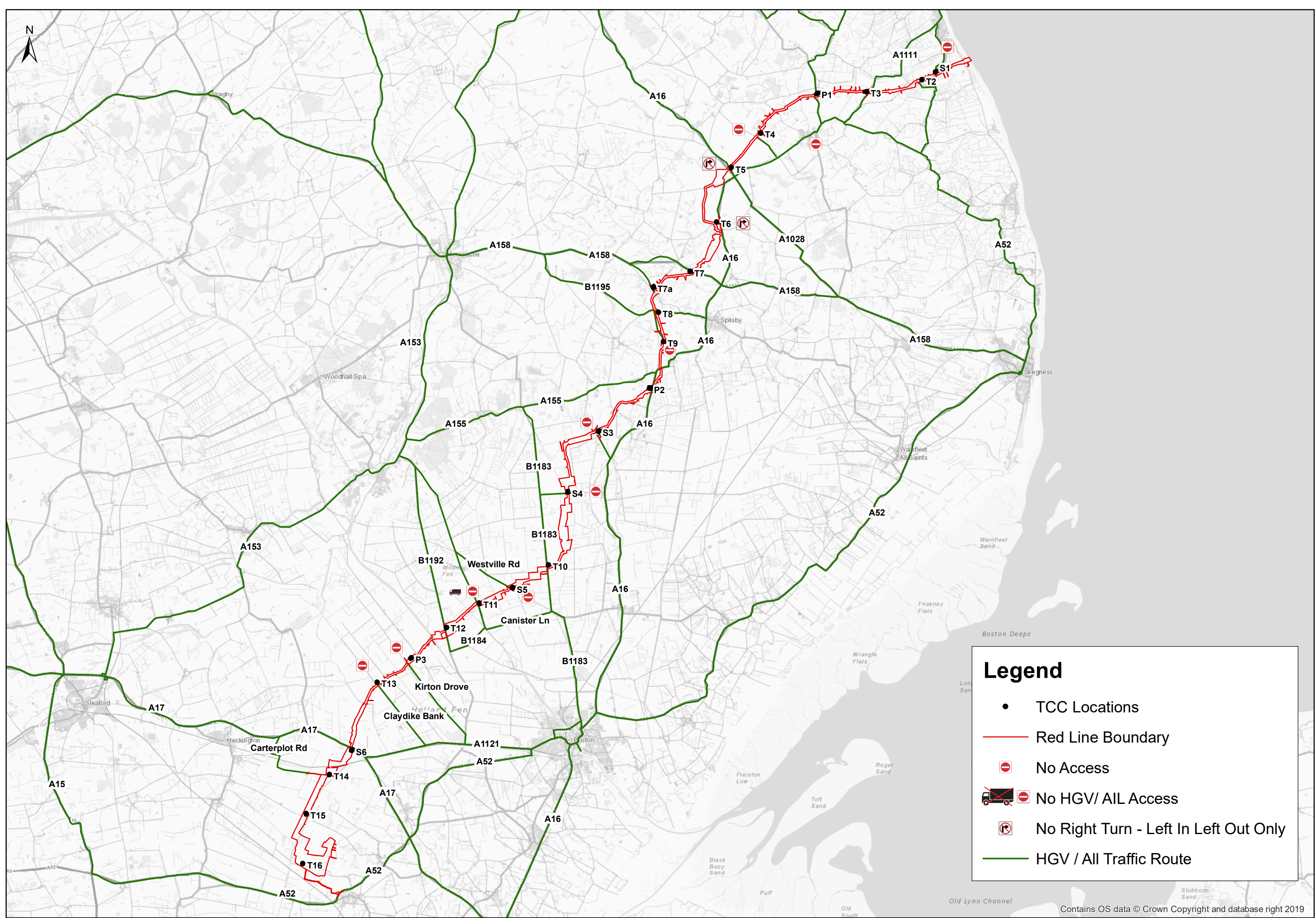
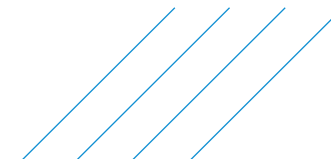




Appendix G. Detailed Compound Access Arrangements



Development Stage	TCC	Approach Roads to be Used	Detailed Access Information
1	TCC (S1)	A52 Sutton Road	The site would be accessed from the A52, which is a principal A-road, via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways.
	TWA (T2)	NA	Accessed via other compounds.
	TWA (T3)	A1111 Sutton Road	The site would be accessed from both sides of the A1111, which is a principal A-road, via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. All HGV traffic departing the site would then travel north or south from the TCF access.
	TCC (P1)	A1104 Alford Road P1	The site would be accessed from both sides of the A1104 Alford Road, which is a principal A- road, via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. An additional major/minor junction into the TCC would also be provided for light vehicle movements throughout the construction phase. All HGV traffic will travel in both directions from the site access.
	TWA (T4)	Well High Lane T4	The site would be accessed from both sides of a minor road (Well High Lane) via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. Measures will be implemented to facilitate the safe movement of larger vehicles along Well High Lane such as passing bays positioned every 200m where there is good visibility and every 100m in areas of poor visibility. Details to be agreed in consultation with LCC Highways. All HGV traffic will travel to the south and will then onto the A1104, which is a principal A-road. HGV access through Alford would be avoided where possible.
2	TWA (T5)	A16 Bluestone Heath Road T5	The site would be accessed directly from both sides of A16 Bluestone Heath Road, which is a principal A-road, 550 m north of Ulceby Cross. Access would be via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. Temporary speed restrictions may also be applied, which is also to be agreed with LCC Highways. HGV traffic would distribute in both directions (north and south) along the A16.
	TWA (T6)	A16 near Dalby Bar T6	The site would take access from the A16, which is a principal A-road, near to Dalby Bar, via a major/minor junction design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways.

			HGV traffic would distribute from the access in both directions.
	TWA (T7)	A158 Partney Road T7	The site would take access from both sides of the A158, which is a principal A-road, east of Sausthorpe. Access would be via a major/minor crossroads design including adequate bell- mouths, controlled under temporary traffic control, to be agreed with LCC Highways. From the site access, HGV traffic would be routed in both directions onto the A158.
	TWA (T7A)	NA	Accessed via other compounds.
	TWA (T8)	B1195 Raithby Hill T8	The site would be accessed from both sides of B1195 Raithby Hill from a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. HGV traffic will distribute onto the road network in both directions, travelling west to the A158 and east to the A16, which are both principal A-roads.
	TWA (T9)	Mardon Hill T9	Access to the site would be taken from Mardon Hill via a major/minor junction design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. Measures will be implemented to facilitate the safe movement of larger vehicles along the narrow minor road such as passing bays positioned every 200m where there is good visibility and every 100m in areas of poor visibility. Details to be agreed in consultation with LCC Highways. It is recommended that access should be restricted to site TWA (T9) from the south (Mardon Hill), as this route is unsuitable for HGVs. HGV access along the minor road (Mardon Hill) south from the site would be restricted as this route is not suitable for HGVs. HGV traffic would travel from the A158 or the A16, both principal A-roads, west and east along the B1195, respectively.
3	TCC (P2)	A16 P2	The site would be accessed from both sides of the A16, which is a principal A-road, via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. An additional major/minor junction into the TCC would also be provided for light vehicle movements throughout the construction phase. From here HGV traffic is routed in both directions onto the A16.
	TCC (S3)	Drain Bank S3	The site would take access via a temporary haul road connecting to Drain Bank to the south of Hagnaby Lock via a major/minor junction design including an adequate bell-mouth. Access would be controlled under temporary traffic control, to be agreed with LCC Highways. All HGV traffic would travel south from the TCF access and would then be routed in both directions along the A16, which is a principal A-road.

	TCC (S4)	Stickney Lane S4	The site would take access directly from both sides of Stickney Lane via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. After departing the site HGV traffic would then be routed west to the B1183 from which traffic would be directed north and south. Traffic would be restricted from travelling east along Stickney Lane from site S4 to avoid the village and bridge.
	TWA (T10)	B1183 Carrington Road T10	The site would be accessed from both sides of the B1183 via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. HGV traffic would be routed north along the B1183 to the A155 as well as south towards Boston and the A1137 via the B1183. Another feasible route from the site would be to travel south along the B1183, then west along the B1184 and then north along the B1192 to the A153.
	TCC (S5)	Westville Road S5	The site would be accessed from Westville Road via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. Westville Road runs adjacent to the northern bank of West Fen Drain and access from Westville Road will be to the north only. Construction traffic will need to cross Westville Road from the north via a temporary vehicle access bridge across West Fen Drain to access the working width to the south. From the site, HGV traffic would be routed west along Westville Road to the A153, which is a principal A-road, from which it could feasibly travel in both directions.
	TWA (T11)	Leagate Road T11	The site would be accessed from both sides of Leagate Road, north of Gipse Bridge via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. The HGV traffic would be routed north only from the site along Leagate Road, to avoid travelling through the village of Gipse Bridge. Where it meets the A153, a principal A-road, traffic is distributed in both directions.
	TWA (T12)	NA	Accessed via other compounds.
4	TCC (P3)	Kirton Drove P3	The site would be accessed from both sides of Kirton Drove via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. Measures will be implemented to facilitate the safe movement of larger vehicles along Kirton Drove, such as passing bays positioned every 200m where there is good visibility and every 100m in areas of poor visibility. Details to be agreed in consultation with LCC Highways. HGV traffic would be restricted to ensure it travels south to the B1192 and A1121, a principal A- road, from where it would be distributed in both directions.

TWA (T13)	Claydike Bank T13	The site would be accessed from both sides of Claydike Bank via a major/minor crossroads design including adequate bell-mouths, controlled under temporary traffic control, to be agreed with LCC Highways. The junction will have restricted access, with access to the south only. Measures will be implemented to facilitate the safe movement of larger vehicles along Claydike Bank, such as passing bays positioned every 200m where there is good visibility and every 100m in areas of poor visibility. To be agreed in consultation with LCC Highways. HGV traffic would be restricted to travel south only to the A1121, a principal A-road, from where it is distributed in both directions.
TCC (S6)	A17 near Swineshead Bridge S6	The site would be accessed directly from both sides of the A17, a principal A-road, via a major/minor staggered crossroads design including adequate bell-mouths, proposed right turn ghost islands and carriageway widening. Swineshead Bridge level crossing is approx. 1 km to the east of the access. HGV traffic would be distributed in both directions. Due to the proximity of this access junction to a proposed compound location for the Triton Knoll scheme, further details are required to confirm the potential for both accesses to operate at the same time if construction periods coincide.
TWA (T14)	Great Hale Drove T14	The site would take access via a temporary haul road along a private track connecting to Great Hale Drove. Measures will be implemented to facilitate the safe movement of larger vehicles along the Great Hale Drove and Carterplot Road such as passing bays positioned every 200m where there is good visibility and every 100m in areas of poor visibility. Details to be agreed in consultation with LCC Highways. From the access Great Hale Drove leads to Carterplot Lane and the A17, a principal A-road, and HGV traffic is routed in both directions from here.
TWA (T15)	Great Hale Drove via T14	Traffic departing TWA (T15) would travel along the proposed DC cable route working width, before joining the temporary haul road and Great Hale Drove via the same access used for site TWA (T14). Great Hale Drove leads to Carterplot Lane and the A17, a principal A-road, and HGV traffic is routed in both directions from here.
TWA (T16)	Via new access road to Converter Station site	The site would be accessed via the proposed converter station permanent access road, which connects with the A52 near Donnington. HGV traffic would be routed along the A52, a principal A- road in both directions.

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