SUMMARY OF RESIDENTS' COMPENSATION AGREEMENT

PLANNING APPEAL REF: APP/L3245/W/23/3332543

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1. INTRODUCTION

1.1 A Residents' Compensation Agreement was entered into by (1) Representatives of the Rule 6 Party, Flour not Power (**"Representatives"**); (2) Ecosolar 1 Berrington Limited (the **"SPV"**); and (3) Econergy International Limited (the **"Developer**") (together the **"Parties"**) and completed on 12 December 2024 (the **"Agreement"**). The Agreement contains confidential information and therefore the Parties have agreed to jointly provide this note which summaries the key terms of the Agreement that are relevant for the determination of the Appeal.

2. SUMMARY OF PROVISIONS

Key Definitions

2.1 The key definitions from the Agreement are summarised as follows:

2.1.1 "Appeal": means the appeal proceedings with reference number APP/L3245/W/23/3332543 now before a Planning Inspector in order to determine whether Planning Permission should be granted for the Development;

2.1.2 "Beneficiaries" means, the beneficiaries of a trust to be formed to provide compensation to residents;

2.1.3 "Development": means the erection of an up to 30MW Solar PV Array, comprising ground mounted solar PV panels, vehicular access, internal access tracks, landscaping and associated infrastructure including security fencing, CCTV, client storage containers and grid connection infrastructure, including substation buildings and off site cabling pursuant to the Planning Permission for which consent was sought in planning application 22/04355/FUL;

2.1.4 "Enhanced Landscaping Plan" means the plan and specification included as a schedule to the Agreement and attached to this summary;

2.1.5 "Landscape Maintenance Plan": means the landscape maintenance plan which includes provisions requiring maintenance and replacement planting which is to be carried out where necessary for a minimum of 10 years from completion of the Development and which shall be finalised subject to a planning condition;

2.1.6 "Section 106 Agreement": means the unilateral undertaking dated 21 March 2024 made in connection with the Development which secures planning obligations regarding the delivery of Skylark Mitigation;

2.1.7 "Skylark Mitigation": means the ecological and land management works required to be carried out in order to mitigate the impact of the Development upon skylarks; and

2.1.8 "Planning Permission" means the planning permission that may be granted by the Secretary of State pursuant to the Appeal made by the Developer against the Council's refusal to grant planning application 22/04355/FUL.

2.1.9 "Traffic Management Plan": means the plan included as a schedule to the Agreement and attached to this summary.

Key Provisions

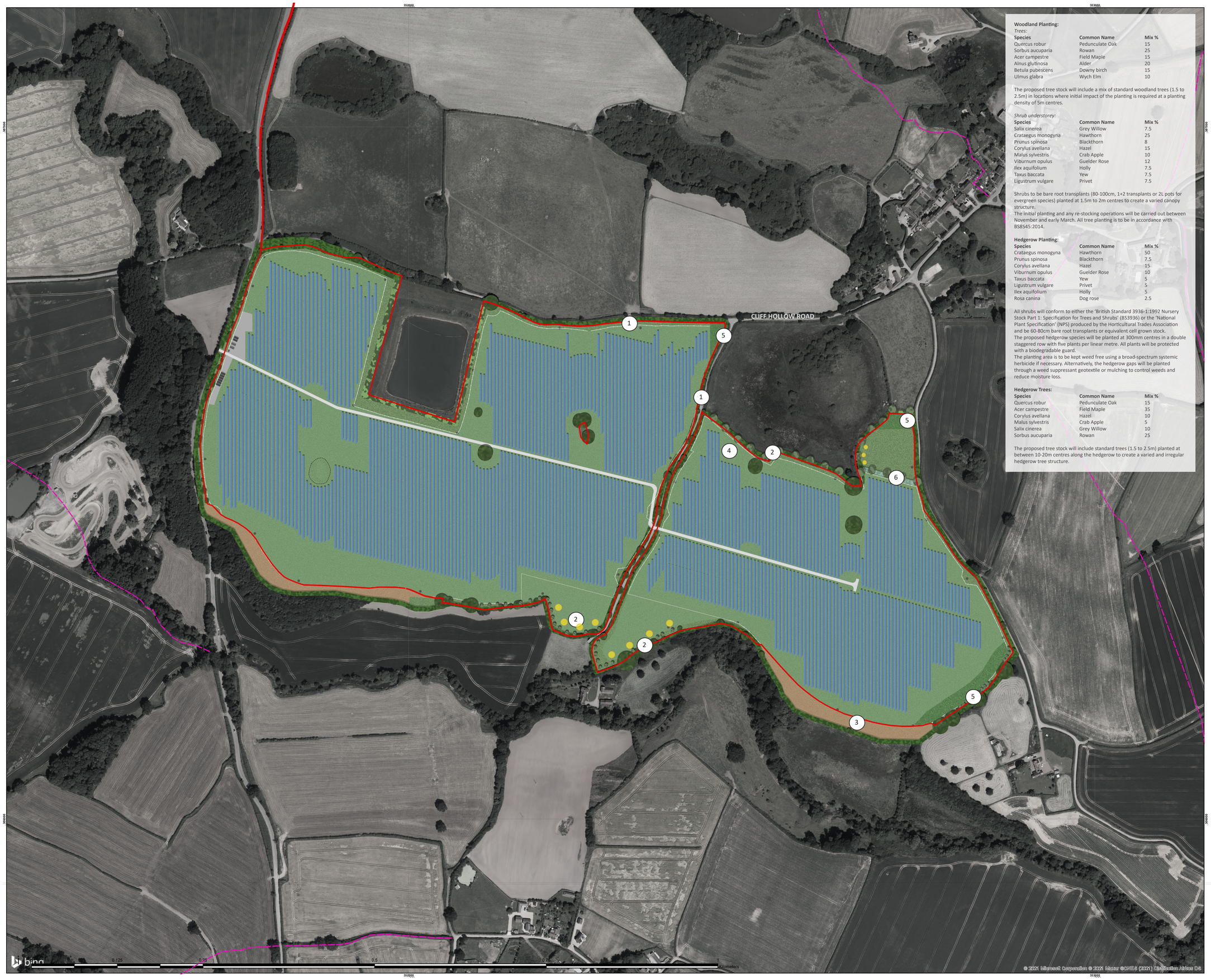
2.2 The Agreement provides that the SPV (or any body to which its obligations are transferred) are to make payments into a trust for the lifetime of the Development, along with obligations on the

Developer to incorporate landscape and traffic management improvements into the Development. In return, Flour not Power and any Beneficiaries agree to withdraw their objections to the Appeal.

2.3 The key provisions of the Agreement that are relevant to the progression of the Appeal are summarised in the table below:

Developer's General Obligations	The Developer shall: • ensure that the proposals for the Development in all material respects will not materially or detrimentally change from those that had been submitted as part of the Appeal as of the 7 November 2024 save as where otherwise provided within the Agreement; and • during the Appeal, retain the approach to securing Skylark Mitigation as set out in the Section 106 Agreement and in any conditions attached to the Planning Permission.
Landscaping Obligations	The Developer shall: • adopt the Enhanced Landscaping Plan and the Landscape Maintenance Plan as part of its proposals for the Development and seek to have these plans referenced within the Planning Permission; and • carry out the works in the plans (in the event that these are not referenced in the Planning Permission) provided they do not conflict with the plans referenced within the Planning Permission or require additional planning permission.
Traffic Management Obligations	The Developer shall: • adopt the Traffic Management Plan as part of its Development proposals and use all reasonable efforts to have the Traffic Management Plan referenced within the Planning Permission; • implement works in the Traffic Management Plan (in the event that these are not referenced in the Planning Permission) provided they do not conflict with the plans referenced within the Planning Permission or require further planning permission; and • Use all reasonable endeavours to agree with the Council's highways department to close Sandy Bank road during construction of the Development.
Representatives' Obligations	The Representatives shall: • within 3 business days of the date of the Agreement, withdraw any objections to the Appeal they submitted individually or on behalf of "Flour not Power" and confirm in writing to the Planning Inspector that they will not participate in the Appeal; and • Use all reasonable endeavours to ensure that within 10 business days, all Beneficiaries withdraw any objections to the Appeal, confirm this in writing, and do not participate in the Appeal.

Enhanced Landscaping Plan



Woodland Planting:

Trees:

Species	Common Name	Mix %
Quercus robur	Pedunculate Oak	15
Sorbus aucuparia	Rowan	25
Acer campestre	Field Maple	15
Alnus glutinosa	Alder	20
Betula pubescens	Downy birch	15
Ulmus glabra	Wych Elm	10

The proposed tree stock will include a mix of standard woodland trees (1.5 to 2.5m) in locations where initial impact of the planting is required at a planting density of 5m centres.

Shrub understorey:

Species	Common Name	Mix %
Salix cinerea	Grey Willow	7.5
Crataegus monogyna	Hawthorn	25
Prunus spinosa	Blackthorn	8
Corylus avellana	Hazel	15
Malus sylvestris	Crab Apple	10
Viburnum opulus	Guelder Rose	12
Ilex aquifolium	Holly	7.5
Taxus baccata	Yew	7.5
Ligustrum vulgare	Privet	7.5

Shrubs to be bare root transplants (80-100cm, 1+2 transplants or 2L pots for evergreen species) planted at 1.5m to 2m centres to create a varied canopy structure.
The initial planting and any re-stocking operations will be carried out between November and early March. All tree planting is to be in accordance with BS8545:2014.

Hedgerow Planting:

Species	Common Name	Mix %
Crataegus monogyna	Hawthorn	50
Prunus spinosa	Blackthorn	7.5
Corylus avellana	Hazel	15
Viburnum opulus	Guelder Rose	10
Taxus baccata	Yew	5
Ligustrum vulgare	Privet	5
Ilex aquifolium	Holly	5
Rosa canina	Dog rose	2.5

All shrubs will conform to either the 'British Standard 3936-1:1992 Nursery Stock Part 1: Specification for Trees and Shrubs' (BS3936) or the 'National Plant Specification' (NPS) produced by the Horticultural Trades Association and be 60-80cm bare root transplants or equivalent cell grown stock.
The proposed hedgerow species will be planted at 300mm centres in a double staggered row with five plants per linear metre. All plants will be protected with a biodegradable guard.
The planting area is to be kept weed free using a broad-spectrum systemic herbicide if necessary. Alternatively, the hedgerow gaps will be planted through a weed suppressant geotextile or mulching to control weeds and reduce moisture loss.

Hedgerow Trees:

Species	Common Name	Mix %
Quercus robur	Pedunculate Oak	15
Acer campestre	Field Maple	35
Corylus avellana	Hazel	10
Malus sylvestris	Crab Apple	5
Salix cinerea	Grey Willow	10
Sorbus aucuparia	Rowan	25

The proposed tree stock will include standard trees (1.5 to 2.5m) planted at between 10-20m centres along the hedgerow to create a varied and irregular hedgerow tree structure.

LEGEND

- Existing hedgerow retained with infill planting
- Grassland under solar panels
- Existing trees retained
- Proposed hedgerow
- Proposed individual tree planting
- Existing pond
- Existing bird cover crop
- Public Right of Way (PRoW)
- Beehive opportunity points
- Woodland Planting

1. Preserved existing hedgerow with additional planting in sparse areas to enhance density and continuity. Proposed hedgerow in the gap along the northern boundary to screen views from Cliff Hollow road.

2. Proposed tree and shrub planting to increase screening into the site by reinforcement of existing hedgerow field boundaries.

3. Existing bird cover crop.

4. Grassland seed mix in areas around Big Bog to be Emorsgate meadow mix for wetlands EM8 or similar.

5. Proposed native woodland planting to 25m depth, selected mix of native deciduous and evergreen trees and shrubs, designed to provide year-round screening. Features a dense understory of shrubs along the edge and varied tree heights for immediate visual impact.

6. Proposed linear hedgerow. Reinstatement of a historic hedgerow line north of the proposed fence line, integrating new vegetation to enhance and connect with the existing green network.

Notes: Please note this plan does not include the proposed cable route extent.

Rev.	Issue Details.	Date.
20	Amendments	10/12/2024
19	Amendments	09/12/2024
18	Layout Amendments	20/11/2024
17	Layout Amendments	29/10/2024
16	Layout Amendments	16/02/2024
15	Layout Amendments	27/04/2023
14	Layout Amendments	27/02/2023
13	Layout Amendments	06/02/2023
12	Minor Amendments	20/01/2023
11	Minor Amendments	09/01/2023
10	Text Amendments	09/01/2023
09	Layout Amendments	06/01/2023
08	Layout Amendments	21/12/2022
07	Amendments	17/08/2022
06	Amendments	01/07/2022
05	Amendments	23/05/2022
04	Layout Amendments	17/05/2022
03	Layout Amendments	14/05/2022
02	Boundary Amendments	15/03/2022
01	-	12/01/2022

Client:
Econergy International LTD

Project:
Berrington Solar Farm

Drawing Title:
Illustrative Landscape Masterplan

Drawing No. 1051487-ADAS-XX-XX-DR-L-8001

Scale: 1:2,500 at A1

Drawn by: IH Date: 12/01/2022

Checked by: DH Date: 12/01/2022

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Traffic Management Plan

Traffic Management Plan

Berrington Solar Park

Our reference: 111182-TMP-Rev01

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Author: Stella Ferguson	Date: 13/05/22	Reviewed: I Wickett	Date: 29/11/24

RSK has been instructed by Econergy to prepare a Traffic Management Plan (TMP), to support the proposals for the construction of a 30 MW Solar PV Array at Land South of Cliff Hollow, Shrewsbury, Shropshire, SY5 6HA.

The application site is situated on undeveloped land, located roughly 8km south of Shrewsbury. The proposed development will be served off an unnamed road which bounds the western portion of the site.

Purpose of the TMP

The construction process of the solar farm will require the movement of large equipment and materials to the site as well as staff movements. This TMP outlines the management of these movements and the interaction with the surrounding road network during the stages of the process.

The objectives of this TMP shall be to:

- Ensure safe vehicular and pedestrian access and egress at all times;
- Minimise the impact of traffic by identifying clear controls on routes for large goods vehicles, vehicle types, vehicle quantities and hours of site operations and delivery times;

Responsibilities

It is the responsibility of the Project Manager to ensure this plan is communicated to the Principal Contractor. The Principal Contractor must follow this plan and ensure that they communicate this to their own employees and contractors. Any deviation from this plan by the Principal Contractor must be justified by risk assessment and communicated to the Project Manager.

Frequency and duration of vehicle movements

Construction Traffic

It is envisaged that the construction phase would require up to 19 two-way HGV movements a day, with roughly 40 two-way worker movements on site at its peak. The construction period is expected to be around 6 months with a peak during months 1-3.

Vehicle movements associated with construction workers are assumed to occur between 6.00am – 7.00am and in the three hours up to the end of the working day plus one hour after (4.00pm – 8.00pm), from Monday to Friday. Traffic associated with workers has therefore been distributed equally across these time periods. On rare occasions some works will be completed outside of the normal working hours, which means that some workers may leave later in the evenings. However, this would involve a small workforce and only occur for short periods. HGV deliveries will be scheduled between 7.00am and 6.00pm.

Operational Traffic

The operational stage of the project will only require occasional maintenance visits and therefore not lead to any significant increase in traffic compared to existing levels, and it is not necessary to monitor the impact.

Traffic route assessment

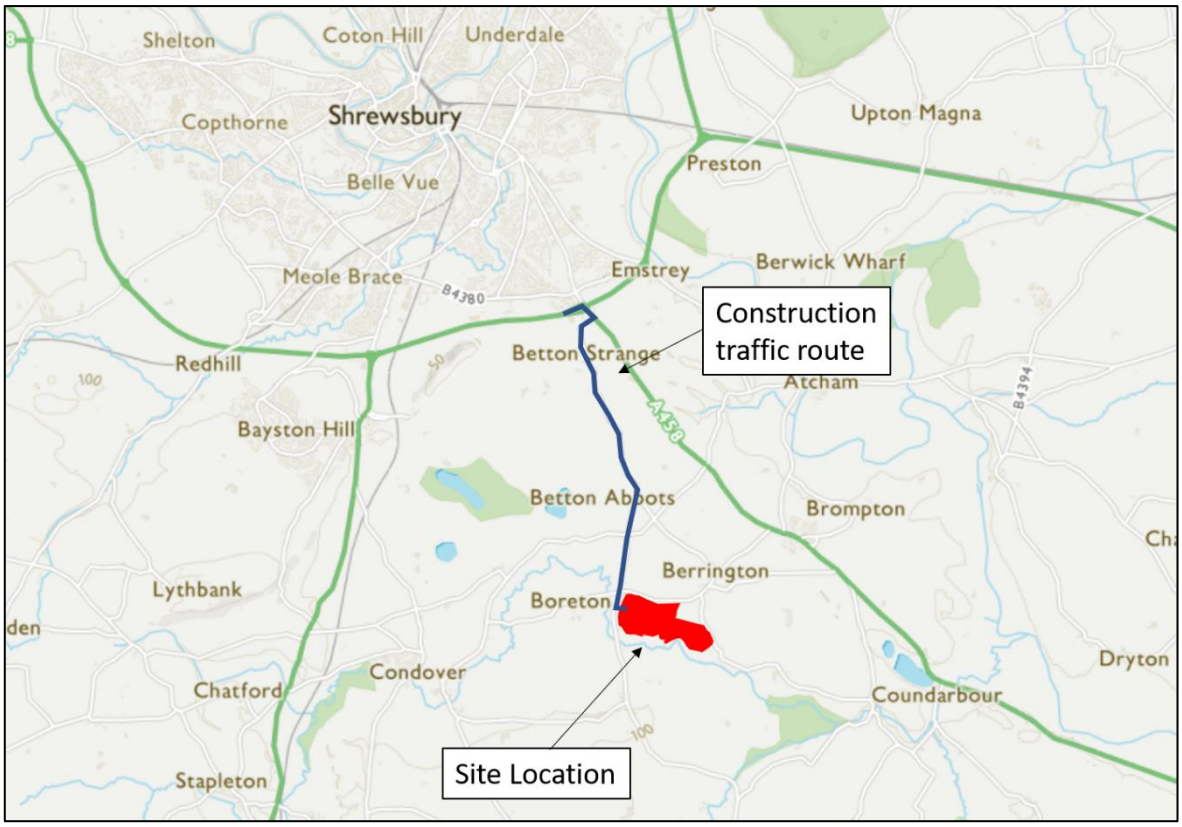
It is anticipated that construction traffic will use the main strategic roads close to the site, with a route appraisal undertaken in order to avoid passing through nearby residential areas as best possible.

It is anticipated that construction traffic will leave the A5 at the A458 towards Shrewsbury. Traffic will then travel southbound along the A458 for a short distance before turning right towards Pitchford and Acton Burnell. Finally loads will then continue straight along this road before turning left into the site. The above routing should be used in reverse order when leaving the proposed development.

The below plan details the primary route construction traffic should take, as described above, in order to reach the site.

The Principal Contractor will provide road signage to prevent any HGVs and traffic related to the construction of the Development from entering the roads identified as Sandy Bank and Cliff Hollow from either direction.

Figure 1 Construction traffic route plan



Traffic Management measures

The traffic routing for HGVs will require all arrivals and departures to use the same route which includes narrow sections of road on the unnamed road. However, the majority of the route allows two-way traffic and is frequently used by large goods vehicles.

During peak periods of construction traffic, it may be necessary to implement traffic management measures to control vehicle movements in order to avoid two-way conflicts. This can take a number of forms, including the following:

- Control of timing of deliveries with suppliers
- Holding vehicles at a specific location
- Temporary traffic signals
- Stop / Go boards
- Traffic marshals
- Short duration (15 minutes) road closures

These measures can be adopted to suit the appropriate circumstances and traffic volumes. The available options will be discussed with the highway authority and any implementation agreed before commencement of construction in line with standard streetworks processes.

Peak traffic proposals

During the construction period, HGVs travelling towards the site will stop in a pre-arranged location where they will call the site operatives to find out when they are permitted to enter the site. This will reduce the number of potential vehicle conflicts around the pinch points along the rural route to the site and allow a convoy of vehicles to approach the site, if the frequency of vehicles is high. Site operatives will be positioned at the crossroad between the site access road and Cliff Hollows to assist construction traffic with stop/go boards. A similar arrangement will be implemented for vehicles leaving the site, holding them within the site until the road is clear, again allowing a convoy of vehicles to leave the site along the unnamed access road.

Pre- / Post Construction Condition Surveys

Pre-construction and post construction condition surveys of the unnamed access road will be carried out under a section 59 agreement with Shropshire Council. This will include a provision for any ongoing maintenance and repair to the highway required as a result of the increased usage during construction.

Section 59 Agreements will be in place before the road is used by HGV construction traffic. Remediation required on this road as a direct result of HGV construction traffic will be underwritten by Ecoenergy and its contractors once construction works are complete. The extent of the survey will cover the length of the construction traffic routing from the site access and along the access road.

Signage

The Principal Contractor will be responsible for the implementation, management and control of measures for traffic management and control throughout the extent and duration of the works. For these works, this is expected to comprise traffic signs, barriers, and such other measures necessary.

All temporary traffic signs will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 in locations agreed with and by the relevant Authority.

Non-motorised users

Where there are likely to be impacts to non-motorised users, such as public rights of way crossing access routes, additional signage will be erected to raise awareness for both users and drivers of vehicles. Signage will also be erected at the start and end of each road being used by construction traffic to highlight the use by HGVs.

Maintenance of the Highway

The public highway in the vicinity of access points will be cleaned regularly using road sweepers, when required. These will complement the provision of on-site wheel washing facilities, where appropriate. The extent and frequency of road sweeping will be reviewed regularly and agreed with Shropshire Council to ensure highways are kept clear of mud.

Pre-construction and post construction condition surveys, under a section 59 agreement, and any required ongoing associated maintenance, will be carried out as discussed earlier.

Construction Compound and Parking

Construction Compound

A temporary site compound will be constructed to provide site facilities for the workforce and allow construction materials to be stored safely and securely near the works.

The compound will be used for the whole duration of the construction period and will provide a base from which the construction activities will be managed. The site compound will include:

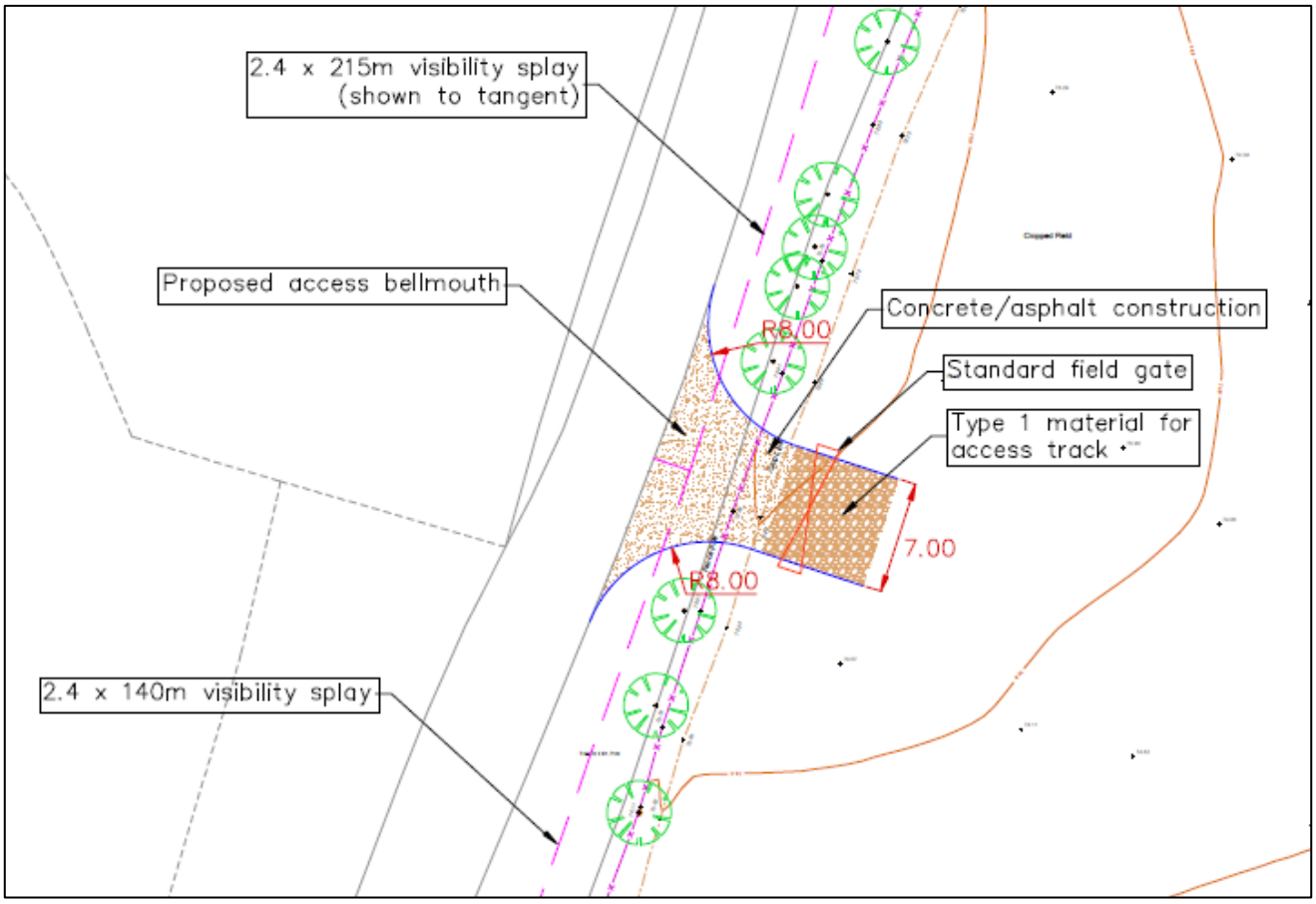
- Office space;
- Laydown areas;
- Car Parking for construction workers;
- Parking and unloading areas for HGVs;
- Waste storage facilities; and
- Welfare facilities.

Construction traffic shall utilise the construction traffic access route, described in the section ‘Traffic route assessment’ in figure 1.

Construction Access

The construction compound will be served by a site access onto the unnamed road bounding the site to the west. This will be formed as a bellmouth arrangement, suitable for use by HGVs, which will be completed before construction of the Development and will be retained throughout the duration of construction. Vehicles will be able to enter and exit the site in forward gear with adequate turning space within the construction compound. An extract from the site access drawing (ref: 111182-10-01) is provided at Figure 2.

Figure 2 Site access layout (extract from drawing 111182-10-01)



Car Parking

Sufficient parking on-site will be provided by the Principal Contractor for associated personnel. Parking facilities will be restricted to the temporary compound. Parking on the road verges will be strictly prohibited. The Principal Contractor will be required to monitor and take necessary action to prevent site vehicles parking outside of the agreed parking positions.

Monitoring and review of the TMP

The TMP will be reviewed and updated by the Principal Contractor on a regular basis. The Principal Contractor will manage public relations with local residents around the site that may be affected by noise or other amenity aspects caused by the construction works associated with the project. This will necessitate the appointment of a Transport Coordinator from within the Principal Contractor's staff to liaise with all stakeholders to ensure that the TMP will be compatible and effectively managed alongside local authority policies.

The Transport Coordinator will be responsible for the day-to-day management of the TMP and will be the first point of contact for site issues. They will also respond to any questions or queries about the development and instigate such responses and, if deemed necessary, such mitigation measures as may be necessary to resolve traffic issues connected with the construction work.

The Transport Coordinator will monitor and review the effectiveness of the TMP and prepare regular updates to the planning authority and the Highway authority if requested. The Transport Coordinator shall be responsible for informing and updating the supply chain and local community and residents to raise awareness and present the Principal Contractors commitment to using safe and efficient construction vehicle practices. This commitment will be communicated to all parts of the supply chain involved in the development and to all third parties who may be affected by the transport provisions for the decommissioning site works.