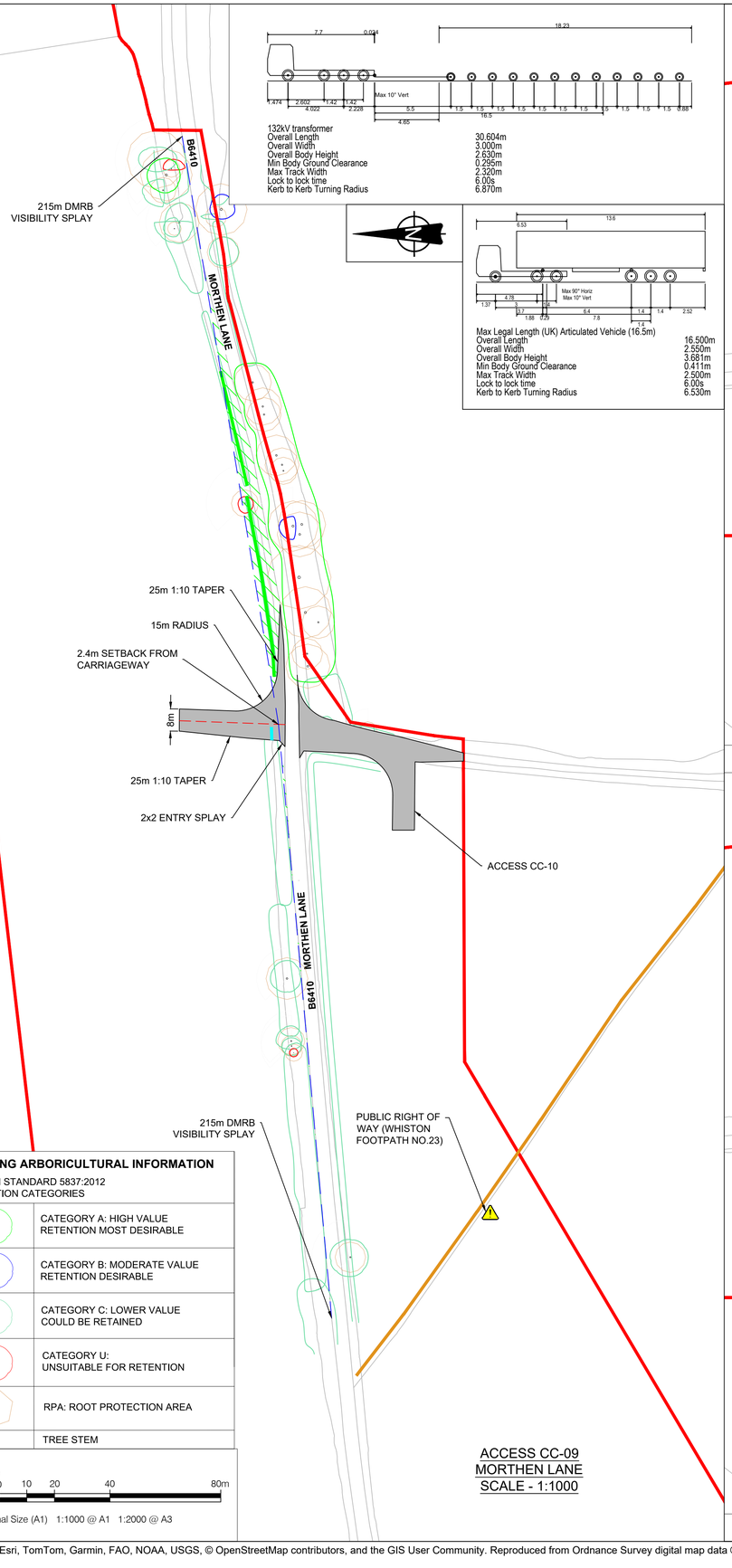

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

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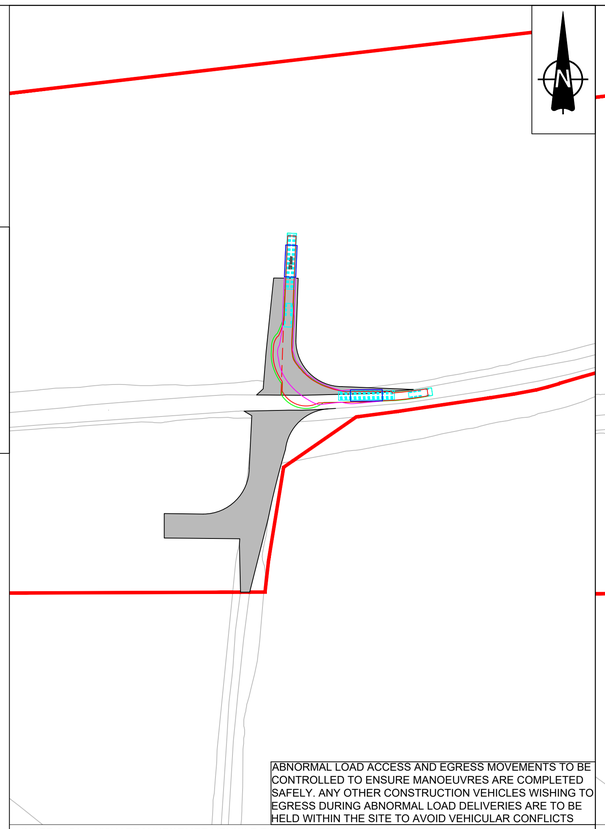
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

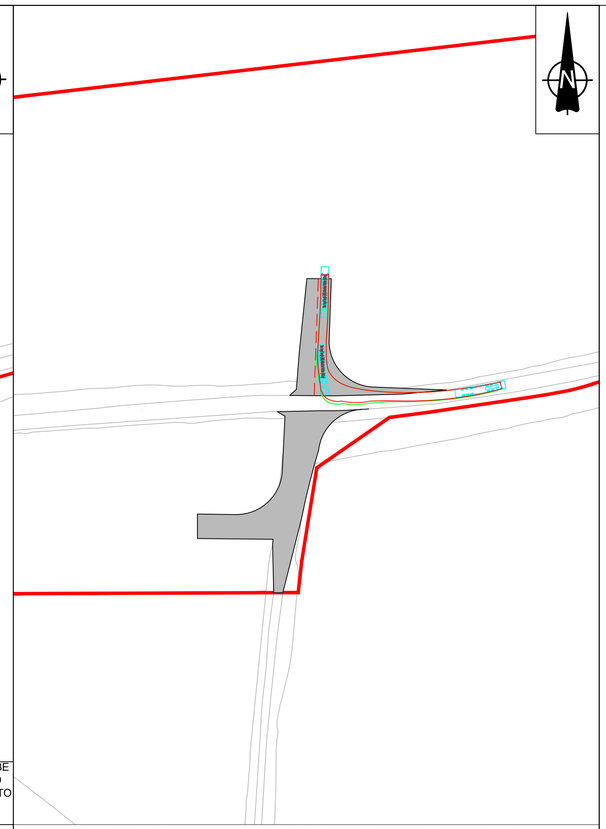
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ACCESS CC-09
MORTHEN LANE
SCALE - 1:1000

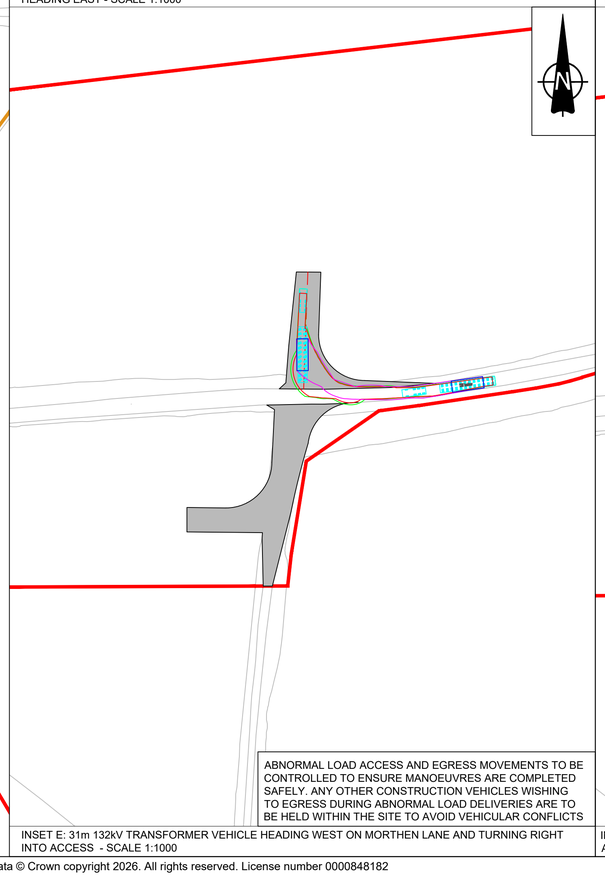


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING LEFT OUT OF ACCESS ONTO MORTHEN LANE HEADING EAST - SCALE 1:1000

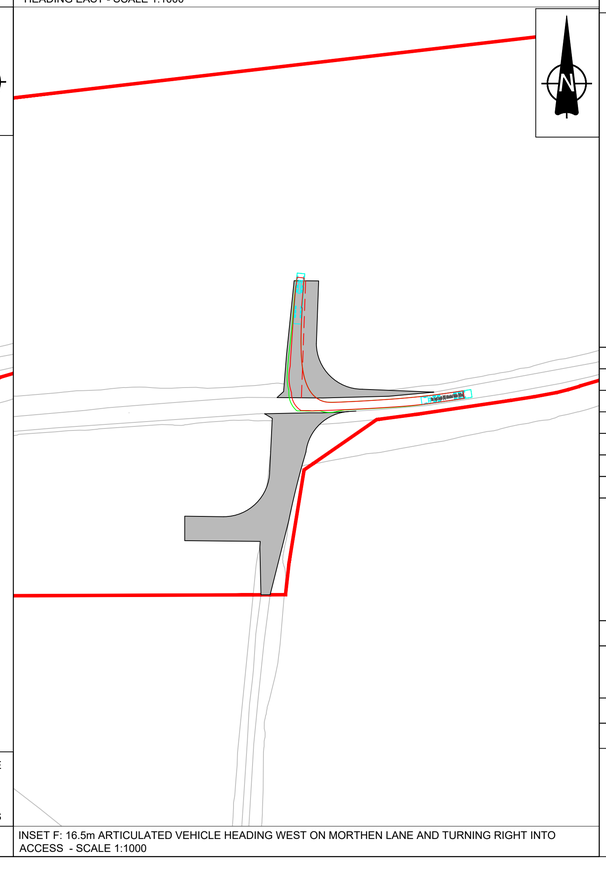


INSET B: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO MORTHEN LANE HEADING EAST - SCALE 1:1000



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 E: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ON MORTHEN LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING WEST ON MORTHEN LANE AND TURNING RIGHT INTO ACCESS - SCALE 1:1000

NOTES

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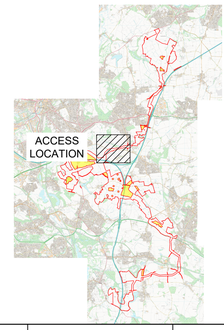
2. Do not scale from this drawing, use only printed dimensions.
3. All dimensions in meters, all chainages, levels and coordinates are in meters unless defined otherwise.
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation 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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-09
Appendix 3 - Sheet 38 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 38 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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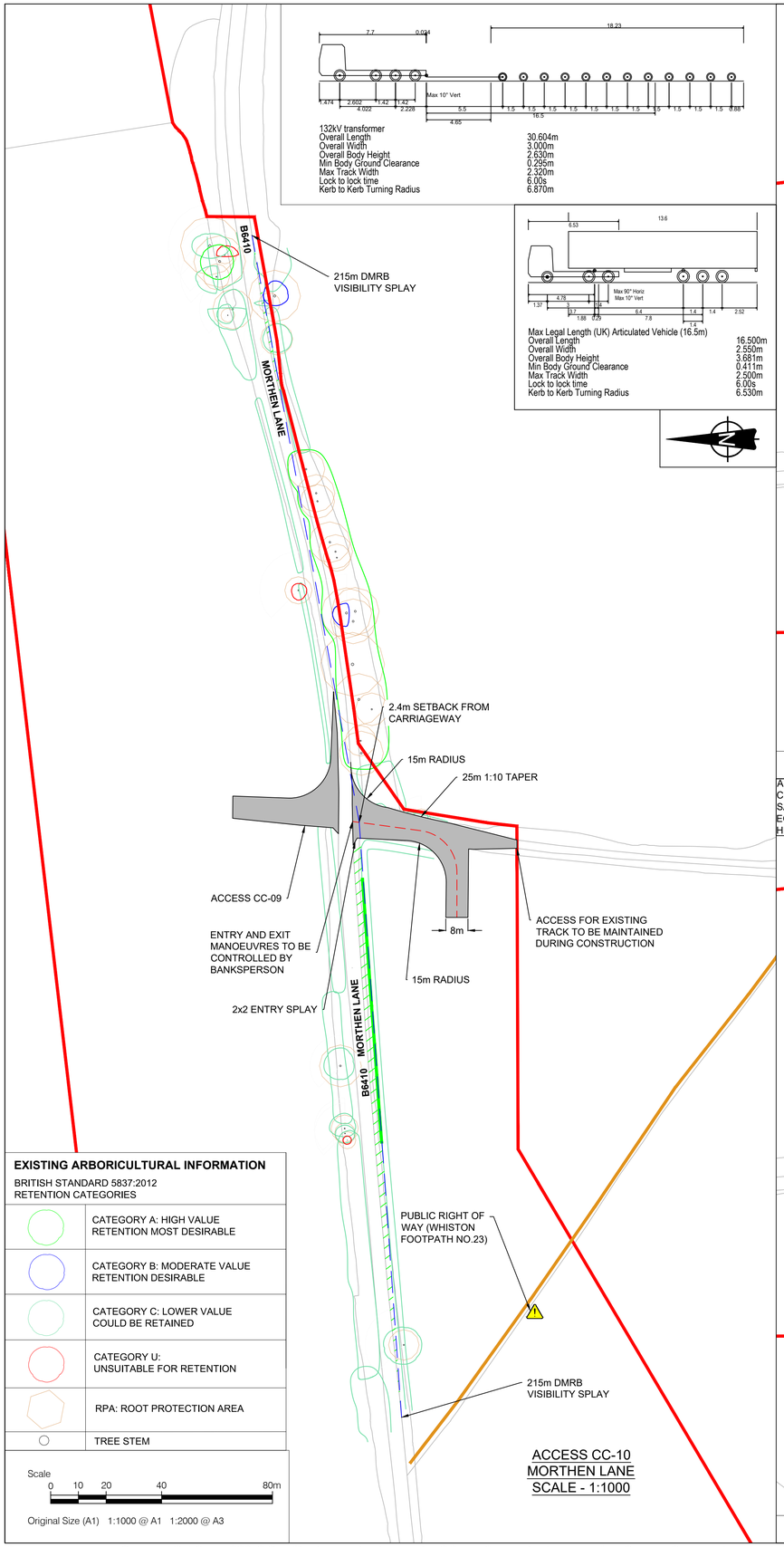
132kV transformer
Overall Length 30.604m
Overall Width 3.000m
Overall Body Height 2.630m
Min Body Ground Clearance 0.295m
Max Track Width 2.320m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

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 CC-10
MORTHEN LANE
SCALE - 1:1000

EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

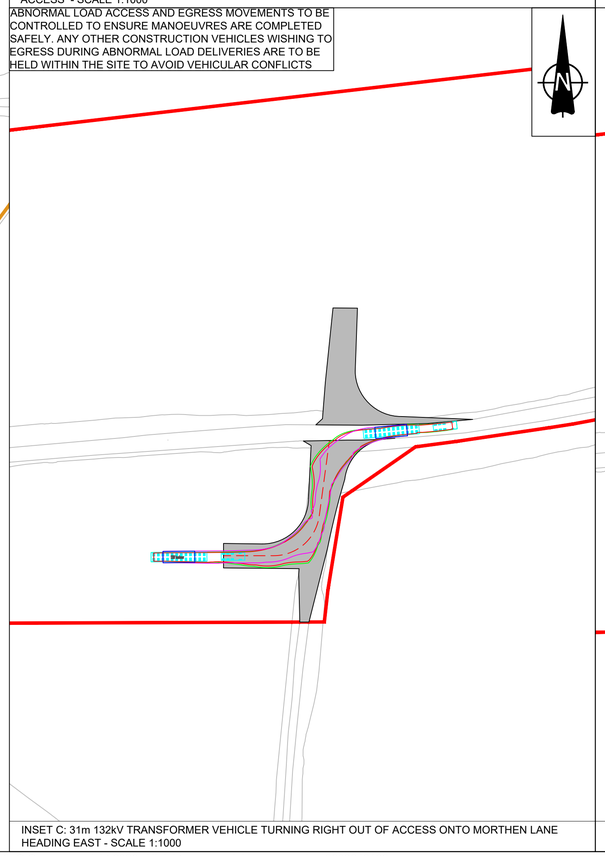
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

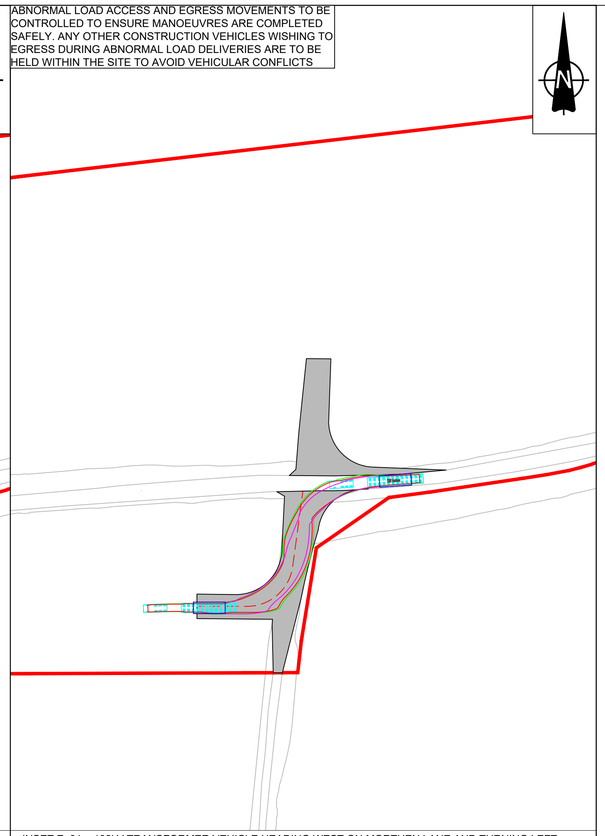
INSET A: 16.5m ARTICULATED VEHICLE HEADING WEST ON MORTHEN LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000

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

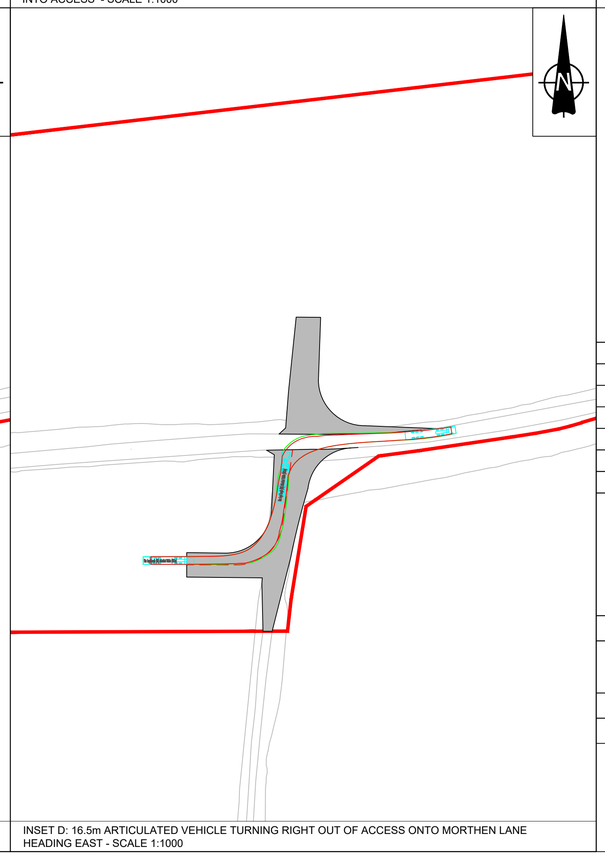


INSET C: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO MORTHEN LANE HEADING EAST - SCALE 1:1000

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 E: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ON MORTHEN LANE AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO MORTHEN LANE HEADING EAST - SCALE 1:1000

NOTES

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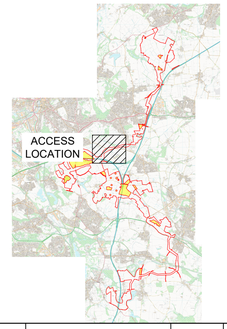
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-10
Appendix 3 - Sheet 39 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000
SIZE: A1
SHEET: Sheet 39 of 53
REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE
solar farm

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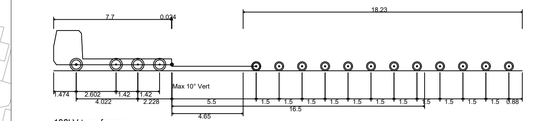
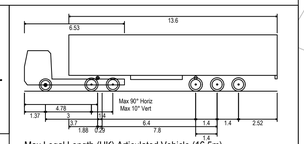


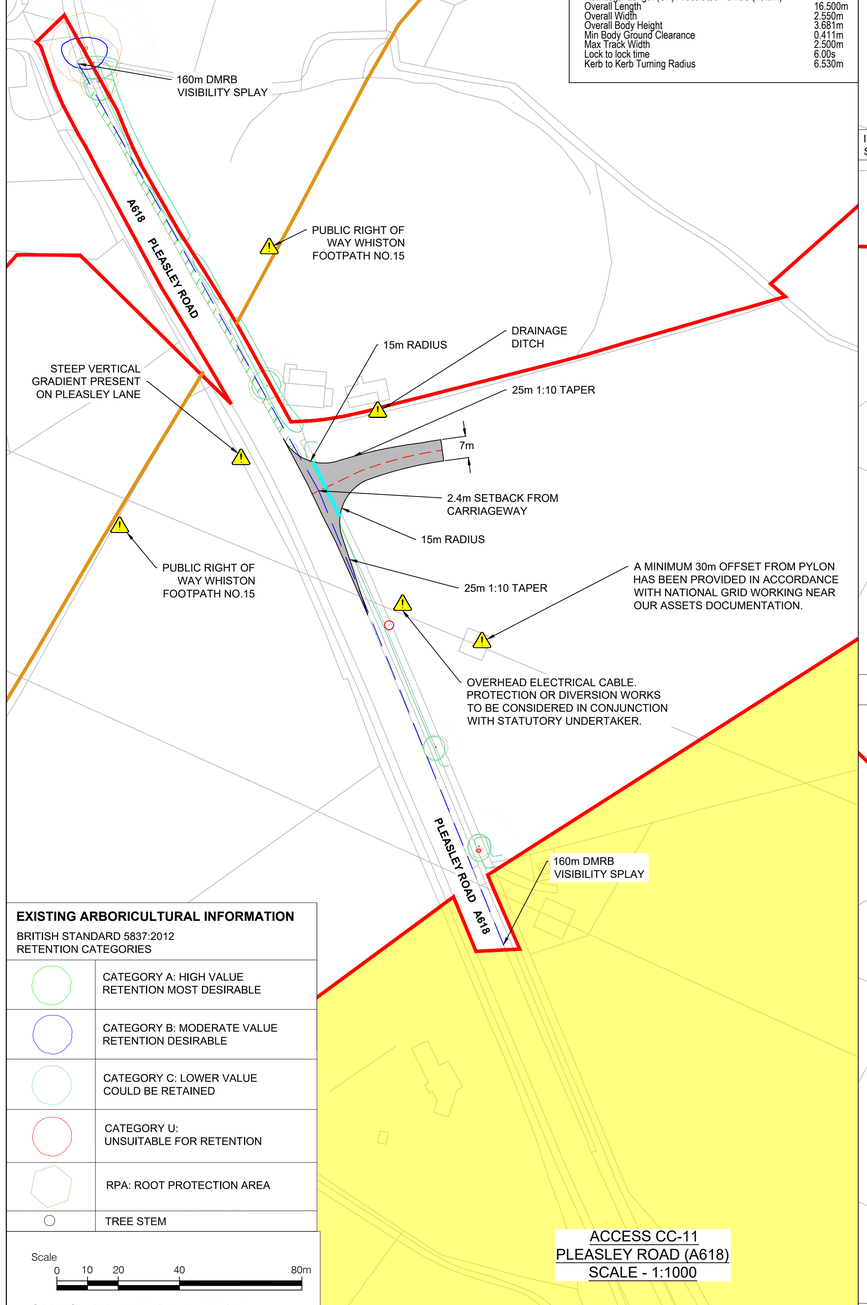
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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



EXISTING ARBORICULTURAL INFORMATION

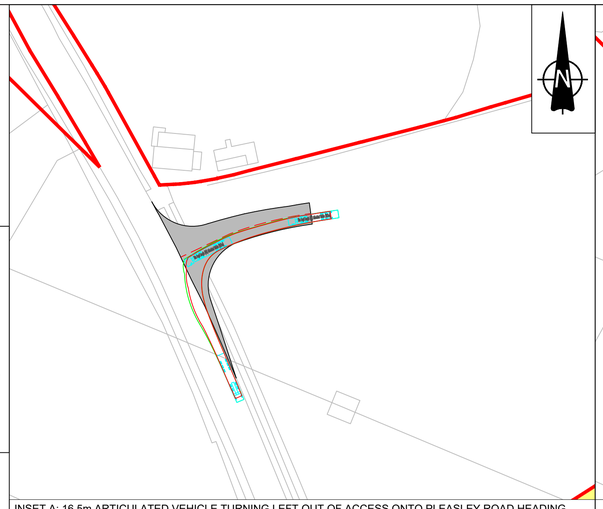
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

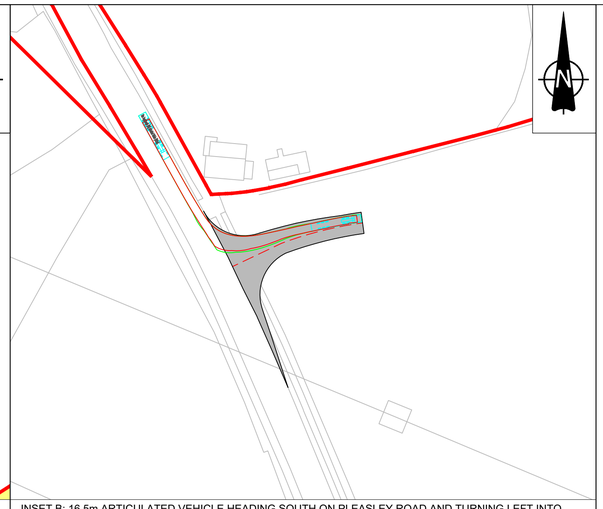
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

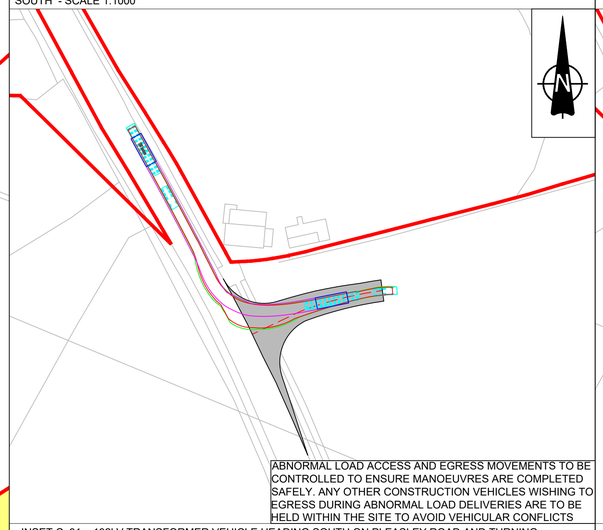
ACCESS CC-11
PLEASLEY ROAD (A618)
SCALE - 1:1000



INSET A: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING SOUTH - SCALE 1:1000

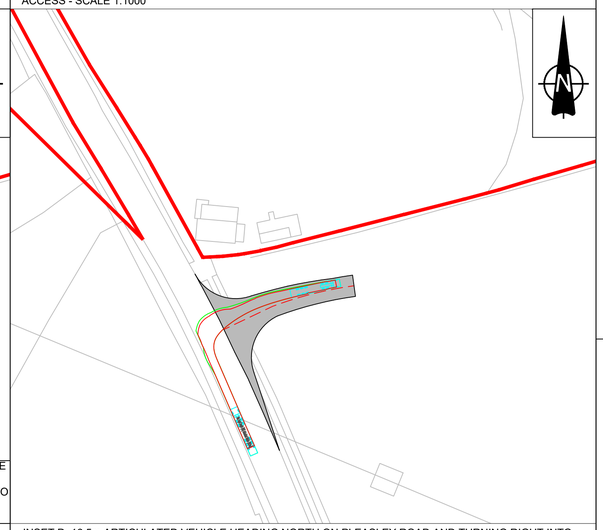


INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000

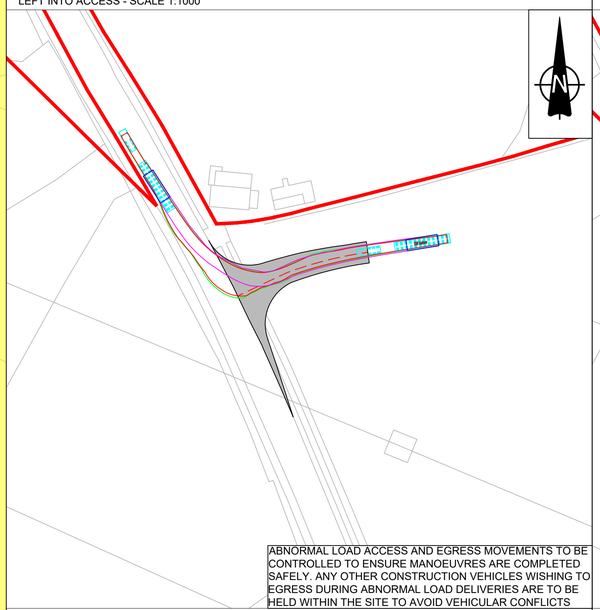


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET D: 16.5m ARTICULATED VEHICLE HEADING NORTH ON PLEASLEY ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



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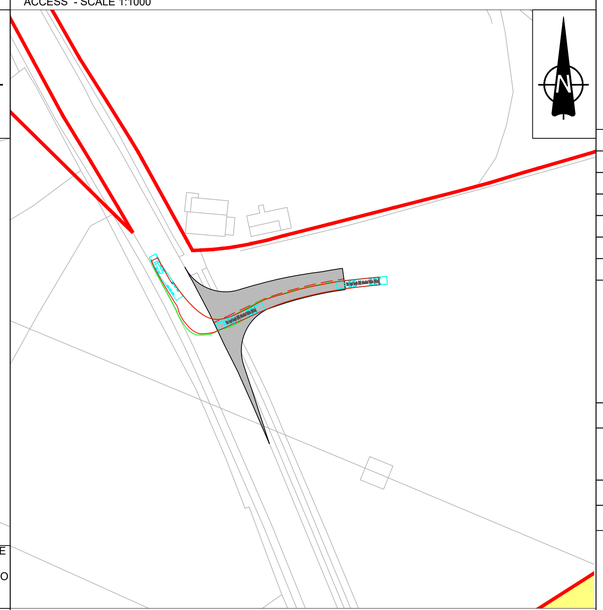
INSET E: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - SCALE 1:1000

NOTES

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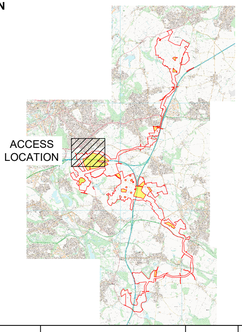
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-11
Appendix 3 - Sheet 40 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000 | SHEET: Sheet 40 of 53

SIZE: A1 | REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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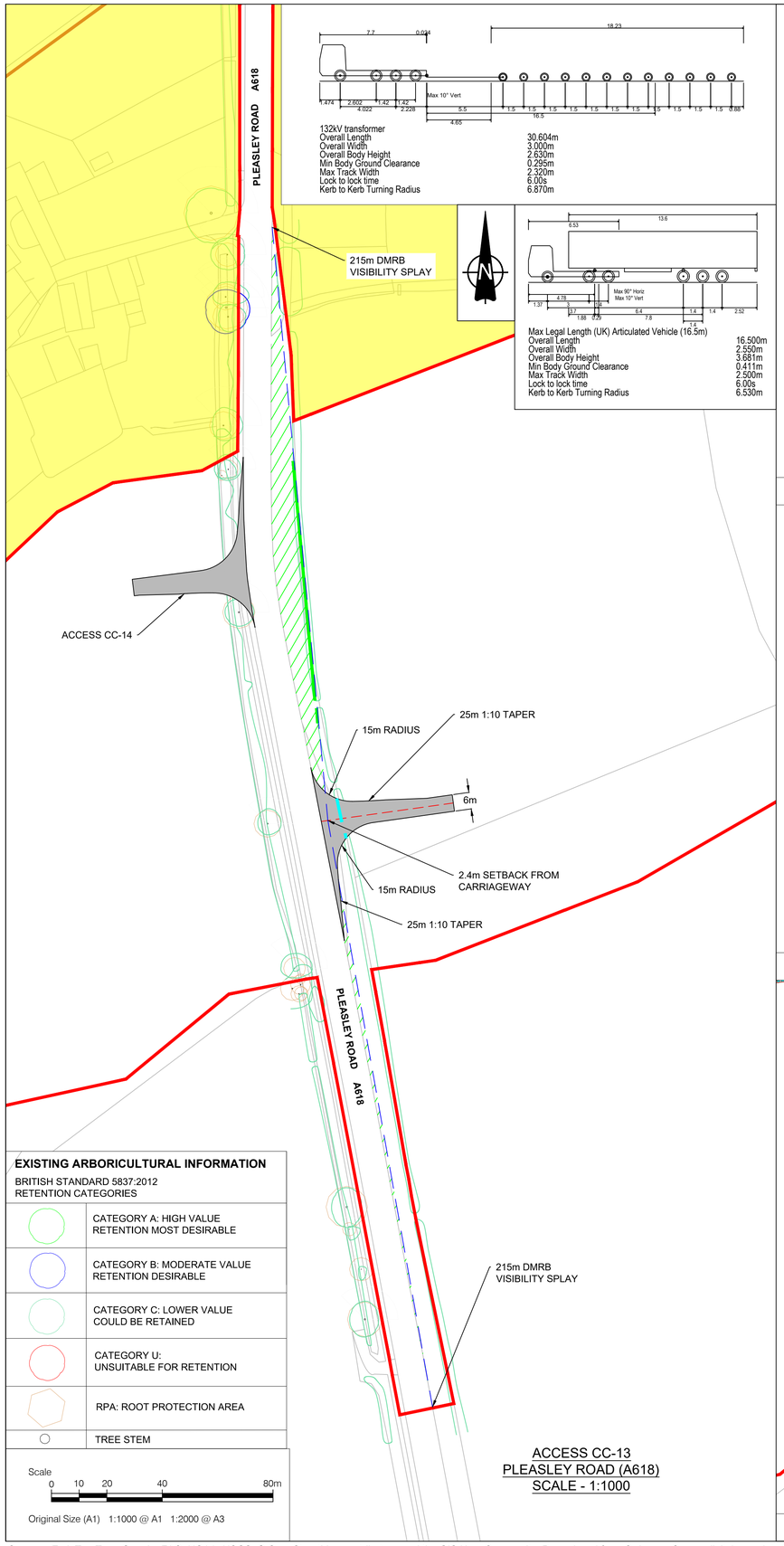


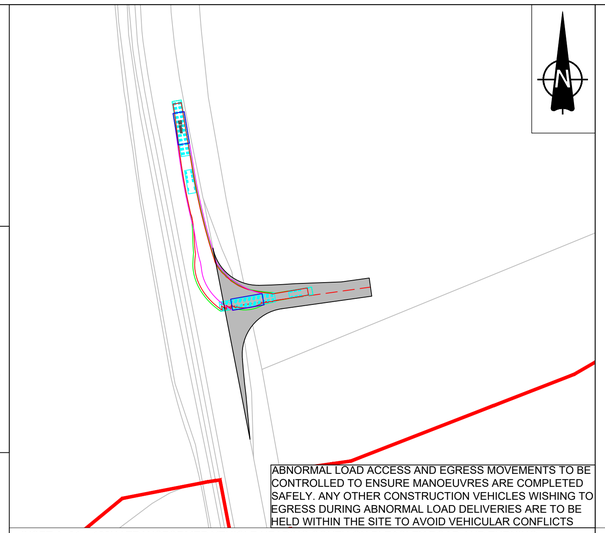
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

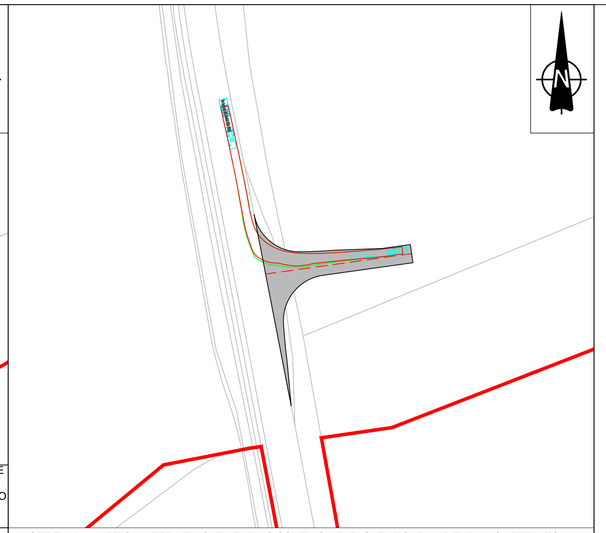
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

ACCESS CC-13
PLEASLEY ROAD (A618)
SCALE - 1:1000

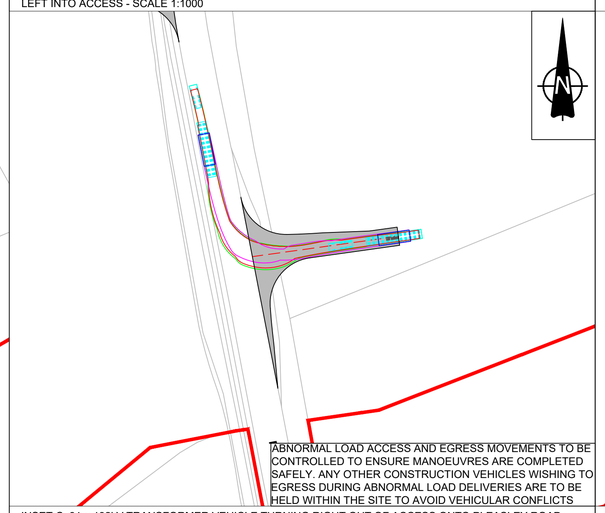


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000



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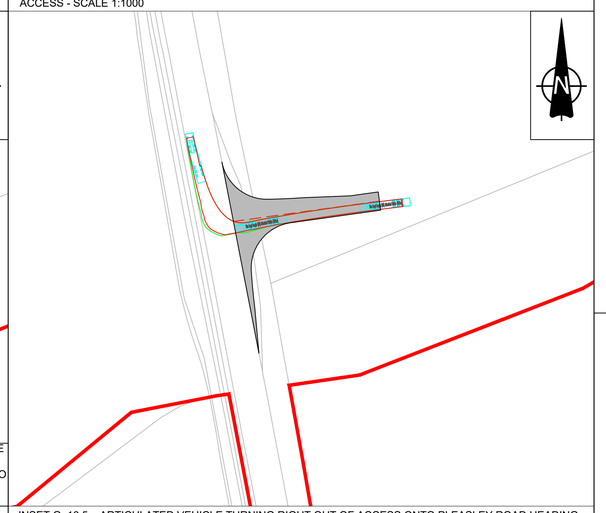
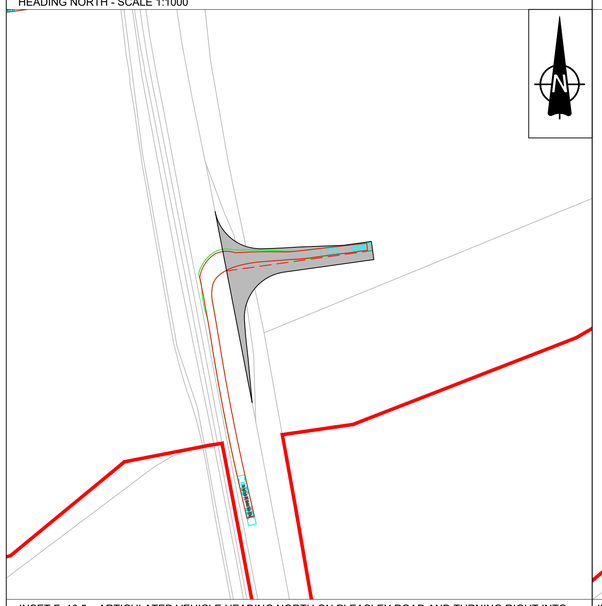
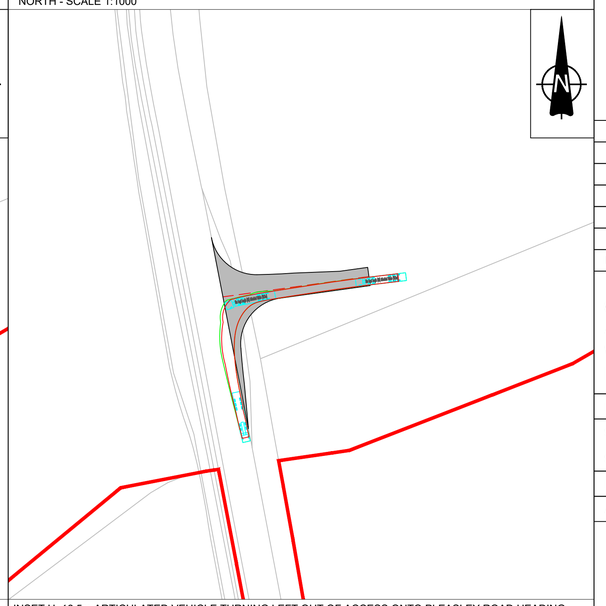
INSET C: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - SCALE 1:1000



INSET G: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING NORTH ON PLEASLEY ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET H: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING SOUTH - SCALE 1:1000

NOTES

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LEGEND

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- Vehicle Load Path
- Vehicle Wheels Path
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- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
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EXISTING ARBORICULTURAL INFORMATION

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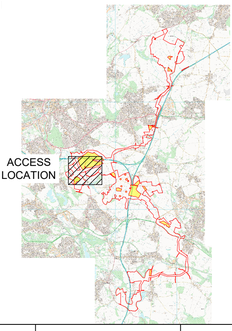
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-13
Appendix 3 - Sheet 41 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 41 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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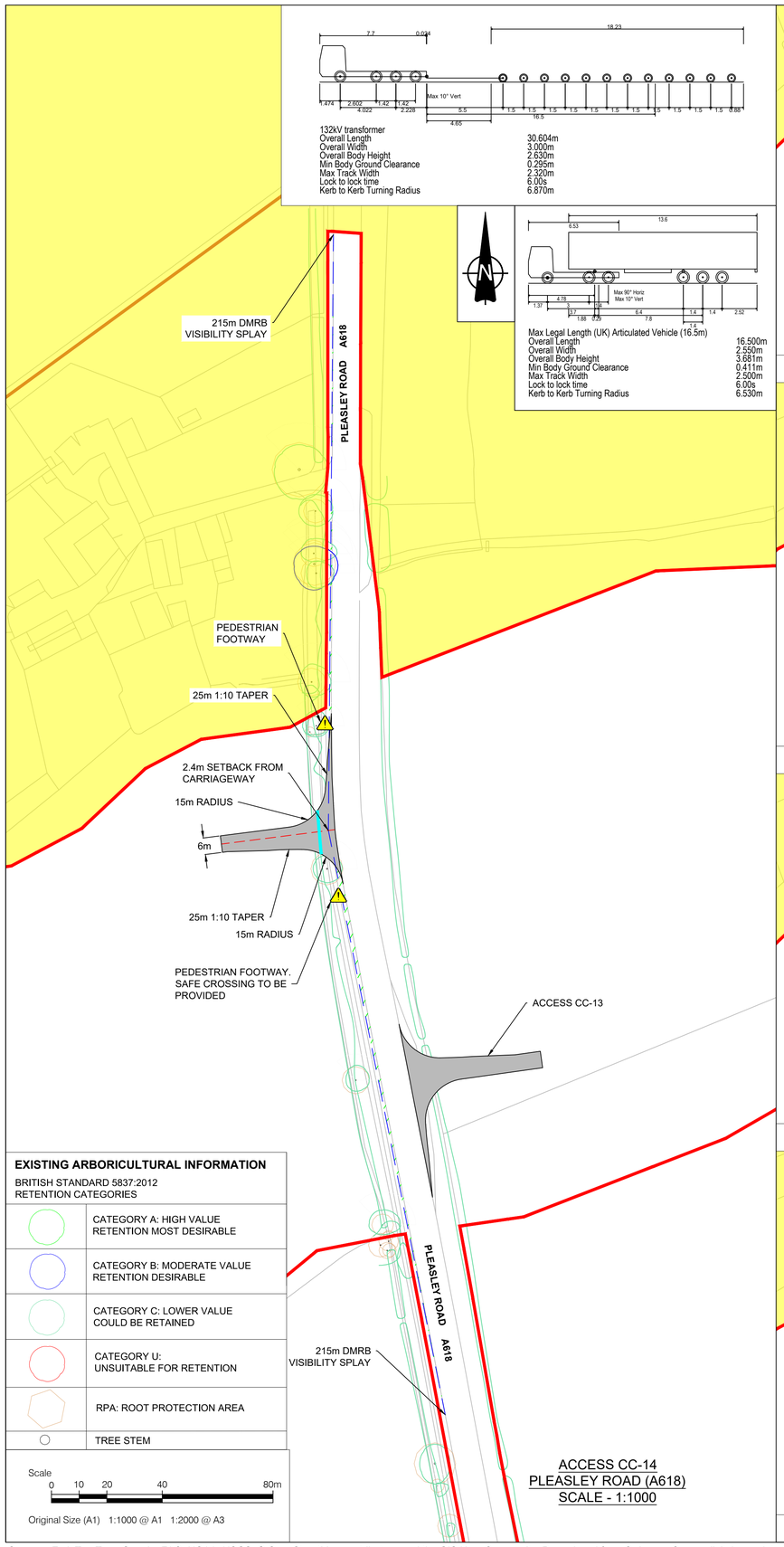
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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 CC-14
PLEASLEY ROAD (A618)
SCALE - 1:1000

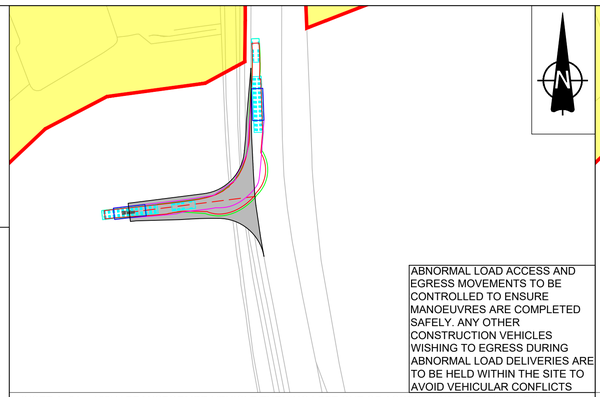
EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

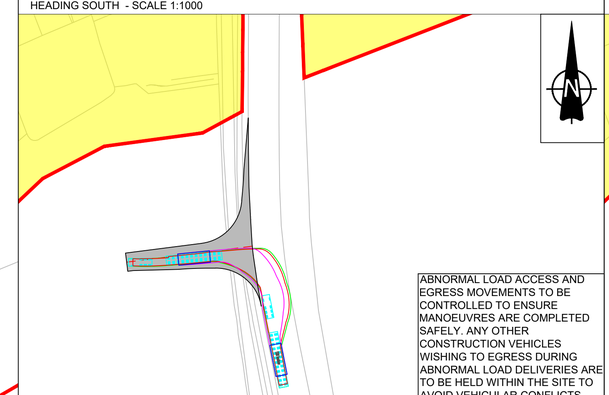
Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



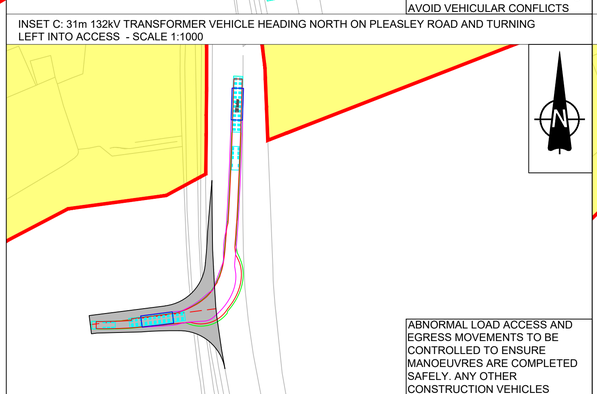
ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

INSET A: 31m 132kV TRANSFORMER VEHICLE TURNING LEFT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - 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: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING SOUTH - SCALE 1:1000

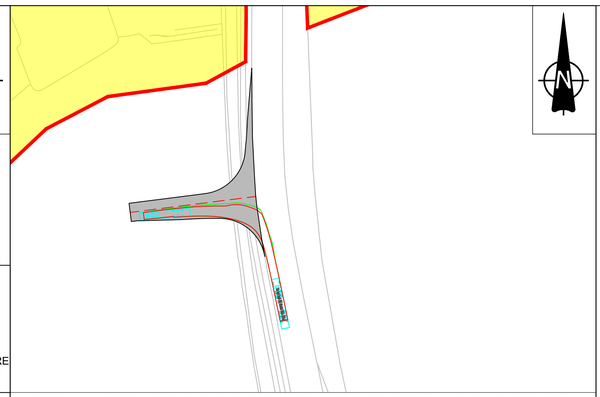


ABNORMAL LOAD ACCESS AND EGRESS MOVEMENTS TO BE CONTROLLED TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING ABNORMAL LOAD DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

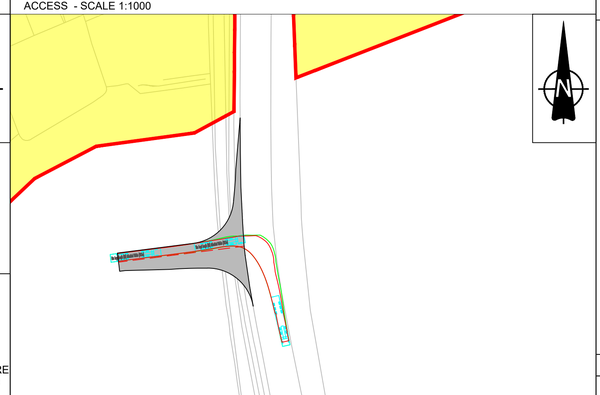
INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000

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

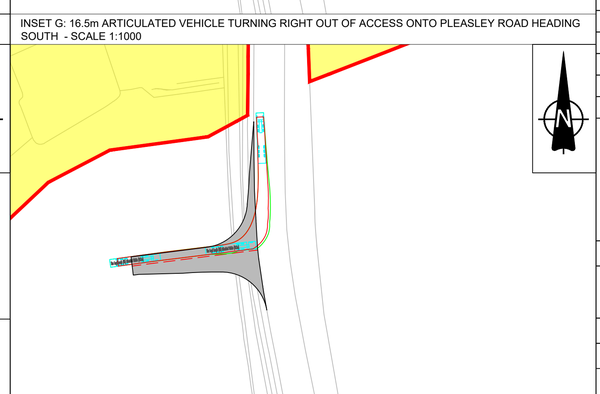
INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET E: 16.5m ARTICULATED VEHICLE HEADING NORTH ON PLEASLEY ROAD AND TURNING LEFT INTO ACCESS - SCALE 1:1000



INSET F: 16.5m ARTICULATED VEHICLE HEADING SOUTH ON PLEASLEY ROAD AND TURNING RIGHT INTO ACCESS - SCALE 1:1000



INSET G: 16.5m ARTICULATED VEHICLE TURNING RIGHT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING SOUTH - SCALE 1:1000

INSET H: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF ACCESS ONTO PLEASLEY ROAD HEADING NORTH - SCALE 1:1000

NOTES

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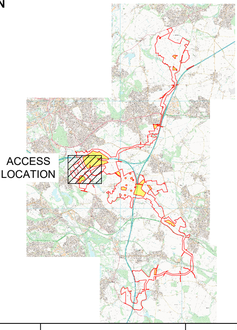
4. This drawing is to be read in conjunction with the project Health & Safety File for any identified potential risks.
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-14
Appendix 3 - Sheet 42 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 42 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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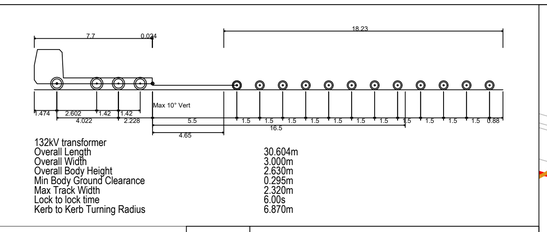
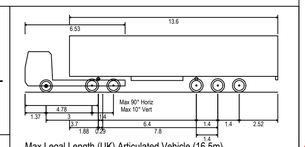


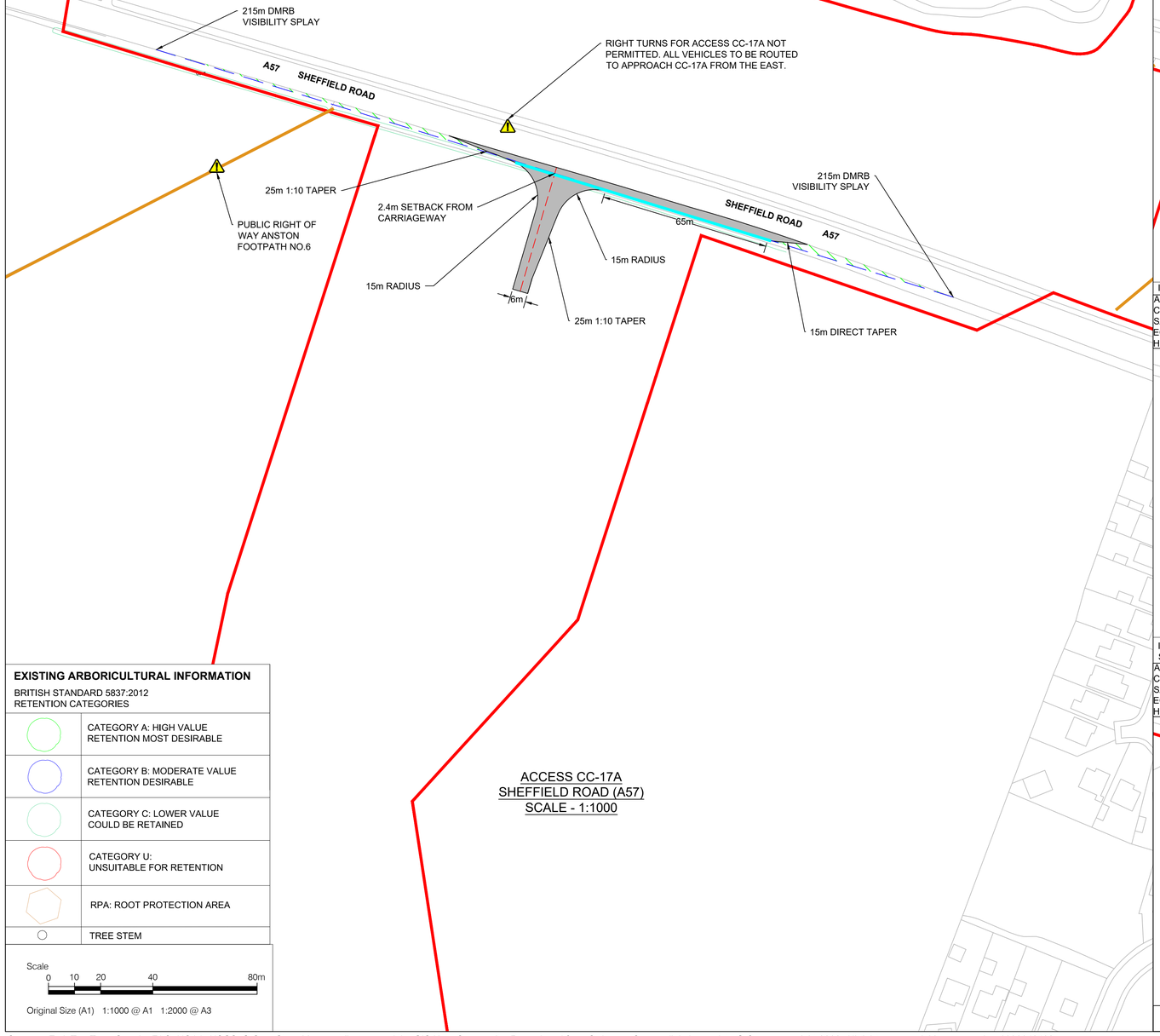
132KV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

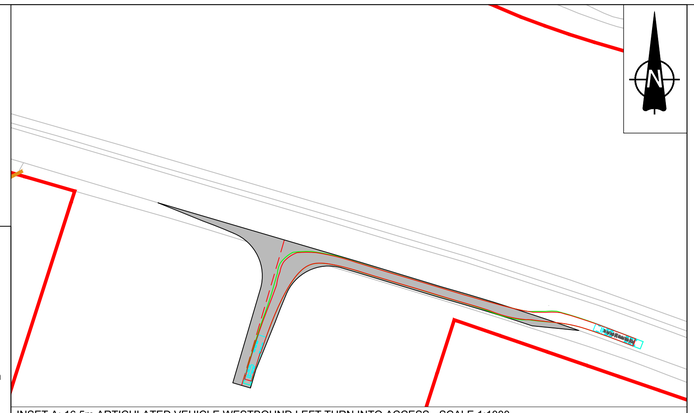


Max Legal Length (UK) Articulated Vehicle (16.5m)

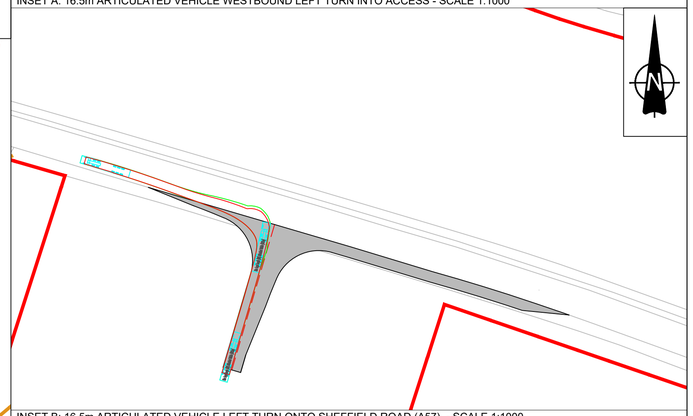
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ACCESS CC-17A
SHEFFIELD ROAD (A57)
SCALE - 1:1000

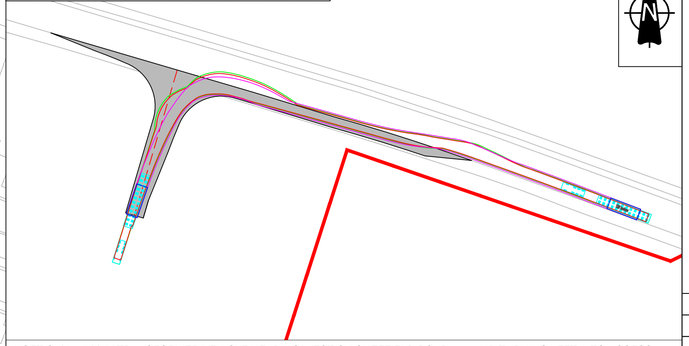


INSET A: 16.5m ARTICULATED VEHICLE WESTBOUND LEFT TURN INTO ACCESS - SCALE 1:1000



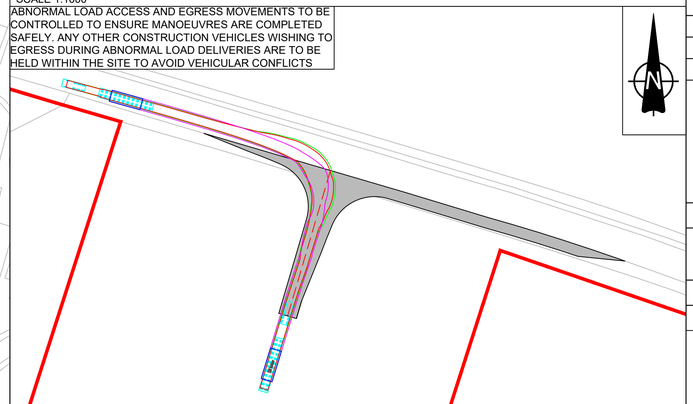
INSET B: 16.5m ARTICULATED VEHICLE LEFT TURN ONTO SHEFFIELD ROAD (A57) - SCALE 1:1000

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: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ON SHEFFIELD ROAD A57 AND TURNING LEFT 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: 31m 132kV TRANSFORMER VEHICLE TURNING LEFT OUT OF ACCESS ONTO SHEFFIELD ROAD A57 HEADING WEST - SCALE 1:1000

NOTES

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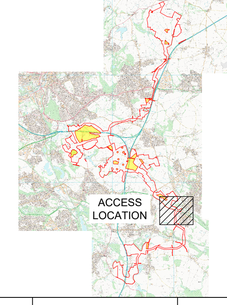
5. Vegetation to be removed denotes any vegetation features (such as hedgerows) that need to be removed to provide the required junction visibility. Any verge grassland is not to be removed but managed by the relevant maintainer to a low height so as to not impact upon junction visibility.
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3

ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-17A
Appendix 3 - Sheet 43 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 43 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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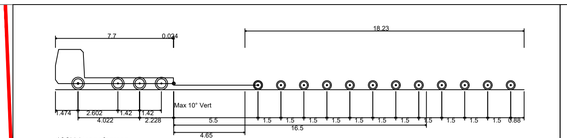
EXISTING ARBORICULTURAL INFORMATION

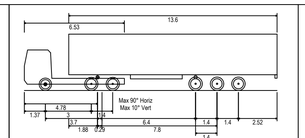
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



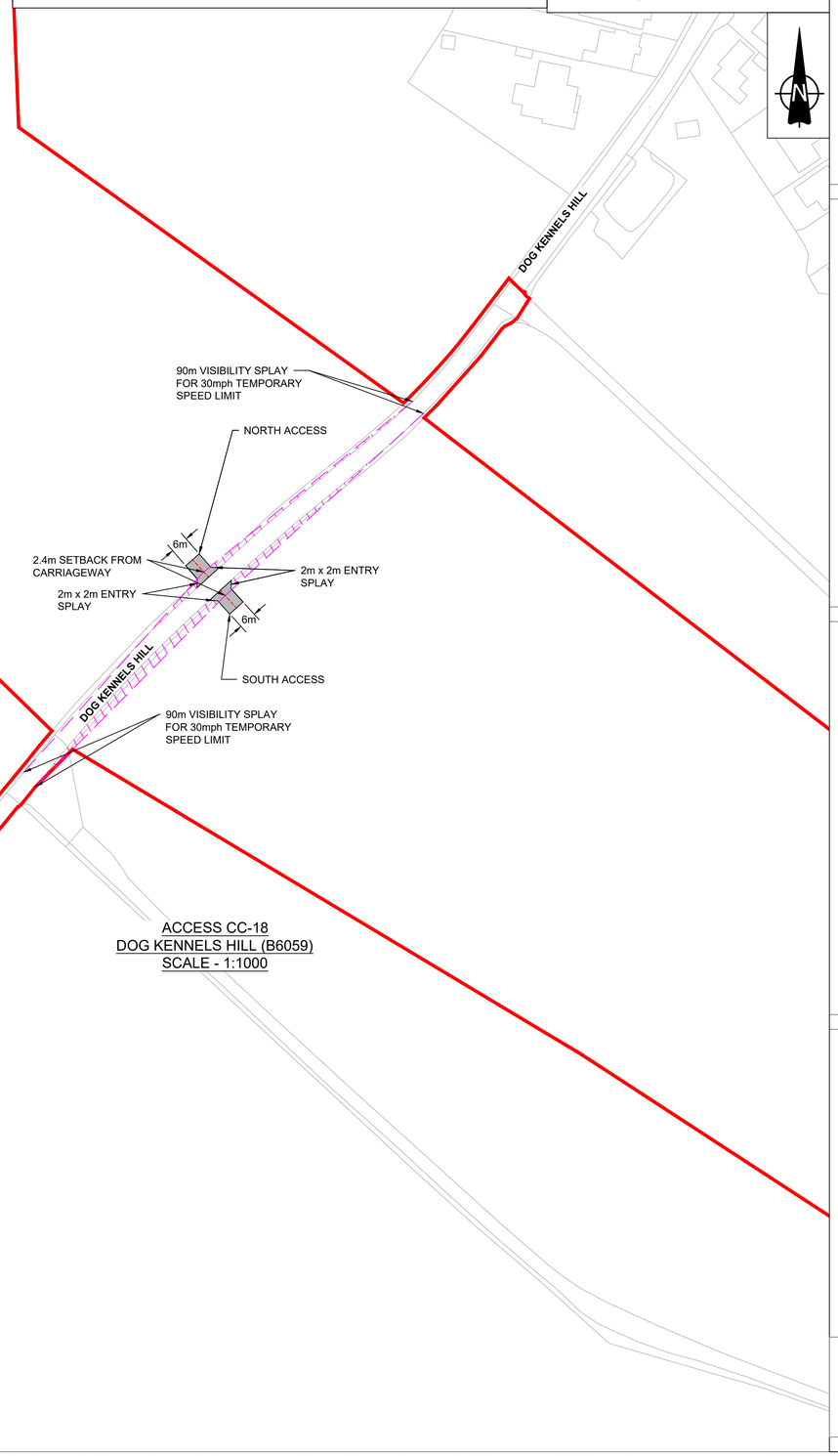
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

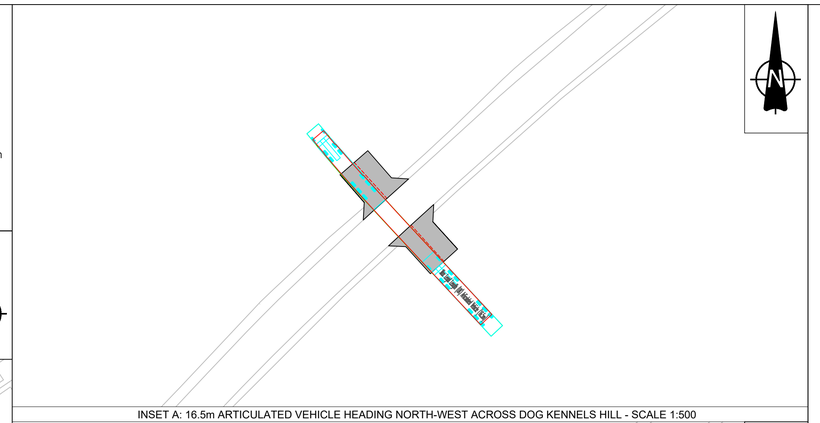
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



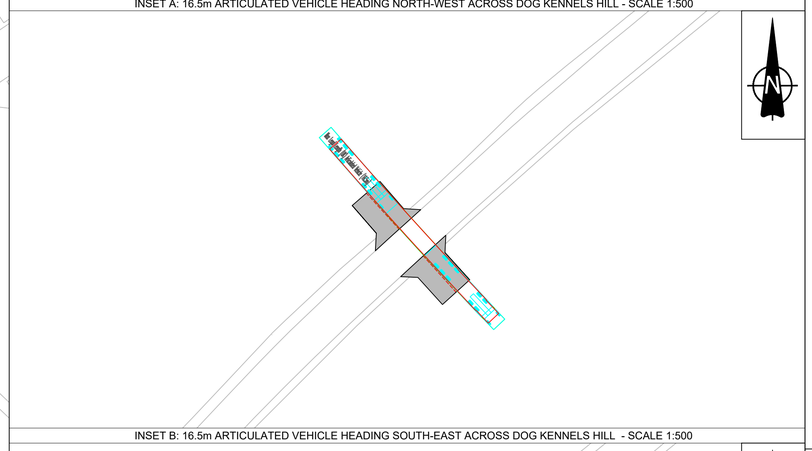
ACCESS CC-18
DOG KENNELS HILL (B6059)
SCALE - 1:1000

Scale
0 10 20 40 80m

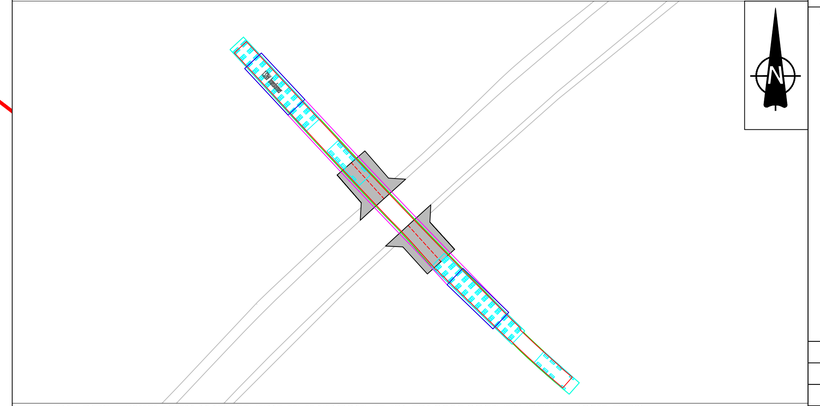
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



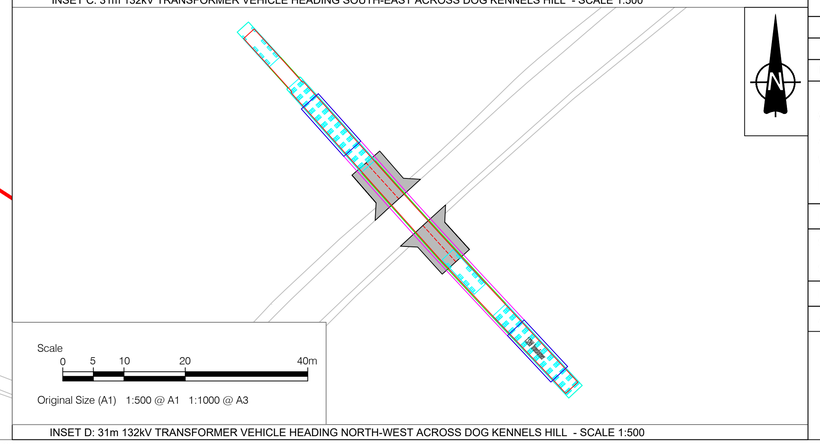
INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH-WEST ACROSS DOG KENNELS HILL - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH-EAST ACROSS DOG KENNELS HILL - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH-EAST ACROSS DOG KENNELS HILL - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH-WEST ACROSS DOG KENNELS HILL - SCALE 1:500

NOTES

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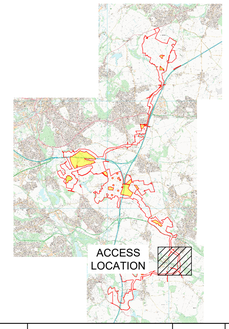
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-18
Appendix 3 - Sheet 44 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 44 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

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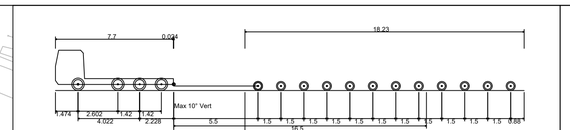
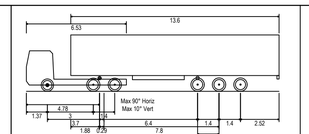
	TREE STEM



132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



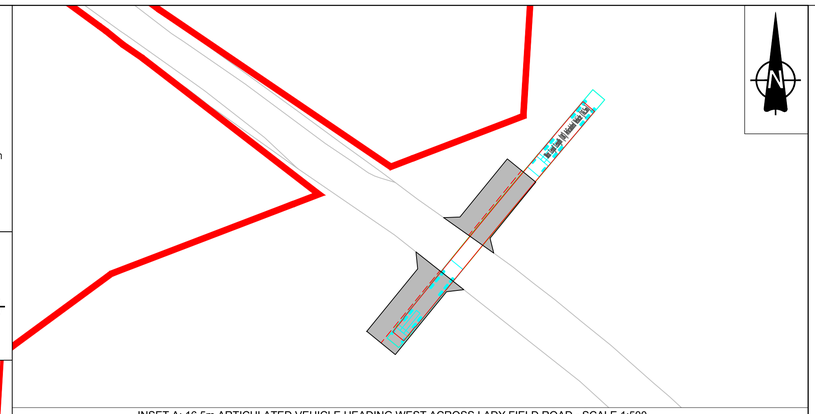
Max Legal Length (UK) Articulated Vehicle (16.5m)

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

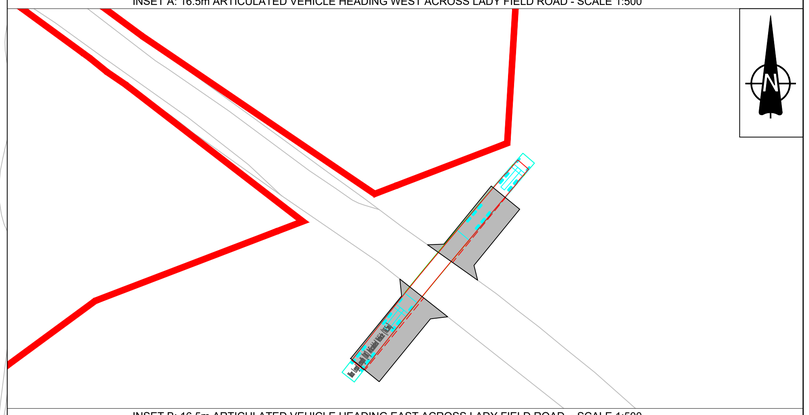
ACCESS CC-19 / CC-20
LADY FIELD ROAD
SCALE - 1:1000

Scale
0 10 20 40 80m

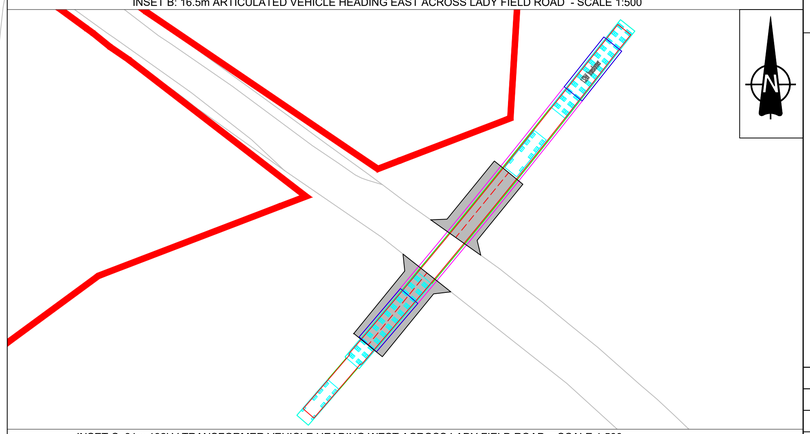
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



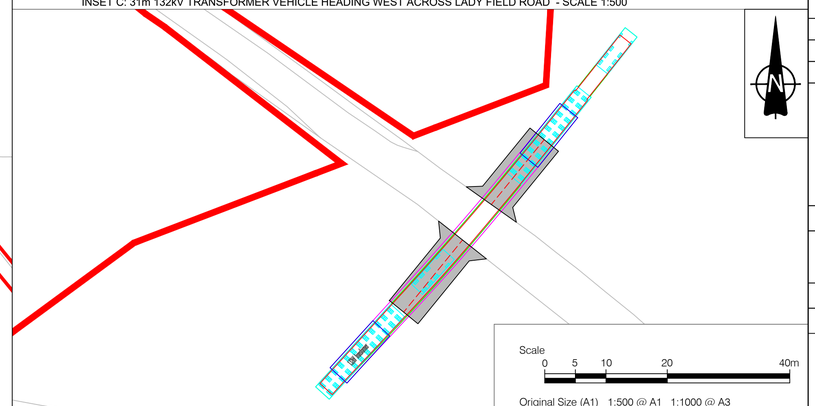
INSET A: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS LADY FIELD ROAD - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS LADY FIELD ROAD - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ACROSS LADY FIELD ROAD - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING EAST ACROSS LADY FIELD ROAD - SCALE 1:500

NOTES

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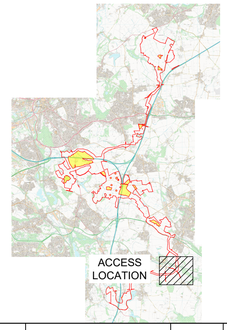
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-19/20
Appendix 3 - Sheet 45 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 45 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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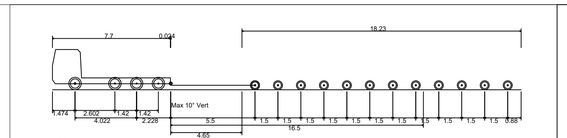
EXISTING ARBORICULTURAL INFORMATION

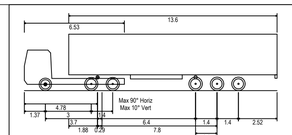
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



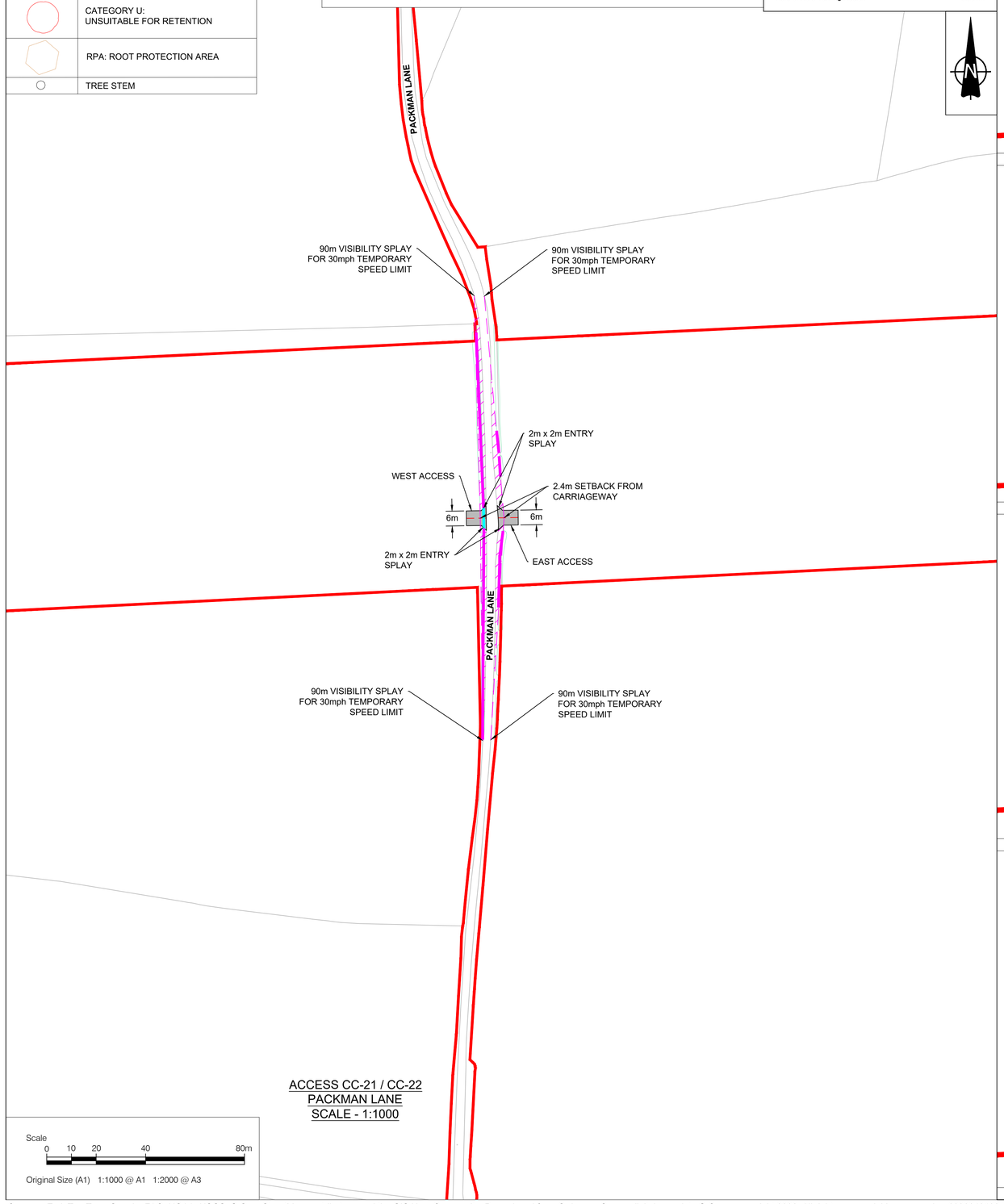
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

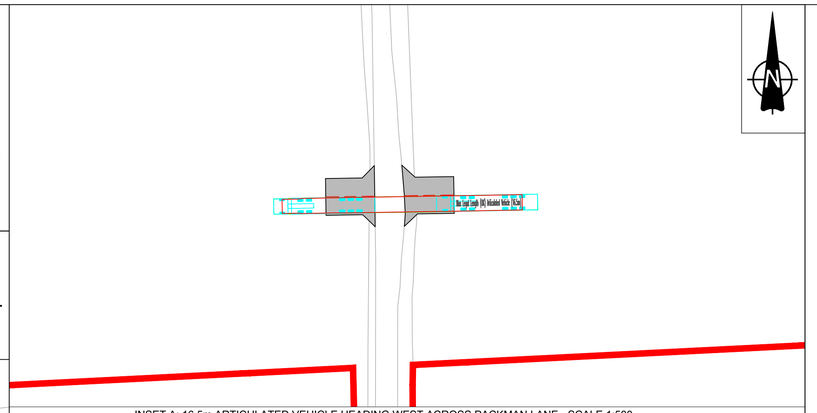
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



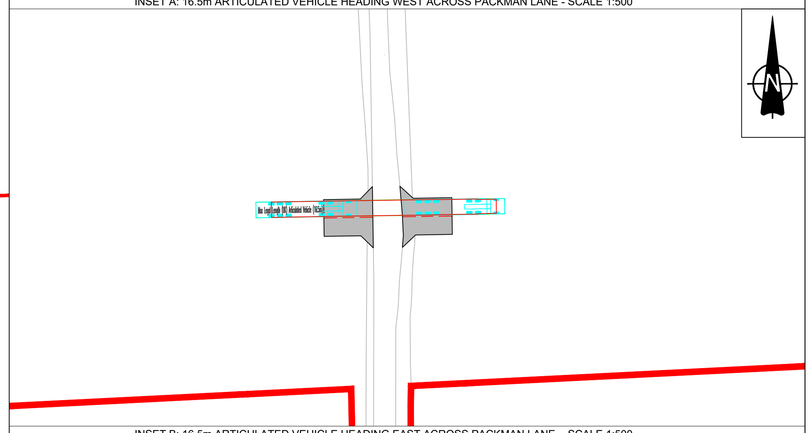
ACCESS CC-21 / CC-22
PACKMAN LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

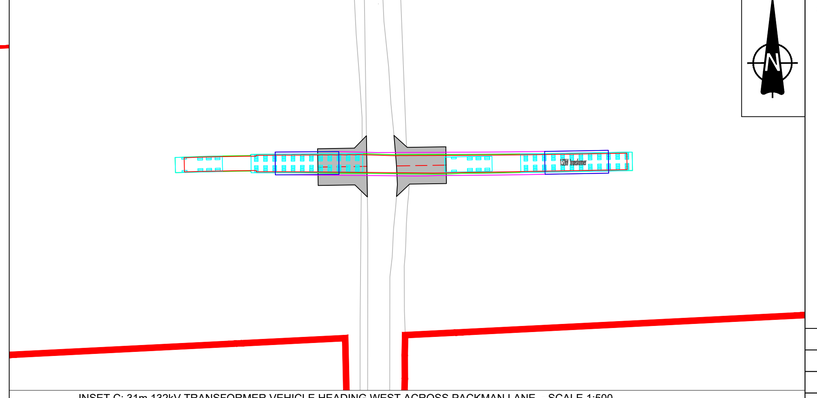
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



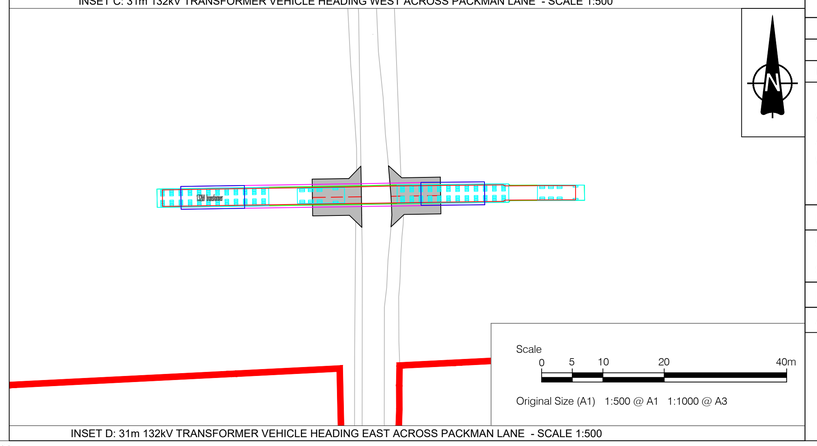
INSET A: 16.5m ARTICULATED VEHICLE HEADING WEST ACROSS PACKMAN LANE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS PACKMAN LANE - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ACROSS PACKMAN LANE - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING EAST ACROSS PACKMAN LANE - SCALE 1:500

NOTES

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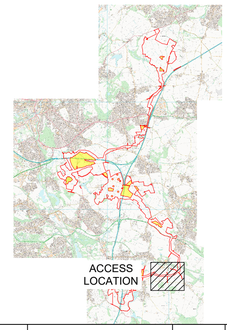
6. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10 on the basis of a 30mph temporary speed limit being enforced.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-21/22
Appendix 3 - Sheet 46 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 46 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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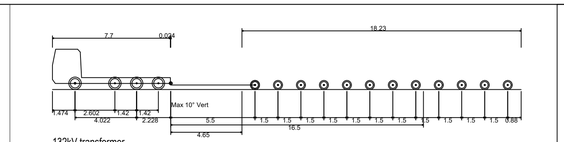
EXISTING ARBORICULTURAL INFORMATION

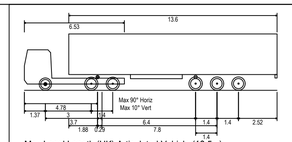
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



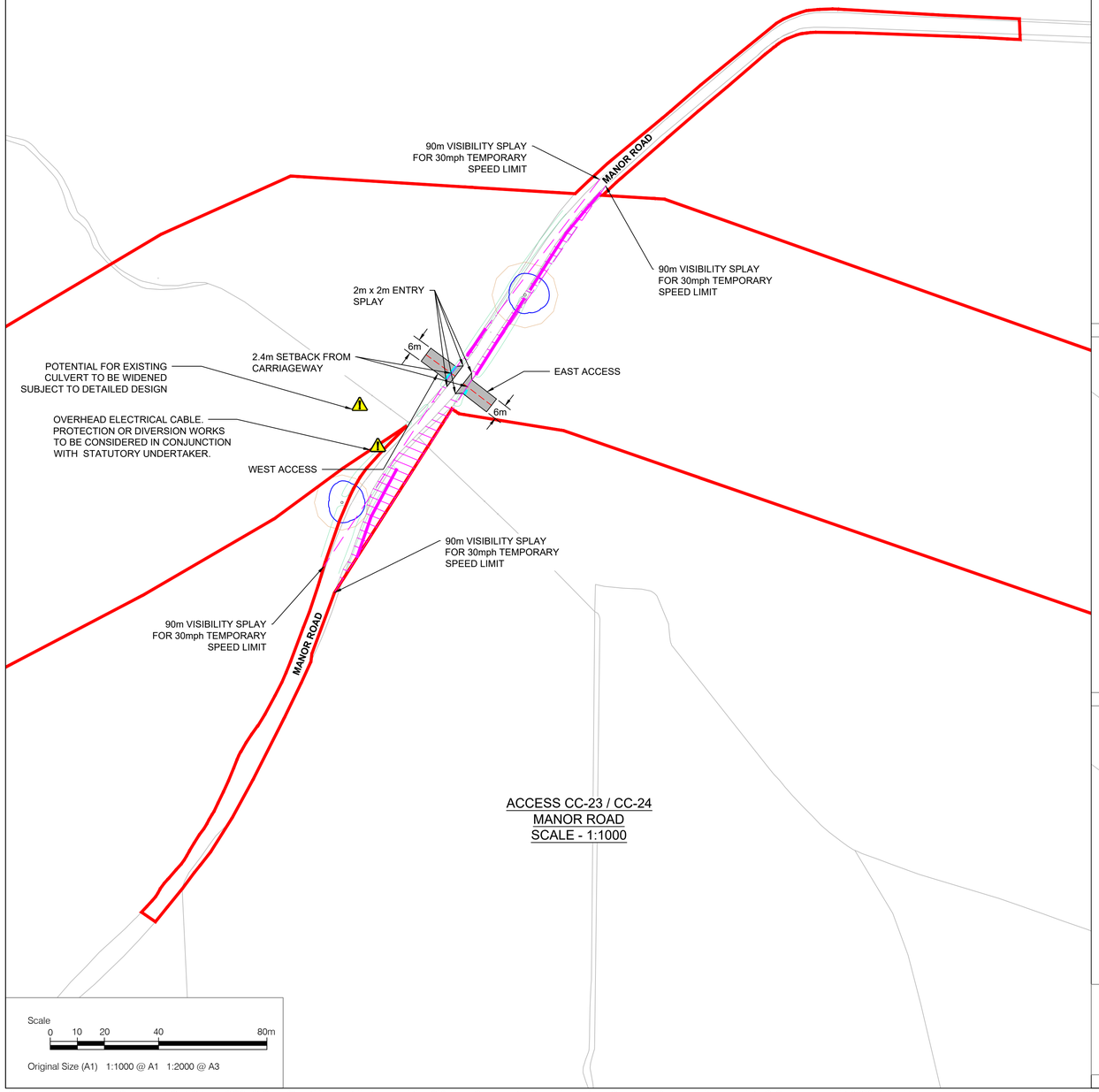
132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m



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

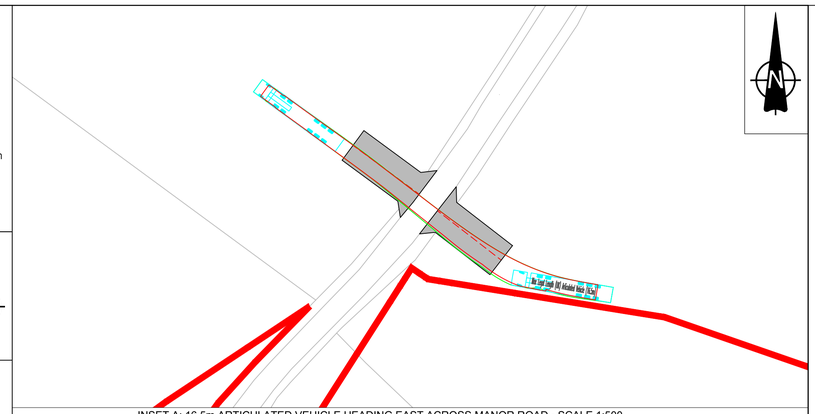
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



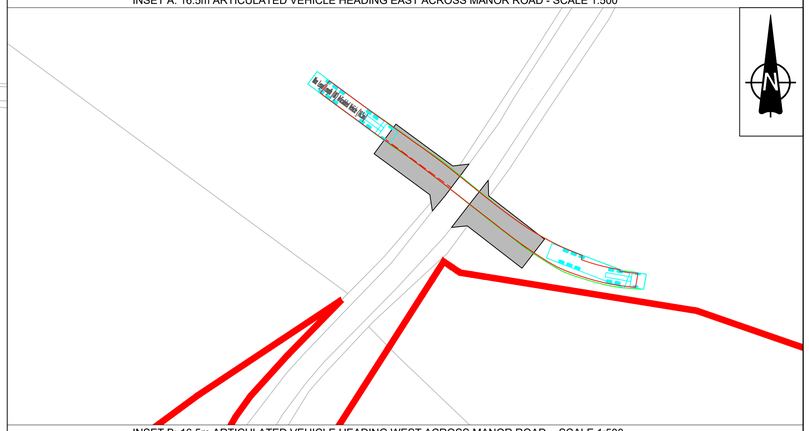
ACCESS CC-23 / CC-24
MANOR ROAD
SCALE - 1:1000

Scale
0 10 20 40 80m

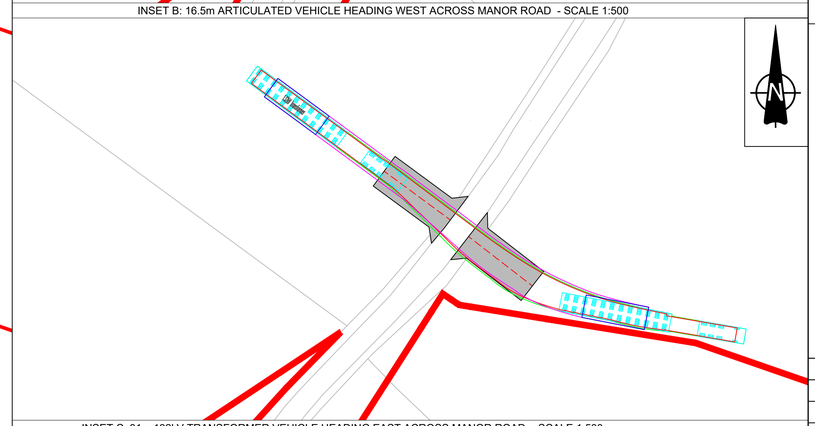
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



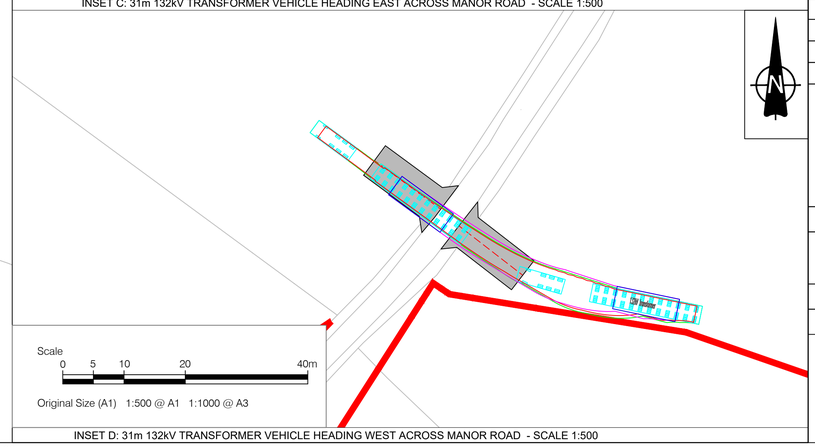
INSET A: 16.5m ARTICULATED VEHICLE HEADING EAST ACROSS MANOR ROAD - SCALE 1:500



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



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING EAST ACROSS MANOR ROAD - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING WEST ACROSS MANOR ROAD - SCALE 1:500

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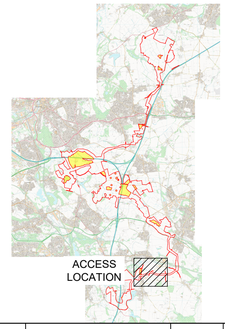
LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility 30mph Temporary Speed Limit
- Vegetation to be Removed 30mph Temporary Speed Limit Vis Splay
- Indicative Hedgerow Removal 30mph Temporary Speed Limit
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-23/24
Appendix 3 - Sheet 47 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 47 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

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RETENTION CATEGORIES

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	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

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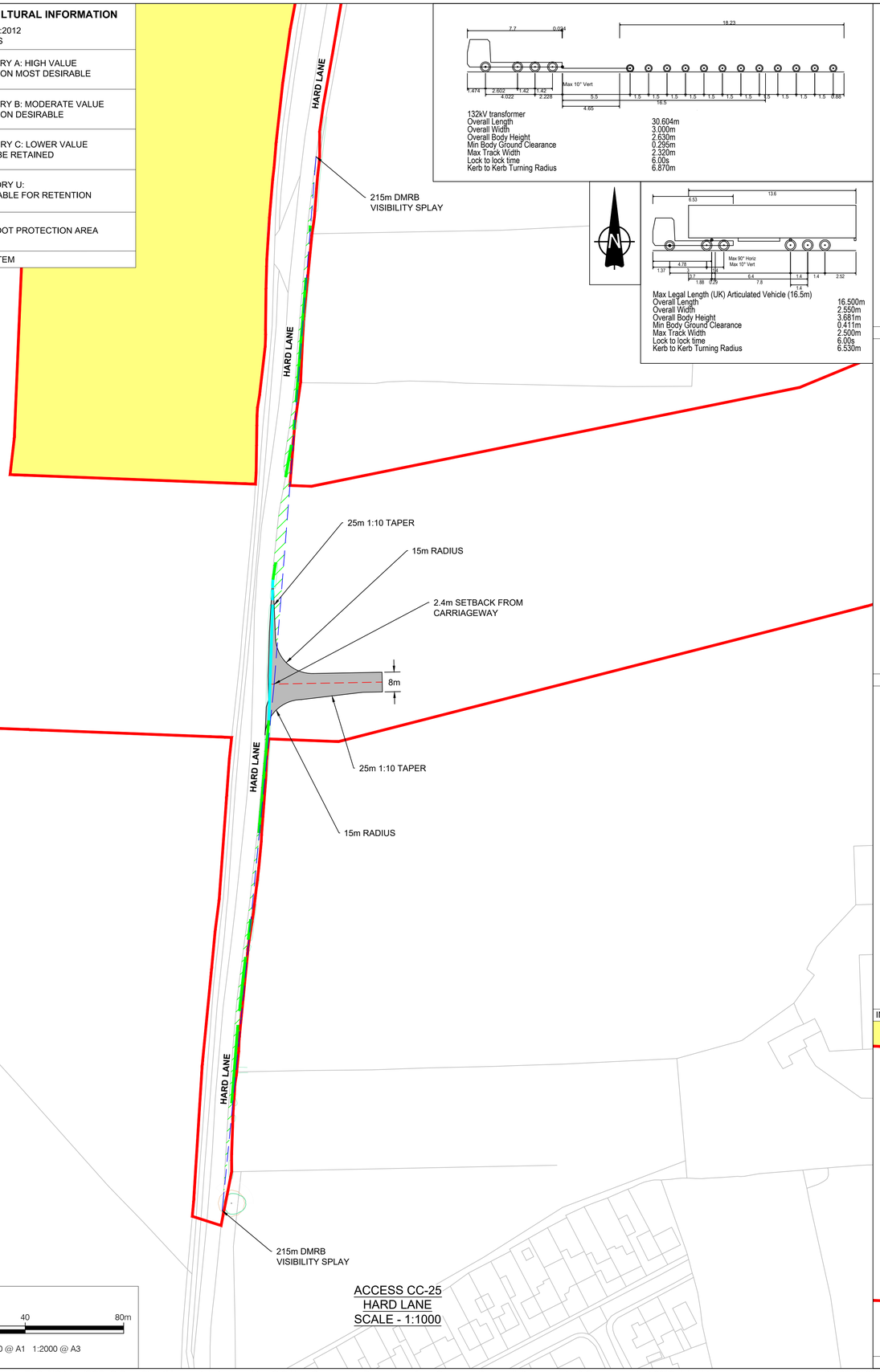
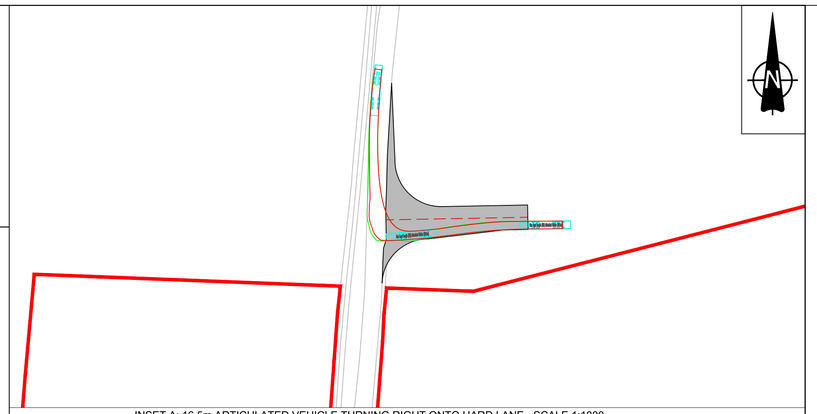
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



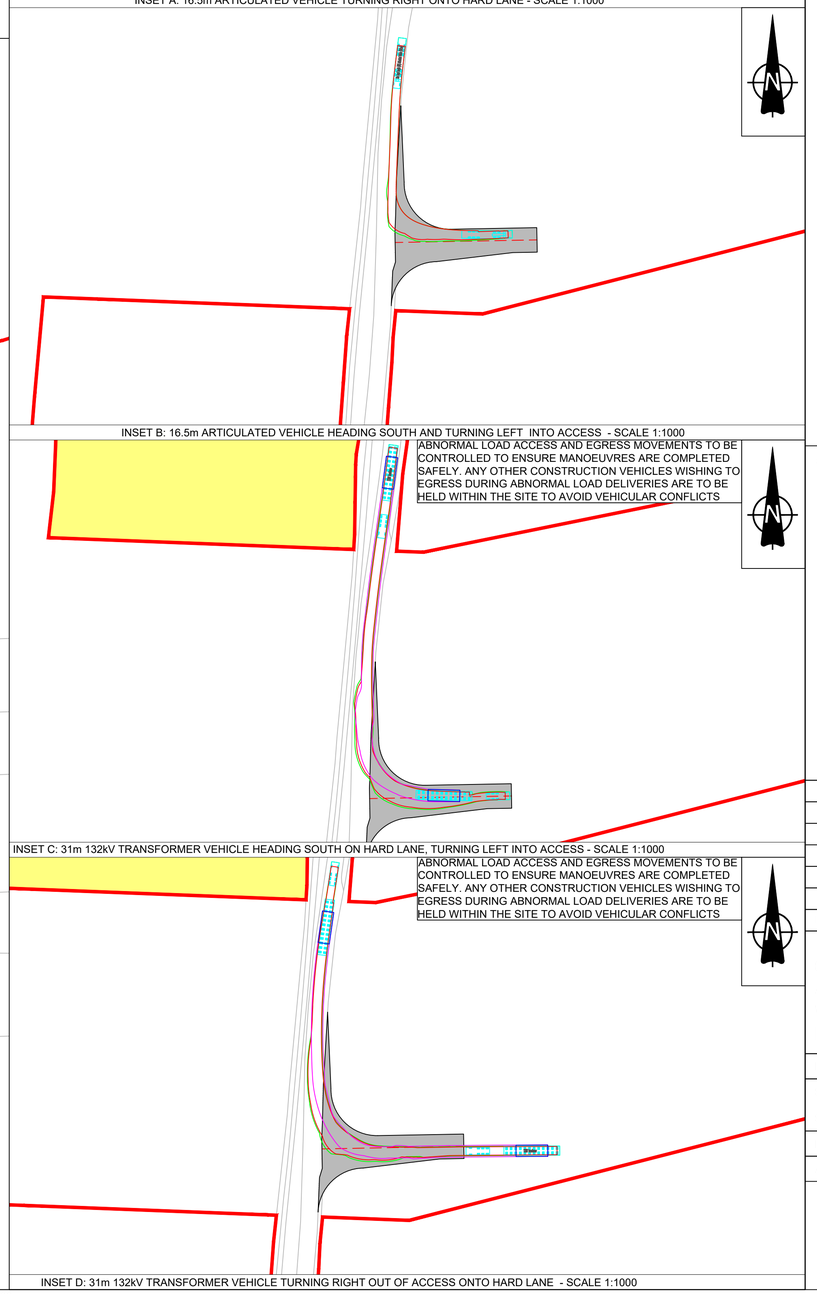
ACCESS CC-25
HARD LANE
SCALE - 1:1000

Scale
0 10 20 40 80m

Original Size (A1) 1:1000 @ A1 1:2000 @ A3



INSET A: 16.5m ARTICULATED VEHICLE TURNING RIGHT ONTO HARD LANE - SCALE 1:1000



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH AND TURNING LEFT 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 C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ON HARD LANE, TURNING LEFT 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: 31m 132kV TRANSFORMER VEHICLE TURNING RIGHT OUT OF ACCESS ONTO HARD LANE - SCALE 1:1000

NOTES

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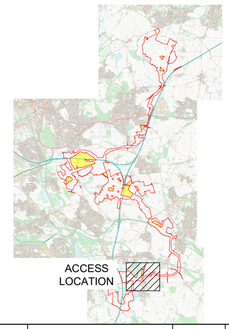
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-25
Appendix 3 - Sheet 48 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 48 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

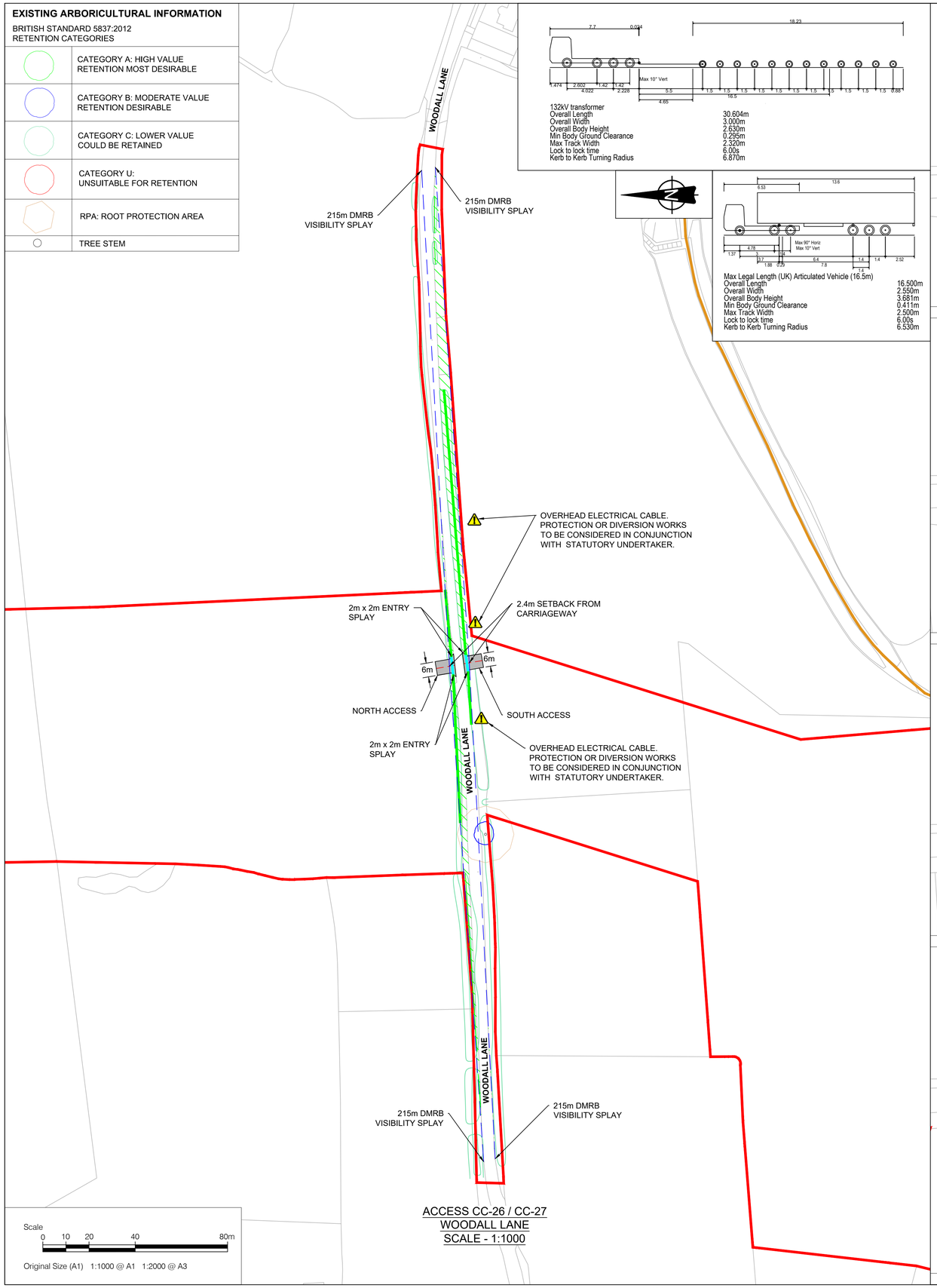
	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

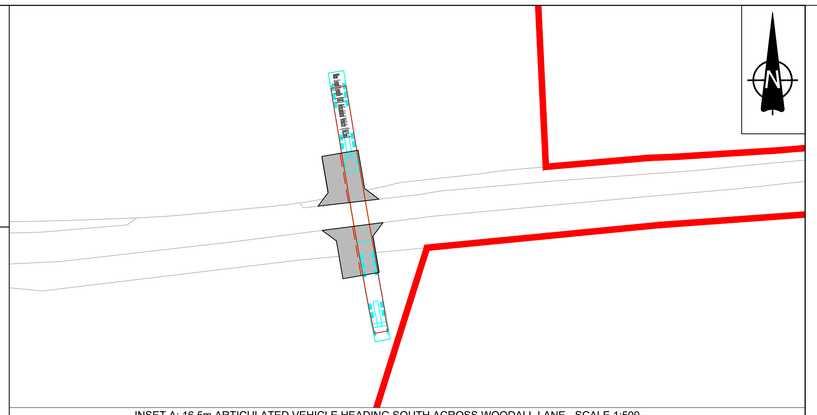
Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

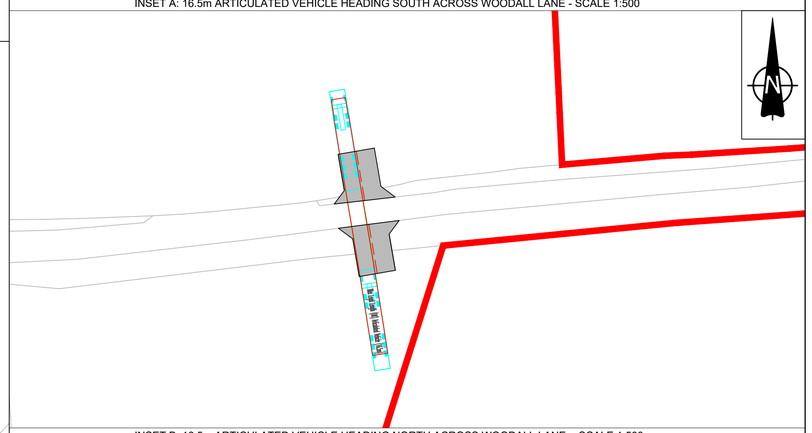
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



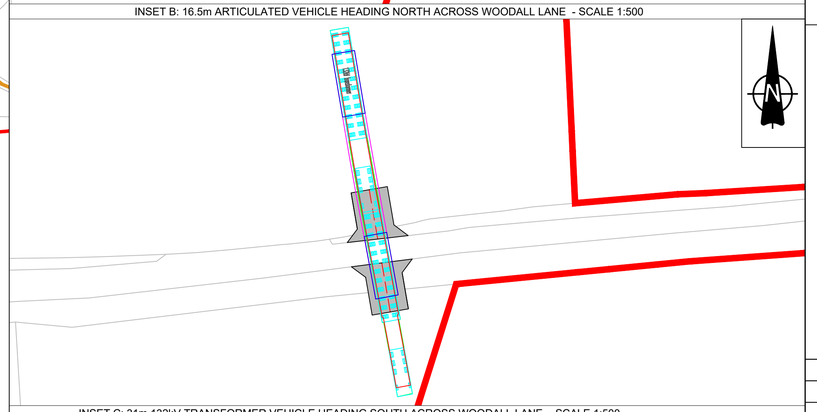
ACCESS CC-26 / CC-27
WOODALL LANE
SCALE - 1:1000



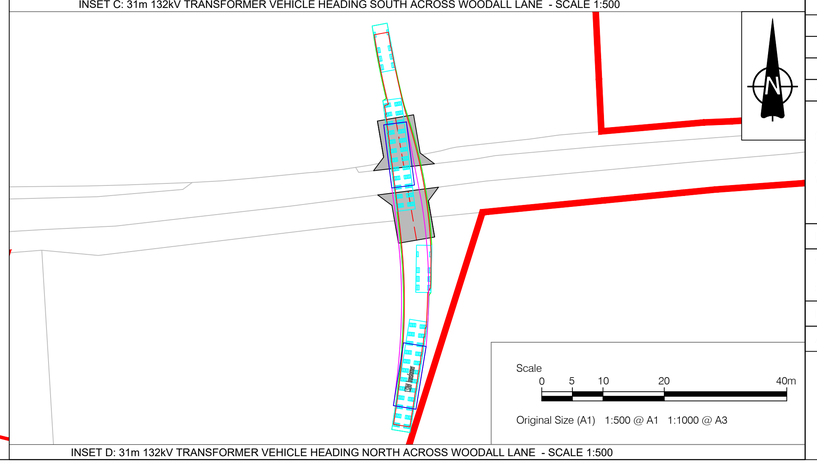
INSET A: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS WOODALL LANE - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS WOODALL LANE - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ACROSS WOODALL LANE - SCALE 1:500



INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH ACROSS WOODALL LANE - SCALE 1:500

NOTES

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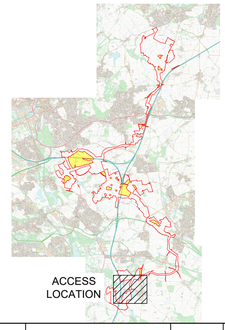
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-26/27
Appendix 3 - Sheet 49 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 49 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

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	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

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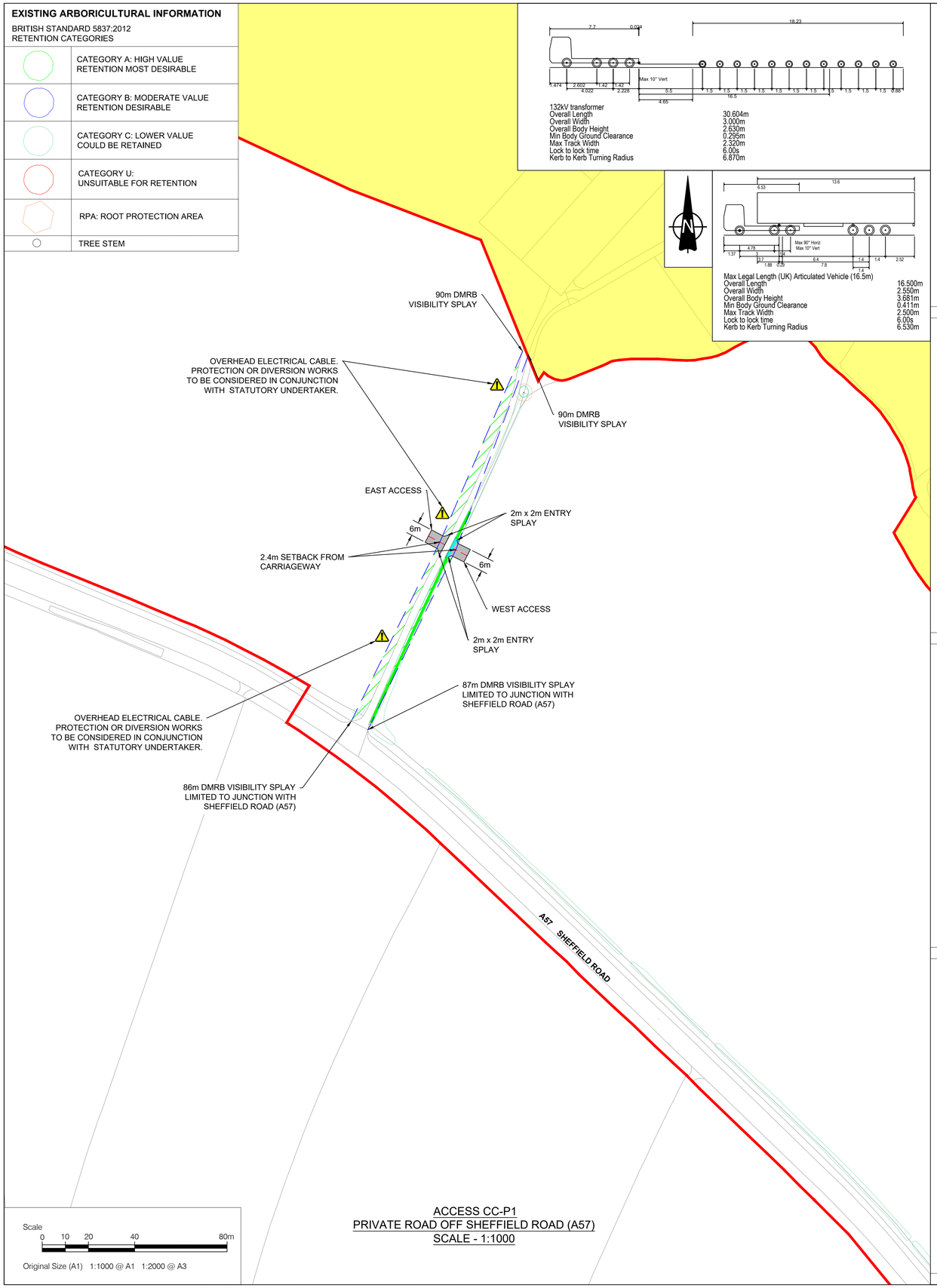
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



ACCESS CC-P1
PRIVATE ROAD OFF SHEFFIELD ROAD (A57)
SCALE - 1:1000

Scale
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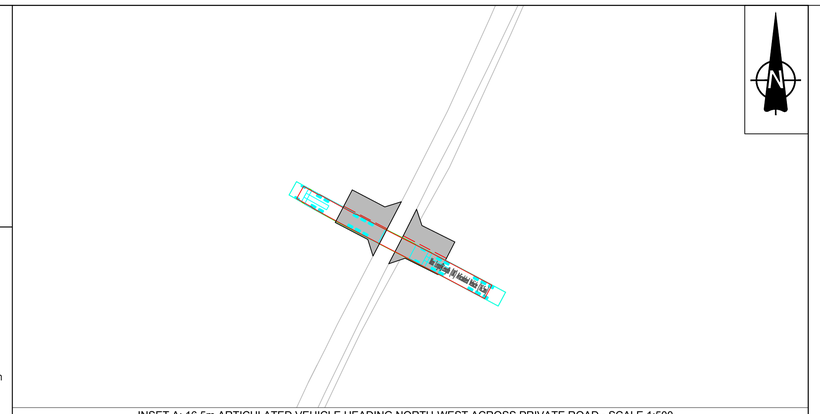
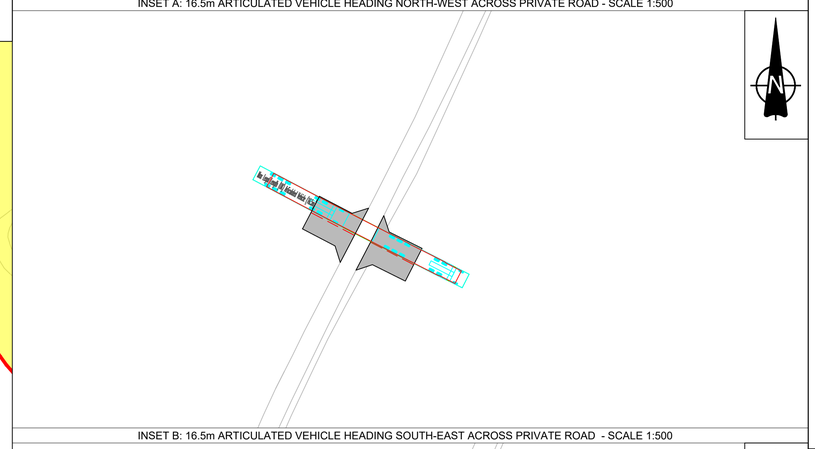
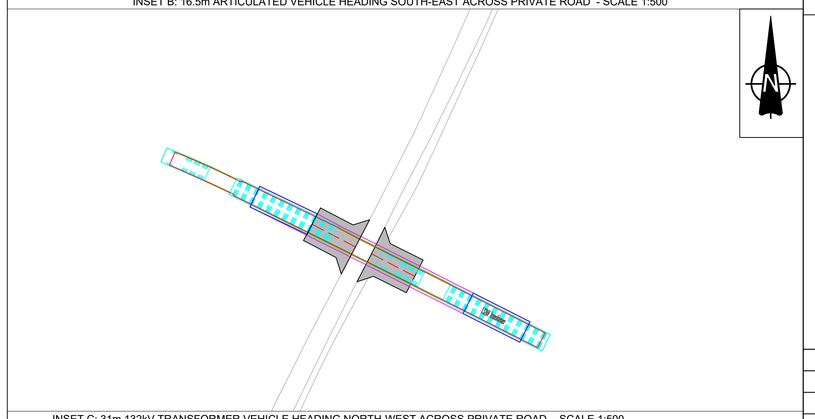
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



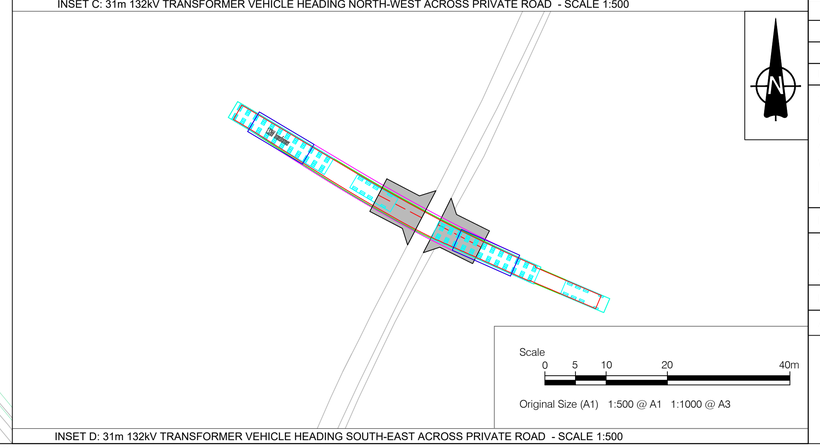
INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH-WEST ACROSS PRIVATE ROAD - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH-EAST ACROSS PRIVATE ROAD - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH-WEST ACROSS PRIVATE ROAD - SCALE 1:500



Scale
0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH-EAST ACROSS PRIVATE ROAD - SCALE 1:500

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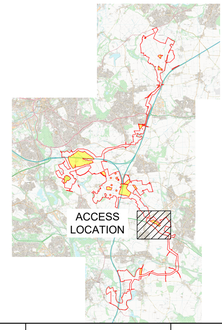
LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-P1
Appendix 3 - Sheet 50 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 50 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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EXISTING ARBORICULTURAL INFORMATION

BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

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	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM

132kV transformer

Overall Length	30.604m
Overall Width	3.000m
Overall Body Height	2.630m
Min Body Ground Clearance	0.295m
Max Track Width	2.320m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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

Overall Length	16.500m
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Lock to lock time	6.00s
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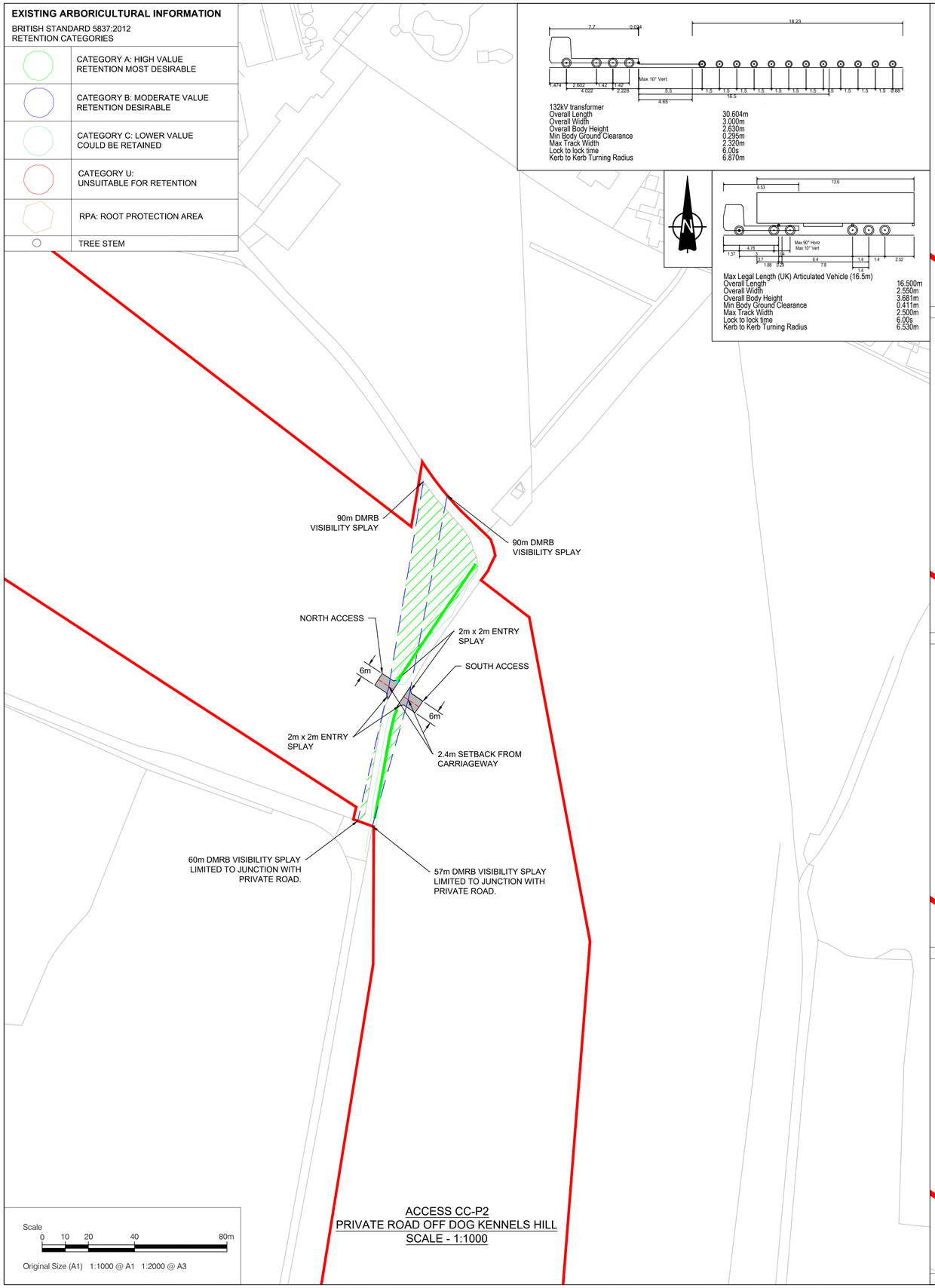
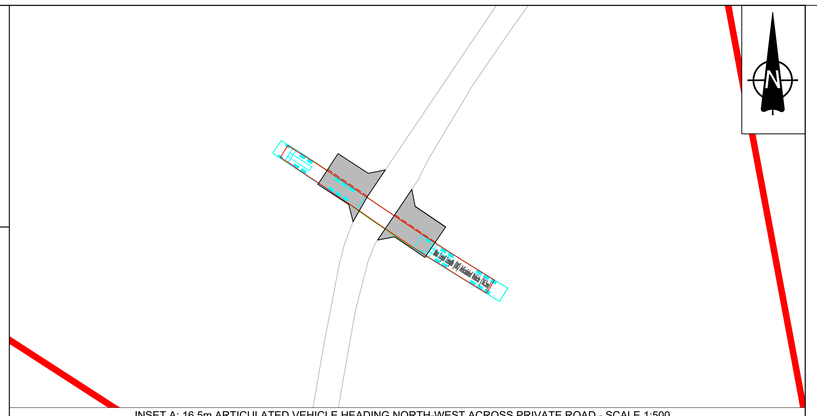


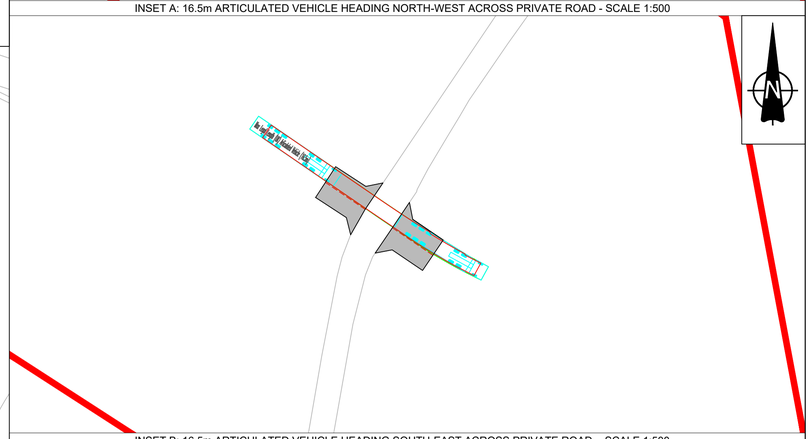
ACCESS CC-P2
PRIVATE ROAD OFF DOG KENNELS HILL
SCALE - 1:1000

Scale
0 10 20 40 80m

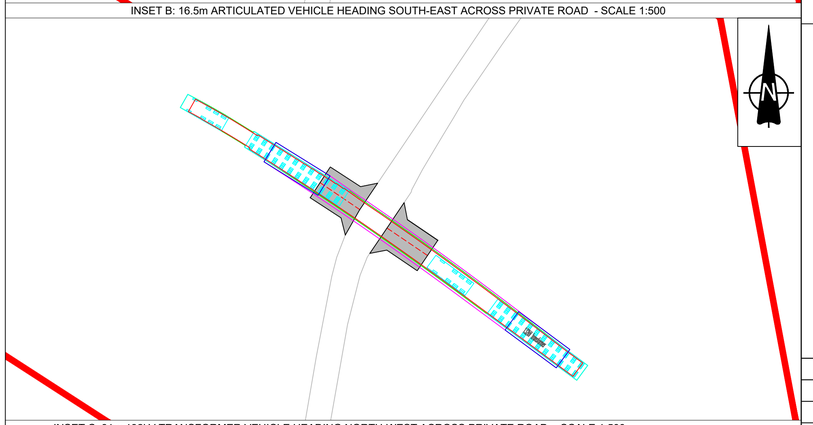
Original Size (A1) 1:1000 @ A1 1:2000 @ A3



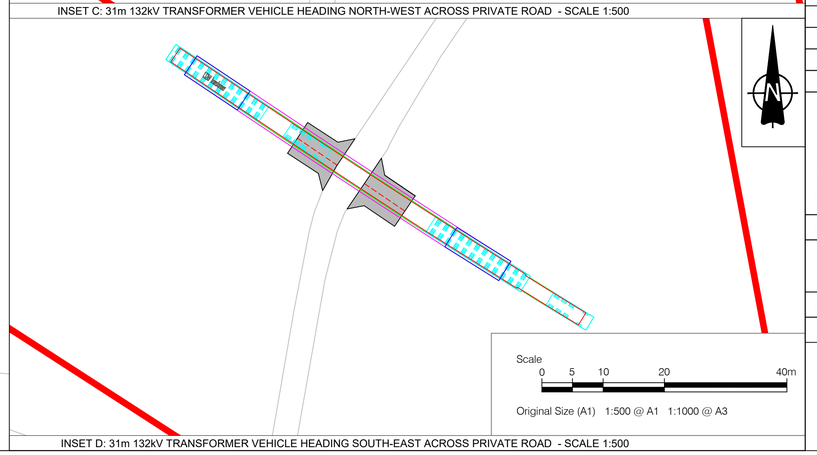
INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH-WEST ACROSS PRIVATE ROAD - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH-EAST ACROSS PRIVATE ROAD - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH-WEST ACROSS PRIVATE ROAD - SCALE 1:500



Scale
0 5 10 20 40m

Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH-EAST ACROSS PRIVATE ROAD - SCALE 1:500

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- Vehicle Wheels Path
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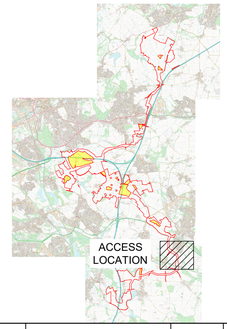
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-P2
Appendix 3 - Sheet 51 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 51 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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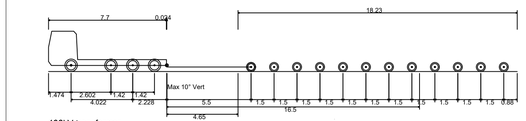
	TREE STEM



132kV transformer

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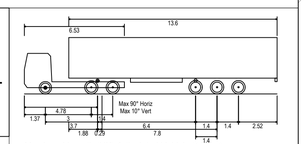

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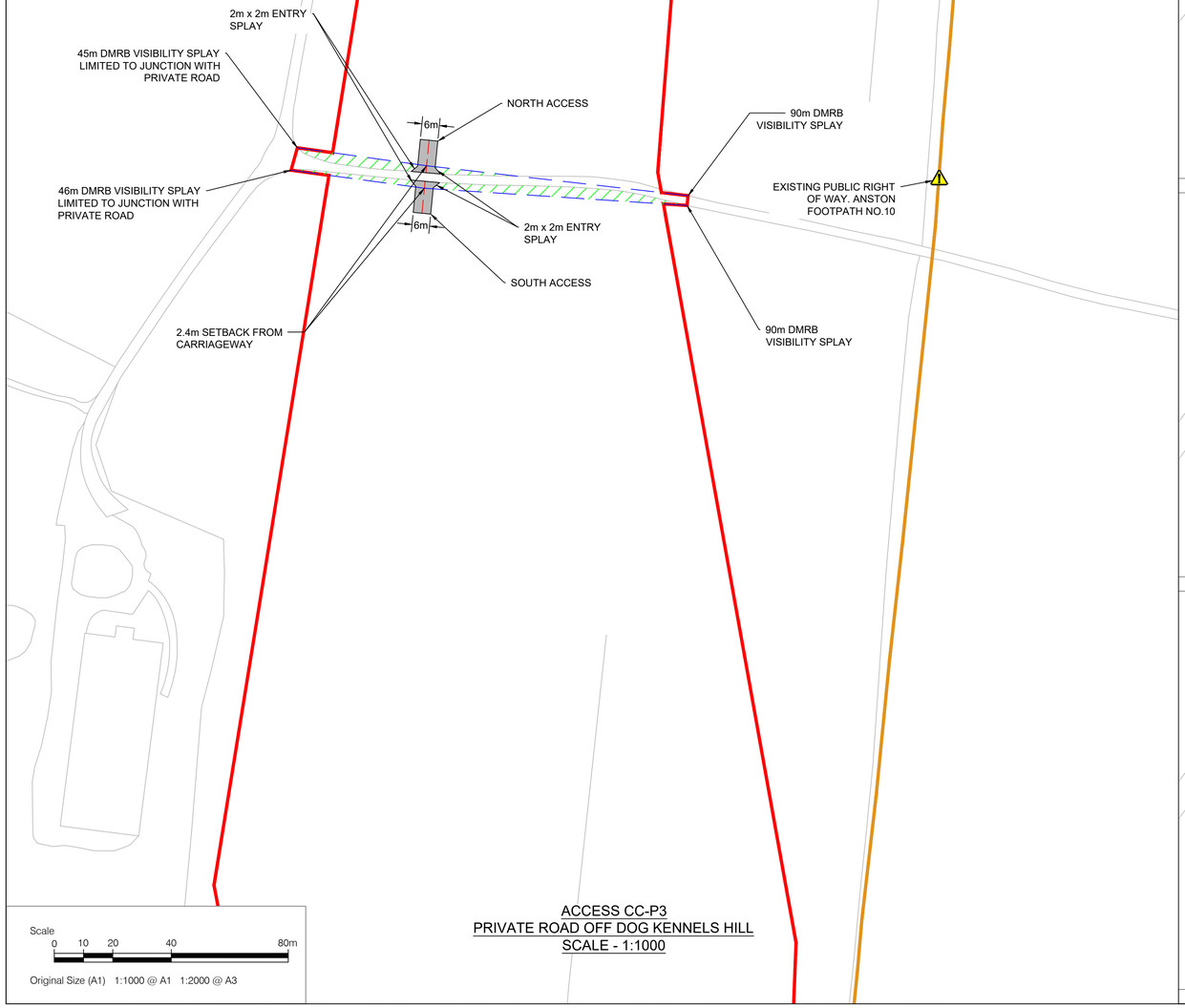
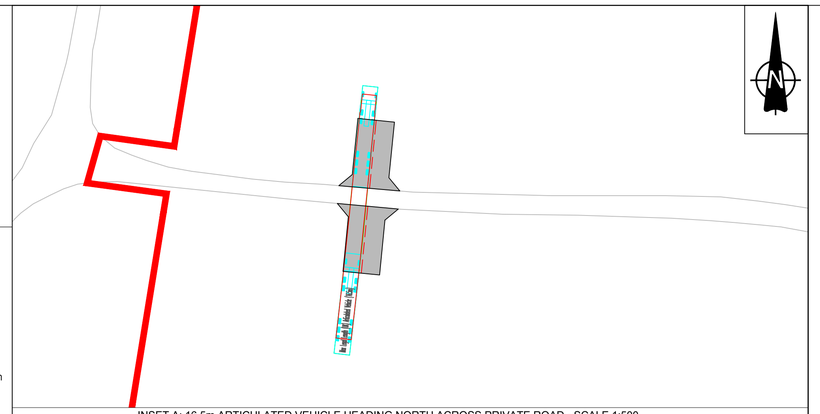
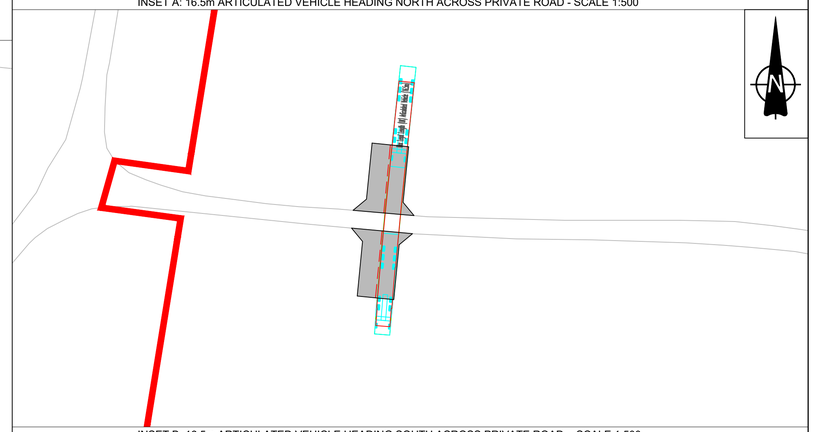


Scale
0 10 20 40 80m
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

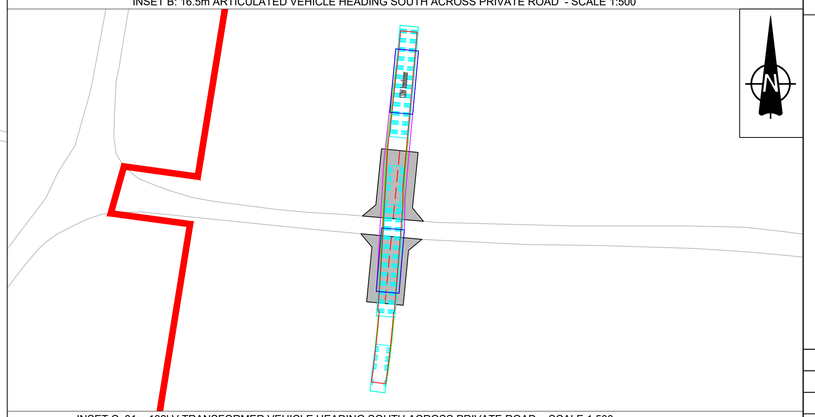
ACCESS CC-P3
PRIVATE ROAD OFF DOG KENNELS HILL
SCALE - 1:1000



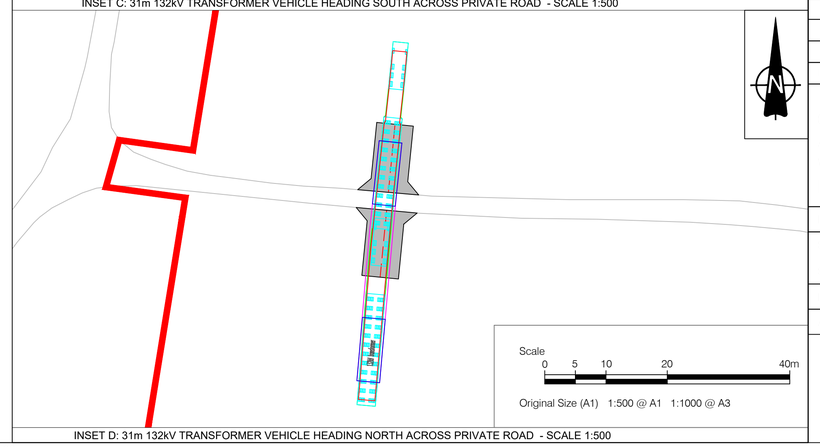
INSET A: 16.5m ARTICULATED VEHICLE HEADING NORTH ACROSS PRIVATE ROAD - SCALE 1:500



INSET B: 16.5m ARTICULATED VEHICLE HEADING SOUTH ACROSS PRIVATE ROAD - SCALE 1:500



INSET C: 31m 132kV TRANSFORMER VEHICLE HEADING SOUTH ACROSS PRIVATE ROAD - SCALE 1:500



Scale
0 5 10 20 40m
Original Size (A1) 1:500 @ A1 1:1000 @ A3

INSET D: 31m 132kV TRANSFORMER VEHICLE HEADING NORTH ACROSS PRIVATE ROAD - SCALE 1:500

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- Vehicle Load Path
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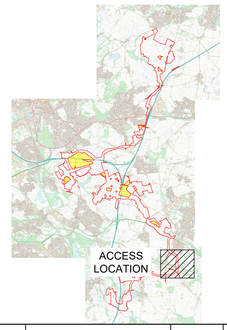
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-P3
Appendix 3 - Sheet 52 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: AS SHOWN	SHEET: Sheet 52 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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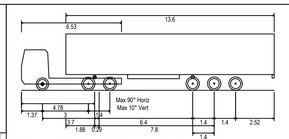
EXISTING ARBORICULTURAL INFORMATION

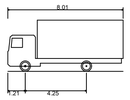
BRITISH STANDARD 5837:2012
RETENTION CATEGORIES

	CATEGORY A: HIGH VALUE RETENTION MOST DESIRABLE
	CATEGORY B: MODERATE VALUE RETENTION DESIRABLE
	CATEGORY C: LOWER VALUE COULD BE RETAINED
	CATEGORY U: UNSUITABLE FOR RETENTION
	RPA: ROOT PROTECTION AREA
	TREE STEM



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



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

EXISTING FIELD ACCESS CC-06C WILL BE RETAINED AND UTILISED FOR A PROPORTION OF HGV AND VAN DELIVERIES TO REDUCE CONSTRUCTION TRAFFIC THROUGH CC-06. NO AIL VEHICLES WILL ACCESS OR EGRESS IN THIS LOCATION. FINAL VEHICLE REQUIREMENTS WILL BE CONFIRMED DURING THE DETAILED DESIGN STAGE, TAKING INTO CONSIDERATION THE SPECIFIC CONSTRAINTS ASSOCIATED WITH THE PROPOSED SITE ACCESS LOCATION. ANY REFINEMENT TO VEHICLE REQUIREMENTS AND CORRESPONDING ACCESS GEOMETRY WILL BE UNDERTAKEN AS PART OF THE DETAILED DESIGN DEVELOPMENT PROCESS.

TEMPORARY TRAFFIC MANAGEMENT MEASURES SUCH AS TEMPORARY PARKING RESTRICTIONS AND BANKS PERSONS MAY BE REQUIRED TO FACILITATE SAFE ACCESS AND EGRESS OF CONSTRUCTION VEHICLES ALONG SHERBOURNE AVENUE.

PRoW BRAMLEY FOOTPATH NO.7

EXISTING TREE

90m DMRB VISIBILITY SPLAY ACHIEVED WHEN EGRESSING FROM BROADLANDS ONTO SANDY LANE

BROADLANDS

SHERBOURNE AVENUE

90m DMRB VISIBILITY SPLAY ACHIEVED WHEN EGRESSING FROM BROADLANDS ONTO SANDY LANE

PRoW BRAMLEY FOOTPATH NO.7

SAFE ALTERNATIVE FOR PEDESTRIANS TO BE PROVIDED DURING WORKS TO MAINTAIN CONNECTIVITY

SANDY LANE

EXISTING SIGN LOCATION FOR CHANGE IN POSTED SPEED LIMIT FROM NATIONAL SPEED LIMIT TO 30mph WESTBOUND

NASCOT CLOSE

ACCESS CC-06

M18

SANDY LANE

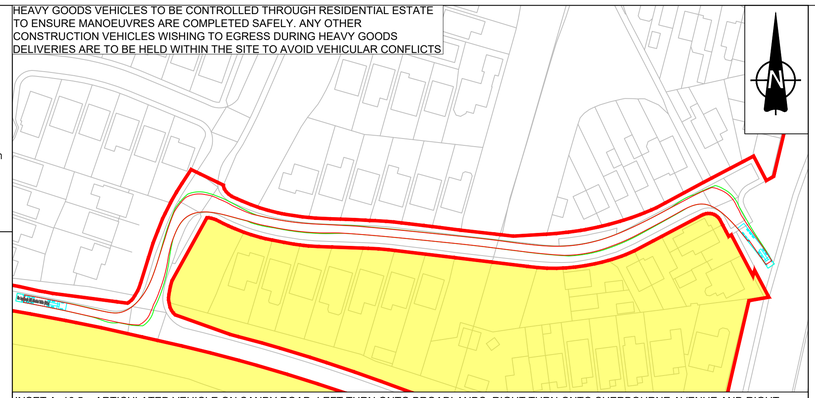
M18

ACCESS CC-06C
SHERBOURNE AVENUE
SCALE - 1:1000

Scale
0 10 20 40 80m

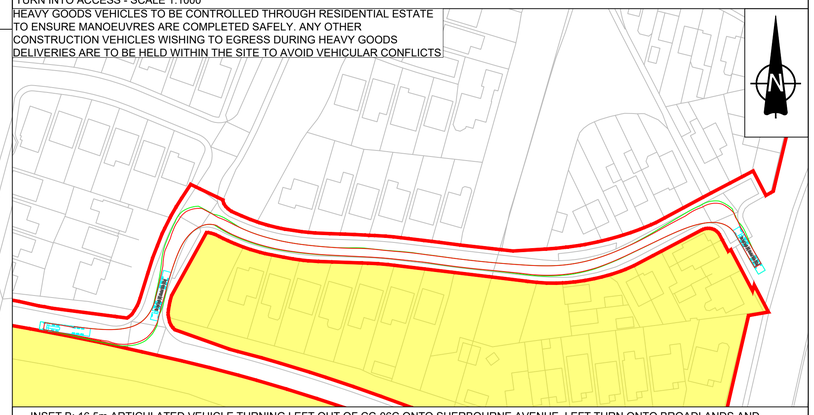
Original Size (A1) 1:1000 @ A1 1:2000 @ A3

HEAVY GOODS VEHICLES TO BE CONTROLLED THROUGH RESIDENTIAL ESTATE TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING HEAVY GOODS DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS

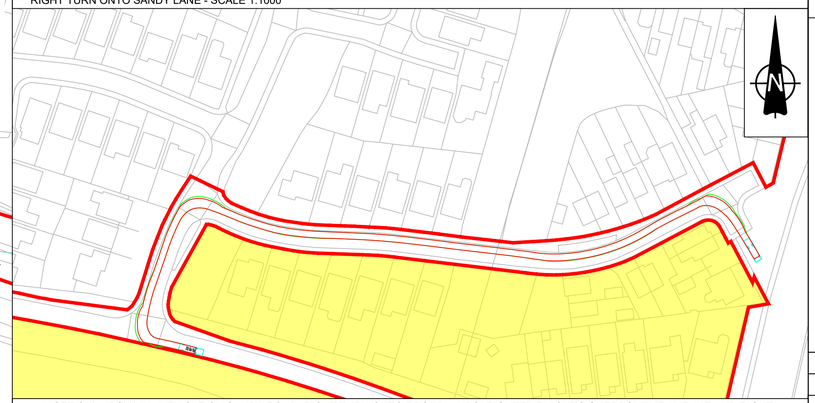


INSET A: 16.5m ARTICULATED VEHICLE ON SANDY ROAD, LEFT TURN ONTO BROADLANDS, RIGHT TURN ONTO SHERBOURNE AVENUE AND RIGHT TURN INTO ACCESS - SCALE 1:1000

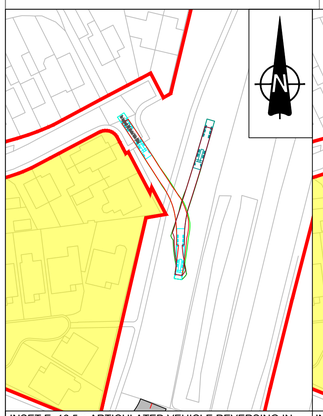
HEAVY GOODS VEHICLES TO BE CONTROLLED THROUGH RESIDENTIAL ESTATE TO ENSURE MANOEUVRES ARE COMPLETED SAFELY. ANY OTHER CONSTRUCTION VEHICLES WISHING TO EGRESS DURING HEAVY GOODS DELIVERIES ARE TO BE HELD WITHIN THE SITE TO AVOID VEHICULAR CONFLICTS



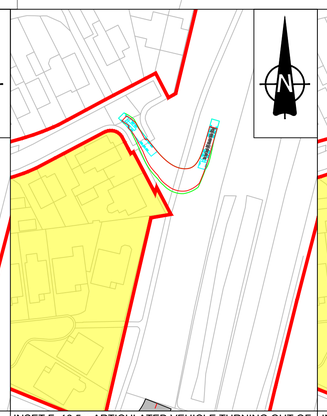
INSET B: 16.5m ARTICULATED VEHICLE TURNING LEFT OUT OF CC-06C ONTO SHERBOURNE AVENUE, LEFT TURN ONTO BROADLANDS AND RIGHT TURN ONTO SANDY LANE - SCALE 1:1000



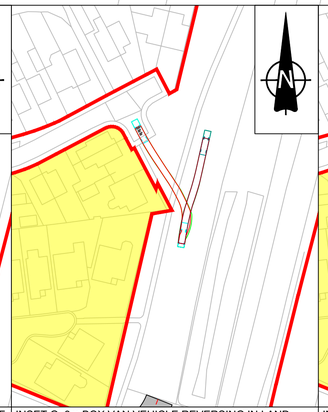
INSET C: 8m BOX VAN VEHICLE ON SANDY ROAD, RIGHT TURN ONTO BROADLANDS, RIGHT TURN ONTO SHERBOURNE AVENUE AND RIGHT TURN INTO ACCESS- SCALE 1:1000



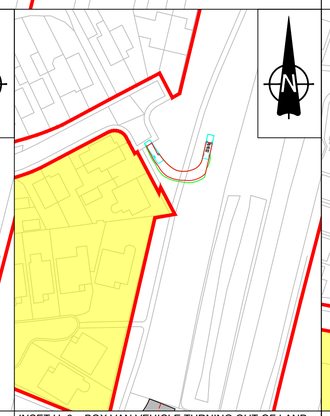
INSET E: 16.5m ARTICULATED VEHICLE REVERSING IN LAND PARCEL - SCALE 1:1000



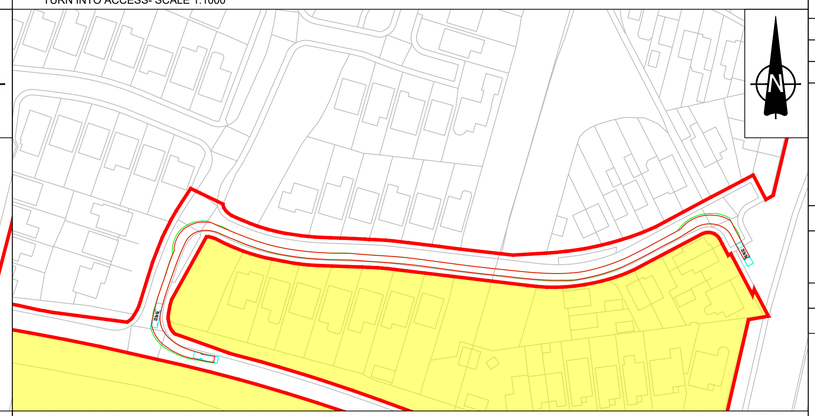
INSET F: 16.5m ARTICULATED VEHICLE TURNING OUT OF LAND PARCEL - SCALE 1:1000



INSET G: 8m BOX VAN VEHICLE REVERSING IN LAND PARCEL - SCALE 1:1000



INSET H: 8m BOX VAN VEHICLE TURNING OUT OF LAND PARCEL - SCALE 1:1000



INSET D: 8m BOX VAN VEHICLE TURNING LEFT OUT OF CC-06C ONTO SHERBOURNE AVENUE, LEFT TURN ONTO BROADLANDS AND LEFT TURN ONTO SANDY LANE - SCALE 1:1000

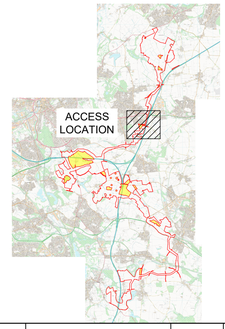
NOTES

1. This drawing is to be read in conjunction with all other relevant documentation.
2. Do not scale from this drawing, use only printed dimensions.
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. The assessment for hedgerow to be removed has been carried out using aerial imagery and is an approximate value.
7. Vehicle tracking shown is indicative only, and represents approximate vehicle size & arrangement for the design vehicle shown.
8. Junction visibility for the access is based upon DMRB CD109 Table 2.10.

LEGEND

- Extent of Access Footprint
- Order Limits
- Land Excluded from Order Limits
- Vehicle Body
- Vehicle Body Path
- Vehicle Load
- Vehicle Load Path
- Vehicle Wheels Path
- Edge of Road
- Access Centreline
- Junction Visibility
- Vegetation to be Removed for Vis Splay
- Indicative Hedgerow Removal Vis Splay
- Indicative Hedgerow Removal for Bellmouth Access
- Health and Safety Risk Identifier
- Existing Public Right of Way

SHEET PLAN



ISSUE	DATE	REMARKS	DRAWN	CHECK	APPROVED
01	03/06/2026	DCO Submission	GH	MEK	JH

TITLE:

Cable Corridor Area Access CC-06C
Appendix 3 - Sheet 53 of 53
Whitestone Solar Farm
Regulation 5(2)(o)

DRAWING DATE: 03/06/2026

SCALE: 1:1000	SHEET: Sheet 53 of 53
SIZE: A1	REVISION: 01

DOCUMENT REFERENCE: EN0110020/APP/5.12

APPLICATION NUMBER: EN0110020

WHITESTONE solar farm

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WHITESTONE
solar farm

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