Hydrock now Stantec

Glebe Farm, Grantham

Transport Statement

For *Lighthouse*

Date *17 March 2025*

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1. Introduction

1.1 Overview

1.1.1 Hydrock, now Stantec (referred to as Hydrock throughout this report), has been instructed by Lighthouse to prepare a Transport Statement [TS] relating to:

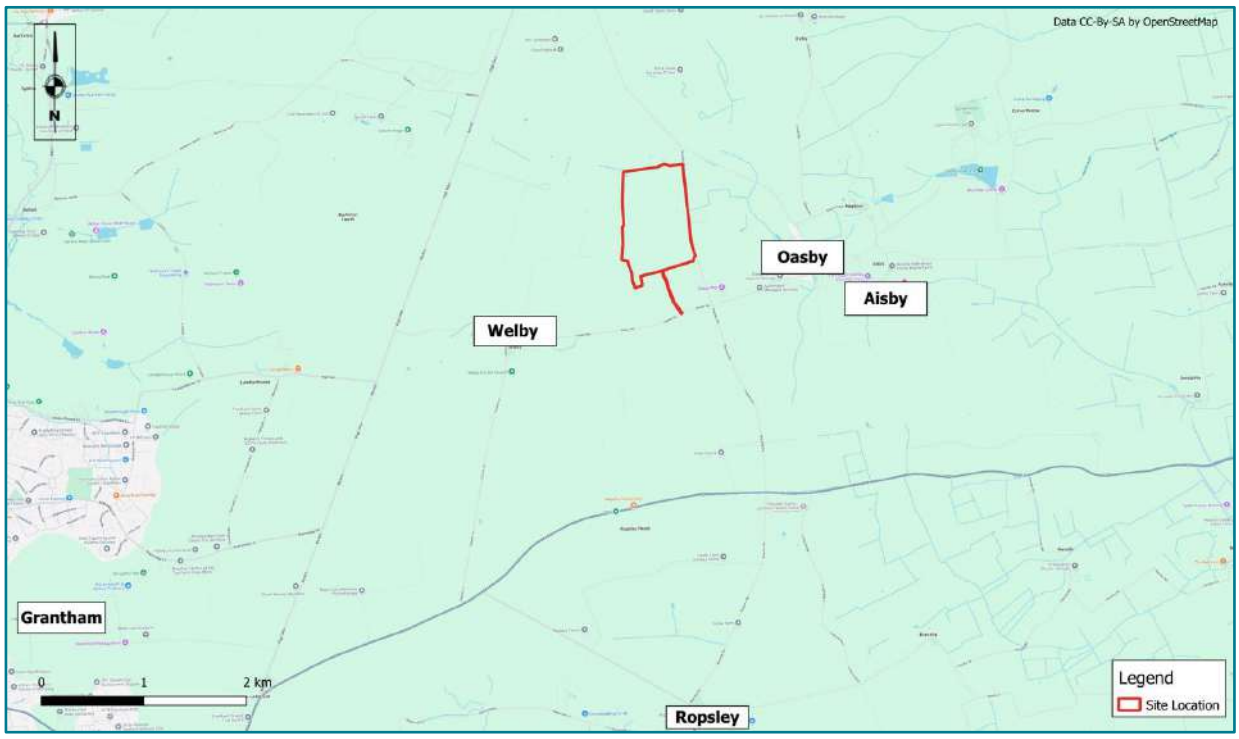
- Installation of a solar farm with a 38.78MW AC output for a temporary period of 50 years, associated infrastructure and environmental enhancements.

1.1.2 Given the nature of the development, this report is a hybrid document consisting of typical TS and Construction Traffic Management Plan [CTMP] information.

1.1.3 The site is situated northeast of Grantham, in the South Kesteven district of Lincolnshire, and measures approximately 68.04ha.

1.1.4 The site is within a predominantly rural location, situated between Welby and Oasby, as shown in Figure 1.1.

Figure 1.1: Site Location



1.2 Planning History

1.2.1 There is no relevant planning history associated with the development sites. A review of local authority planning records has confirmed that no previous planning applications or permissions have been granted that will affect the proposed development.

1.2.2 We do note a solar farm planning application within the immediate area:

- Application: S24/1040 - **Approved** - Situated adjacent to the north east of the development sites for:
  - Installation of solar farm with associated battery storage, comprising ground mounted solar photovoltaic panels, including mounting systems, inverters and transformers, electrical substation, underground cabling, stock proof fencing, CCTV, internal access tracks and associated infrastructure for a temporary period of 40 years.

1.3 Structure of Report

1.3.1 The report comprises seven sections, including this introduction, and is set out as follows:

- **Section two** examines the site location and existing conditions;
- **Section three** sets out the policy in local context;
- **Section four** discusses the development and access proposals;
- **Section five** discusses construction details related with the proposals;
- **Section six** discusses the general site management during construction at the site; and
- **Section seven** sets out the summary and conclusions.

2. Existing Conditions

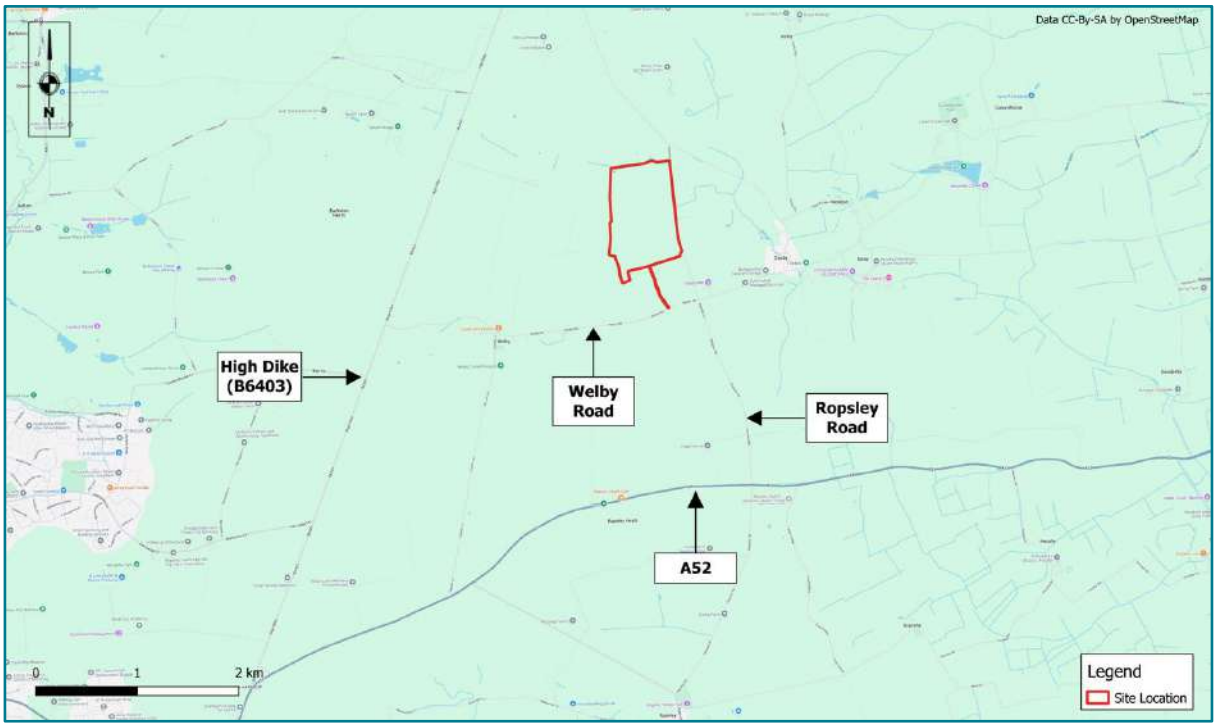
2.1 Site Location and Description

2.1.1 The development site consists of seven agricultural parcels separated by hedgerows and fencing and is situated between the villages of Welby, and Oasby to the east and west, respectively. Grantham is located approximately 1.5km to the southwest of the site.

2.1.2 Welby Road is situated to the south of the site, and provides links to Ropsley Road and High Dike (B6403) to the east and west, respectively.

2.1.3 A location plan of the site and the surrounding local highway network is illustrated in **Figure 2.1**.

Figure 2.1: Local Highway Network



2.2 Highway Network

A52

2.2.1 A52 is a key freight route and is a major road in the East Midlands, linking Stoke-on-Trent, Derby, Nottingham, Grantham and Skegness.

2.2.2 A52 forms a link to A1 to the west of Grantham. The road has the following characteristics:

- Adopted road; and
- Subject to:
  - 60mph for the majority of the route that is closets to the development site. The speed limit reduces to 30mph through Grantham.
  - Single carriageway principal road with a width of approximately 7m.

2.2.3 **Figure 2.2** shows typical conditions on A52 travelling eastbound at its junction with Ropsley Road.

Figure 2.2: Typical Conditions A52

Source: Google Maps ©

Ropsley Road

2.2.4 Ropsley Road is aligned north/ south along the eastern boundary of the development site, providing connections to High Dike (B6403) and A52, to the north and south, respectively.

2.2.5 The road has the following characteristic:

- Adopted road; and
- Subject to:
  - 60mph speed limit;
  - Single lane road measing circa 5m wide, when approaching junctions for A52 the road widens to circa 5.5m and forms a single carriageway;

- Ropsley Road continues north and bounds the eastern extent of the site where the single track road narrows to circa 4m wide.

2.2.6 **Figure 2.3** shows typical conditions on Ropsley Road travelling in a northbound direction approaching the junction connecting Ropsley Road/ Welby Road/ Mill Lane.

Figure 2.3: Typical Conditions Ropsley Road

Source: Google Maps ©

Welby Road

2.2.7 Welby Road is aligned west/east along the southern boundary of the development site. The road has the following characteristic:

- Adopted road; and
- Subject to:
  - 60mph speed limit;
  - Single carriageway road measuring approximately 5.5m wide;
  - Bounds the south of the site; it is circa 1.7km long and connects Welby village to the junction connecting Ropsley Road/ Welby Road/ Mill Lane.

2.2.8 **Figure 2.4** shows Welby Road travelling in a westbound direction approaching the proposed secondary site access.

Figure 2.4: Typical Conditions Welby Road

Source: Google Maps ©

2.3 Public Right of Ways

2.3.1 There are no footpaths or bridleways crossing the site or its access; however, several Public Rights of Way [PRoWs] are located nearby, as shown in **Figure 2.5**, noting:

- To the west, a Bridleway (Wlby/8/1) can be accessed via Welby Road, while a footpath (Wlby/4/1) connects this Bridleway to High Dike (B6403);
- To the north, another Bridleway (Heyd/19/1) links High Dike (B6403) to Ancaster Lane;
- It is considered that these PRoWs will not be impacted by the proposed development.

Figure 2.5: Public Rights of Ways (PRoWs)

Source: Lincolnshire County Council PRoW

2.4 Accident Analysis

2.4.1 The DfT document "Guidance on Transport Assessment" states that:

> » "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"

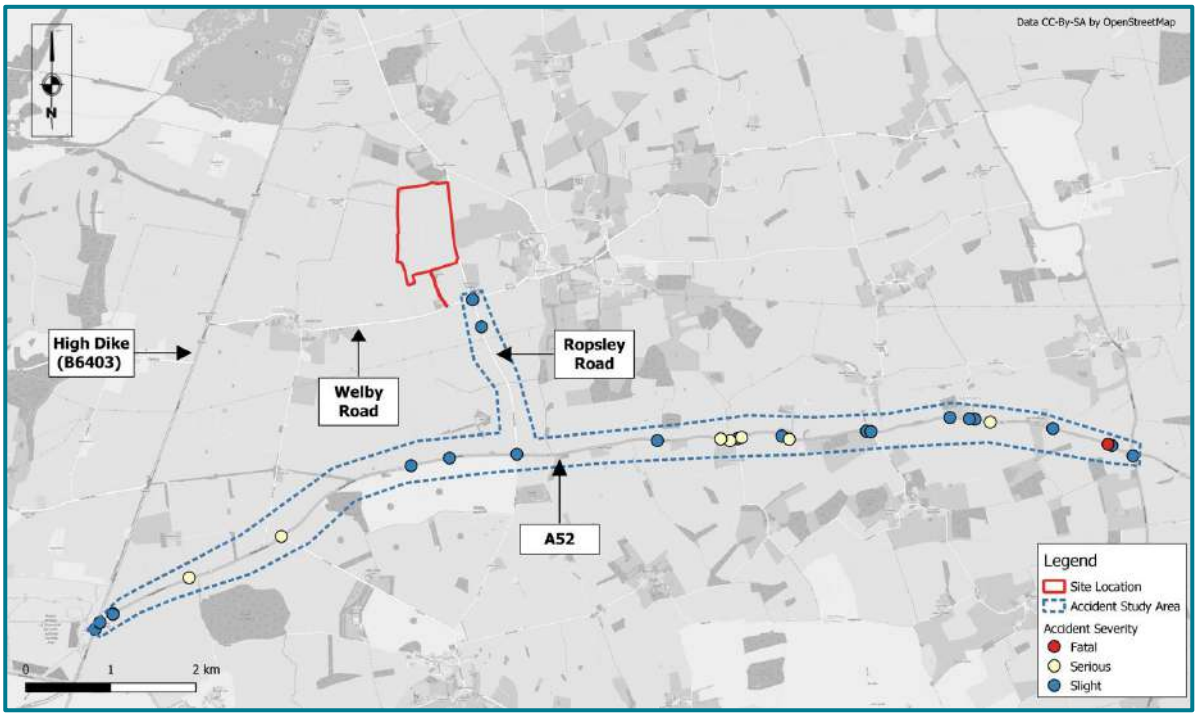
2.4.2 A review of the Personal-Injury Accidents [PIAs] recorded within the surrounding local highway network has been undertaken using the most recently available five-year data (1st January 2019 - 31st June 2024) available from DfT's STATS19 dataset.

2.4.3 Accidents within the study area are outlined in **Table 2.1** for the local highway network. The study area is shown in **Figure 2.6** and covers roads anticipated to be used by vehicles associated with the site.

Table 2.1: STATS 19 Accident Data Summary

Year/Severity	Slight	Serious	Fatal	Total
2019	2	2	-	**4**
2020	6	-	-	**6**
2021	5	4	1	**10**
2022	4	1	-	**5**
2023	4	1	-	**5**
2024	-	-	-	**0**
Total	**21**	**8**	**1**	**30**

Figure 2.6: PIA - STATS 19 Accident Locations



2.4.4 An examination of the PIA data revealed that during the five-year period there have been 21 slight accidents recorded at various points within the study area, noting locally:

- One occurred on Ropsley Road;
- another at the junction where A52 intersects with Ropsley Road, and;
- a third at the junction of Ropsley Road, Welby Road, and Mill Lane.

2.4.5 Eight serious accidents were recorded in the study area, all of which occurred at various points along A52.

2.4.6 Only one fatal accident was recorded in the study area shown. Available STATS 19 data provided no accident causations.

2.4.7 Whilst these accidents are unfortunate, it is Hydrock's view that the accident frequency and severity does not indicate any specific highway safety issues associated with the road network. A52 is a major road within the local area, therefore a higher number of accidents can be expected due to the higher volume of traffic.

3. Policy Review

3.1 Preamble

3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.

3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

3.2 National Planning Policy Framework

3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

3.2.2 The most recent NPPF report was published in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

3.2.3 Paragraph 116 notes:

- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (Paragraph 116).

3.2.4 This report concludes in relation to Paragraph 116, the anticipated impacts and any required mitigation measures.

3.3 Lincolnshire Local Transport Plan 5 [LTP 5]

3.3.1 This plan is designed to cover the short-term (2022-26) medium-term (up to 2034) and long-term (up to 2050) time horizons for transport and highways for the whole county.

Freight Implementation Plan

3.3.2 An Implementation Plan is provided within LTP 5, which is a priority list of improvements and provides a series of frameworks, one of which is freight and identifies the following policies:

- Ensure the highway network supports the freight sector by providing journey time reliability and resilience;
- Strengthen cross-border links for transport infrastructure improvements, particularly along corridors that serve key demand/supply clusters and international gateways;
- Encourage a modal shift for freight from road to more sustainable modes, such as rail and water freight, by supporting the development of new and improved infrastructure to address capacity issues;
- Collaborate with district planning authorities to maximise funding opportunities related to new developments;

- Investigate the factors influencing incidents involving freight vehicles in the county and work to deliver a safer network for all road users;
- Encourage initiatives that support collaboration within the freight sector, improving efficiencies and reducing negative impacts;
- Support regional and national efforts to foster innovation in the freight sector, including advancements such as autonomous vehicles, platooning, and drones;
- Collaborate with the sector to establish strong connections between it and training and education providers;
- Support initiatives that encourage the uptake of alternative fuels, including the development of charging infrastructure; and
- Collaborate with planners to promote developments that support sustainable freight, and encourage the creation of Delivery and Servicing Plans and Construction Logistics Plans.

3.4 Lincolnshire Freight Strategy

3.4.1 The strategy aims to ensure that freight continues to support the people and economy of Lincolnshire by making it as safe, efficient, and sustainable as possible, while helping to achieve the objectives of the wider Local Transport Plan [LTP]. The strategic objectives for improving freight are to support the Lincolnshire region in:

- Supporting economic growth;
- Decarbonising and reducing the impact of climate change;
- Promoting thriving environments;
- Enhancing safety, security, and a healthy lifestyle;
- Promoting high aspirations; and
- Improving quality of life.

Road Freight

3.4.2 The transport links can be less developed compared to many other parts of the United Kingdom. The road network in the county is primarily made up of single carriageway A-roads and local B-roads, rather than motorways and dual carriageways.

- Key freight routes in the county include:
  - A1 dual carriageway, which passes through the southern corner of the county for a few miles;
  - A15, the main north-south route through the county, following the historic Ermine Street Roman Road from London to York;
  - A16 coastal road from Grimsby, providing an indirect route that can affect journey times;
  - A57, linking Lincoln to Worksop, Sheffield, Manchester, and Liverpool;
  - A52, connecting Skegness and Boston with Nottingham, Derby, and Stoke;
  - A17, linking Newark to Sutton Bridge and King's Lynn.

Development

3.4.3 Collaborate with planners to promote developments that support sustainable freight, and encourage the creation of Delivery and Servicing Plans and Construction Logistics Plans.

3.5 Grantham Transport Strategy (December 2022)

3.5.1 The Grantham Transport Strategy, developed by Lincolnshire County Council, offers a clear, place-based vision for the future of transport and travel in and around Grantham through 2036.

3.5.2 The strategy aims to enhance travel options and improve the transport network for residents, workers, and visitors. It focuses on reducing congestion, providing more sustainable and low-carbon travel choices, and supporting the town's growth, adaptability, and resilience in the face of broader challenges and opportunities over the next 10 to 15 years.

Traffic operations and liveable streets

3.5.3 This package is designed to guide traffic onto the most appropriate routes. Strategic freight will be directed to specific routes that can accommodate their size and weight. It also imposes restrictions on traffic in areas with high residential density and where vulnerable road users, such as those near schools, are present.

3.5.4 The goal is to concentrate traffic on the most suitable routes and reduce its impact on people and communities, allowing them to enjoy their streets. Interventions include:

- Signage restricting and diverting HGVs away from the town centre;
- Clearer and earlier low bridge signage to prevent bridge strikes;
- A town-wide review of speed limits, reducing them in areas with safety concerns, high-density traffic, and vulnerable road users.
- A town-wide review of traffic signal operations to improve flow and management.

3.6 South Kesteven District Council Local Plan (2011-2036)

3.6.1 This Local Plan aims to promote sustainable growth and investment in South Kesteven through 2036. It will offer clear guidance to shape and direct development proposals while ensuring that all relevant parties are well-informed about the planning process.

3.6.2 The Council will apply a criteria-based policy to assess new proposals for renewable energy generation in the District, in line with the 2015 Written Ministerial Statement. This approach will help developers consider both the potential constraints and benefits of renewable energy projects, enabling them to identify suitable locations. Planning applications for renewable energy will be evaluated based on the criteria outlined in Renewable Energy Appendix 3 (a supplementary document to the Local Plan).

Renewable Energy Appendix 3

Large scale Ground mounted proposals (aka solar farms)

3.6.3 This category of potential solar PV energy generation, while making a significant contribution to national solar power generation, is also the most sensitive, particularly in this District. Due to its adverse impacts, especially on agricultural land, the Government's UK Solar PV Strategy clearly favours the future expansion of solar PV on commercial and industrial roof spaces. This Council shares that preference. However, large-scale ground-mounted proposals may still be acceptable, subject to rigorous criteria being met.

3.6.4 The possible harmful impacts of a solar farm will be assessed according to the following criteria:

- Visual impact on landscape or heritage settings;
- Visual impact upon dwellings or communities;
- Cumulative impact;
- Noise;
- Highways and safety;
- Nature conservation; and
- Impact on agricultural land.

3.6.5 In weighing the merits of a proposal, the amount of power to be generated is a key consideration. Developers will be required to submit evidence-based assessments of power generation, focusing on actual yield rather than just the installed capacity.

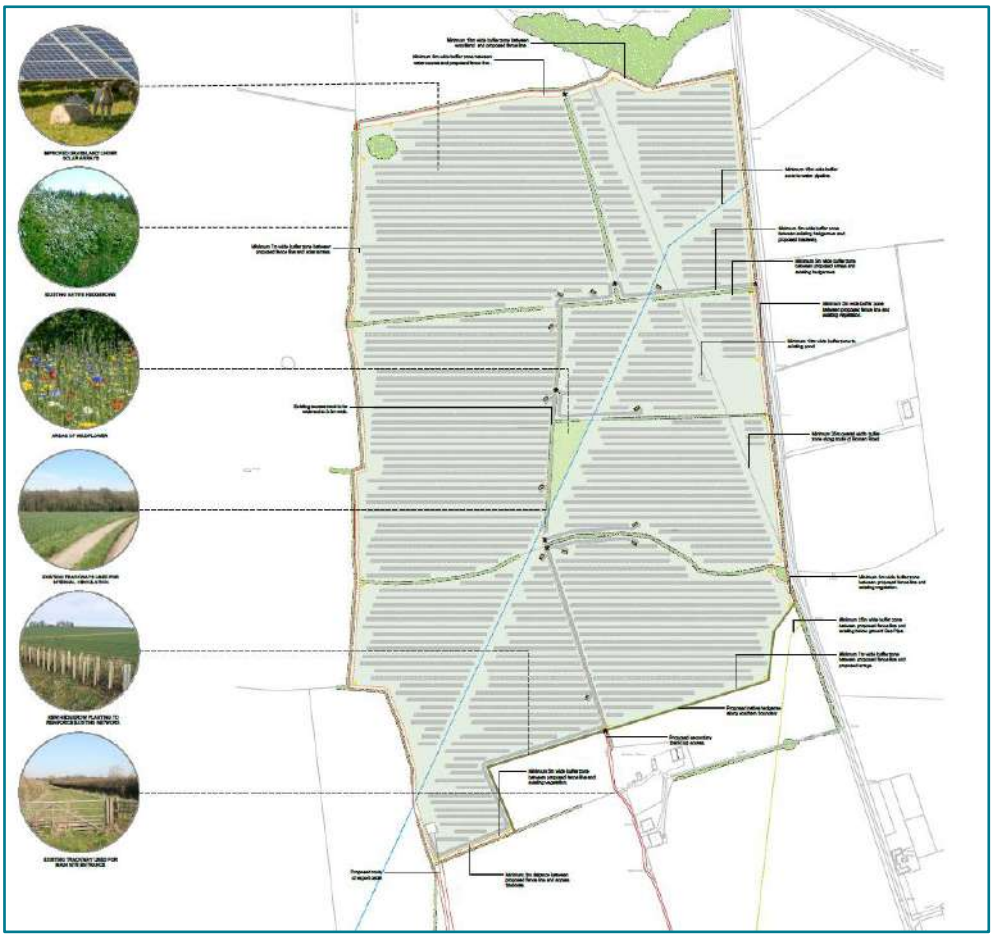
4. Development Proposal

4.1.1 The proposed development comprises of:

- Installation of a solar farm with a 38.78MW AC output for a temporary period of 50 years, associated infrastructure and environmental enhancements.

4.1.2 An indicative site masterplan is illustrated in **Figure 4.1**, with a copy of the full plan provided in **Appendix A**.

Figure 4.1: Site Masterplan



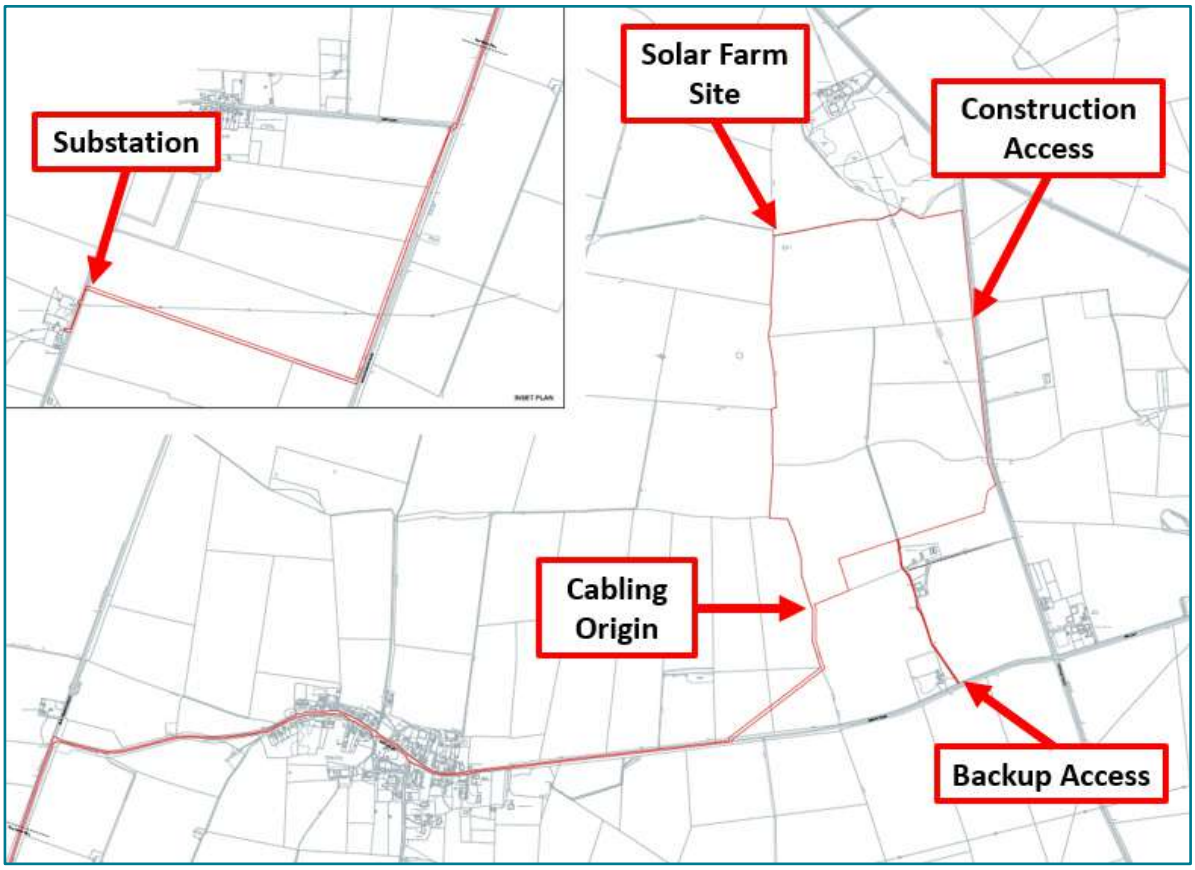
Source: Lighthouse

4.2 Substation

4.2.1 The proposed development will connect to the National Grid Electricity Distribution's [NGED] Grantham BSP Substation on Newgate Lane.

4.2.2 The cabling will originate from the substation within the site, exiting at the southwestern corner before extending westward for approximately 3km. It will then proceed south along High Dike (B6403) and ultimately connect to the substation located to the west of High Dike (B6403). The connection from the solar panels to the substation is part of the application boundary for the site and is illustrated in **Figure 4.2**, with a copy of the full plan provided in **Appendix B**.

Figure 4.2: Substation Location



Source: Lighthouse, modified by Hydrock

4.3 Site Access Overview

4.3.1 Primary construction access to the proposed site will be provided by upgrading the existing field entrance from Ropsley Road at the eastern edge of the site, this will also be the operational and maintenance access.

4.3.2 A secondary access is proposed to the south of the site on Welby Road. These accesses will be designed to accommodate HGV turning movements, with on-site turning facilities to eliminate the need for vehicles to reverse in or out of the entrance during the construction phase.

4.3.3 The site's fencing and access gate will be set back from the field boundary, ensuring that vehicles do not need to stop on the carriageway to open the gates. During construction, the access gate will be positioned far enough from the road to allow an HGV to wait for entry without obstructing the carriageway.

4.3.4 A plan illustrating the site access general arrangement and the vehicle swept path analysis for an HGV and Rigid Truck is provided in **Appendix C**.

4.3.5 The swept path analysis as per the site masterplan (**Figure 4.1**) showed that vehicles can arrive and depart from the site as per the current plan and no further hedgerow removal will be necessary. Any hedgerows that impact the site access will be trimmed and maintained during the construction period.

4.3.6 The construction access on Ropsley Road currently consists of a gate with hedgerows at either side and vegetation between the access gate and the road. Improvements will be made to accommodate construction vehicles. The location of the site access point is illustrated in **Figure 4.3**.

Figure 4.3: Proposed Primary Access on Ropsley Road

4.3.7 Welby Road access has a maximum width of circa 15m, narrowing to 6m at the existing gate. This leads to an existing farm track, measuring circa 450m long and 4m wide, before reaching the proposed solar farm site.

4.3.8 The location of the site access point is illustrated in **Figure 4.4**.

Figure 4.4: Proposed Secondary Access on Welby Road

Source: Google Maps ©

4.3.9 Any further improvements to the access to account for construction traffic will be decided by the contractor and form part of the full Construction management Plan [CTMP].

4.3.10 Traffic management measures will be implemented along Ropsley Road and Welby Road at both access points to ensure the safe entry and exit of vehicles, in the form of Marshals. These will be deployed to oversee vehicle movements to and from the site, ensuring controlled access. These measures will help minimise potential conflicts at the proposed holding area access.

Operational Access

4.3.11 In the long term, operational access will be maintained via Ropsley Road. However, vehicular trips will be infrequent, primarily for panel cleaning and site maintenance, and will typically involve light vehicles.

4.4 Visibility Splays

4.4.1 On Ropsley Road and Welby Road, there is a posted speed limit of 60mph.

4.4.2 In accordance with DMRB guidance, for HGV visibility, splays must be based on the 85th percentile speed. This requires an 'x' distance (minor arm setback) of 4.5m and a 'y' distance (major road visibility) of 215m.

4.4.3 Visibility splays of 4.5m x 215m are considered achievable on Ropsley Road and Welby Road. Vehicle movement safety from these accesses will be further managed during the construction period by deploying marshals at each access and at strategic locations to mitigate potential conflicts.

4.4.4 Observations suggest that the current hedgerow position and highway conditions do not negatively impact the visibility splays. Hedgerows at the site will be trimmed and maintained in order to not impact visibility during the site construction.

4.4.5 The visibility splays are illustrated in **Appendix D**.

4.5 Marshals/ Banksmen

4.5.1 Ropsley Road is considered a narrow road in some sections and is unable to accommodate two-way vehicle movements, although, informal passing locations are present.

4.5.2 To minimise potential conflicts on the highway network, marshals will be stationed at key locations along Ropsley Road and Welby Road to manage interactions between construction traffic and the public.

4.5.3 Each marshal will be responsible for a specific section, ensuring comprehensive coverage of the route leading to and from the site. Marshals will be deployed at designated times ahead of construction vehicle arrivals and departures.

4.5.4 Approximately 480m north of the site access, Ropsley Road intersects with an unnamed road at a junction. Positioning marshals at this location will help manage traffic flow and ensure safe coordination between construction vehicles and other road users.

4.5.5 Additionally, 1km south of the access point, Ropsley Road meets Welby Road and Mill Lane at a four-way junction, where Ropsley Road narrows to a single-track road. Stationing a marshal at this location will be beneficial in minimising traffic conflicts and enhancing safety.

4.5.6 The indicative locations of marshals are shown in **Figure 4.5**, with final positioning to be determined following the appointment of a Traffic Management Contractor:

- Site Access Point;
- North of the site access;
- South of the site access at a small agriculture access road; and
- South of the site access at the junction for Welby Road and Mill Lane.

4.5.7 Access to land and properties along Ropsley Road will be maintained throughout the construction period. For local residents:

- To ensure unobstructed access to their properties, residents will be provided with dedicated contact numbers which will allow them to contact the marshals operating in that designated area. If that marshal is unavailable, a marshal from an overlapping area will step in as a secondary option;
- When residents are leaving their home or returning to their home, they will be able to contact the marshals to ensure that residents always have a priority line to inform them of upcoming HGV movements on Ropsley Road;
- In cases where no prior communication is facilitated between residents or visitors with marshals, the marshals stationed along Ropsley Road will quickly act to inform vehicles of HGV movements or to wait whilst HGVs clear the highway.

Figure 4.5: Indicative Marshal Locations

4.6 Temporary Construction Matting

4.6.1 To ensure carriageway conditions are maintained to a good condition, during and post construction it is proposed that temporary heavy-duty matting is provided across the full width of the unmetalled carriageway where required.

4.6.2 Matting will also be provided within informal passing bays where identified and required, to ensure that damage to these areas is avoided during the most intense periods of construction.

4.6.3 Examples of the proposed matting is shown in the below Figure 4.6 and the matting has been utilised at numerous other locations throughout the UK to accommodate similar levels of construction traffic.

4.6.4 This matting will withstand any potential vehicular movements, including HGV vehicles as shown in Figure 4.7.

Figure 4.6: Example of Proposed Matting

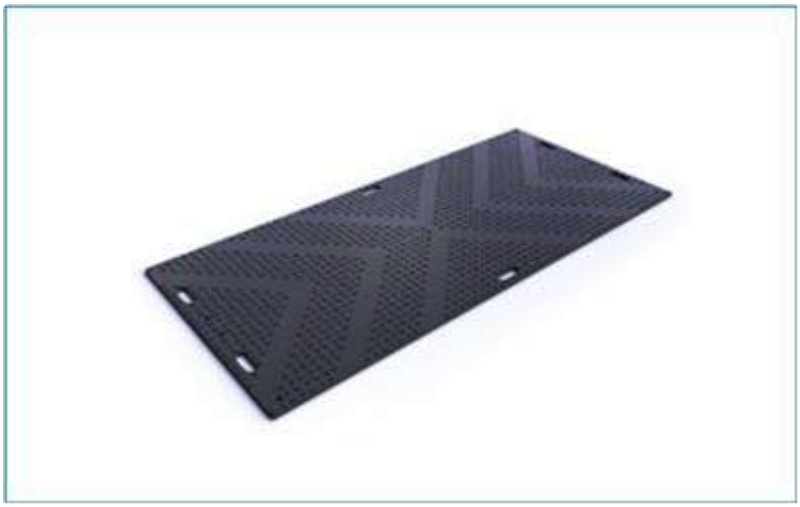


Figure 4.7: Example Use of Proposed Matting

4.7 Temporary Construction Compounds

4.7.1 Temporary compounds will be erected for the construction of the development, covering an area of approximately 30m x 40m.

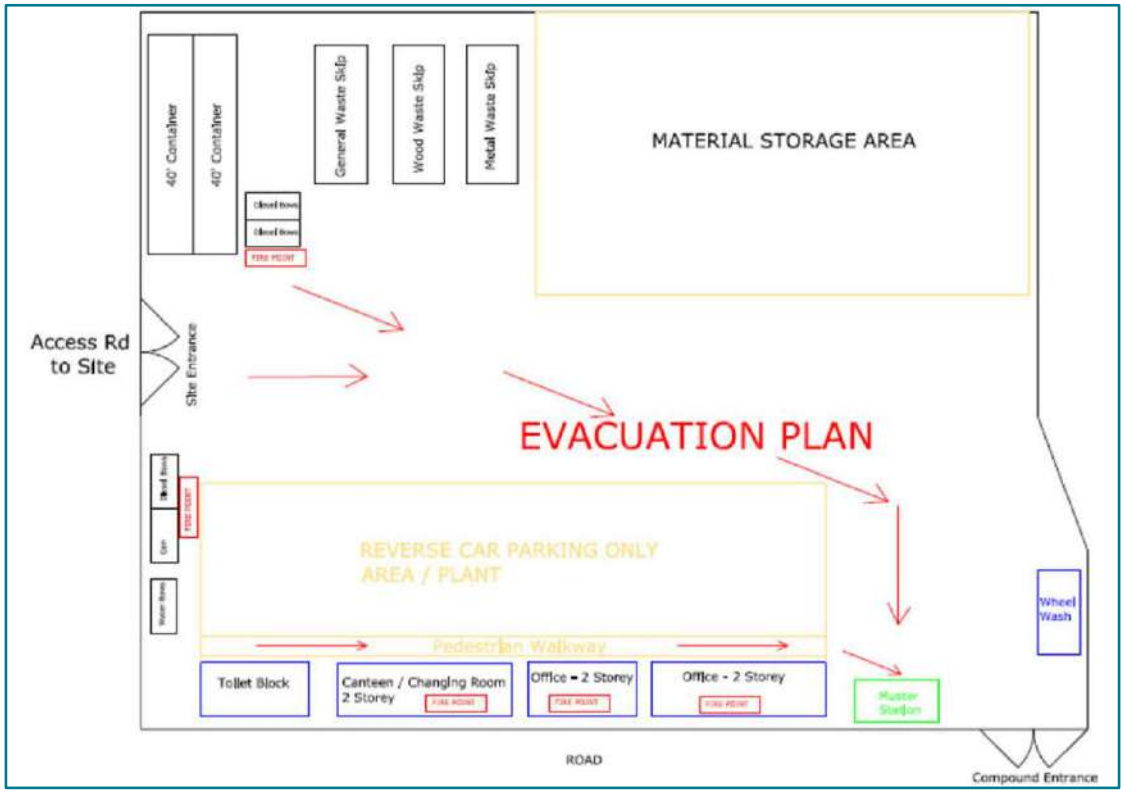
4.7.2 These compound areas will be located and constructed in a manner that minimizes disruption to the surrounding environment, including limiting noise levels and preventing any negative impact on nearby watercourses, ditches, reens, etc.

4.7.3 The compound will be positioned at least 12.5m from the top of the bank of any major river and 7m from the top of the bank of any other ditch.

4.7.4 The compound area will be cleared, levelled, and a suitable hardcore base will be laid to accommodate site facilities, material storage, and parking during the construction period. Upon completion, the excavator will break up the hardcore base, which will be crushed and returned to a granular state. Finally, the bunded topsoil will be spread evenly over the re-instated area.

4.7.5 **Figure 4.8** below illustrates an indicative compound layout including all necessary components and resources.

Figure 4.8: Typical Solar Farm Compound Layout

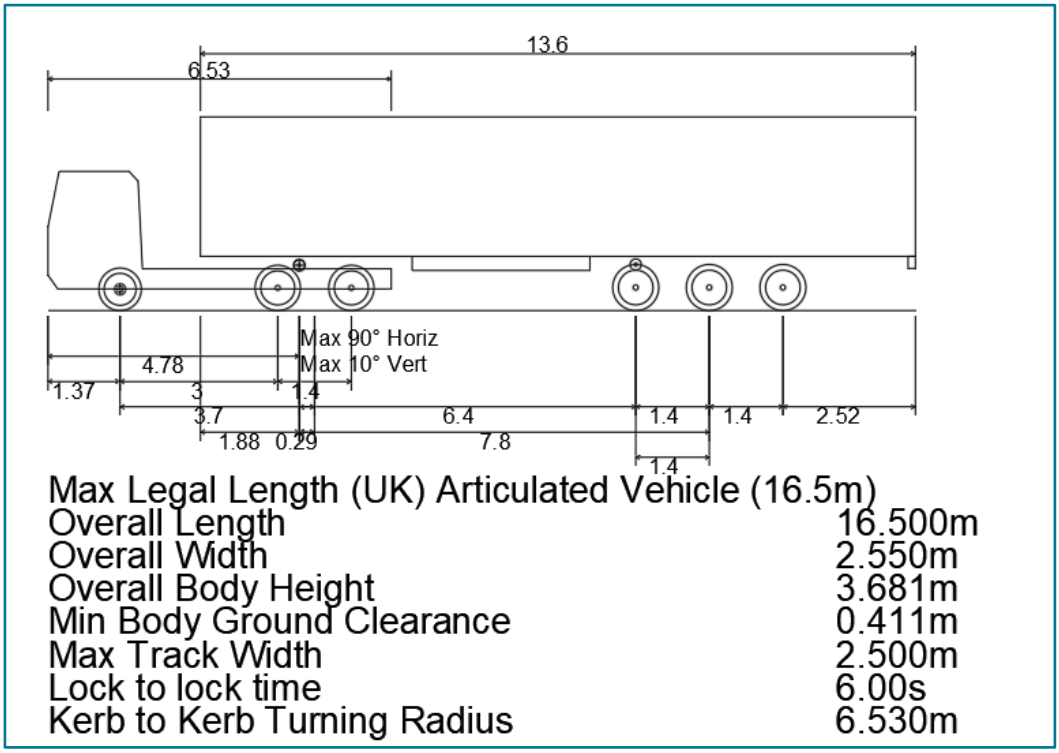


Source: Savills

4.8 Vehicle Profiles

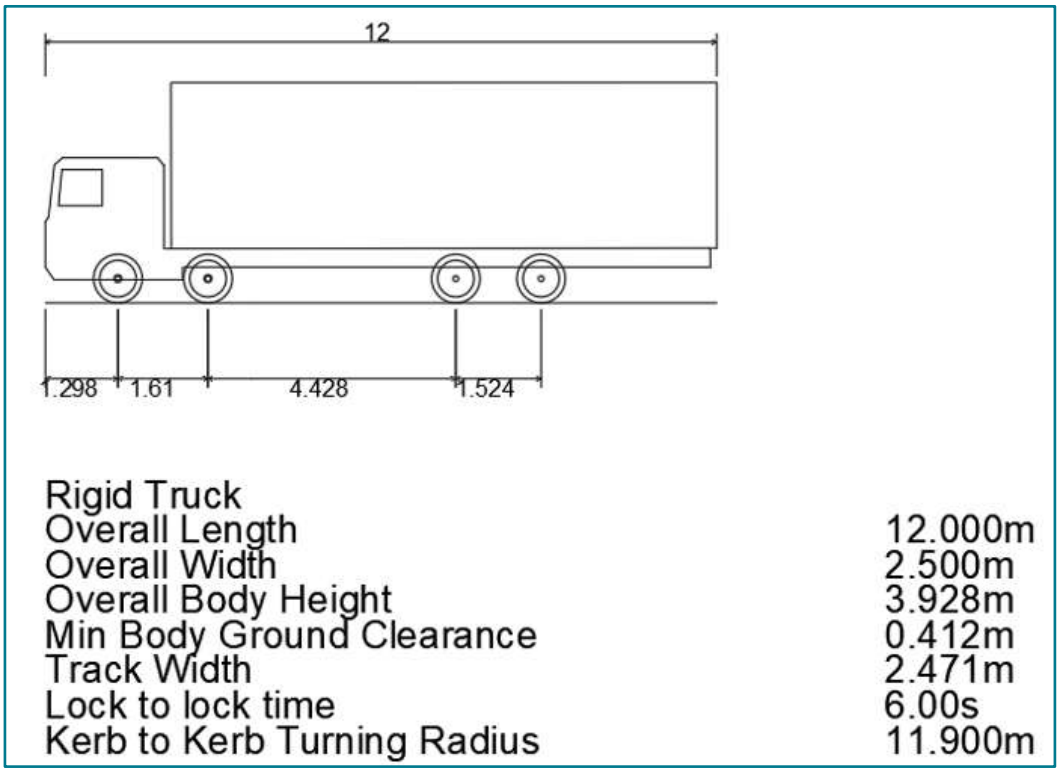
4.8.1 The largest anticipated vehicle to route to the site access point is the 16.5m articulated HGV with twin steered Tractor and the 12m Rigid Truck as shown in **Figure 4.9** and **Figure 4.10** below. **Figure 4.11** shows the operational vehicle as a 4.6t light van.

Fi9gure 4.9: Largest Vehicle Specification - 16.5m Articulated Vehicle



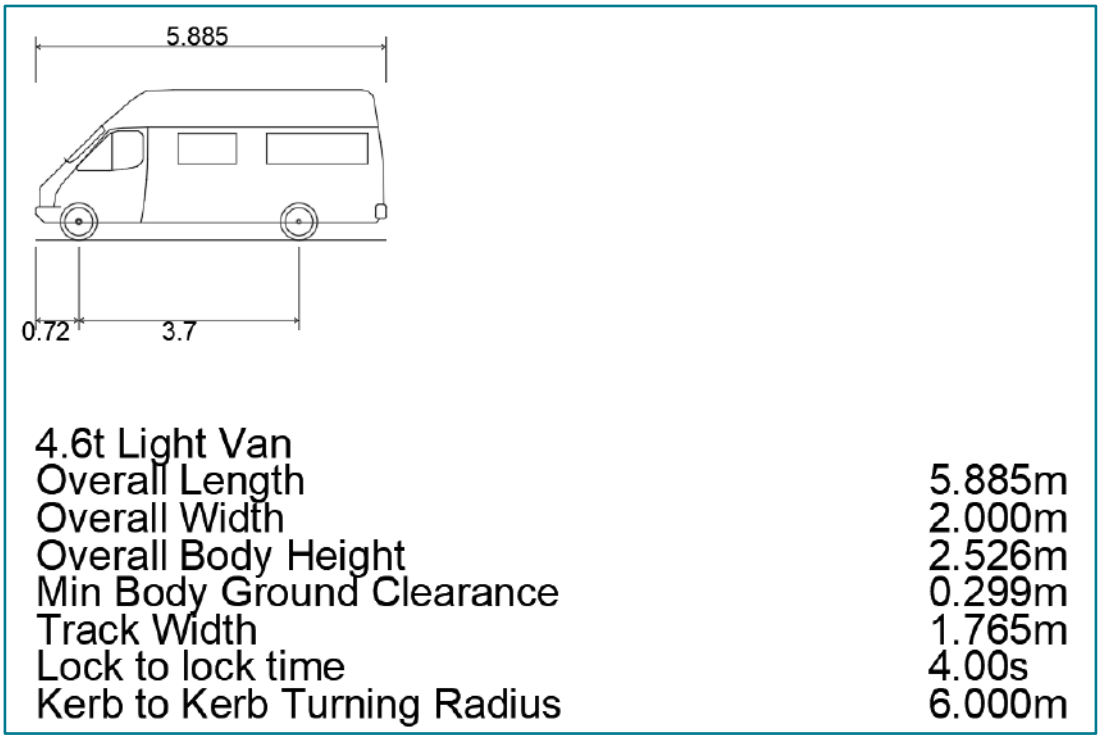
Source: AutoCAD Vehicle Specification

Figure 4.10: Vehicle Specification - 12m Rigid Truck



Source: AutoCAD Vehicle Specification

Figure 4.11: Operational Vehicle Specification



Source: AutoCAD Vehicle Specification

5. Trip Generation

5.1 Construction Phase Attraction

5.1.1 The applicant has confirmed from their experience of developing solar farms elsewhere in the UK that construction of the proposal will have the highest intensity of deliveries taking place over a six-week period (30 working days).

5.1.2 Construction at the site will be carried out during the hours below. It is noted that construction traffic will access the site during off peak times:

- Monday to Friday: 08:00 - 17:00;
- Saturday: 08:30 - 13:00;
- Site not open Sundays or Public Holidays.

5.1.3 A maximum of 40 construction workers are expected on-site during peak periods of the construction phase. As noted (**Section 4.6**), a temporary construction compound will be established, providing essential facilities such as storage, contractor parking, and turning space for HGVs.

5.1.4 The origin of the workforce's travel will depend on the appointed contractor and is unknown at this stage. However, it is anticipated that some non-local workers will stay in local accommodation and be transported to the site via minibuses, minimising the impact on both the strategic and local highway networks.

5.1.5 The construction phase will involve HGVs delivering equipment to the site, with vehicle movements strictly managed to minimise disruption. Unlike wind farms, the construction of a solar farm does not require deliveries by abnormal loads (i.e., vehicles exceeding 16.5m in length).

5.1.6 There is no requirement for any Abnormal Indivisible Load [AIL] deliveries to the site. All components for the solar farm will be delivered in 40ft containers using a maximum vehicle size of articulated vehicles up to 16.5m in length.

5.1.7 For developments of this kind, infrastructure and vehicle movements typically include:

- Distribution Network Operator's [DNO] switchgear cabinet, the largest item to be delivered, which connects the underground grid connection cable to the distribution network.
  - This cabinet measures approximately 9m in length, 3m in width, and 4m in height. It will be delivered using the smallest possible vehicle, potentially a 12m rigid lorry, with only one delivery required.
- The site will also house 10 inverter stations, each approximately 6m long, 2.5m high, and 2.5m wide. Given their weight, it is assumed that each will be transported individually on a 10m long rigid lorry, resulting in a total of 10 deliveries.
- A container for customer switchgear, measuring approximately 6m in length, 2.9m in height, and 2.6m in width, will be delivered to the site. It is expected to arrive on a 10m long rigid lorry, requiring one delivery.

- Internal access tracks will be constructed using a geogrid matting system to stabilize crushed stone. The stone will be delivered using 10m long tipper trucks. The total volume of stone required is estimated at approximately 1000 cubic metres, based on an internal track length of 1800m. Each tipper lorry can transport around 15 cubic metres of stone, leading to an estimated total of 67 deliveries.
- The geogrid matting for the access tracks will be delivered using 10m rigid vehicles. While the exact number of deliveries will depend on the quantity of matting required, it is estimated that 19 deliveries will be necessary.
- A front-end JCB will be needed for on-site equipment transportation and stone distribution. This vehicle, comparable in size to a tractor, may either be transported to the site or driven there. Additionally, a storage container measuring approximately 3.2m in length, 2.7m in height, and 2.6m in width will be delivered using a 10m rigid vehicle.

5.2 Construction Phase

5.2.1 Regarding 16.5m long articulated vehicles, it is estimated that a total of 119 vehicles (equating to 238 two-way movements) is likely required for the site's construction.

5.2.2 The anticipated construction traffic movements during the construction period are outlined in **Table 5.1**.

Table 5.1: Construction Traffic Vehicle Movements – Construction Period

Activity	Type of Vehicle	Total Number of Deliveries
Solar Modules & Mounting Structures	16.5m Articulated	115 (230 two-way movements)
Inverters	10m Rigid	10 (20 two-way movements)
DNO Cabinet	12m Rigid	1 (2 two-way movements)
Customer Switchgear	10m Rigid	1 (2 two-way movements)
Access Tracks - Temporary Ground Re-Enforcement Works	10m Rigid / Tipper Truck	67 (134 two-way movements)
Storage Compound	10m Rigid	1 (2 two-way movements)
Other (Cabling, Construction Material, Waste)	12m Rigid	45 (90 two-way movements)
General	Front End JCB by low loader	1 (2 two-way movements)
Erection of the Substation	16.5m Articulated	4 (8-two-way movements)
TOTAL		245 deliveries (average of 7 per day)

5.2.3 As shown, construction traffic for the solar farm could generate up to 245 deliveries (490 two-way movements). During the peak six-week period, this equates to an average of approximately seven deliveries or 14 two-way movements per day.

5.2.4 Additionally, beyond the movements detailed above, there may be a small number of additional trips from smaller vehicles, including skip collections for waste management and transport for construction workers and subcontractors.

5.2.5 The calculation undertaken to produce Hydrock's anticipated construction trips per day is illustrated in the equation below and **Table 5.2** below summaries the construction, operation and traffic movements associated with the site.

$$\frac{Total\ Construction\ Traffic\ Movements}{(Construction\ Period\ x\ Operating\ Days)}$$

Table 5.2: Construction Traffic Movements

Proposed Development	Construction Period	Operating Hours	Operating Days	Total Construction Movements	Construction trips per Day (Average)
Glebe Farm Solar Farm	6 weeks	Monday to Friday 08:00-17:00 Saturday: 08:30 - 13:00	6	490	7 deliveries per day (14 HGV movements)

5.2.6 Based on the total 14 two-way daily HGV movements, it is deemed unwarranted for any form of operational capacity assessment to be undertaken.

5.2.7 HGV Vehicle Trip Generation Justification

5.2.8 The justification for Hydrock's total construction traffic vehicle movements was extracted from a similar Solar Farm development in Uttoxeter Aston House Farm, Derbyshire Dales (Planning Ref: 14/00450/FUL) which was granted planning permission in November 2014. This solar farm development was on a 45-hectare site and had a 20MW size.

5.2.9 While Hydrock understand that any type of disruption to the local highway network will be unwelcomed, it is felt that a balance between a modest increase in traffic for a short construction period to facilitate 50 years of renewable energy, is a reasonable trade-off.

5.3 Operational Phase

5.3.1 After commissioning, there are anticipated to be around an average of one vehicle per month to the site for equipment maintenance. These will typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site on the access tracks for such a vehicle to turn around to ensure that reversing will not occur onto the highway.

5.3.2 The operational movements are illustrated in **Table 5.3**.

Table 5.3: Anticipated Operational Traffic Movements

Activity	Type of Vehicle	Total Number of Deliveries
Maintenance of Solar Panels	4.6t Light Van	1 visit per month (2 two-way movements per month)

5.4 Summary

5.4.1 The level of traffic during the temporary construction phase is not considered to be material and it is considered unwarranted for an operational capacity assessment to be undertaken. It is expected that the maximum number of vehicles entering the site will not have an impact on the safety or operation of the local highway network.

6. Draft Construction Traffic Management Plan [CTMP]

6.1 Introduction

6.1.1 This section of the report provides a Draft Construction Traffic Management Plan [CTMP]. This draft plan provides a summary of the following information;

- Programme of Works;
- Delivery Times;
- Number of Staff On-site;
- Shift patterns for staff;
- Outlines the construction details and proposed access locations;
- Reviews the visibility at the holding area access; and,
- Outlines the traffic management proposed for the construction phase.

6.1.2 This draft CTMP section is intended to be informative with a detailed CTMP prepared once the final details of the construction programme are confirmed.

6.1.3 The full CTMP will be submitted to the Local Planning Authority for approval prior to construction commencing on site.

6.2 Programme of Works

6.2.1 The full programme of works will be determined once the contractor has been appointed.

6.2.2 As outlined, the construction phase is anticipated to last 6 weeks and will involve site preparation, the installation of temporary access matting, and the erection of security fencing and CCTV. Floodlights will also be installed, operated via manual switching as required.

6.2.3 HGVs will be used to transport equipment to the site, with strict management measures in place to minimise vehicle movements and ensure controlled access. The construction of the solar farm will not require abnormal load deliveries (i.e., vehicles exceeding 16.5m in length).

6.2.4 A detailed programme of works will be set out in the full CTMP which will be submitted to the Local Planning Authority for approval prior to the commencement of construction.

6.3 Operating Hours of the Site

6.3.1 As noted, construction at the site will be carried out at the following times:

- 07:00 -19:00 hours Monday to Friday; and
- 08:00 - 13:00 hours Saturday;
- Site not open Sundays or Public Holidays.

6.3.2 Any changes to the above working hours will first be agreed in writing by the LPA.

6.3.3 All delivery vehicles and machinery arriving at or departing the site must adhere to the same time restrictions. However, site personnel will be allowed to access the site shortly before and exit shortly after these hours. Compliance with the construction working guidelines outlined in British Standard BS 5228 will be mandatory.

6.4 Staff Numbers and Shift Patterns

6.4.1 As noted, during peak construction periods, the site is expected to accommodate a maximum of approximately 40 workers. However, due to the nature of the site, staffing requirements will significantly reduce following construction, with personnel only attending for operational visits, anticipated to occur around twice per month.

6.4.2 The origins of staff travel are yet to be determined, as this will depend on the appointed contractor. However, it is expected that a portion of the non-local workforce will stay in nearby accommodation and be transported to the site via minibuses, helping to minimise the impact on both the strategic and local highway network.

6.4.3 Construction activities are expected to operate on a two-shift pattern during weekdays, with workers distributed evenly between morning and afternoon shifts. On Saturdays, due to reduced working hours, a single shift will operate, with all staff following the same schedule.

6.5 Outline Construction Details

6.5.1 A comprehensive construction programme will be developed as part of the detailed CTMP, providing a full breakdown of all aspects of the site's construction. At this stage, it is anticipated that the following key elements will be required:

- Construction of temporary matting and access to the HGV holding area;
- Construction of temporary matting and access route to the site;
- Construction of temporary matting and access into the site;
- Delivery and installation of temporary construction compound and staff welfare areas;
- Delivery and installation of battery storage equipment; and,
- Delivery and installation of ongoing maintenance areas and staff welfare areas.

6.5.2 The preparation and management of excavated materials will be addressed through a planning condition, with the specific details outlined in the detailed CTMP.

6.5.3 Upon completion of construction, all areas where temporary matting was installed will be reinstated, with topsoil replaced to restore the site to its original condition within three months of commissioning.

6.6 Construction Traffic Route

6.6.1 Since the majority of site trips will occur during the construction phase, a detailed assessment of the proposed construction traffic route has been undertaken.

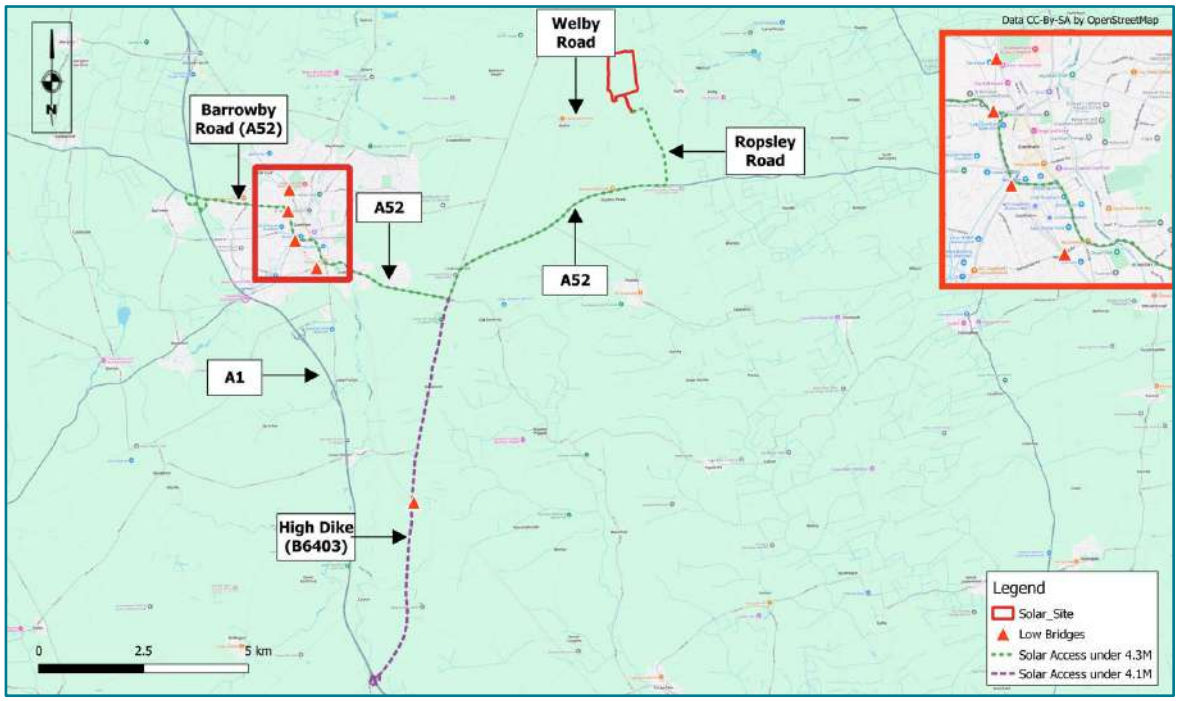
6.6.2 This review examines the route to the site from A1 to the site location, identifying existing constraints and any necessary improvements to facilitate access for large HGVs.

6.6.3 Construction routes have been established for general construction traffic and for construction traffic that will exceed low bridge height restrictions, noting:

- A52 has a 4.3m height restriction at the railway overbridge located west of the Barrowby Road (A52)/ Harlaxton Road (A607) roundabout.
- There is a low rail bridge (4.1m) located approximately 4.4 km north of the High Dike (B6403)/A1 junction.
- Construction vehicles exceeding these heights will require to use an alternative route from A52 which will utilise A15 and A17.

6.6.4 Specific construction traffic routes for vehicles over 4.3m and 4.1m in height have been established for the site, as illustrated in Figure 6.1 and provided in Appendix E.

Figure 6.1: Overview of Traffic Routing Plan for Vehicles Under 4.3m and 4.1m High



6.6.5 Proposed routing for construction traffic below low bridge hight restrictions involves:

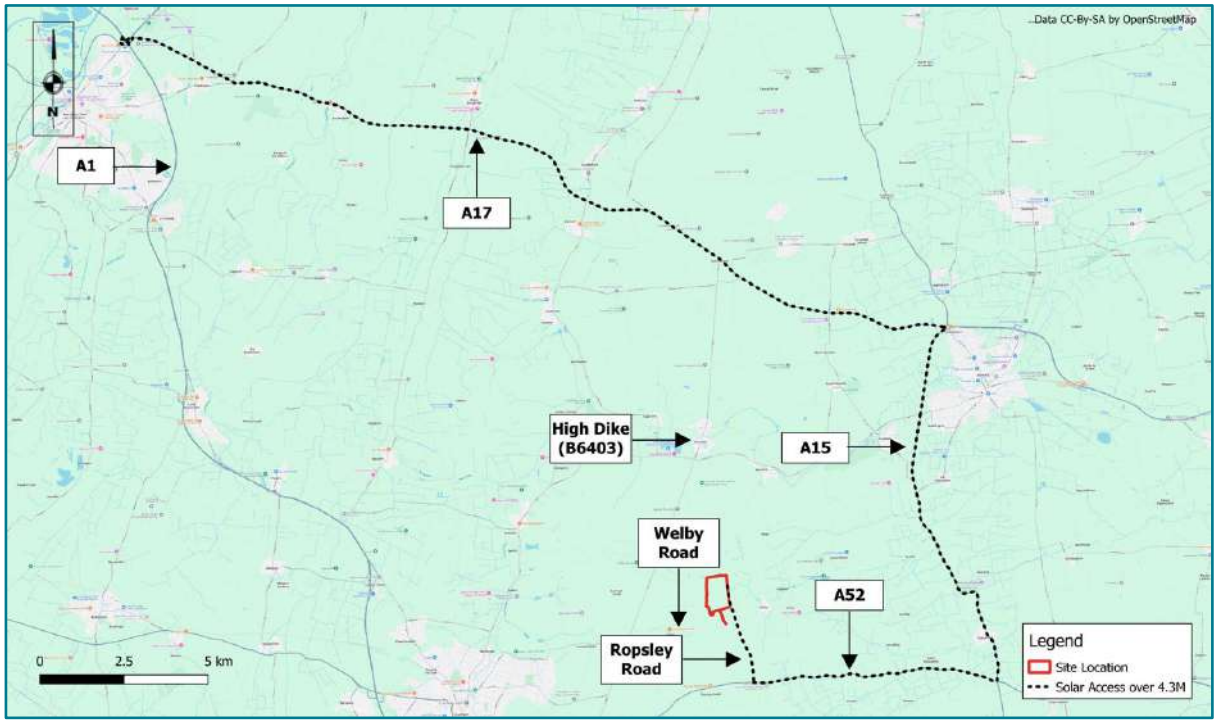
- Travelling to the site from A1 southbound/northbound or A52 eastbound (unsuitable for vehicles over 4.3m in height):
  - Vehicles will continue travelling along Barrowby Road (A52) or use the slip road from A1 to join Barrowby Road (A52) and travel eastbound until the roundabout with Sankt Augustin Way (A52) where vehicles will travel southbound until the junction with Harlaxton Road (A607);
  - From here vehicles will continue eastbound along Wharf Road (A52) until the junction with B1174;
  - Vehicles will then travel southbound on A52 until the roundabout with High Dike (A52).
- Alternative route for vehicles travelling to the site from A1 southbound/northbound (unsuitable for vehicles over 4.1m in height):
  - Vehicles will use the slip road from A1 to join High Dike (B4603) where vehicles will travel northbound until the roundabout with High Dike (A52).

- The above routes now merge and continue as follows:
  - Vehicles will travel northbound for a short distance before bearing eastbound to continue along A52;
  - Vehicles will then travel eastbound until the junction for Ropsley Road where vehicles will continue northbound until the junction for Welby Road;
  - Vehicles will travel westbound along Welby Road for approximately 300m until the site access.

6.6.6 The route through Grantham follows A52 which has been designated as a key freight route in the Lincolnshire Freight Strategy as the route connects Skegness and Boston with Nottingham, Derby, and Stoke-on-Trent.

6.6.7 Specific construction traffic routes for vehicles over 4.3m in height has been established for the site, as illustrated in **Figure 6.2** and provided in **Appendix E**.

Figure 6.2: Overview of Traffic Routing Plan for Vehicles Over 4.3m High



6.6.8 Proposed routing involves:

- Vehicles will use the slip road from A1 to join A17 where vehicles will travel eastbound until the roundabout involving A15;
- Vehicles will join A15 and travel southbound until the roundabout with A52;
- Vehicles will then travel westbound along A52 until the junction for Ropsley Road where vehicles will continue northbound until the junction for Welby Road;
- Vehicles will travel westbound along Welby Road for approximately 300m until the site access.

6.6.9 In evaluating route options, careful consideration has been given to sensitive built-up areas and existing vehicle weight restrictions.

6.6.10 It is noted that the above routing was considered suitable for a neighbouring Solar Farm development (Application: S24/1040) which was approved.

6.6.11 Regular inspections of the construction traffic route will be conducted before construction begins, throughout the construction phase, and upon completion.

6.6.12 These inspections will assess the condition of the main carriageway, adjacent footways, and verges. A video survey will be carried out by driving along the designated route, followed by a detailed report documenting its condition and identifying any defects.

6.7 Route Improvements

6.7.1 The route is generally of a suitable standard and can easily accommodate the types of vehicles required for the construction of the solar farm.

6.7.2 A review of the main access route into the site along Welby Road has been conducted using a 16.5m articulated HGV and a 12m rigid truck, found in **Appendix D**, with improvements identified as follows:

- The site access will be designed to accommodate HGV turning manoeuvres, with turning facilities provided within the site to ensure that construction vehicles do not need to reverse onto the road;
- The site access gate should be set back from the carriageway by a distance equal to the length of the longest vehicle accessing the site, 16.5m for an HGV, to prevent vehicles from waiting on the road before entering. This will help minimise disruption to traffic flow;
- Where vehicle overrun is expected, 'Ground Protection Mats' can be used to support the movement of heavy vehicles and equipment across soft or muddy terrain. These mats will also help protect the existing carriageway from damage, particularly at the site access point;
- Observations suggest that vehicles exiting the site will not interfere with the existing hedgerow. However, if necessary, the hedgerow will be trimmed back to maintain clear access.

6.7.3 These improvements will ensure that all construction vehicle movements are conducted in a safe manner and are supported by the road network leading into the site.

6.8 Residential and Commercial Access Arrangements

6.8.1 Access to private residential properties within proximity of the development site on Welby Road will be maintained throughout the construction period.

6.8.2 To ensure uninterrupted access for residents, two dedicated contact numbers will be provided for the marshals.

6.8.3 Residents can contact the marshals when leaving or returning to their properties to request that HGVs be halted, preventing conflicts between residential and HGV traffic.

7. Summary and Conclusions

7.1 Summary

7.1.1 Hydrock, now Stantec, has been instructed by Lighthouse to prepare a TS relating to:

- Installation of a solar farm with a 38.78MW AC output for a temporary period of 50 years, associated infrastructure and environmental enhancements.

7.1.2 The site is situated northeast of Grantham, in the South Kesteven district of Lincolnshire, and measures approximately 68.04ha.

7.1.3 The development site consists of seven agricultural parcels separated by hedgerows and fencing and is situated between the villages of Welby, and Oasby to the east and west, respectively. Grantham is located approximately 1.5km to the southwest of the site.

7.1.4 The accident analysis concludes that there is no evidence to indicate any specific problems with the operation of the junction or the existing junctions surrounding the site.

7.1.5 The swept path analysis undertaken has demonstrated that the proposed arrangement is suitable and all turning, access, egress and parking manoeuvres can be performed safely.

7.1.6 Visibility splays revealed that there is compliant visibility for 60mph on Ropsley Road and Welby Road, where the construction access is proposed. Marshals will be in place at strategic locations to control traffic and reduce potential conflicts.

7.1.7 Post-construction, operational traffic will be minimal, with maintenance visits averaging one vehicle per month, primarily consisting of light vans or 4x4 vehicles. The designated access routes have been reviewed and deemed suitable for both construction and operational phases, with minor improvements identified to support HGV movements where necessary.

7.1.8 The findings of this assessment confirm that the proposed development will not result in a "severe" impact on the local highway network, in accordance with the National Planning Policy Framework (December 2024, Paragraph 116), which states:

- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

7.2 Conclusions

7.2.1 Following a comprehensive analysis of the development sites, including construction logistics, vehicle access, the proposed solar farm has been demonstrated to align with relevant highway access design recommendations and sustainability objectives.

7.2.2 The assessment confirms that there are no justifiable highway or transportation reasons for refusing the planning application. The anticipated construction and operational traffic levels are deemed manageable, and mitigation measures such as controlled delivery scheduling, temporary traffic management, and the use of a designated HGV holding area will ensure minimal impact on the local highway network.

7.2.3 To further support construction activities, improvements to Ropsley Road and Welby Road could be identified as the sites are progressed, such as selective hedge trimming for visibility and construction vehicle access and the use of ground protection mats will be used where necessary.

7.2.4 A CTMP will be submitted to the Local Planning Authority prior to construction commencement, outlining the finalised strategy for managing site access and minimising disruption to local residents and businesses.

7.2.5 Given these findings, it is concluded that the proposed development can proceed without adverse impacts on highway safety or the operation of the surrounding transport network.

Appendix A Site Masterplan

IMPROVED GRASSLAND' UNDER SOLAR ARRAYS

EXISTING NATIVE HEDGEROWS

AREAS OF WILDFLOWER

EXISTING TRACKWAYS USED FOR INTERNAL CIRCULATION

NEW HEDGEROW PLANTING TO REINFORCE EXISTING NETWORK

EXISTING TRACKWAY USED FOR MAIN SITE ENTRANCE

Legend:

🟥	Site Boundary
	Existing Vegetation Retained
	Existing Water Pipeline
	Existing Gas Pipe
	Existing Improved Grassland
	Proposed Improved Grassland and Native Grass Seed Mix
🟩	Proposed Wildflower Areas
	Proposed Native Hedgerow Planting
	Proposed Solar Panels (Height of approx 3.25m AGL)
	Perimeter Security Fence
	Proposed Sub-Station
	Internal Access Track
🟨	Proposed Transformer / Inverter or Storage Container
	Proposed Route of Export Cable to 132Kv Substation
▲	Proposed CCTV
	Existing Access Track
*	Existing Gate Locations

N

Do not scale from this drawing unless for Planning purposes. Illustrated dimensions only are to be used.

All dimensions must be checked on site by the contractor prior to the commencement of any building works.

Where applicable, dimensions and details are to be read in conjunction with specialist consultants' drawings or available information, with any discrepancy betwen drawings brought to the attention of the project manager prior to the commencement of any fabrication or building works.

0m 50m 125m

1:2500

Rev:	Date:	Note:	By:
2.0	14/03/2025	FINAL	ICS
1.0	28/02/2025	FINAL	ICS
0.2	24/02/2025	SECOND ISSUE - Draft	ICS
0.1	12/02/2025	FIRST ISSUE - Draft	ICS

GLEBE FARM
SOLAR LIMITED

lighthouse
DEVELOPMENT CONSULTING

Web: ***Https://www.lighthouse-dc.co.uk/***

Site:
Glebe Farm, Welby Road, Ropsley,
Grantham, NG32 3LU

Drawing Title:
Site Block Plan

Drawing No or Client Ref:	Revision:	Scale:
Figure 2	**FINAL**	1:2500 @ A1

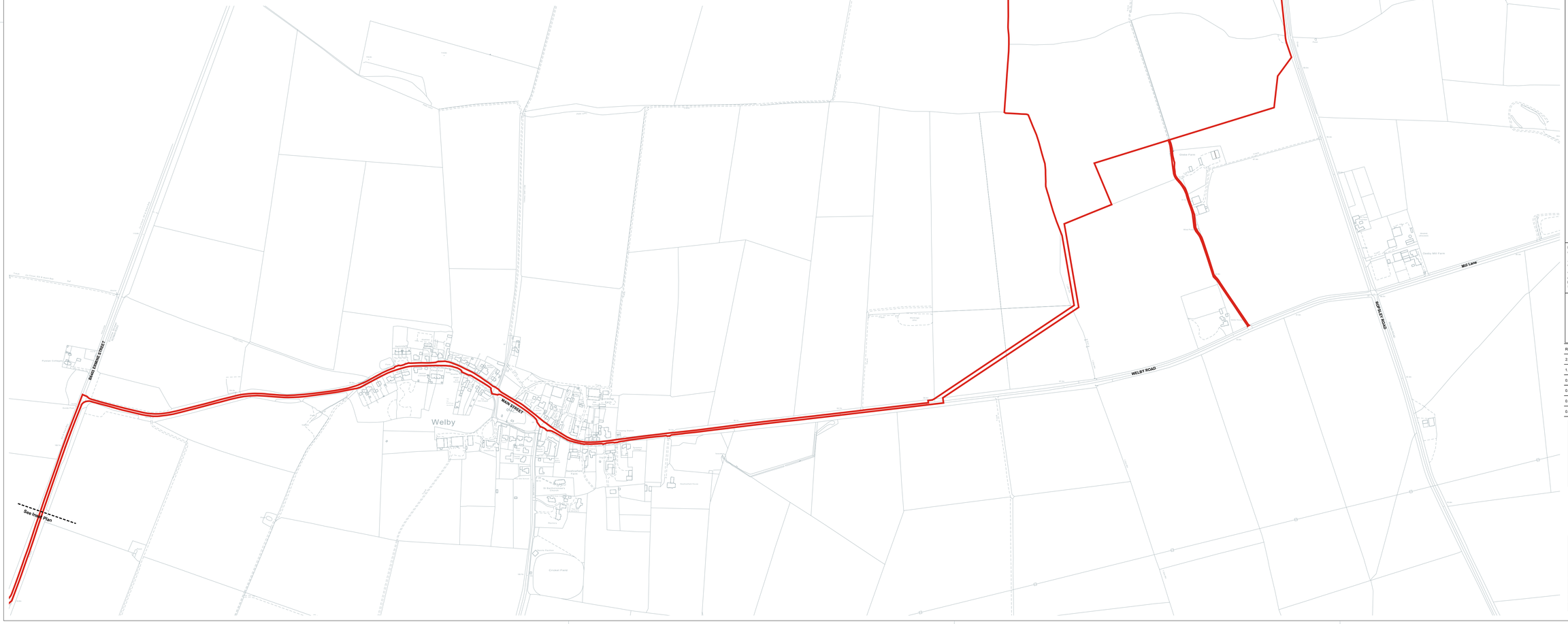
Drawn:	App' By:	Date:	CAD Ref:
ICS	NB	11/02/2025	LH23-030 DW02-Final v2.0 - Fig 2- Site Block Plan

Appendix B Site Red Line Boundary

Legend:

Application Boundary

NOTE:
Site Area = 67.93 ha



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0m 100m 250m

1:5000

Rev:	Date:	Note:	By:
2.0	14/03/2025	FINAL	ICS
1.0	28/02/2025	FINAL	ICS
0.4	24/02/2025	FOURTH ISSUE - Draft	ICS
0.3	12/02/2025	THIRD ISSUE - Draft	ICS
0.2	28/01/2025	SECOND ISSUE - Draft	ICS
0.1	17/01/2025	FIRST ISSUE - Draft	ICS

GLEBE FARM SOLAR LIMITED

lighthouse DEVELOPMENT CONSULTING

Web: *https://www.lighthouse-dc.co.uk/*

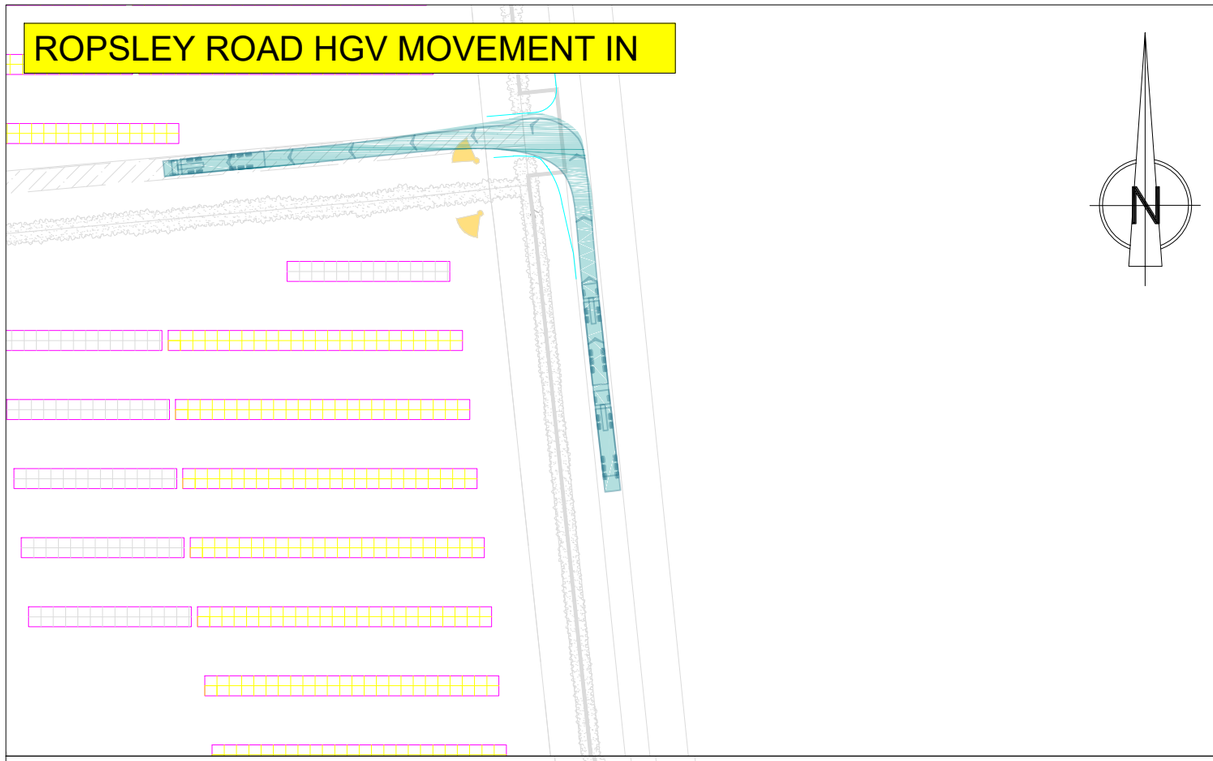
Site:
Ropsley Solar Farm

Drawing Title:
Site Location Plan

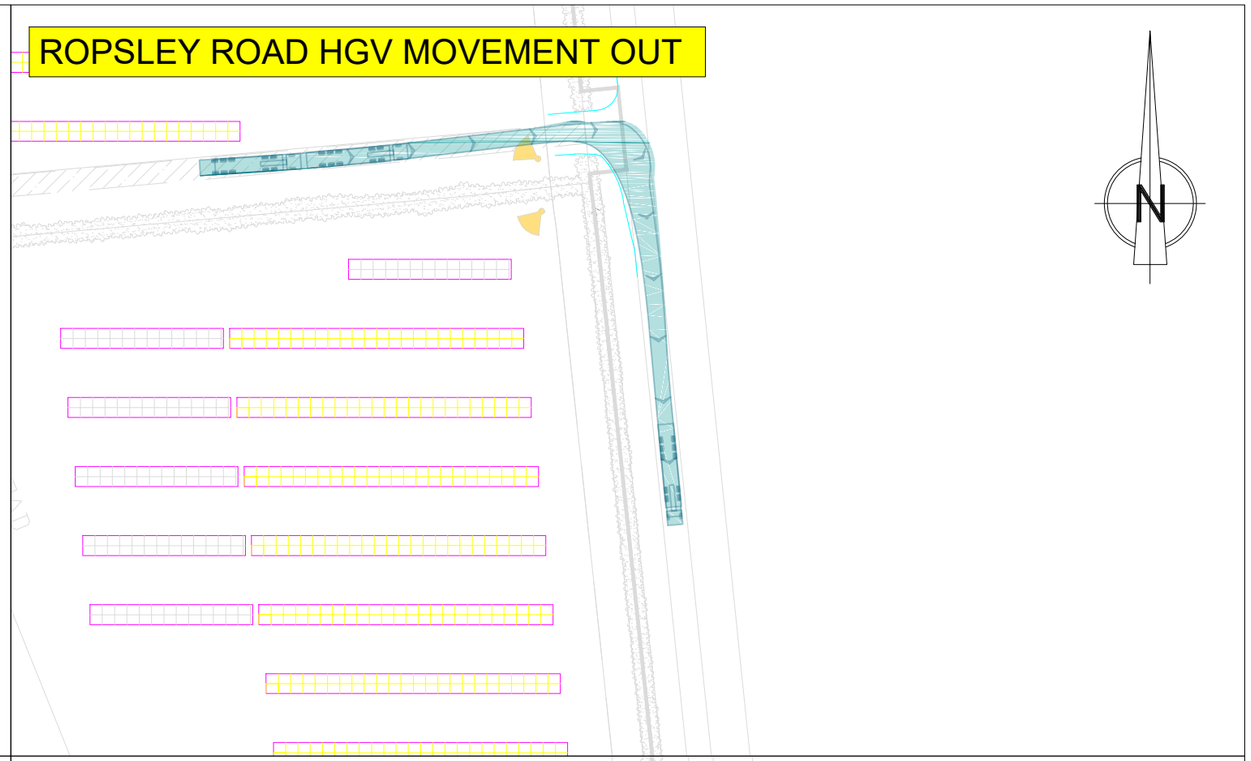
Drawing No or Client Ref:		Revision:	Scale:
Figure 1		**Final**	1:5000 @ A1
Drawn:	App' By:	Date:	CAD Ref:
ICS	NB	17.01.2025	LH23-030 DWG\ Final \ Fig 1- Site Location Plan

Appendix C Swept Path Analysis

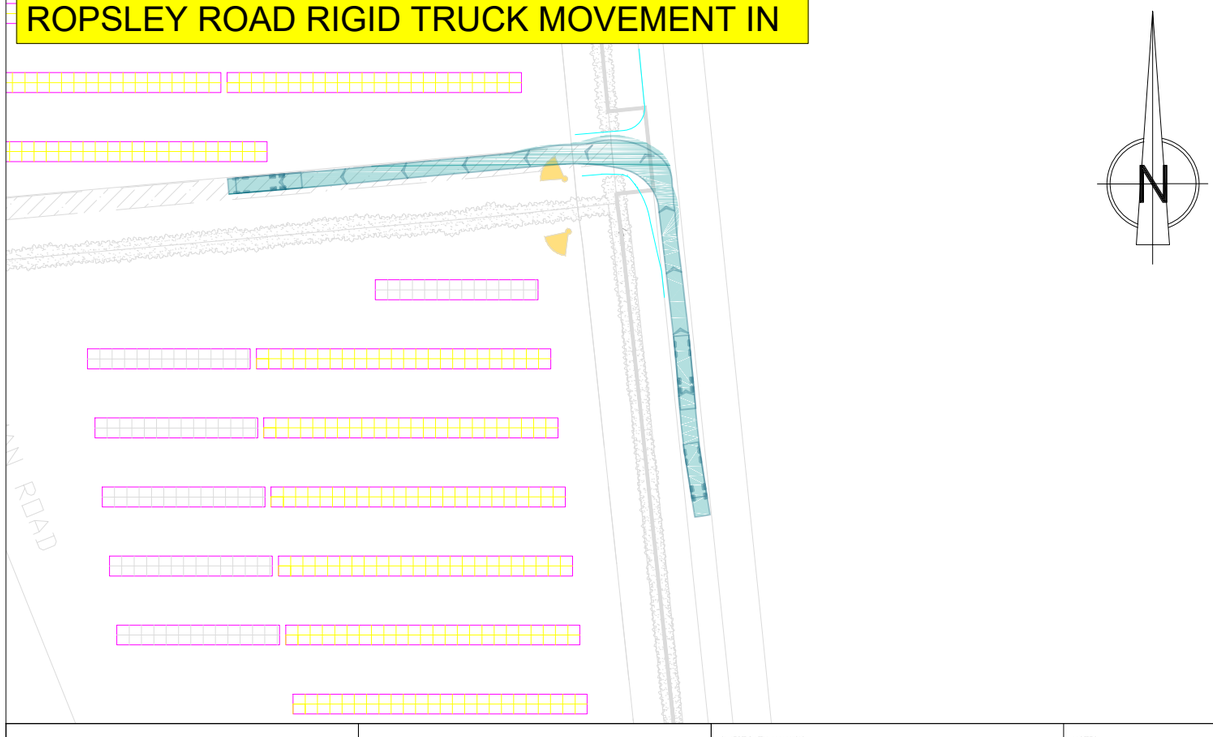
ROPSLEY ROAD HGV MOVEMENT IN



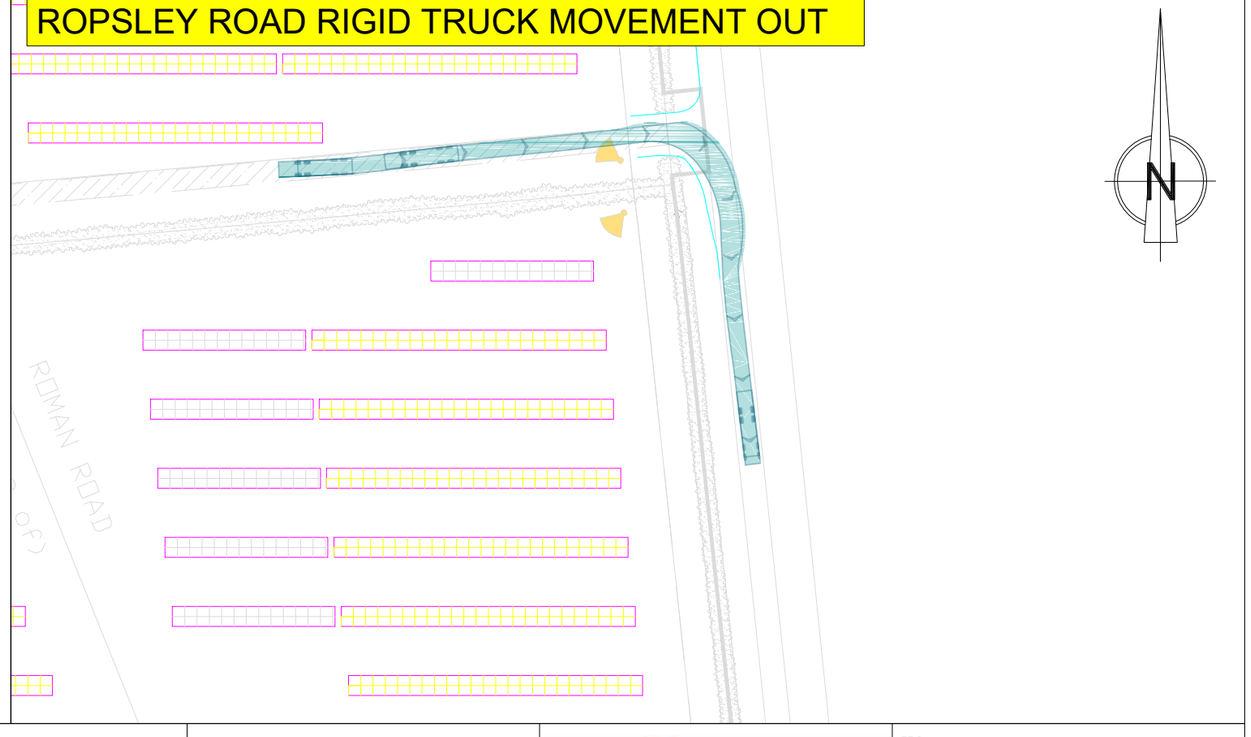
ROPSLEY ROAD HGV MOVEMENT OUT

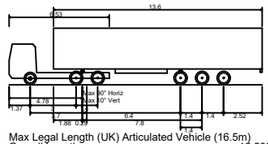


ROPSLEY ROAD RIGID TRUCK MOVEMENT IN



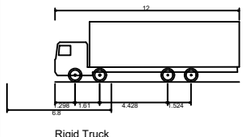
ROPSLEY ROAD RIGID TRUCK MOVEMENT OUT





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



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

P02	SITE_LAYOUT_AMMENDMENTS					
	PS	17/03/25	RF	17/03/25	RF	17/03/25
P01	FIRST_ISSUE					
	PS	18/02/25	RF	18/02/25	RF	18/02/25
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Hydrock now Stantec

CLIENT

LIGHTHOUSE

PROJECT

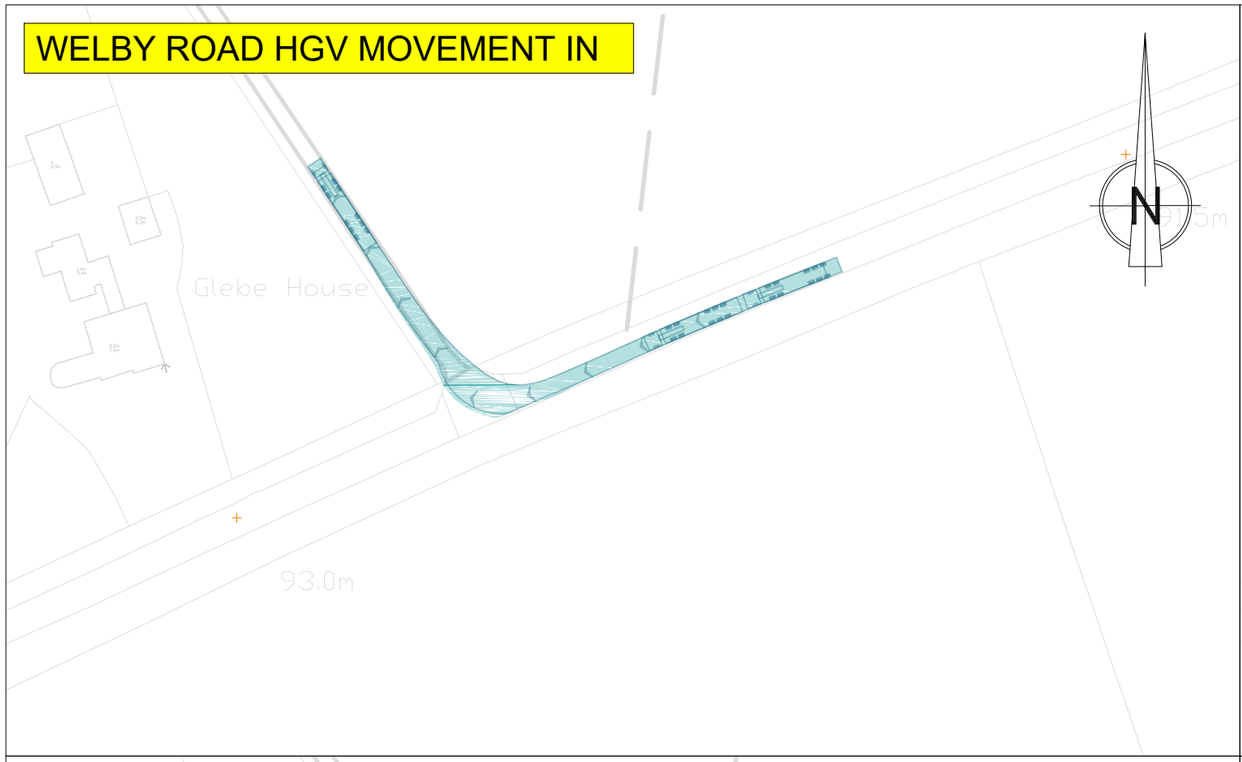
GLEBE FARM, GRANTHAM

TITLE

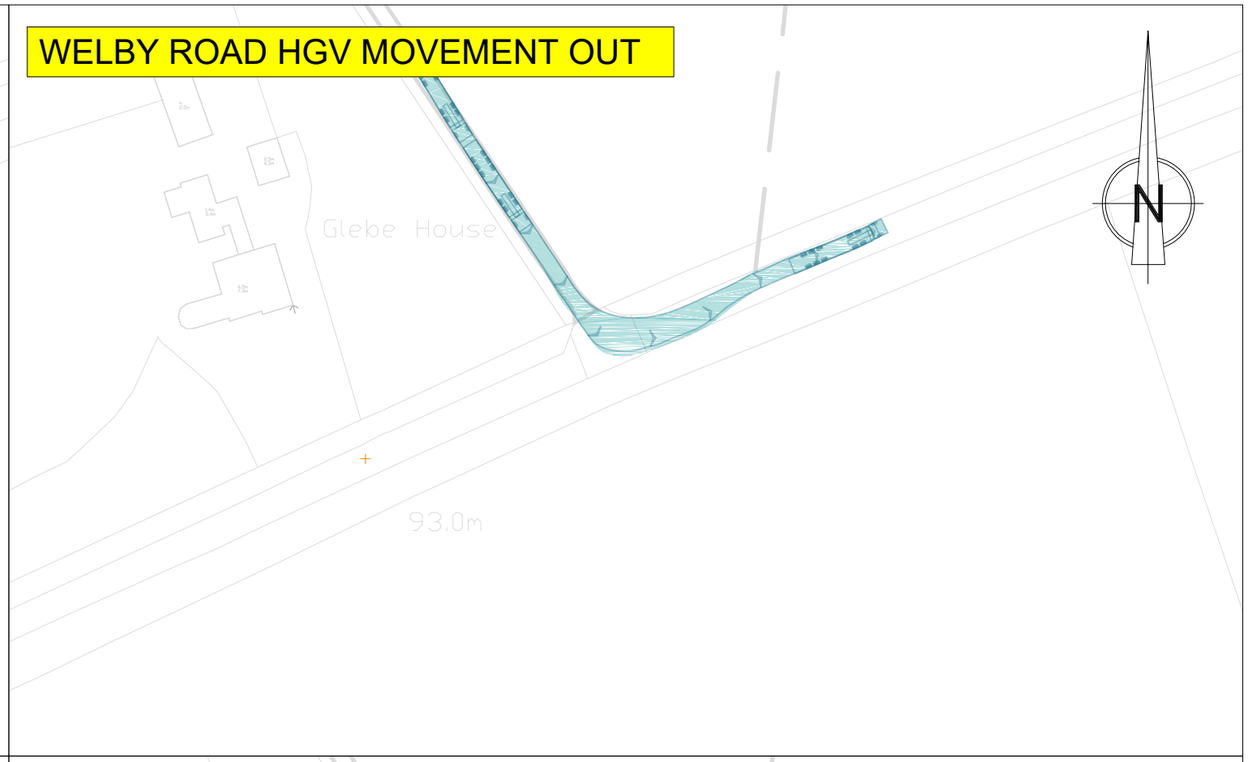
SWEPT PATH ANALYSIS - ROPSLEY ROAD (CONSTRUCTION ACCESS) MAX LENGTH UK HGV (16.5M) AND RIGID TRUCK (12M)

HYDROCK PROJECT NO.	37665
SCALE @ A3	1:1000
STATUS DESCRIPTION	SUITABLE FOR REVIEW & COMMENT
STATUS	S3
DRAWING NO.	37665-HYD-XX-XX-DR-TP-1002
REVISION	P02

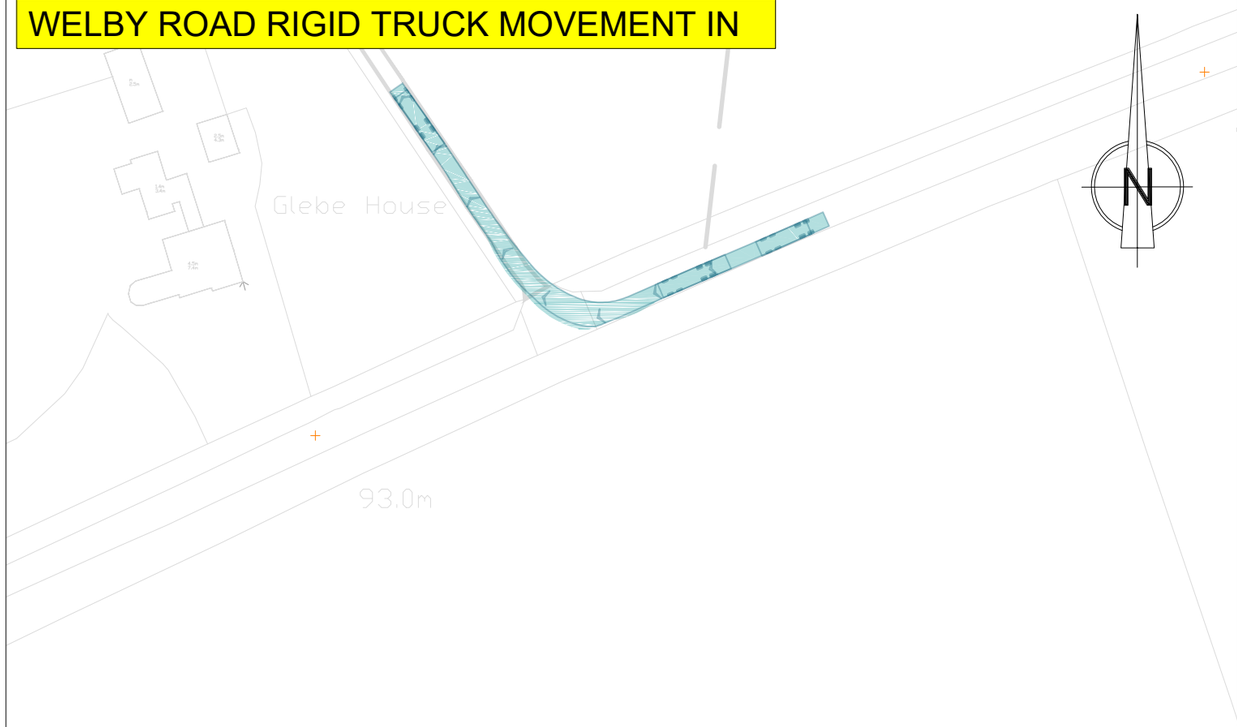
WELBY ROAD HGV MOVEMENT IN



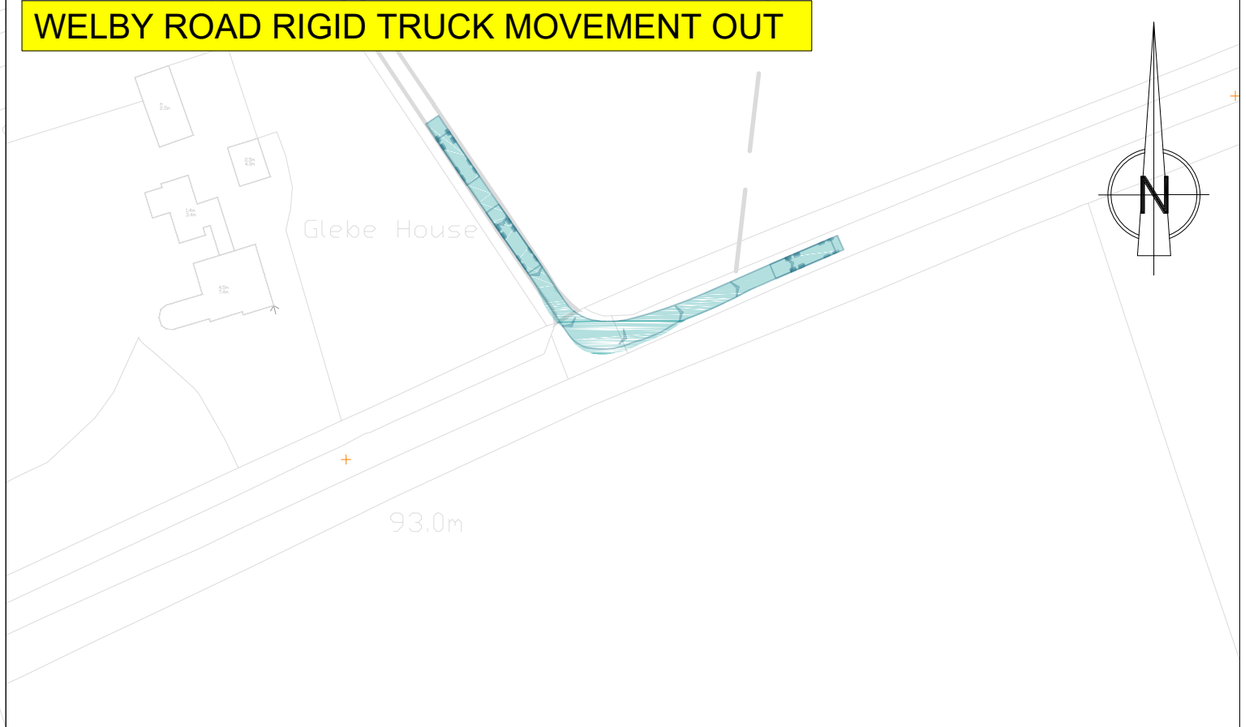
WELBY ROAD HGV MOVEMENT OUT

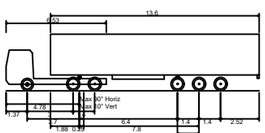


WELBY ROAD RIGID TRUCK MOVEMENT IN



WELBY ROAD RIGID TRUCK MOVEMENT OUT





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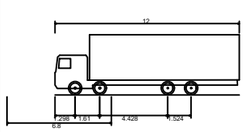
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Rigid Truck

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV						
P02	SITE_LAYOUT_AMMENDMENTS					
	PS	17/03/25	RF	17/03/25	RF	17/03/25
P01	FIRST_ISSUE					
	PS	18/02/25	RF	18/02/25	RF	18/02/25
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A

Hydrock now Stantec

CLIENT: LIGHTHOUSE

PROJECT: GLEBE FARM, GRANTHAM

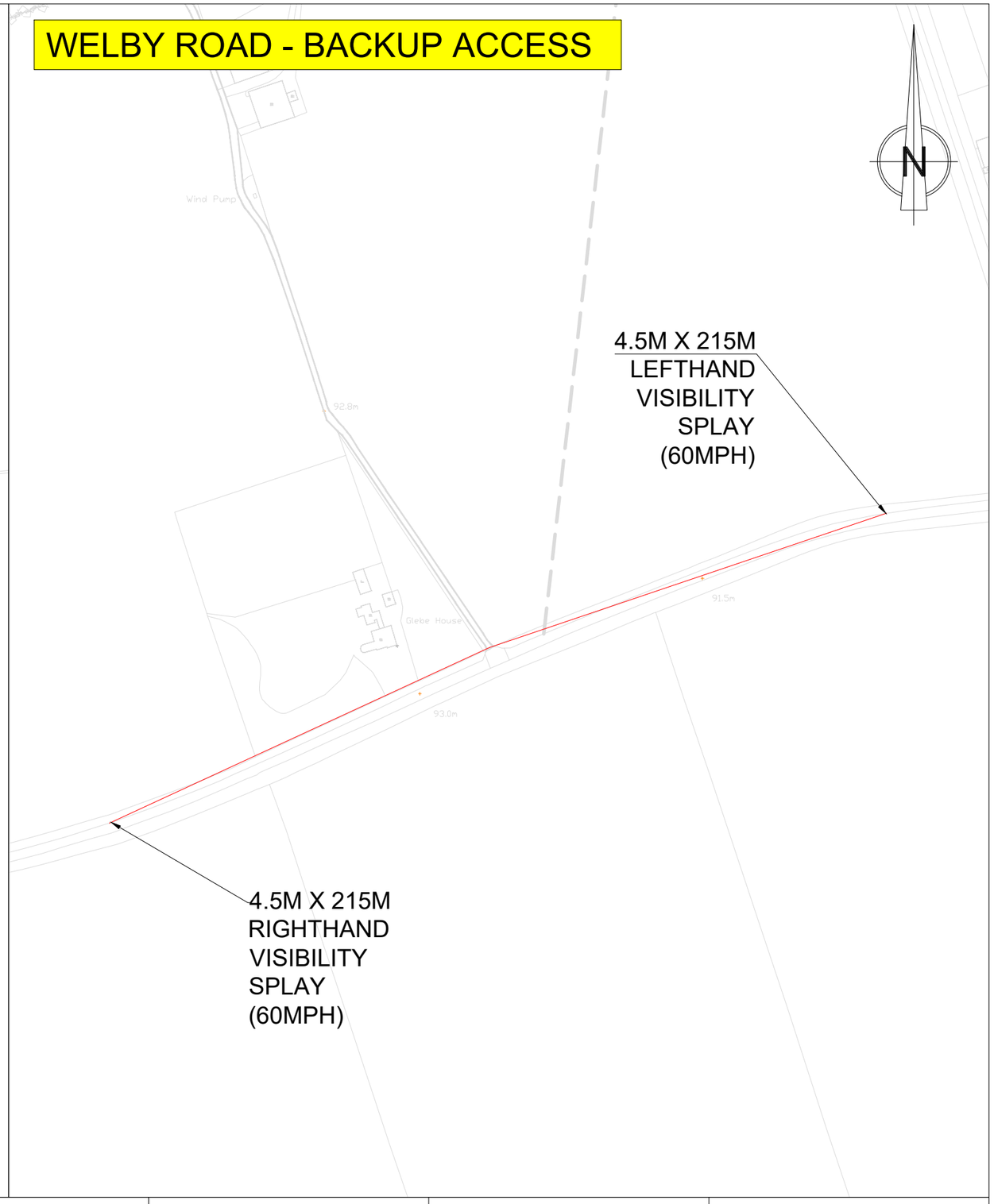
TITLE: SWEPT PATH ANALYSIS - WELBY ROAD (BACKUP ACCESS) MAX LENGTH UK HGV (16.5M) AND RIGID TRUCK (12M)

HYDROCK PROJECT NO.	37665
SCALE @ A3	1:1000
STATUS DESCRIPTION	SUITABLE FOR REVIEW & COMMENT
STATUS	S3
DRAWING NO.	37665-HYD-XX-XX-DR-TP-1003
REVISION	P02

Appendix D Visibility Splays

ROPSLEY ROAD - CONSTRUCTION ACCESS

WELBY ROAD - BACKUP ACCESS



SWEPT PATH ANALYSIS

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV							
P02	SITE_LAYOUT_AMMENDMENTS						
	PS	17/03/25	RF	17/03/25	RF	17/03/25	
P01	FIRST_ISSUE						
	PS	18/02/25	RF	18/02/25	RF	18/02/25	
REV	REVNOTES						
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A	

Hydrock now Stantec

CLIENT
LIGHTHOUSE

PROJECT
GLEBE FARM, GRANTHAM

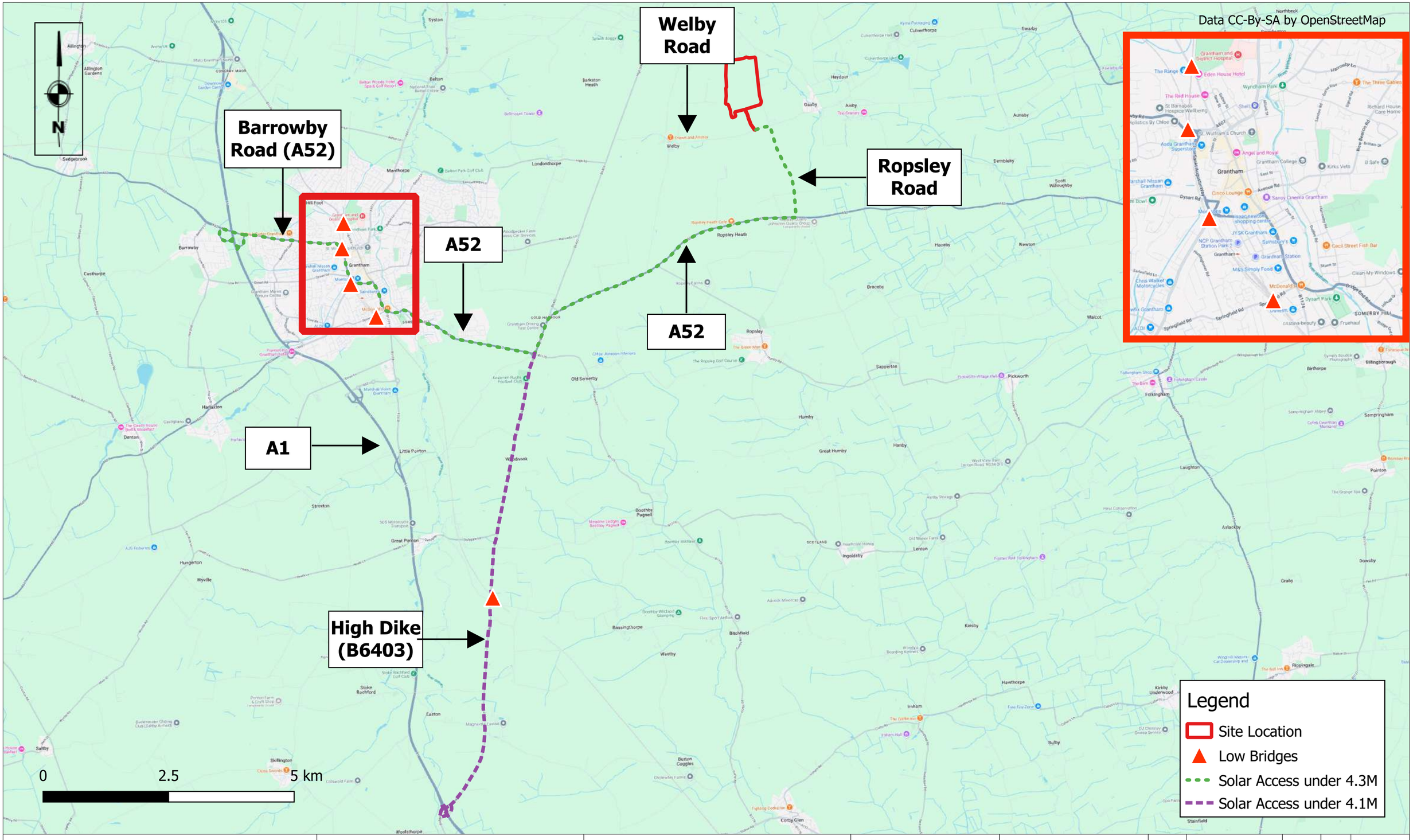
TITLE
VISIBILITY SPLAYS

HYDROCK PROJECT NO.	SCALE @ A3
37665	1:2500

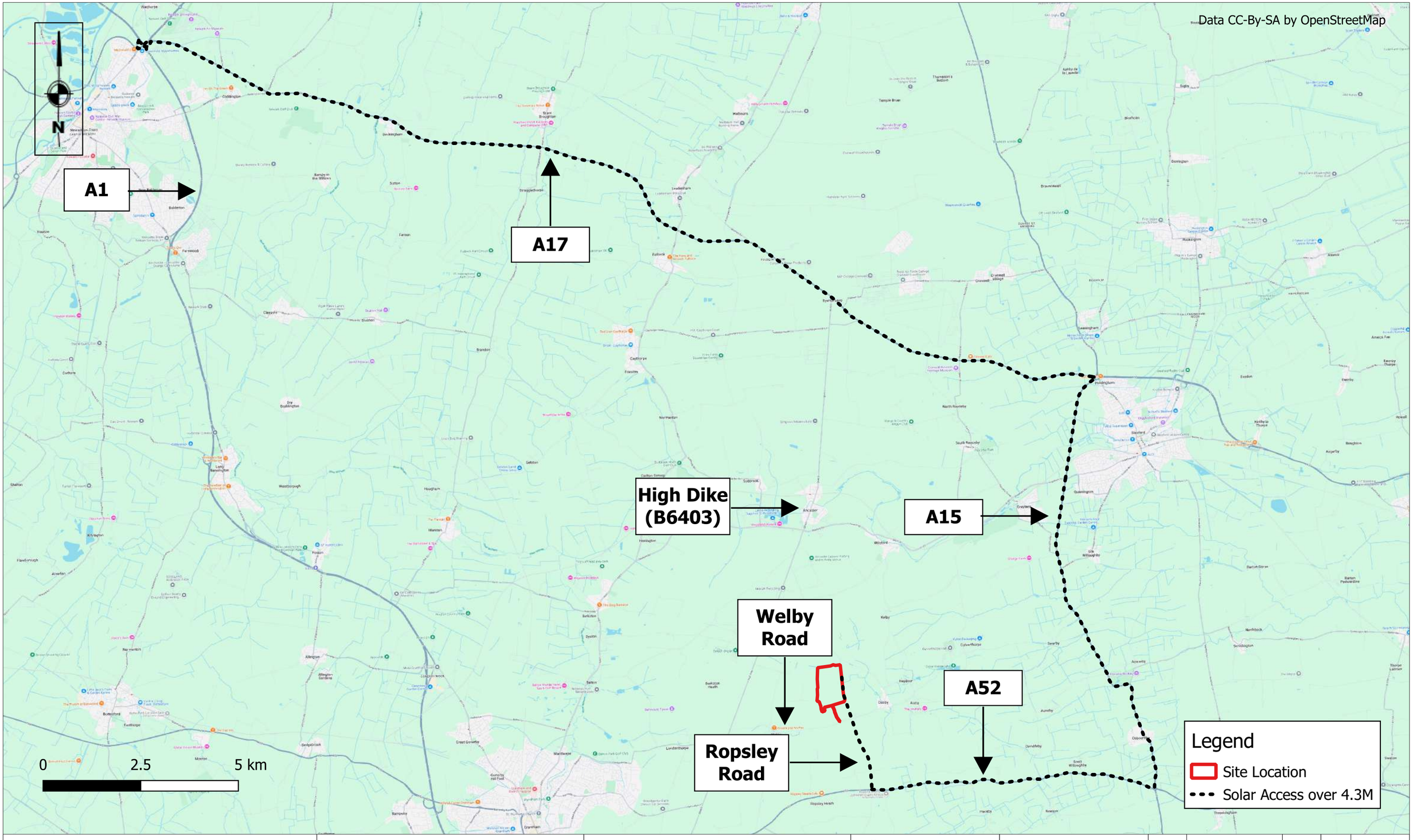
STATUS DESCRIPTION	STATUS
SUITABLE FOR REVIEW & COMMENT	S3

DRAWING NO.	REVISION
37665-HYD-XX-XX-DR-TP-1001	P02

Appendix E Construction Routes



Hydrock now Stantec	Project Title: Glede Farm, Grantham Solar	Drawing Title: Construction Traffic Under 4.3M	Job Number: 37665	By: PS	Rev	Description	Date	By	Drawing No.: 1001
			Date: 21/02/2025	Checked: RF	P01	Construction Route	21/02/25	PS	
			Scale: 1:35000	Status: S3	-	-	-	-	Figure: 6.1
					-	-	-	-	
					-	-	-	-	



Hydrock now Stantec

Project Title: Glede Farm, Grantham Solar	Drawing Title: Construction Traffic Over 4.3M	Job Number: 37665	By: PS	Rev	Description	Date	By	Drawing No.
		Date: 21/02/2025	Checked: RF	P01	Construction Route	21/02/25	PS	1001
		Scale: 1:35,000	Status: S3	-	-	-	-	Figure 6.2
				-	-	-	-	
				-	-	-	-	