



Construction Traffic Management Plan

Wymondley BESS

Pivoted Power LLP (part of EDF Energy Renewables Ltd)

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SLR Project No.: 402.065238.00001

Client Reference No: 08525

15 April 2025

Revision: V1

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
V1	15 April 2025	TM	JG	JG
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Basis of Report

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1.0 Introduction

This report is prepared for a proposed development of Battery Energy Storage System (BESS) on land north of Stevenage Road, South of the A602 and little Wymondley. The proposed cable route will cross beneath Blakemore End Road and into the National Grid Wymondley Substation. An application for full planning permission is being prepared for submission to North Hertfordshire Council (NHC) for consent to develop the BESS and associated development at the proposed site.

This report forms part of the supporting documentation for the application.

1.1 Purpose and Scope

SLR Consulting Limited (SLR) has been appointed by Pivoted Power LLP (part of EDF Energy Renewables Ltd) (the Applicant) to prepare a Construction Traffic Management Plan (CTMP) to support the planning application for the proposed development described above, herein referred to as the 'Site'.

The purpose of the CTMP is to outline the areas for consideration when preparing the programme of works and when undertaking the Site construction. It is to be used during the construction phase of the development and updated as necessary, acting as a 'live' document to ensure it is always current. Where the document is updated, it will clearly be noted as a variation.

This outline CTMP is the first stage of the requirement to manage and control all related traffic activity during the construction phase of the development. The principal mitigation measures that the CTMP will cover may be summarised as follows:

- Access and routing to the Site.
- Contractor responsibilities.
- On-Site management.
- Driving and speed restrictions.

1.2 The Site

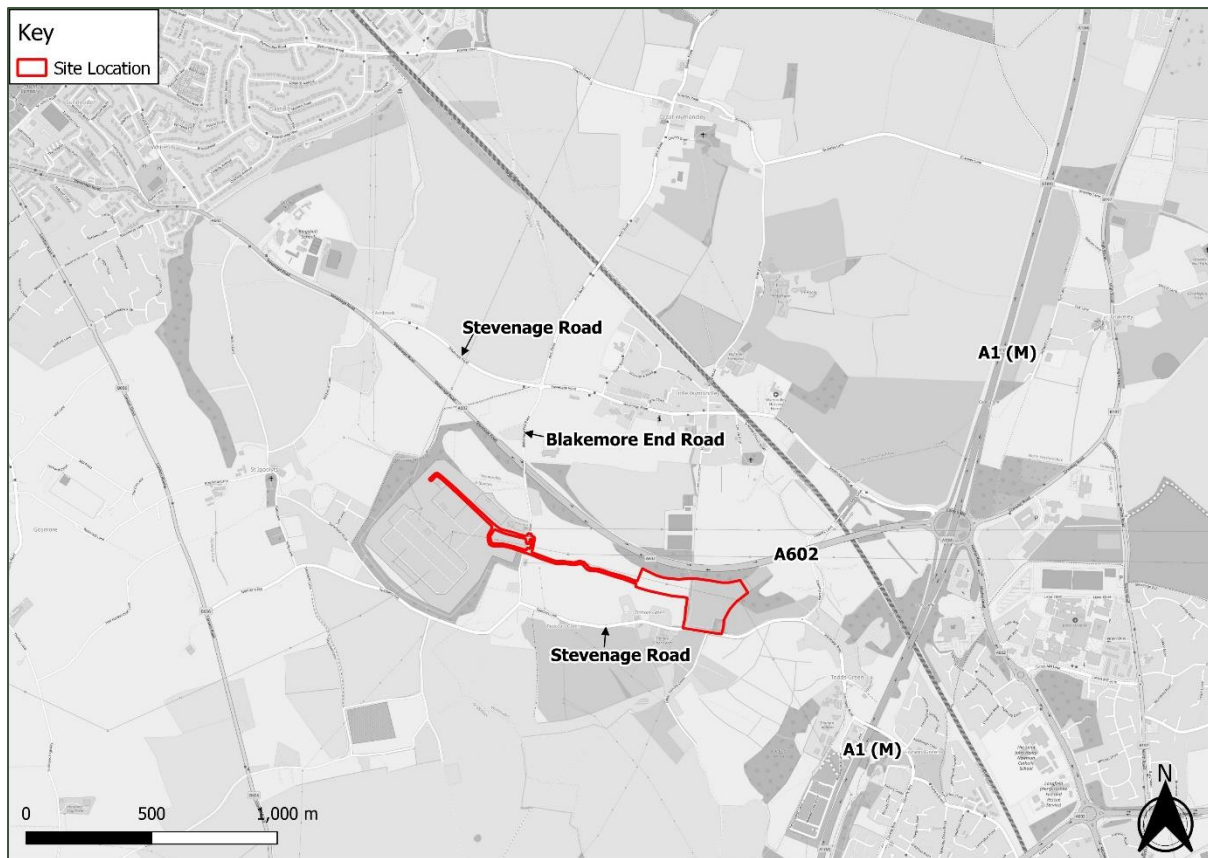
1.2.1 Site Location

The site for the proposed BESS (herein referred to as the 'Site') is located between the A602 and Stevenage Road, to the south of Little Wymondley. The BESS Site is bounded by a tree belt and the A602 to the north, Stevenage Road to the south, the Hertfordshire Way Public Right of Way (PROW) to the west and Bury Wood and a dog exercise park to the east. Proposed access to the Site is via Stevenage Road. There will be a construction compound located in the field east of Blakemore End Road for the cable route works (Horizontal Directional Drill (HDD) plant and pit).

Access to the wider network can be achieved via the Stevenage Road and Blakemore End Road entrance points, which connects in the north to the Stevenage Road. Stevenage Road proceeds to the west and links to the A602, the A602 can be used to access the A1(M)
Figure 1.1.



Figure 1.1: Site Location Plan



1.2.2 Proposed Development

The main access to the Site will be from Stevenage Road, and a secondary construction access off Blakemore End Road. Both access points already exist, and no significant widening or alterations are required to provide access to the Site during construction for all construction vehicles. The access has been designed as a simple 'field access' arrangement with adequate width provided internally to allow for an HGV to pass into the Site.

The proposed development is for the construction and operation of a Battery Energy Storage System (BESS) and associated development. Operation would commence on the date of first commercial connection of the battery to the grid.

A full description of the development is provided in the accompanying Planning, Design and Access Statement (PDAS). A summary has been provided below:

- BESS units (containerised)
- Medium voltage skids comprising a Power Conversion System (PCS) and inverter
- LV Auxiliary Switch Room Unit
- Auxiliary and Earth Transformer Unit
- BESS Switchgear Unit
- Resistor / Harmonic Filter Unit
- Welfare Facilities Unit



- Spare Parts Container Unit
- SG1 Transformer
- 2 (no.) EV Parking Spaces
- A DNO Incomer Substation
- A Water Tank
- Attenuation pond
- 6m fire break
- Temporary Construction Compound (TCC)
- Double-leaf entrance gate
- Perimeter fence.

The battery storage compound would be constructed on a series of graduated terraces or levels stepped down from south of the Site to the north. The battery compound would drain to the underground infiltration tank in the southeast corner of the Site.

The construction, installation and commission of the development will take approximately 14 months to complete. The programme of construction activities is anticipated as follows:

- Pre-construction site surveys, clearance and levelling/terracing of the Site, and welfare facilities.
- Earthworks for foundations/accesses/on-site cable runs/drainage.
- Directional drilling for required sections of the underground cable route.
- Delivery of ready mixed concrete for base of incomer unit.
- Delivery of aggregate for the temporary laydown area and internal site access road, and other materials.
- Laying/pouring of concrete pads for each battery unit and other equipment to sit on.
- Delivery of battery units by HGV and craned into position.
- Installation of the transformers, PCSs, and switch gear and the cable connections.
- Construction of site fencing, access gate and CCTV camera poles.
- Restoration, landscaping and planting.

The construction phase would be followed by a testing and commissioning phase. The Site layout can be seen in **Figure 1.2**. The Site boundary can be seen in **Figure 1.3**.



Figure 1.2: Site Layout

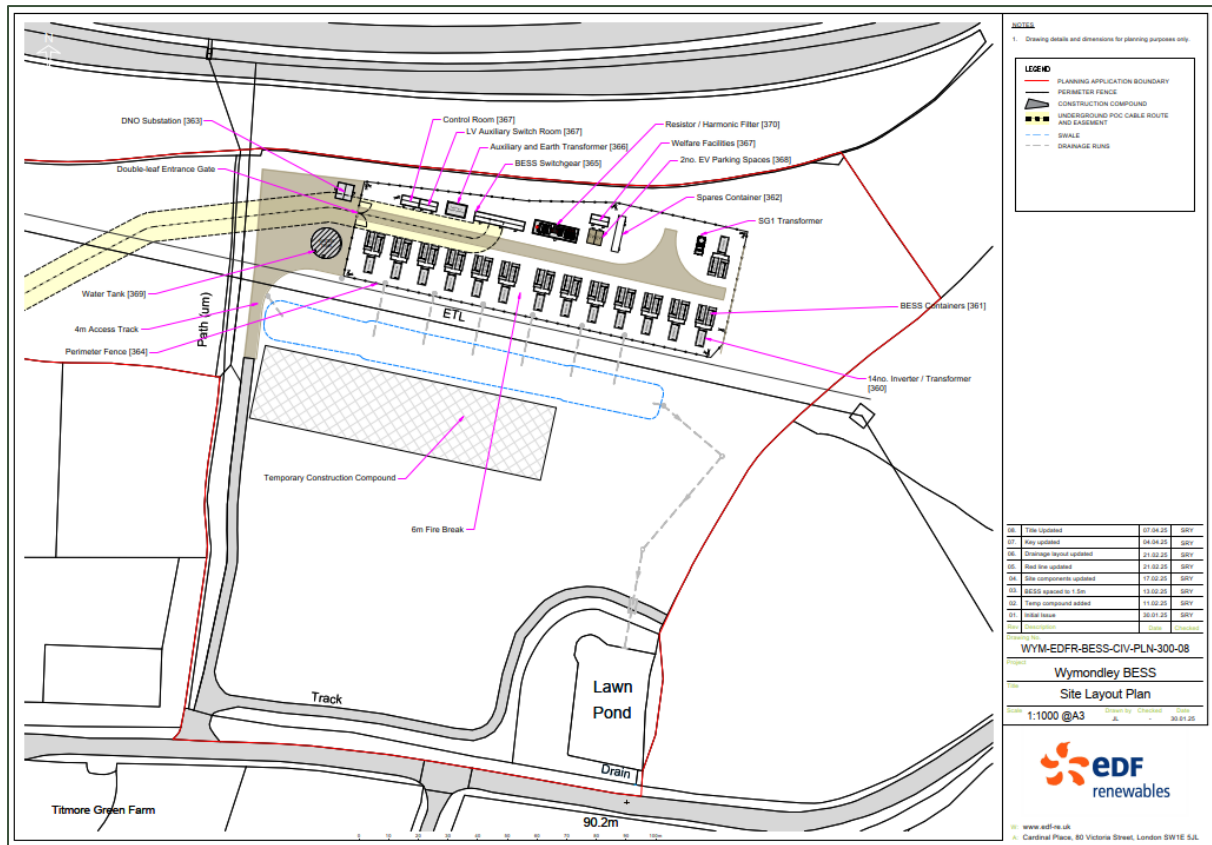
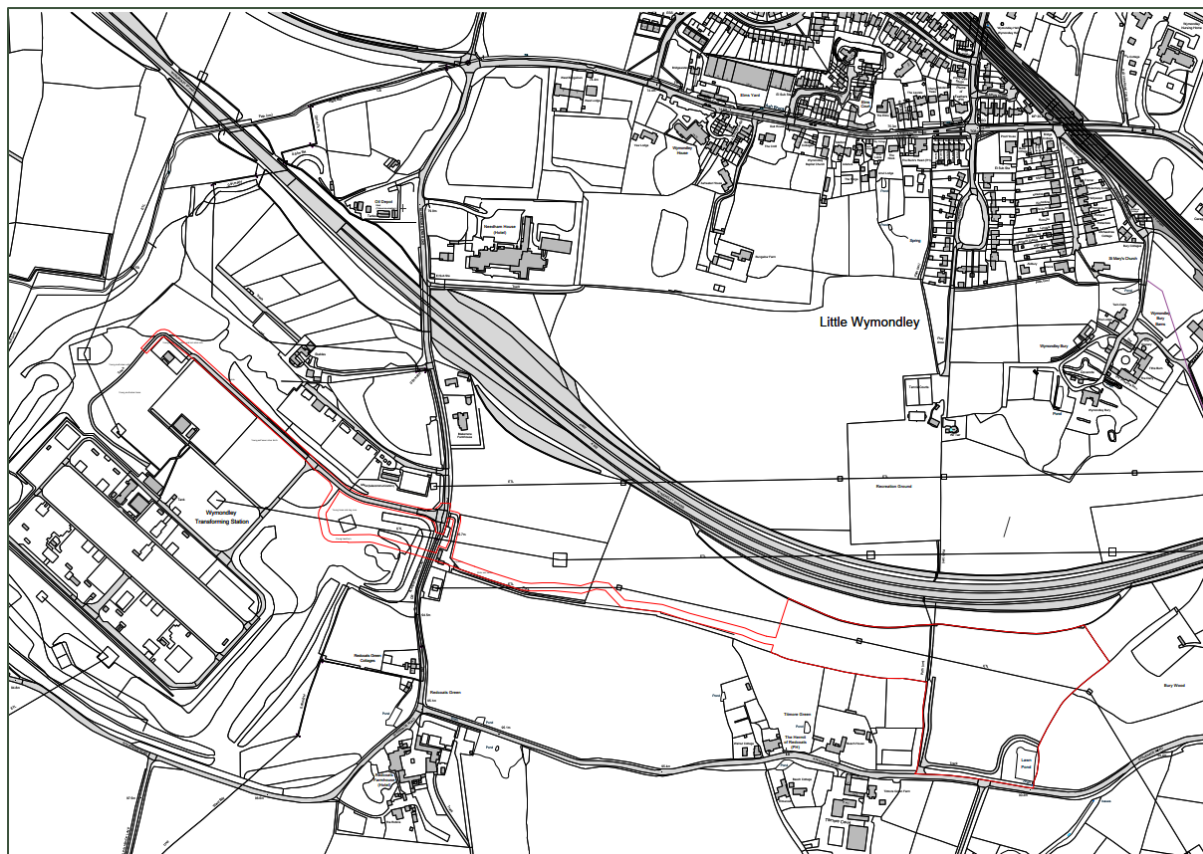


Figure 1.3: Site Boundary



As seen on **Figure 1.4** The underground cabling route extends from the site westwards then passes underneath Blakemore End Road (using a horizontal directional drilling (HDD method) into the National Grid Wymondley Substation (NGWSS). The route continues northwest for 150m (trenched) around the NGWSS site before it reaches the point of connection with the NGWSS.



2.0 Construction Traffic Management Plan

2.1 Introduction

The purpose of this CTMP is to outline the areas for consideration when preparing the programme of works and undertaking the Site operation. The CTMP will provide a strategy for managing the construction related traffic and minimising the interaction between members of the public and construction traffic. The document will be used for the duration of the works, with all construction works anticipated to remain within the Site. The report will be updated as necessary throughout the construction phase.

2.1.1 Key Considerations

The CTMP will ensure a suitable means of access to the site is secured for construction vehicles and the provision of a compound within the site to accommodate all traffic movements with the works. The CTMP will also determine an appropriate route to and from the site and the hours of operation for the purposes of controlling and managing the traffic impact of construction traffic associated with the development works.

- Access and routes – this includes the planning and managing of vehicles, along with the provision of suitable access into the site.
- Internal layout of the compound – this will outline the allocation of space within the site to enable turning and loading, parking arrangements for the workforce and material storage. Reversing will be avoided where possible through sensible design.
- Construction activities – this includes reference to the hours of traffic activity and vehicle movements.

2.2 Construction Phase

A construction programme has not yet been prepared however the construction phase is summarised below.

Construction is anticipated to last for approximately 54 weeks (12 months), with peak vehicular movements anticipated to be focused during the first few months during the site set-up. It is anticipated that the final two months will constitute the commissioning phase.

The proposed working hours during the construction phase are:

- Monday to Saturday – 07:00 to 18:00; and
- Sunday and Bank/National holidays – No work.

Limited vehicular movements to and from the Site are expected, with most trips to the Site made predominantly by cars and vans. An average of 20 two-way car/van movements and 4 two-way HGV movements are expected at the Site daily over the construction phase with fewer trips of approximately 2 per day on two occasions per month expected during the operational phase.

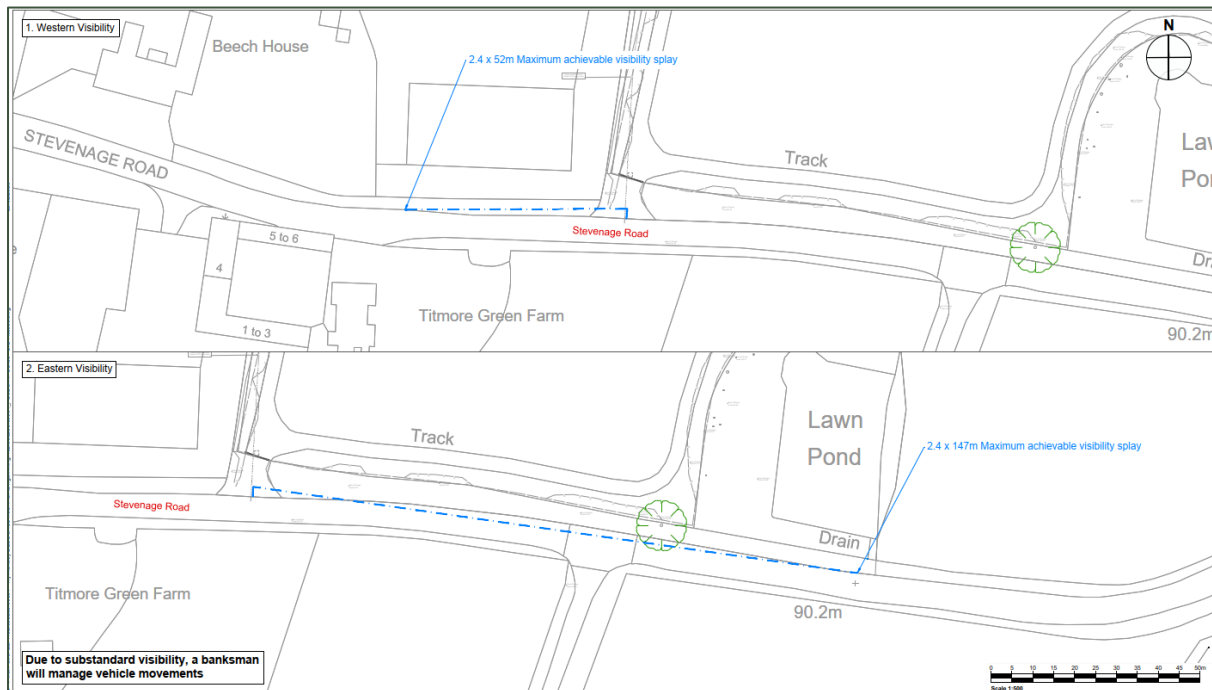
It is anticipated that the construction workers will travel from the local area, and it is expected that the contractor will use a staff bus to transport workers to and from the Site. Access for workers and visitors will be provided via the proposed access.



2.2.1 Access and Routing

The access to the main Site will be provided via Stevenage Road. The access has been designed as a simple 'field access' arrangement with adequate width provided internally to allow for an HGV to pass into the Site unobstructed; due to substandard visibility inbound traffic along Stevenage road will need to be managed by a banksman. The outline access design can be seen in **Figure 2.1**, with the full drawing included in **Appendix A**.

Figure 2.1 – Access Design



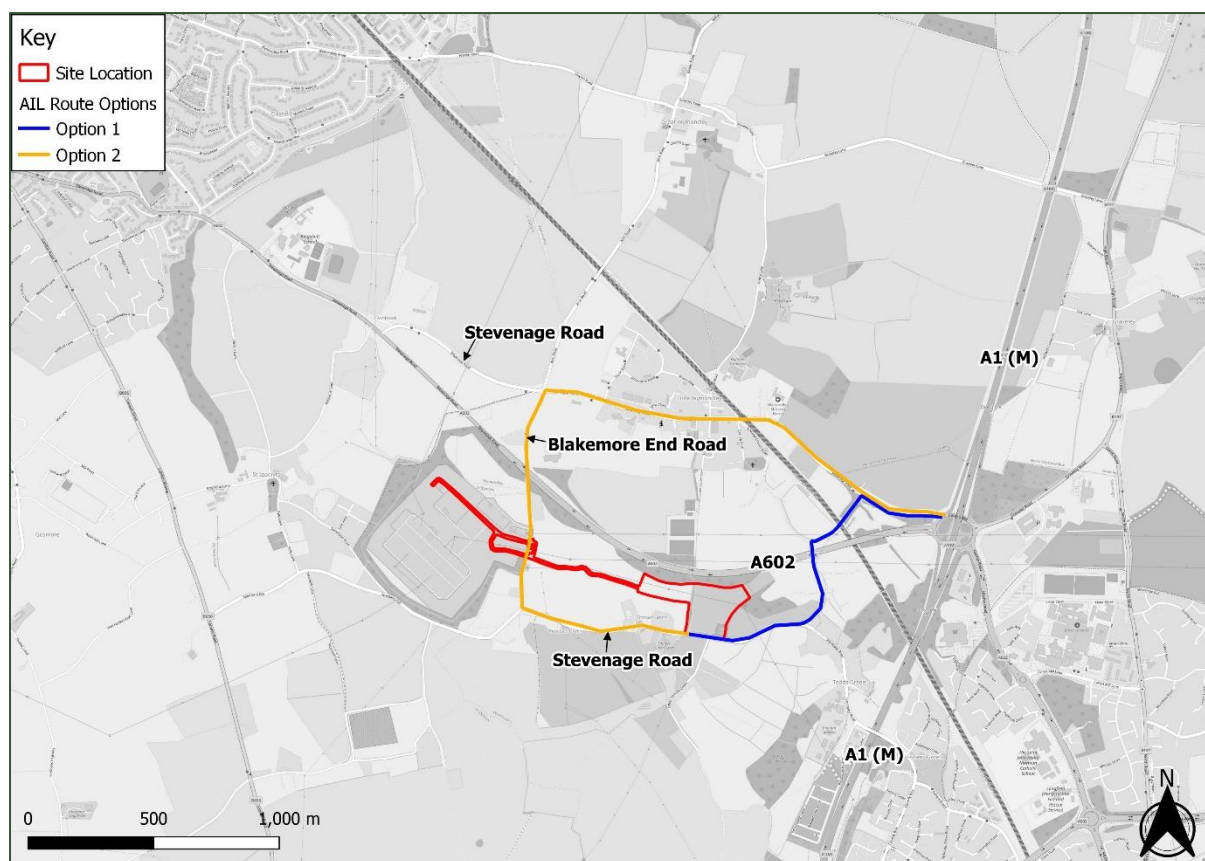
The potential routes for all vehicles travelling to and from the Site will be assessed under an Abnormal Indivisible Load (AIL) assessment which will be provided in a separate report. This AIL assessment will investigate two options which will originate from the A1 (M) junction 8.

- Option 1 – HGVs/AILs will route off the A1 (M) onto Stevenage road, route under the A602 via chanty lane and on to Stevenage Road where the site can be accessed.
- Option 2 – HGVs/AILs will route off the A1 (M) onto Stevenage road, route through Little Wymondley

The expected HGV route to the site is provided in **Figure 2.2**.



Figure 2.2 – HGV Route



This route maximises the journey for HGV to the shortest routes on A-Road and above class roads where possible, and limits routing through any nearby settlements.

If both of the routes discussed above are not deemed suitable by the AIL assessment, the scope of the assessment will be revised to find a more appropriate route.

Swept Path Analysis

Swept path analysis has been completed for the new access and can be seen in **Figure 2.3** where it is demonstrated that a 16.5m HGV will be able to enter and egress the Site. This can be seen in **Figure 2.4**. In addition, a 178m mobile crane has also been tracked, as this is likely to be a more difficult vehicle to manoeuvre. The drawings for the swept path analysis are provided in **Appendix A**.



Figure 2.3 – Swept Path Analysis (16.5 Articulated HGV)

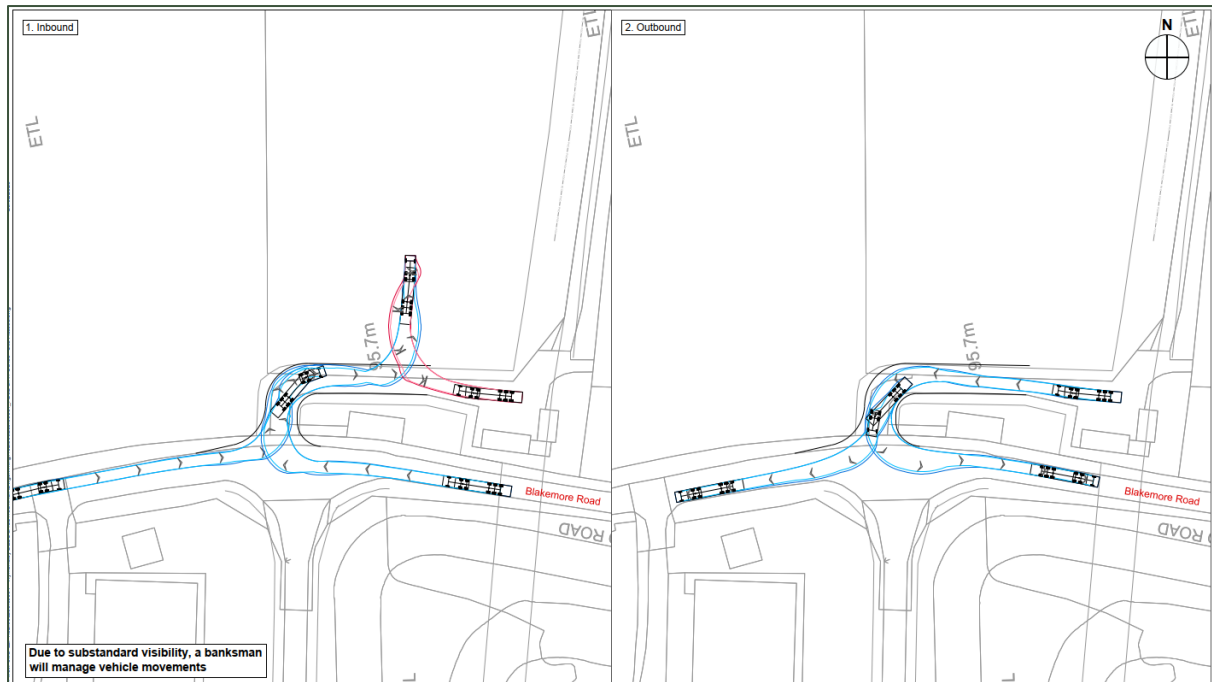
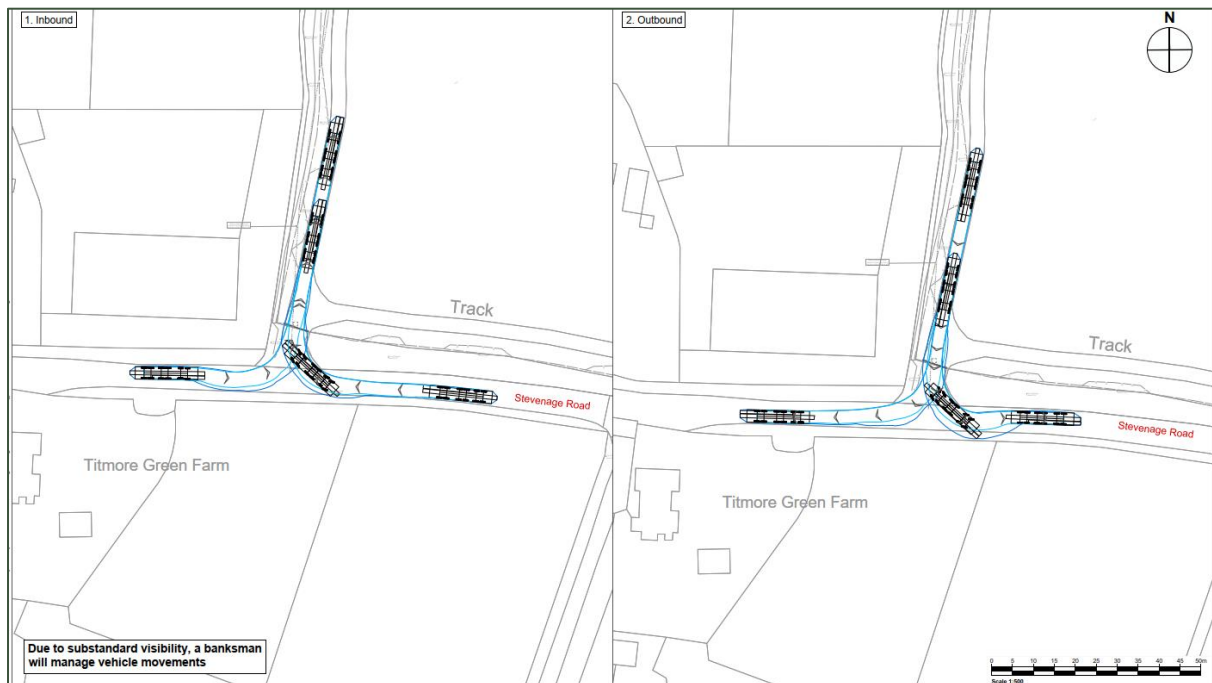


Figure 2.4 – Swept Path Analysis (17.8 mobile crane)



Access will also be required west of the Site during the installation of the cable. The works will require the excavation of a 3m wide and 1.2m deep trench. The route will be directionally drilled at a depth approximately 2-5m below ground level.



2.2.2 Construction Activities

The following activities are anticipated for each stage of the construction phase.

- Site establishment
 - Installation of site security fencing and tree protection barriers
 - Permitted felling/ pruning of existing trees and hedges
 - Site strip and removal of arising from site
 - Installation of temporary site accommodation, welfare, and contractor onsite parking.
- Ground works
 - Excavations for new drainage
 - Construction of new roads, paths, and parking
 - Excavations for and casting of concrete foundations 7
 - Excavations for installation and connection of new utility services
 - Electrical works.
- Super structure works
 - Installation of cabling
 - Delivery and installation of generator containers, radiators, and exhaust stacks
 - Delivery and installation of transformer and compound
 - Delivery and installation of ancillary infrastructure
 - Delivery and installation of final welfare and storage buildings
- External works
 - Boundary fencing
 - Landscaping
- Commissioning works

As confirmed previously, the construction working hours for the proposed development will be Monday to Saturday – 07:00 to 18:00. There will be no activities on a Sunday or on public/ bank holidays. If construction activities and vehicle movements associated with the demolition and construction phases are required to take place outside of these times, permission will be sought in advance from NHC.

At the time of submission, the procurement process has not begun and so it is not possible to provide details relating to material and workforce, so the traffic generation has been based on worst case assumptions. The estimated deliveries can be seen below in **Table 2.1**.



Table 2.1 – Estimated Deliveries

Description Estimated	Est Deliveries (no.)	Vehicle Type
Containers of Batteries	28	16.5m articulated HGV
ACC/DCC cabinets	6	16.5m articulated HGV
Spare parts container and spares	5	16.5m articulated HGV
Substation GRP buildings	4	16.5m articulated HGV
MV Skids (Inverter and Transformers) Deliveries	14	16.5m articulated HGV
Harmonic Filter	3	16.5m articulated HGV
Ready mix concrete/pre-cast concrete	50	16.5m articulated HGV/ concrete mixer
Consumables for Site	9	16.5m articulated HGV
Temporary Welfare Facilities	4	7.5t rigid HGV
Generators	36	16.5m articulated HGV
Cranes for Installation of Battery Containers	4	16.5m articulated HGV
Site Road and Compound Construction Material	60	20t tipper HGV
Removal of excess soil	240	20t tipper HGV
Miscellaneous Plant	19	16.5m articulated HGV
Cables	19	16.5m articulated HGV
Other materials for Site.	19	7.5t rigid
Total	520	

Table 2.1 confirms that the maximum number of construction vehicles anticipated through the whole construction period is 520 trips or 1040 two-way movements; this translates to more than 4 HGV trip two-way movements a day, assuming a total of 21 working days per month. However, this 'average' figure is not considered to be a realistic calculation of the likely peak traffic generation.

It is assumed that during the peak period of the construction stage would result in a maximum 11 two-way HGV movements daily. This peak period is anticipated to last for no more than a month, with all other months generating less daily HGV trips than this period.

The scheduling of trips and use of local contractors/ labour will help to reduce the overall impact of the proposed works on the wider highway network.

2.3 Internal Layout

2.3.1 Vehicle Access and Turning

Vehicles will be able to access the Site from a junction with Stevenage Road. Due to existing constraints, the access has been designed to accommodate 1 vehicle at a time. Any HGVs



waiting to egress the Site will be held, giving way to any approaching HGVs to allow for the HGV entering the Site to leave the carriageway.

Vehicles will be provided with an area to turn within the site, designed to accommodate all construction and delivery vehicles. Unusually large or abnormal vehicles will be prepared for in advance with plenty of room being made to accommodate turning manoeuvres within the site. All loading and unloading associated with construction will be accommodated within the site.

2.3.2 Parking for Site Operatives and Visitors

Visitor and staff car parking will be located within the compound close to the welfare facilities, to be defined by the contractor. The allocated parking areas will have appropriate signage along with safe and secure barriers to segregate all personnel from site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. Parking will be within the site premises for all construction related vehicles so as not to increase demand for on-street parking or impede the movement of both site-bound vehicles and through traffic. No parking whatsoever will be allowed on public roads.



3.0 Mitigation Measures

A range of measures are suggested to reduce the potential adverse impact of the development related traffic on the local road network and the amenity of local residents. These measures have been summarised in the following section.

3.1 Contractors

Contractors with experience in the construction of battery storage sites, and in this type of environment, will be appointed following a tendering process. EDF-R will appoint an Environmental Clerk of Works (EnvCoW) who will liaise with the Contractor to ensure that all activities on Site comply with appropriate construction method and relevant planning conditions. The EnvCoW will act as the first point of contact for any concerns.

All contractors will be required to supply detailed method statements which will incorporate all planned mitigation methods. All sub-contractors are required to read, understand, and adopt all procedures outlined within this CTMP.

Sub-contractors who formulate a construction traffic management plan for their work activity must issue it to the Principal Contractor for approval and acceptance prior to Site issue. Any traffic management procedures required to secure a work area or safeguard subcontractor operatives must be co-ordinated with the Principal Contractor Site Manager (e.g., use of banksmen, operatives carrying out works roadside etc.).

The Principal Contractor Site Manager must be informed of any planned Site activity and movement of Site traffic; the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other Site activities.

3.2 Signage

The use of route directional signage along the main public roads leading to the Site (and the briefing of drivers and supply companies as to the traffic management requirements) will ensure that all vehicles use the preferred route for access to the Site. All signs are to be clearly labelled to the construction site and positioned in suitable locations for all users. All vehicle operators will also be issued with directions on instruction and before the first visit to the Site.

The location of signposts for the route will be decided based on the route selected by the ALL assessment report.

Temporary traffic control will be required during the construction of the Site access only, the details of which would be submitted to and agreed if full with NHC.

Warning signage on Site must be complied with at all times. Upon entry into the Site, delivery vehicles will be met by designated personnel who will direct them to the loading/unloading area.

Any signage required on the public highway will be erected and positioned in accordance with the requirements of the Traffic Signs Manual and Safety at Street Works and Road Works – A Code of Practice, and in consultation with NHC.



3.3 On-Site Safety

All personnel entering the working area will wear appropriate Personal Protective Equipment (PPE) such as hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out of their vehicle.

Everyone required to work within the Site area will be made aware that they have a responsibility for the safety of themselves and others. All Site operatives and visitors have a 'duty of care' to themselves and others and need to be conscious of the surroundings and ongoing activities locally.

In the event of an emergency, right of way to all emergency services will be given at all times. Emergency services and control of access will be carried out in compliance with the Site emergency procedures.

3.4 Travel Planning

A full staff Travel Plan (TP) is not considered to be necessary due to the low levels of construction staff which will be on-site at any given time. Information on local bus times, cycle and walking routes to the Site will, however, be provided to all sub-contractors and staffing for the purpose of encouraging travel to work by other modes than the private car. Car sharing will also be encouraged amongst construction staff.

3.5 Site Traffic

All traffic visiting the Site will be required to report to Site Security where they will obtain clear instructions before further movement is acceptable. If applicable, an induction would be completed, vehicle permits would be issued, and the Site rules and emergency procedure(s) would be explained.

All traffic will adhere to signage which will be clear and provide on-site instructions such as directions, speed limits, etc.

All heavy site traffic will be equipped with audible reversing warning with additional visual aids e.g., reversing cameras, mirrors, etc utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the Foreman Fitter who will assess and repair any damage etc. to the plant. Management will ensure that all loads are covered fully to limit the loss of material in transit, where applicable.

3.6 Vehicle Cleaning

Pressure wash facilities shall be maintained for the duration of the works for the access route, to ensure materials from the Site are not transferred onto the highway, and road cleaning will take place when required to remove any deposits that are carried from the site. Site management will ensure that all loads are covered fully to limit the loss of material in transit. The wheel wash facilities will be located at the main Site entrance. Pressure wash units will be located to clean off wheels and body of any road-going vehicles requiring such cleaning before exiting the site.



3.7 Timing of Deliveries

Limited deliveries are expected for this site for the duration of the construction phase amounting to no more than 8 HGV movements daily over a 10-hour working day. Traffic volumes at this level are deemed relatively insignificant to overall highway conditions. All the same, deliveries to site will be scheduled to coincide with off-peak periods of the day over a protracted period to further reduce the diminutive impact of the Site traffic to the highway network and safety.

Specific timetables for delivery will be available upon the selection of contractors and vendors for this project.

3.8 Driving and Speed Restrictions

All vehicles (cars, LGVs, HGVs) shall be driven in a safe and defensive driving manner at all times within speed limits. A zero-tolerance policy shall be adopted by all contractors, such that any infringement results in that person not returning to Site. All cars and drivers of Site operative's vehicles used for commuting to and from Site must be roadworthy and legally compliant. All commercial vehicles and drivers must be roadworthy and legally compliant.



4.0 Complaints and Inquiries Procedure

It is important that members of the public or interested parties are able to make valid complaints or inquiries about the transport elements of the construction works. Such complaints and inquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and will also allow the construction techniques to be refined and improved.

It is anticipated that the complaints and inquiries procedure can be made either directly to the site contractor or via NHC, who in turn will provide feedback to the site contractor.

Contact details for the Site contractor and EDF-R as detailed within **Table 4.1** below, will be made clearly visible at the entrance.

Table 4.1: Contact Details (To be completed)

Name	Position	Contact Number(s)	Email
EDF Renewables	Client	TBC	TBC
To be confirmed	Site Contractor	-	-
To be confirmed	Planning Department	-	-

All complaints and inquiries will be logged promptly by the site contractor and kept on Site for. When the names and contact that are currently to be confirmed in **Table 4.1** are finalised, these details will be provided to NCC.

4.1 Checking Corrective Action

Traffic monitoring will be undertaken and will feed back into the content of this CTMP. As outlined above, it is intended for the CTMP to be a 'living document' which is updated periodically as and when required.

The Contractor will be responsible for establishing a programme of monitoring, the results of which shall be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required will also be monitored. This methodology will ensure that the construction activities are being undertaken in accordance with the CTMP and that the Contractors are held to account.

The procedure for addressing non-conformance/ compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this will record any traffic related incident and work that has not been carried out in accordance with the CTMP or Method Statement.
- Completion of a Corrective Action Report – this will record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint.
- Action – Any necessary actions identified as a result of the above will be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above will be retained by the Contractor throughout the construction process. The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.



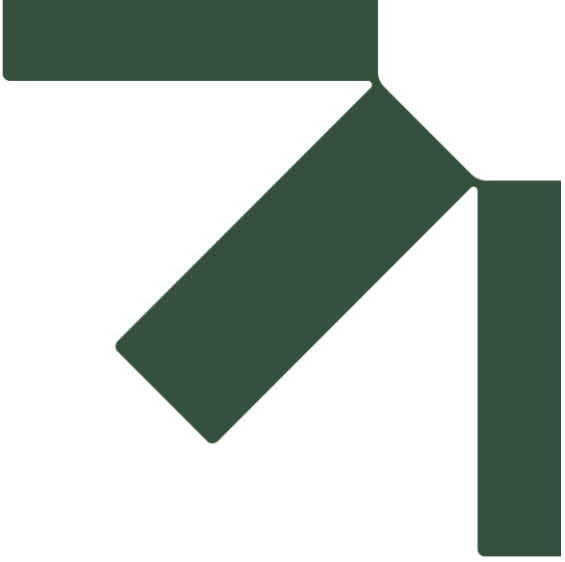
5.0 Conclusion

The key measures that form part of the proposed strategies for this CTMP are summarised in the **Table 5.1** below:

Table 5.1 – Summary of Suggested Mitigation Measures

Measure	Summary
Route and access signage	The delivery routes will be signposted to eliminate vehicular conflicts and forestall possible delays and congestions arising from wayfinding. Signage for walkers and users of Hickling Lane will be placed on both approaches to the Site access. A banksman will be situated at the Site access to manage vehicles and to ensure no conflict with users of Hickling Lane.
Driving and speed restrictions	Defensive driving and speed limits shall be enforced for all Site vehicles.
Vehicle Cleaning	Pressure wash facilities shall be maintained for the duration of the works for the access route if required, to ensure materials from the Site are not transferred onto the highway.
On-site safety measures	PPE in the form of Hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves shall be made mandatory to be worn at all times for personnel on site. Safety standards shall be adhered to by all workers and drivers.
Contractors	Experienced contractors shall be used for the proposed works and Method Statements and planned mitigation methods required of them as a mandatory guidance for all works to be carried out.
Site Traffic check-in	All Site-bound traffic will check-in with the Site security for briefing and possibly induction where applicable; vehicle permits will be issued, and the Site rules and emergency procedure(s) will be explained. Reverse alarms and additional visual aids like reverse cameras and mirrors shall be utilised always.
Parking and turning	All designated parking areas within the construction compound shall have safe and secure barriers to segregate all personnel from Site plant and vehicle routes and on street parking prohibited for HGVs and staff vehicles.





Appendix A Access Design and Swept Path Analysis

Construction Traffic Management Plan

Wymondley BESS

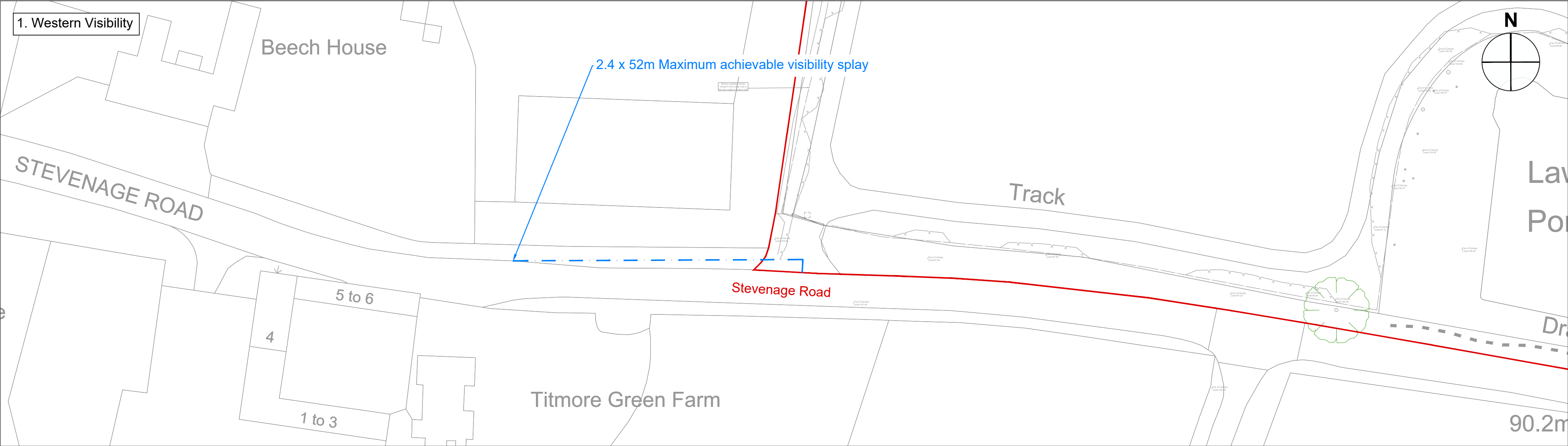
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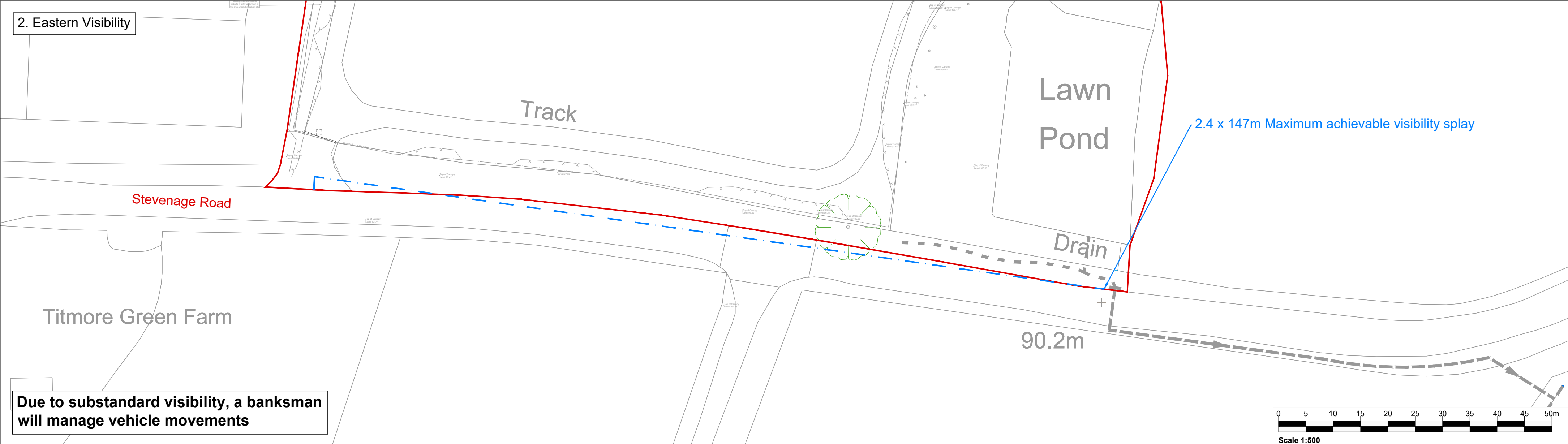
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1. Western Visibility



2. Eastern Visibility



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Project
Wymondley BESS & ISS

Drawing Title
Swept Path Analysis - Fire Tender Site Access

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Date 24.02.25	Date 24.02.25	Date 24.02.25	Date 24.02.25

Drawing Number
PD02_AT04

Scale
1:500

@ A1

SLR Project No.
402.065238.00001

B	Site plan updated	21.03.25	LJ	DS	DS
A	Tracking amended	07.03.25	LJ	DS	DS

Rev Amendments Date By Chk Auth

Notes:

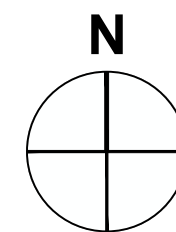
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

Legend:

Scale 1:500

0 5 10 15 20 25 30 35 40 45 50m

\\slr.local\au\Offices\UK\Bradford on Avon\Projects\402\065238 - Pivot Power LLP\402.065238.00001 - Wymondley BESS & ISS\Tech\48\Drawings\Wymondley\402.065238.00001_PD02 & AT Series - Site Access.dwg 21/03/2025



Track

Track

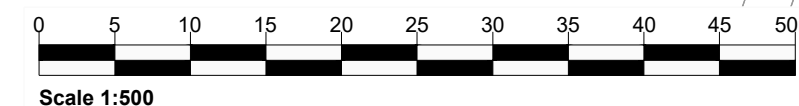
Stevenage Road

Stevenage Road

Titmore Green Farm

Titmore Green Farm

Due to substandard visibility, a banksman will manage vehicle movements



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Client
EDF

Project
Wymondley BESS & ISS

Drawing Title
Swept Path Analysis - 17.8m Crane
Site Access

Scale 1:500 @ A2	SLR Project No. 402.065238.00001
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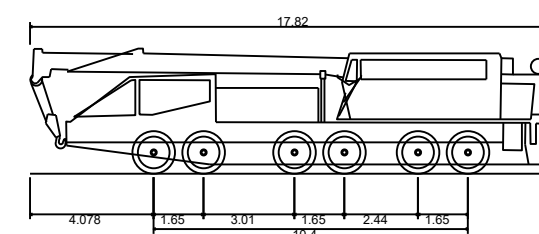
Designed LJ	Drawn LJ	Checked DS	Authorised DS
Date 28.10.24	Date 28.10.24	Date 28.10.24	Date 28.10.24

B	Site plan updated	21.03.25	LJ	DS	DS
A	Site plan updated	24.02.25	LJ	DS	DS
Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth
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Notes:

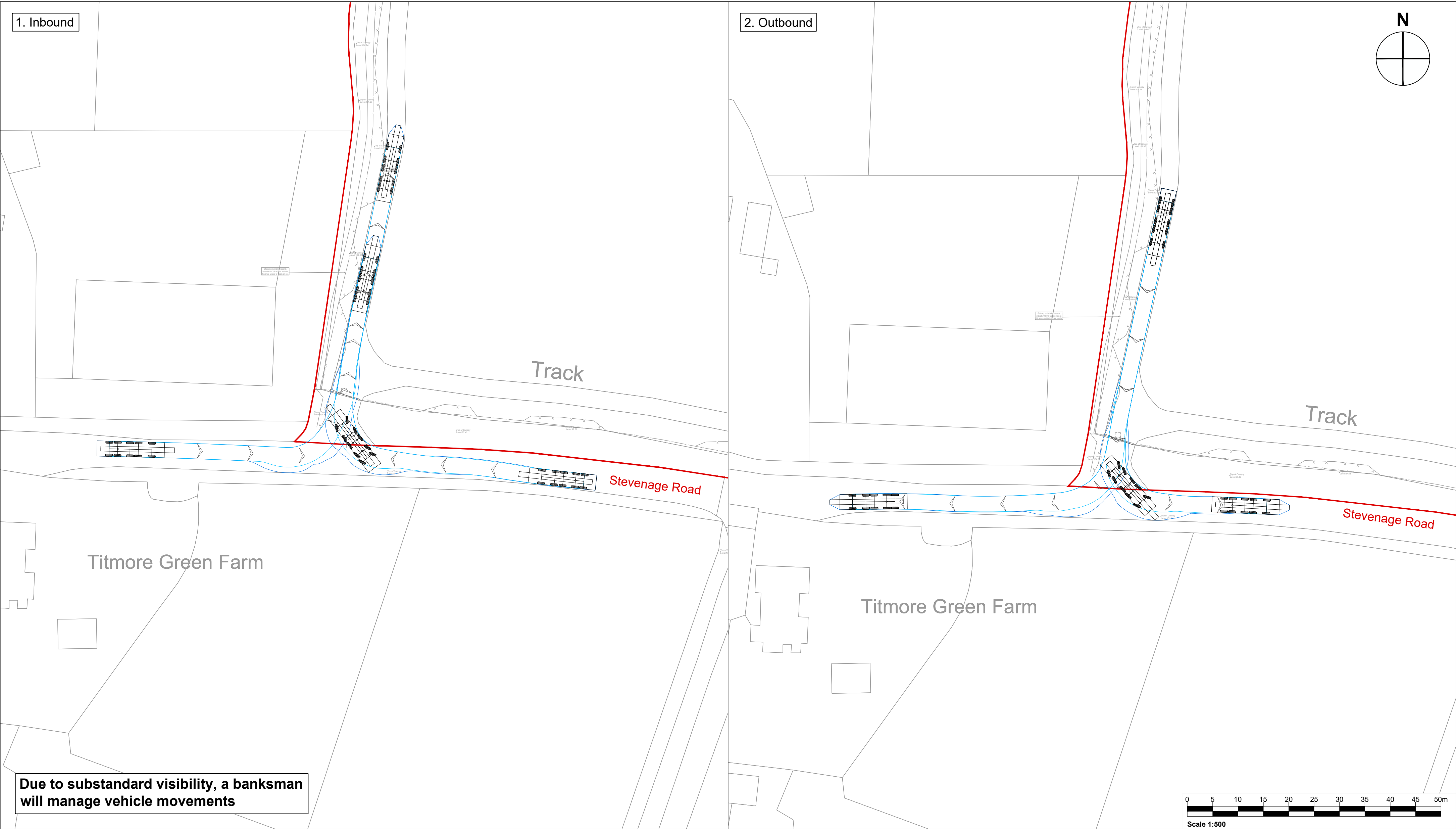
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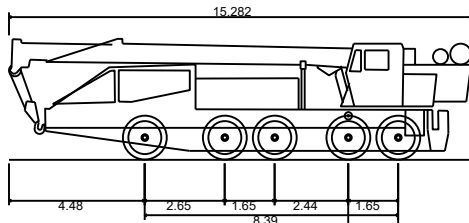


Terex AC250-1	
Overall Length	17.820m
Overall Width	2.980m
Overall Body Height	4.139m
Min Body Ground Clearance	0.300m
Track Width	2.880m
Lock to lock time	4.00s
Wall to Wall Turning Radius	13.940m

Legend:

21/03/2025
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				Client EDF							
www.slrconsulting.com				Project Wymondley BESS & ISS							
Drawing Status & Suitability Code											
Designed LJ	Drawn LJ	Checked DS	Authorised DS	Drawing Title Swept Path Analysis - 15.3m Crane Site Access							
Date 28.10.24	Date 28.10.24	Date 28.10.24	Date 28.10.24								
Drawing Number PD02_AT02			Rev. B	Scale 1:500 @ A2		SLR Project No. 402.065238.00001					
				B	Site plan updated	21.03.25	LJ	DS	DS		
				A	Site plan updated	24.02.25	LJ	DS	DS		
				Rev	Amendments	Date	By	Chk	Auth		
				Rev		Amendments	Date	By	Chk	Auth	
				Notes: 1.  Liebherr LTM 1200-5.1 Mobile Crane Overall Length 15.282m Overall Width 3.000m Overall Body Height 4.000m Min Body Ground Clearance 0.300m Track Width 3.000m Lock to lock time 4.00s Kerb to Kerb Turning Radius 9.775m						Legend:	





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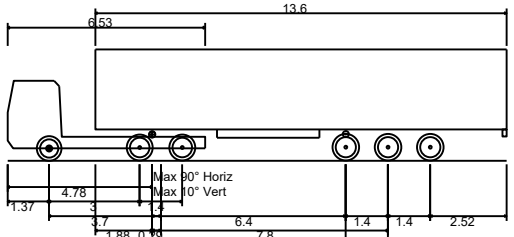
Drawing Status & Suitability Code			
Designed LJ	Drawn LJ	Checked DS	Authorised DS
Date 28.10.24	Date 28.10.24	Date 28.10.24	Date 28.10.24
Drawing Number PD02_AT01		Rev. B	

Client
EDF

Project
Wymondley BESS & ISS

Drawing Title
Swept Path Analysis - 16.5m HGV
Site Access

B	Site plan updated	21.03.25	LJ	DS	DS
A	Site plan updated	24.02.25	LJ	DS	DS
Rev	Amendments	Date	By	Chk	Auth

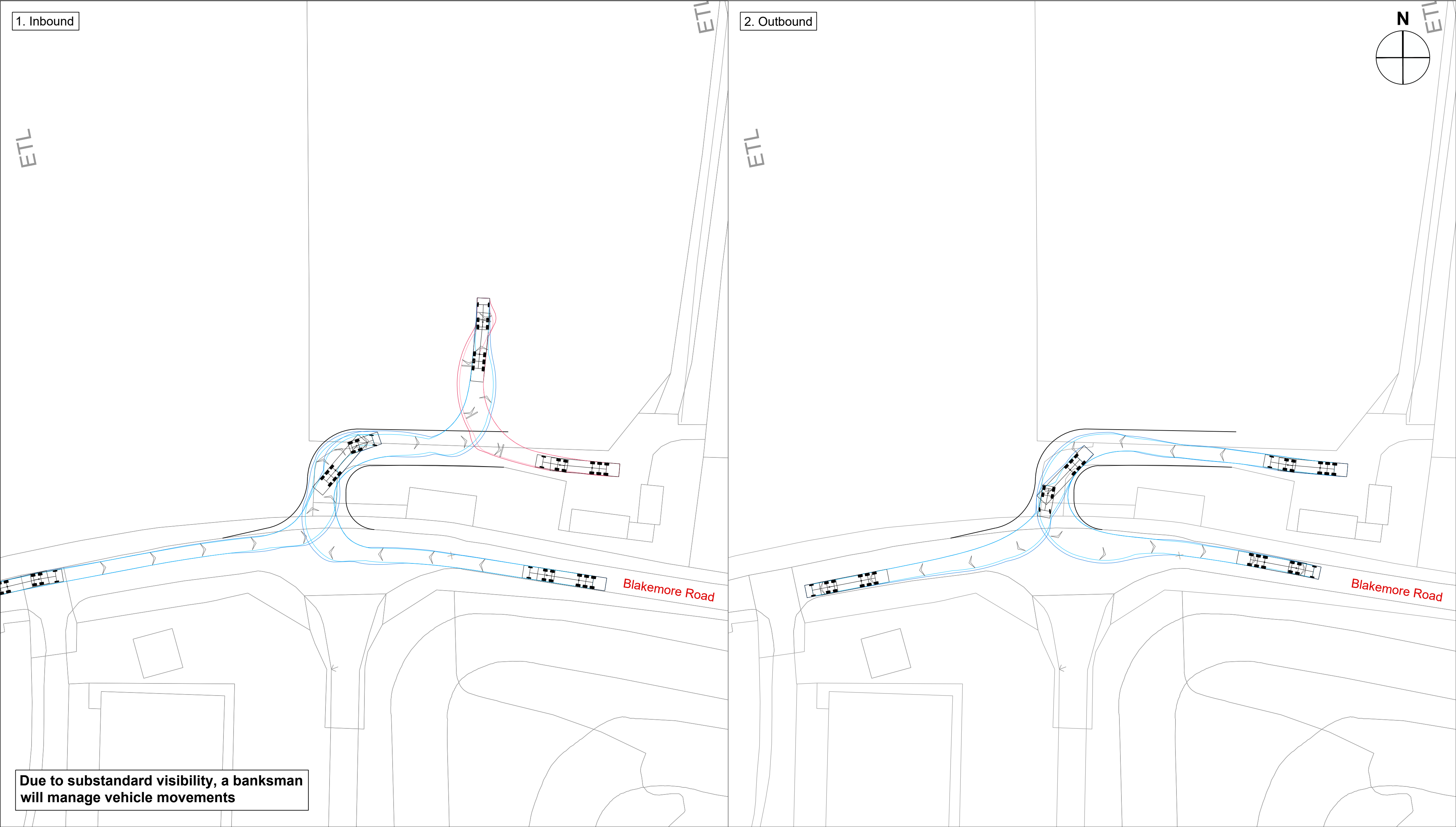
Notes:
1.


Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	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

Legend:

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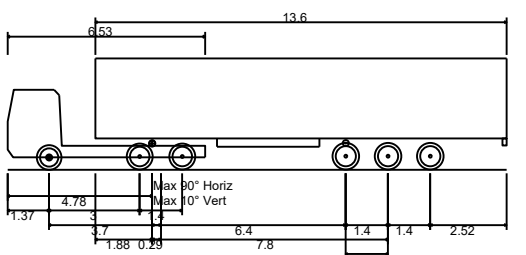
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				Client EDF			
www.slrconsulting.com				Project Wymondley BESS & ISS			
Drawing Status & Suitability Code							
Designed LJ	Drawn LJ	Checked DS	Authorised DS	Drawing Title Swept Path Analysis - 16.5m HGV Blakemore Road - Site Access			
Date 24.02.25	Date 24.02.25	Date 24.02.25	Date 24.02.25				
Drawing Number PD02_AT05			Rev. A	Scale 1:500 @ A2	SLR Project No. 402.065238.00001		
A Site plan updated 21.03.25 LJ DS DS				Rev Amendments Date By Chk Auth			
Rev Amendments				Rev Amendments Date By Chk Auth			

Notes:

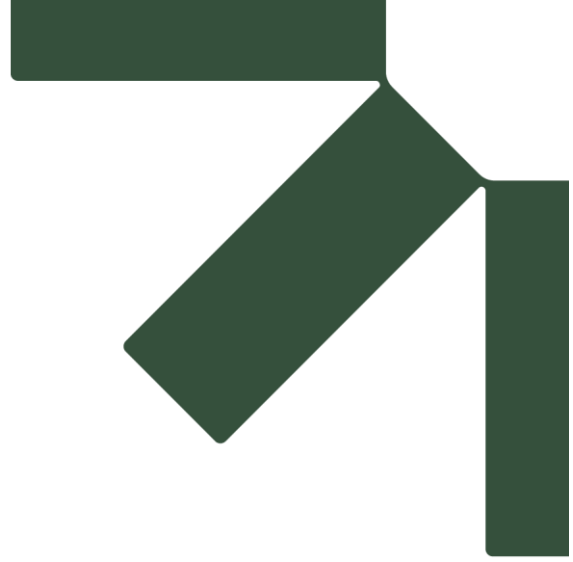
1.



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 2.550m
Overall Width 3.681m
Overall Body Height 0.411m
Min Body Ground Clearance 2.500m
Max Track Width 6.00s
Lock to lock time 6.530m
Kerb to Kerb Turning Radius 13.6m

Legend:

Proposed kerbs



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