

Westfield Energy Conservation Park

Construction Traffic Management Plan

February 2026

Lightrock Power

AMA Project Number: 23064

Andrew Moseley Associates

15 St Paul's Street

Leeds

LS1 2JG

www.amatp.co.uk

info@amatp.co.uk

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REPORT PRODUCTION TEAM

Name	Initials	Job Title
Matthew Taylor	MHT	Principal Transport Planner
Elizabeth Theakston	ECT	Graduate Transport Planner
Shazad Khan	SK	Director

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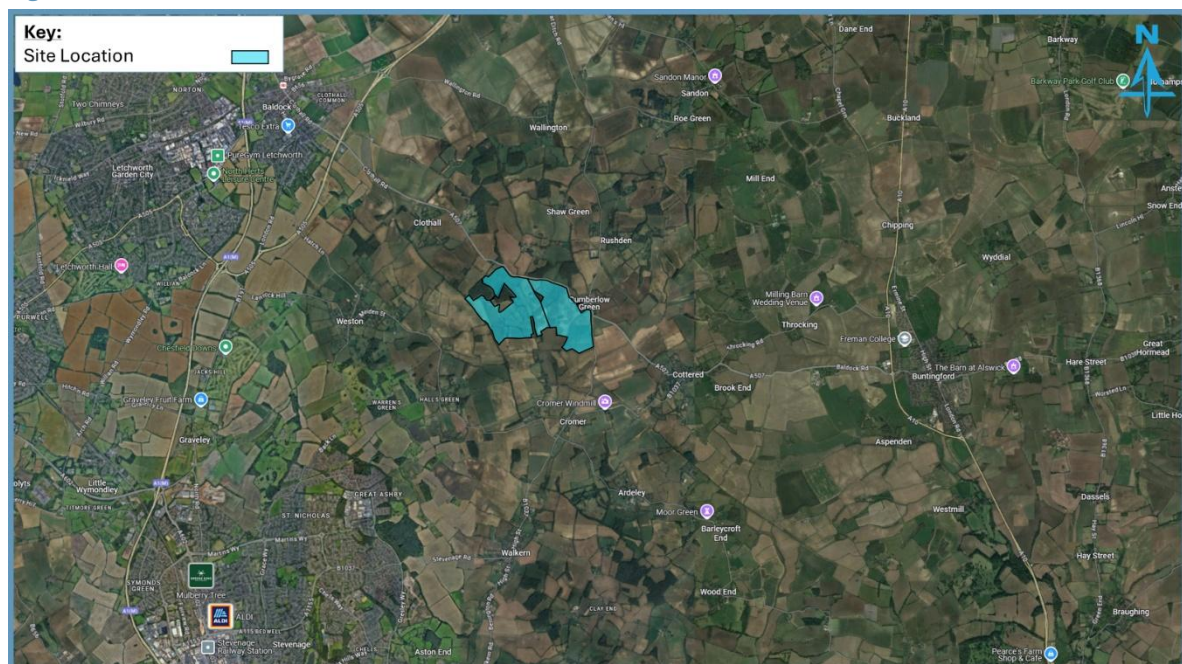
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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Lanpro on behalf of Lightrock Power (the Applicant) to prepare a Transport Statement (TS) and Construction Traffic Management Plan (CTMP) to accompany a full planning application for Westfield Energy Conservation Park which incorporates a Battery Energy Storage System (BESS), co-located ground mounted solar farm, associated infrastructure, access, biodiversity enhancements, and landscaping (the 'Proposed Development') on land south of A507 at Westfield Common, Hertfordshire ('the Site').
- 1.1.2 The application Site layout and red line boundary are set out in [Appendix A](#).
- 1.1.3 The Local Planning Authority (LPA) is North Herts Council (NHC), and the Local Highway Authority (LHA) is Hertfordshire County Council (HCC).
- 1.1.4 This TS has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 The Site comprises existing farmland, currently served by three agricultural access that connects to the A507 to the northern boundary and to the east onto Cromer Heath. It is located approximately 4km to the east of Letchworth Garden City. The surrounding area is predominantly agricultural, in keeping with the rural character of the wider landscape. [Figure 1-1](#) shows the location of the application Site.

Figure 1-1 Site Location Plan



1.2 SCOPE

- 1.2.1 The purpose of this report is to advise and provide confidence to the LPA and LHA regarding construction traffic generated by the Site and certain construction activities that may impact upon the public highway.
- 1.2.2 It aims to demonstrate that the Proposed Development can be delivered without detriment to highway safety and the amenities of the area.
- 1.2.3 This is also intended to be a live document prior to and throughout the construction period, updating relevant elements as they arise or are required.

1.2.4 The report will cover areas of key significance as follows:

- ▶ Impact on traffic flow along the local highway network;
- ▶ The anticipated number, frequency and types of vehicles used during construction;
- ▶ The method of access and routing of vehicles during construction;
- ▶ The parking of vehicles by site operatives and visitors;
- ▶ The loading and unloading of plant, materials and waste;
- ▶ The storage of plant and materials used in construction of the Proposed Development;
- ▶ The erection and maintenance of security hoarding;
- ▶ The provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
- ▶ Measures to control the emission of dust and dirt during construction, lighting for construction and security; and
- ▶ Details of public engagement both prior to and during construction works.

1.3 SITE LOCATION

1.3.1 The Site is located on land to the south of the A507.

- ▶ Postcode: SG9 0QD
- ▶ Grid Reference: 51.955877, -0.10717678

1.3.2 The Site location plan is attached at [Figure 1-1](#).

1.4 HIGHWAY DESCRIPTION / NATURE OF ACCESS

A507

- 1.4.1 The site is bordered to the northeast by the A507, which routes broadly east-west between Buntingford and Baldock, on the outskirts of Letchworth Garden City.
- 1.4.2 The A507 is typically a 6m wide single carriageway road with no street lighting or footway provision within the vicinity of the site. The A507 is subject to the national speed limit of 60mph within the vicinity of the site.
- 1.4.3 To the east, the A507 routes through the village of Cottered. There is a 30mph speed restriction in place through Cottered, with intermittent footway provision and some on-street parking within the vicinity of dwellings. As the A507 routes east of Cottered, the 30mph speed restriction is no longer in place. These road characteristics remain consistent along the A507 until it joins the A10 via a four-arm roundabout approximately 5km to the east of the Site.
- 1.4.4 To the north of the Site, the A507 routes through Cumberlow Green where there is a 90 degree turn and the A507 continues westwards towards Baldock. There are a few dwellings and agricultural access from the A507; however, the majority of its length is subject to the national speed limit and retains the characteristic of a rural A-road, with no footways or street lighting.
- 1.4.5 To the east, the A507 routes to the A10, whilst to the west, the A507 provides vehicle connections to both the A505 and the A1(M).

A10

- 1.4.6 Approximately 4.5km to the east of the Site, the A507 routes to the A10. The A10 routes broadly north-south between the M11 junction 11 near Cambridge to the north and continues to the M25 junction 25 to the south.
- 1.4.7 Within the vicinity of the A507 junction, the A10 has footways and street lighting to facilitate pedestrian movements into Buntingford; however, for the majority of its length, the A10 is typically a single carriageway road with no footways or streetlighting unless within the vicinity of villages or towns.

B1037

- 1.4.8 The B1037 routes from the A507 at Cottered, routeing broadly southwest along the southern boundary of the Site where it continues through Walkern, and in turn to Stevenage.
- 1.4.9 Within the vicinity of the A507 junction, the B1037 is a single carriageway road. Being within the centre of Cottered, there are some residential dwellings, on-street parking and footway provision within the vicinity of the junction.
- 1.4.10 As the B1037 routes southeast, it becomes a narrow single carriageway road and there are sections which could not accommodate an HGV passing a car without passing locations being utilised.
- 1.4.11 Between Cottered and the Site, the B1037 is subject to the national speed limit of 60mph and has no footways or street lighting. For the majority of its length, the B1037 has hedgerows on both sides of the carriageway which restricts visibility on some of the road bends.

Cromer Heath

- 1.4.12 Cromer Heath borders the Site to the east, and routes from the A507 via a priority junction. There is signage at the priority junction advising that Cromer Heath is unsuitable for HGVs. Cromer Heath is a single-track road with passing place provision and there are grass verges with hedgerow on both sides of the carriageway.
- 1.4.13 Cromer Heath routes south to join the B1037 via a priority junction, and there is a 30mph speed restriction in place within the vicinity.

Summary

- 1.4.14 The proposed Site is well connected to the local and strategic highway networks. Roads within the immediate and wider area generally offer good width, surface condition, and alignment. The local road network supports safe and appropriate access, with direct links to the A10, the A505 and the A1(M).

1.5 PROPOSED CONSTRUCTION PROGRAMME

- 1.5.1 The overall construction programme could run for approximately months 12-18 months. Details of the construction programme and associated vehicle numbers are provided in [Chapter 3](#).

2 CONSTRUCTION MANAGEMENT & ENGAGEMENT

2.1 PUBLIC RELATIONS / ENGAGEMENT

- 2.1.1 HCC will be notified prior to the commencement of Site construction and provided with a copy of the CTMP.
- 2.1.2 It is also proposed a letter drop to any nearby residents that may be affected by the construction operations could be conducted.
- 2.1.3 They will be provided with the contact details for an on-site representative who will be the main point of contact for concerns or complaints regarding the Site.

2.2 SITE WORKING HOURS

- 2.2.1 All work will be conducted between 08:00 and 18:00 hours Monday to Friday with limited construction activities on Saturdays between 08:00-13:00. No construction activities will take place on a Sunday or Bank Holiday.
- 2.2.2 All staff are expected to arrive at the Site during the 30-minute period preceding the start of the operating day (i.e. 07:30 to 08:00 Monday to Saturday) and depart during the 30-minute period that follows the end of the operating day (i.e. 18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 2.2.3 Based on the above, staff arrivals and departures will be undertaken outside the typical network peak hours of 08:00-09:00 and 17:00-18:00.
- 2.2.4 Provision will be made to enable all vehicles to park on site to avoid obstruction to the operation of the public highway and this shall be strictly enforced.

2.3 CONSIDERATE CONSTRUCTORS SCHEME

- 2.3.1 This project will be registered with the Considerate Constructors Scheme. This is a voluntary scheme which audits the Site to ensure that it is being managed with consideration to neighbours and local residents.
- 2.3.2 Registered sites take appropriate steps to reduce any negative impact that they may have on the area in which they are working. Sites therefore aim to leave a positive impression on all those they affect.
- 2.3.3 General information regarding the scheme will be provided to all neighbours affected by the work. Regular communication with neighbours, including adjacent residents, traders and businesses regarding programming and site activities will be maintained from pre-start to completion via a nominated point of contact.
- 2.3.4 A Site information board will be located at the site entrance displaying general information relating to the Proposed Development, including name, telephone number and address of the senior manager on site should member of the public wish to make contact.
- 2.3.5 In addition to the above a Considerate Constructors information poster will be displayed in a location where it is clearly visible to the general public.

2.4 RESPONSE TO COMPLAINTS

- 2.4.1 Any complaints will be logged on site and where necessary, reported in accordance with the Considerate Constructors Scheme.

- 2.4.2 The Considerate Constructors procedures will specify the roles and responsibilities of the developer and the local authority in respect of breaches and complaints from the general public. The required actions will be different on each specific case, depending on the operation, equipment or location or applying additional controls.

3 CONSTRUCTION OPERATIONS

3.1 NATURE & FREQUENCY OF CONSTRUCTION TRAFFIC

- 3.1.1 It is anticipated that the construction phase will occur over a period of 12 - 18 months. Overall, the delivery of materials to Site will generally occur within the first 12-15 months of the project's construction period with commissioning and testing being the latter of the programme and therefore few traffic movements associated with this.
- 3.1.2 All work will be conducted between 08:00 and 18:00 hours Monday to Friday with limited construction activities on Saturdays between 08:00-13:00. No construction activities will take place on a Sunday or Bank Holidays.
- 3.1.3 It is anticipated that the deliveries would take place using a mixture of 12m rigid, and 16.5m articulated vehicles.
- 3.1.4 Based on the estimated delivery period of 12-15 months, [Table 3-1](#) sets out the anticipated schedule of trips to the site within this period. Each month is set out from 1 – 18.

Table 3-1 Construction Traffic Timeline

Trip Type	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Mobilisation	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roadways	200	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Landscaping	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0
Modules, Mounting Structures, MVS	0	0	0	300	300	300	300	300	0	11	12	0	0	0	0	0	0	0
BESS and Sub	0	0	0	150	150	210	210	210	110	80	80	152	123	110	81	0	0	0
Fencing	0	0	0	0	0	0	0	0	0	0	20	20	27	28	15	0	0	0
Demobilisation															5	0	0	0
Total HGV	210	210	200	450	450	510	510	510	110	91	112	172	150	238	201	5	5	5
Average HGV per day (20d/m)	11	11	10	23	23	26	26	26	6	5	6	9	8	12	10	0	0	0
Total Private vehicles per day (staff trips)	40	50	50	120	120	120	120	120	120	120	120	100	100	100	100	0	0	0

- 3.1.5 Based on the above, the construction phase is anticipated to result in a total of 4,139 HGV trips. As detailed, the construction phase is anticipated to peak between months 6 – 8 with a total of 510 HGVs per month within this period. Assuming a 6-day working week, this would equate to up to 20 HGV trips per day, totalling 40 two-way trips taking account of the arrival and departure. Over the daily hours of operation, this would equate to up to four HGVs within an hour period, or one HGV every 15 minutes.
- 3.1.6 The routing of the construction traffic has been carefully considered, limiting the number of movements through sensitive receptors within the local area and routing 100% of traffic along a specified route to assess a worst-case scenario.
- 3.1.7 It is therefore considered that given the finite and temporary time period during which the Proposed Development would generate HGV movements during the construction period, the scheme is not considered to require any junction capacity assessment to be undertaken.

- 3.1.8 The peak month of operation during the construction phase would equate to a maximum of approximately one additional HGV on the local highway network every 15 minutes and would result in a negligible impact on the operation of the Local Highway Network and any junctions enroute.
- 3.1.9 This quantum of vehicular trips will have a nominal impact on traffic levels on the strategic and local road networks in the vicinity of the Site.
- 3.1.10 At the end of the 40-year life of the Proposed Development, the Site would generate a similar level of trips as part of the decommissioning phase.

3.2 SITE ACCESS / EGRESS

- 3.2.1 The Site will be accessed via the primary Site access located to the east of the Site from Cromer Heath (at Field 7) during the construction phase. Whilst the access will connect with the A507 which is a signed 60mph carriageway, naturally vehicles will be travelling well below the speed limit given the characteristics and alignment of the carriageway.
- 3.2.2 The use of this access by construction vehicles is temporary and with the proposed construction traffic management, it is considered that visibility splays in line with DMRB standards for a 60mph carriageway would be excessive. Therefore, visibility splays of 70m should be suitable to ensure vehicles can safely access and egress the Site.
- 3.2.3 Details of the primary (eastern) and secondary (central) Site accesses are set out below.

Primary Site Access (Eastern) Design and Visibility

- 3.2.4 The eastern Site access would be the construction phase access and is situated off of Cromer Heath, at Field 7. The access itself currently forms a farm access track and is clearly well utilised by tractors etc. associated with the existing farm. The access location is therefore well established.
- 3.2.5 To ensure the Site access is safe for use for construction vehicles throughout the construction phase, visibility has been reviewed from both the access with Cromer Heath as well as the visibility at the junction with the A507. The proposed access visibility is set out in AMA Drawing No. 23104-SK-001-3.4 and is attached at [Appendix B](#).
- 3.2.6 Given the potential for conflicting vehicle manoeuvres, the access has been designed to ensure that an articulated vehicle can pass a vehicle waiting to depart the Site. This is set out in AMA Drawing No. 23064-SK-003 as attached at [Appendix C](#). As shown, there is adequate room for two articulated vehicles to pass at the widened section of the access track.
- 3.2.7 The access location also ensures vehicles do not drive along Cromer Heath which has signage at the junction that the carriageway is unsuitable for HGVs. Due to the low bridge at Baldock all construction vehicles will access the Site from the east.

Secondary Site Access (Central) Design and Visibility

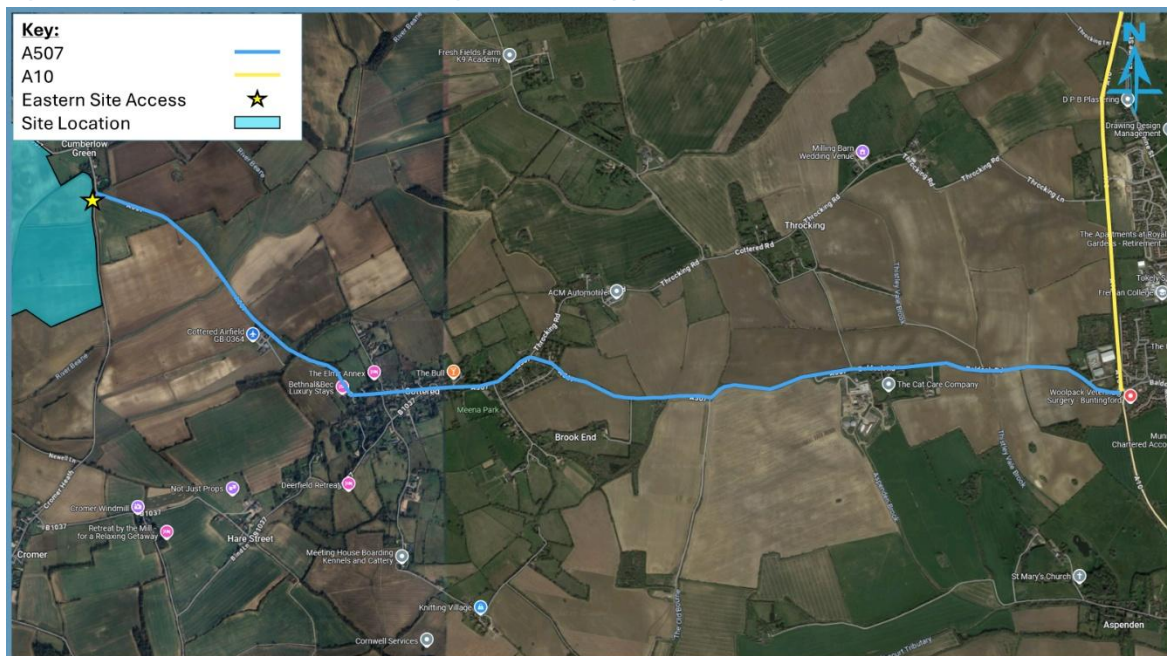
- 3.2.8 The secondary access (at Field 6) will be used by emergency service vehicles only in the rare event that emergency access is needed into the Site and the primary (eastern) access is unavailable. The secondary (central) access will therefore remain as existing as there will be no regular vehicle movements using this access point during either construction or operation of the Site.
- 3.2.9 As any use of this access will be infrequent it is considered that the existing visibility splays of 2.4m by 70m to the west and 2.4m by 172m to the east are sufficient to facilitate emergency access into the Site.
- 3.2.10 Drawing AMA-23064-SK-001-P08-2.3 Central Site Access Design (Secondary Access) attached at [Appendix D](#) shows the swept path analysis of a fire tender. This is the largest vehicle that will access the Site via the secondary (central) access point and as shown it can access and egress the Site in forward gear within the adopted carriageway.

- 3.2.11 As the access will be used infrequently it is considered that the existing agricultural access is sufficient. Removing large amounts of vegetation to improve the visibility splays is not considered necessary as the access will only be used in the rare event of an emergency, and only if the primary access point is unavailable. It is unlikely that this access will ever be required, however, due to the nature of the Proposed Development, a secondary access point to allow access in the case of an emergency only is considered best practice.

3.3 ROUTING OF CONSTRUCTION TRAFFIC

- 3.3.1 Construction deliveries to the Site will be routed via the A507, connecting with the A10 to the east of the Site.
- 3.3.2 The Site will be accessed from Cromer Heath, via the existing field access. The route ensures that wherever possible, residential areas are avoided and the impact to the local highway network is minimised. All hauliers will be issued with clear delivery instructions and route plans to ensure accurate navigation and prevent unnecessary turning movements or overshooting the Site.
- 3.3.3 Construction HGVs will utilise the construction traffic route shown on **Figure 3-1**.

Figure 3-1 Construction Traffic Routing Plan – Primary (Eastern) Access



- 3.3.4 Internal access tracks will be required during the construction phase.
- 3.3.5 A temporary construction compound will be located within the Site within the substation / BESS field (Field 9), which will provide areas for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the Site in forward gear. All delivery drivers and construction workers will be advised of the construction routes prior to making their delivery or commencing work.
- 3.3.6 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. The Site Manager will keep up to date on scheduled roadworks in the area using the <https://uk.one.network/> website. Any major roadworks on the preferred route that result in the deviation of the preferred route will be agreed with officers at HCC in advance.
- 3.3.7 To reduce unnecessary land requirements, articulated and rigid HGVs will utilise the width of the access tracks when entering and exiting the Site, and management measures will be implemented.
- 3.3.8 Temporary signage will be located in the vicinity of the accesses in both directions on the A507 during the construction period to warn drivers of the site entrances, in line with Traffic Signs Manual Chapter 8.

3.3.9 The following measures are included within the CTMP to facilitate access to the Site:

- ▶ Construction HGVs will be subject to a booking system with fixed arrival times to ensure construction HGV movements arrive and depart onto the A507 without encountering other construction HGV movements;
- ▶ All deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside the typical network peaks of 08:00 to 09:00 and 17:00 to 18:00 where practicable. All vehicles ready to depart the site during these periods shall be held back within the compound area until the appropriate time has passed;
- ▶ Construction materials for the Site will be deposited within the internal compound. These will then be transferred internally across the site to facilitate transit throughout the Site itself and reduce the number of movements on the A507.

3.3.10 These construction traffic management measures are commensurate with the temporary nature of the construction process and are the range of measures adopted elsewhere throughout the United Kingdom for such temporary construction access and the construction of other solar projects.

3.3.11 All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the Site directly and without error. This should avoid overshoots which could lead to unnecessary and potentially hazardous turning movements. The Site access will be clearly signed using temporary signage subject to HCC highways approval.

3.3.12 Therefore, any vehicle movements on the local highway network would be minimised. The impact on the local highway network would therefore be limited to a bare minimum during the construction period.

3.4 VEHICLE PARKING FOR SITE STAFF & VISITORS

3.4.1 All vehicle parking for Site staff will be contained within the Site's temporary construction compound. To maintain the free flow of traffic, no parking by Site staff will be permitted on the A507.

3.5 LOADING / UNLOADING OF PLANT & MATERIALS

3.5.1 All plant and materials will be unloaded/loaded within the Site boundary. No loading or unloading will be permitted on the A507.

3.5.2 A delivery booking system will be produced and operated by the site manager to avoid delivery vehicles queuing or waiting outside the Site.

3.6 STORAGE OF PLANT & MATERIALS

3.6.1 All plant and materials will be stored within the Site's temporary construction compound. No materials will be stored, even temporarily, on the public highway.

3.6.2 To maximise the available working space on the Site, storage of plant and materials will be minimised and operated on a just in time basis.

3.6.3 No hazardous material, other than fuel/oil (see below) will be stored on site.

3.7 FUEL / OIL STORAGE

3.7.1 All fuel for plant will be segregated and stored in double bunded fuel storage containers with the provision of a fuel spill kit.

3.7.2 Oil will be stored in accordance with any specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England).

3.8 HIGHWAY CONDITION SURVEY

- 3.8.1 Prior to commencing any construction works on site, a suitable Highways Condition Survey Report of the construction vehicle routes to / from the site from the A507 will be conducted.
- 3.8.2 This will include full photographic evidence of the routes with a categorization of the quality of the existing highway infrastructure. A further survey would be undertaken post construction to identify any detrimental impacts on the condition of the highway infrastructure when compared with the pre-construction survey findings. Any identified damage or further defects would be mitigated or improved to the standard identified at pre-construction stage.

4 SITE CONTROLS

4.1 SITE CLEANLINESS

- 4.1.1 The Site manager will be responsible for maintaining the existing highway free from any soil spillage and causing mud on road during wet periods.
- 4.1.2 All contractors and sub-contractors will be instructed to ensure and take all necessary steps to control the mud or dust from all their operations associated with this project.
- 4.1.3 A Wheel Wash Station will be provided within the Site of a reasonable distance from the highway to ensure that water drains on site and not to the highway.
- 4.1.4 It is proposed that a jet washing facility is provided, with water available on site (bowser / direct connection) and all vehicles requiring to have wheels and axles washed down prior to leaving the site so as to reduce unwanted debris spreading onto the highway during major earth works.
- 4.1.5 Should any mud and debris transgress onto the highway, warning signs will be erected to inform road users and a road sweeper employed immediately to clean up the road surface.
- 4.1.6 Storage of construction materials such as cement, oils and fuels for site plant etc. have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc. would be checked regularly.

4.2 CONTROL OF DUST AND OTHER EMISSIONS

- 4.2.1 The requirements of the Control of Substances Hazardous to Health Regulations 2002 will be met and wherever possible and practicable 'off site' pre-cut components will be utilised.
- 4.2.2 Local dust extraction equipment will be fitted to grinding machinery and masonry and silica-based materials will be cut using water suppression / wet cut methods. Concrete / mortar batching if required to be carried out on site will be done so in an area as far as possible away from neighbouring properties or public areas. Any such batching area will be 'keep clean' to prevent build-up of potentially dust emitting waste.
- 4.2.3 During dry weather and in the absence of any local or national water restrictions in place, water suppression / sprays will be used for the damping down of any process likely to generate airborne dust.

4.3 SURFACE WATER DRAINAGE

- 4.3.1 Water Management and Pollution Precautions will be taken prior to and during construction to ensure the protection of watercourses and groundwater against pollution. The measures would be informed by the site investigation works discussed above and also by CIRIA Report 532 'Control of Water Pollution from Construction Sites' and Environment Agency Pollution Prevention Guidelines, principally PPG6 – 'Working at Construction and Demolition Sites'.
- 4.3.2 This element will be supported by appropriate information and a construction site layout / logistics plan of the Site on the appointment of a competent contractor.

4.4 WASTE MANAGEMENT

- 4.4.1 The site manager will ensure that all waste generated by the construction operations is dealt with appropriately to avoid nuisance and litter.
- 4.4.2 All waste will be segregated in appropriate waste containers, such that recycling opportunities may be optimised.

4.4.3 During transportation, all waste containers will be covered, and wheels will be cleaned prior to leaving Site.

4.4.4 No bonfires will be permitted on the Site.

4.5 CDM REGULATIONS 2015

4.5.1 In accordance with the CDM Regulations 2015, a Health & Safety File will be maintained on site throughout the construction phase. This will have identified and assessed all risks associated with the works traffic, including site controls, and place further levels of control to ensure safe and nuisance reducing site operations.

4.6 CONTROL OF NOISE

4.6.1 Good working practices will be put in place to minimise generation of noise, vibration and dust, for example:

- ▶ All plant shall be switched off when not in use, or where this is not practicable, throttled down to a minimum.
- ▶ Wherever practicable, all plant and equipment shall be powered by main electricity in preference to locally powered sources such as diesel generators.
- ▶ All compressors and generators shall be 'sound reduced' models fitted with properly lined and sealed acoustic covers or enclosures, which shall remain closed whenever the machines are in use.
- ▶ All vehicles, plant and machinery used during the operations shall be fitted with effective exhaust silencers and all parts of such vehicles, plant or machinery shall be maintained in good order and repair and shall be in accordance with manufacturer's recommendations.
- ▶ All site personnel will be inducted before commencement on site ensuring that they are briefed of all site rules and restrictions.

4.7 SUMMARY

4.7.1 On agreement of this plan with HCC, the contractor would provide all relevant information contained within **Sections 3 - 4** on suitable indicative plans.

4.7.2 This would include construction vehicle routing, the location of warning / directional signage, location of the wheel wash facility, internal parking arrangements, materials compound and all other relevant site operation elements

APPENDICES

Appendix A Proposed Site Layout Plan

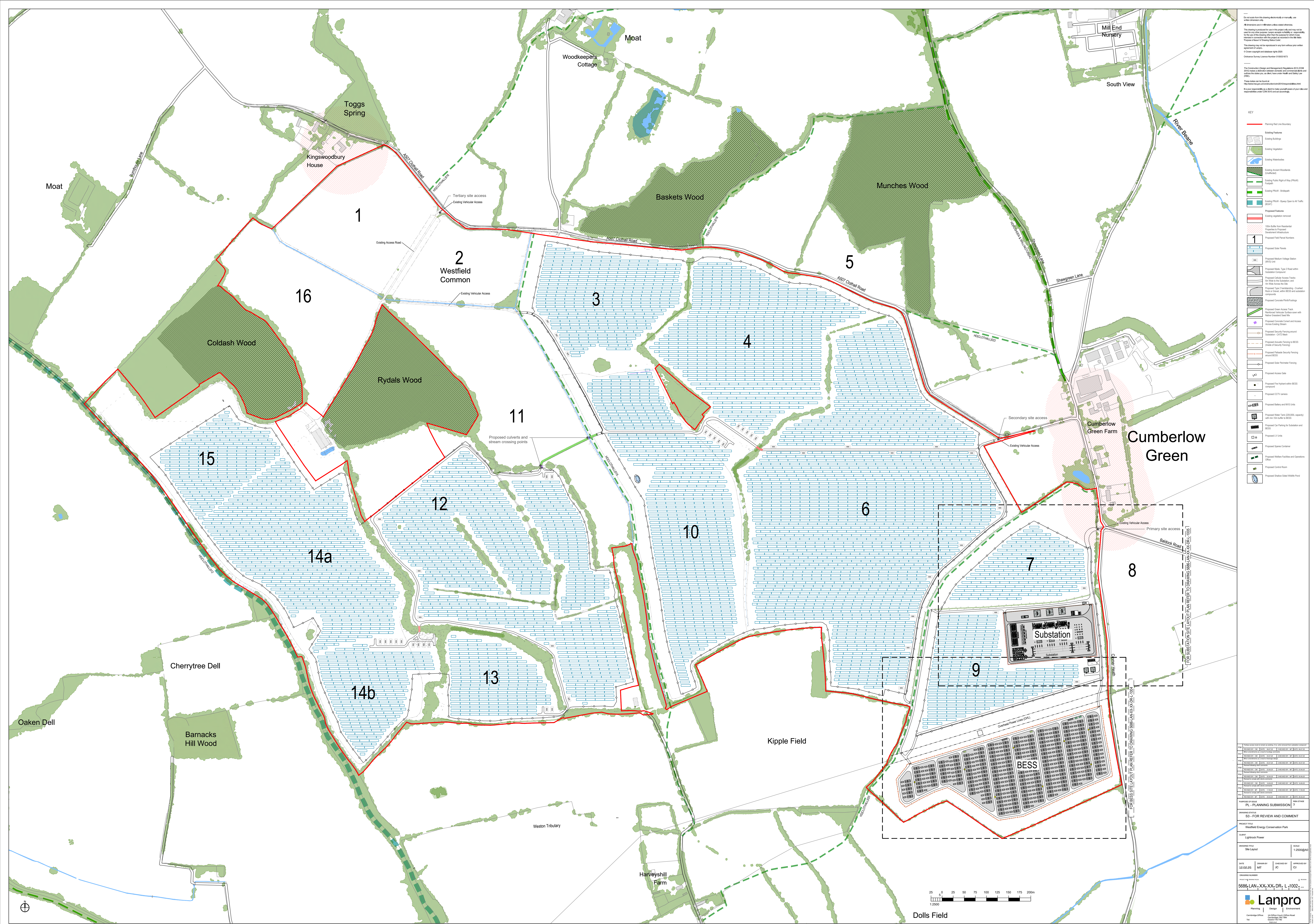
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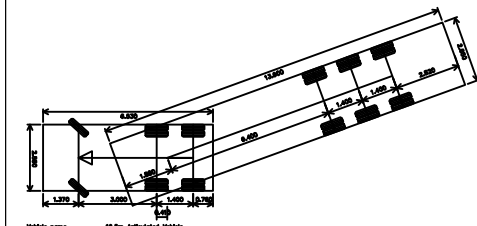
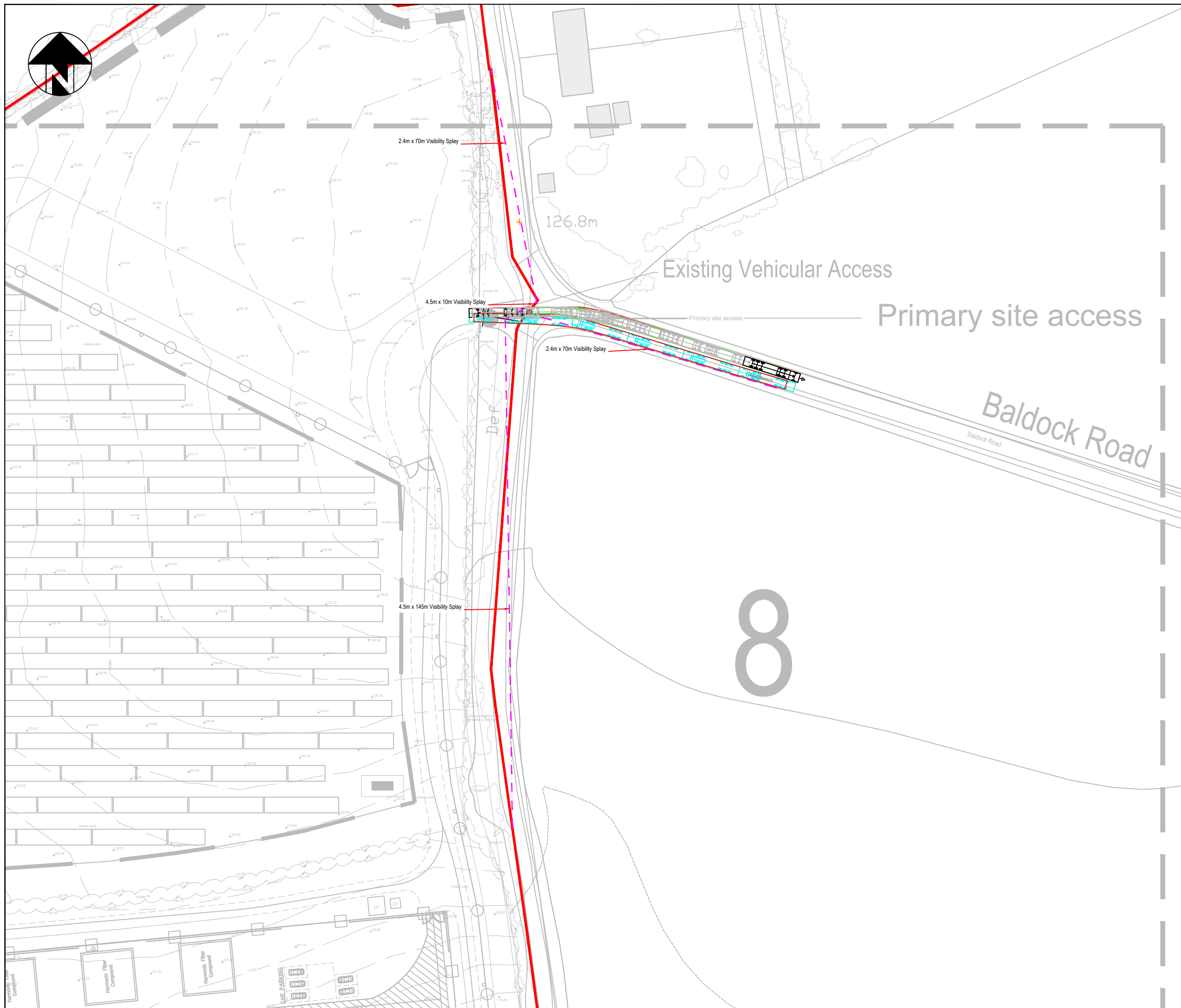


Appendix A
Proposed Site Layout Plan





Appendix B
Proposed Primary Site Access Design



Vehicle make	19.5% articulated vehicle
Description	
Overall length (m)	18.900
Overall width (m)	2.550
Maximum track width (m)	2.550
Kerb to kerb radius (m)	8.530
Maximum articulation (degrees)	

UT PLAN REFER TO DRAWING 5686-LAN-XX-XX-DR-L-1005

P06	Updated Following HCC Comments	13.01.26	SA
P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	03.07.25	RW
P02	Amendments following client comments	14.05.25	OHJ
P01	Preliminary Issue	13.03.25	MHT



Project:

WESTFIELD ENERGY
CONSERVATION PARK

Client:

LIGHTROCK POWER

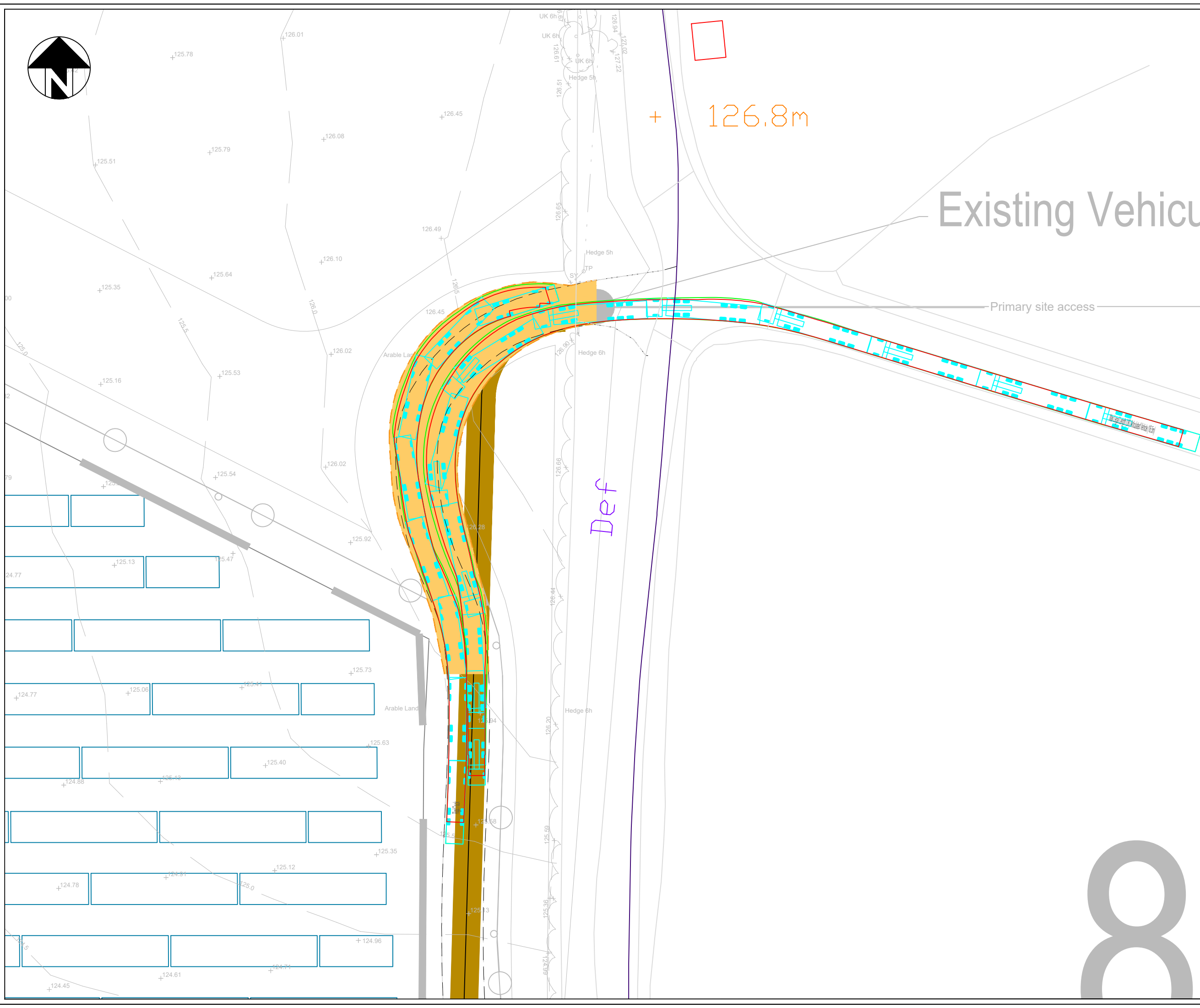
Drawing:

EASTERN SITE ACCESS DESIGN

Drawn By: MHT	Date: 11.07.2025
Checked: MHT	Scale: 1:100
Drawing No. AMA-23064-SK-001-3.3	Paper: A3
Rev. P06	



Appendix C
Proposed Site Access Widening



Existing Vehicle

—Primary site access

40

P06	Updated following comments from HCC	19.01.26	EQ
P05	Updated Project Name	29.07.25	EQ
P04	Updated Site Layout	11.07.25	OH
P03	Amendments following client comments	10.07.25	OH
P02	Amendments following client comments	03.07.25	RC
P01	Preliminary Issue	16.06.25	OH



Project:

WESTFIELD ENERGY
CONSERVATION PARK

Client:	
---------	--

LIGHTROCK POWER

Drawing:

SITE ACCESS PASSING PLACES

Drawn By:

OHJ

Date:	
-------	--

16.06.2025

Checked:

MHT

Paper:

A3

Drawing No.

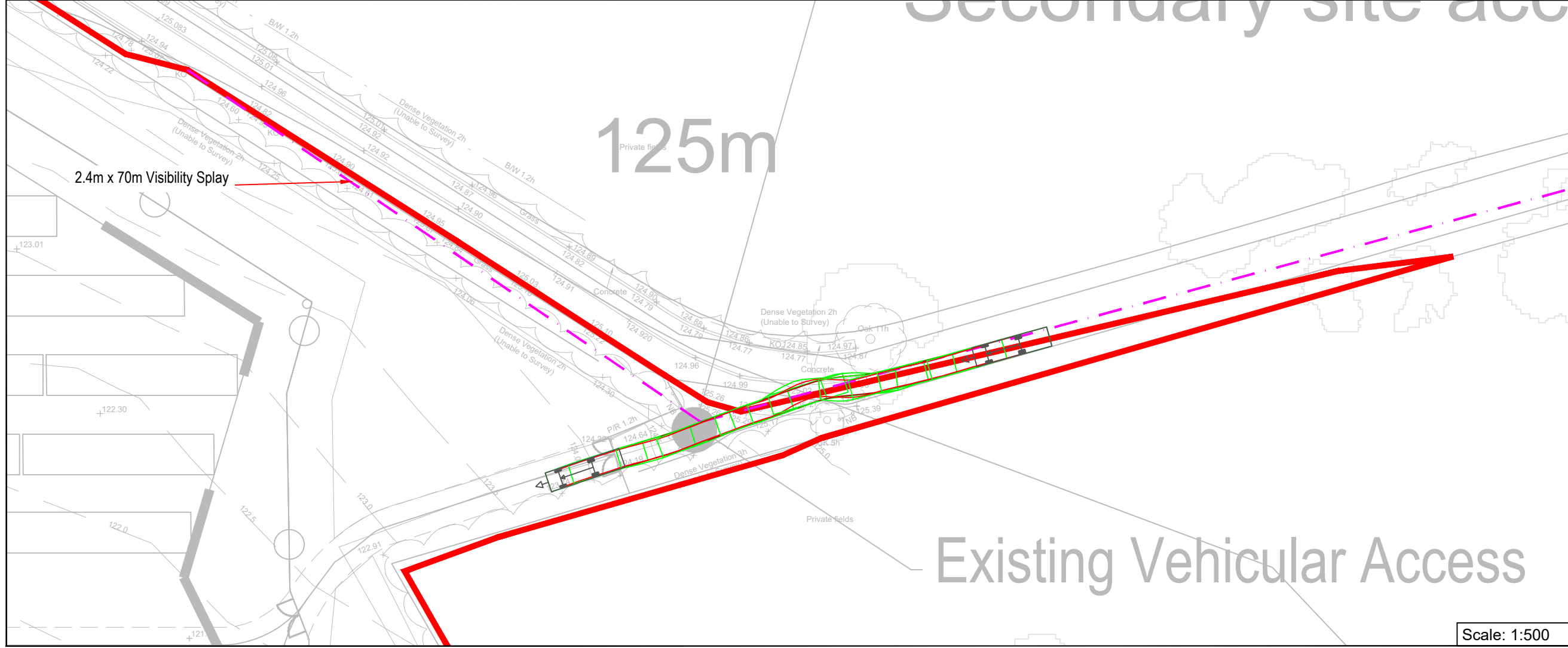
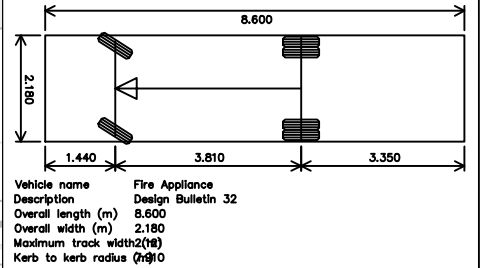
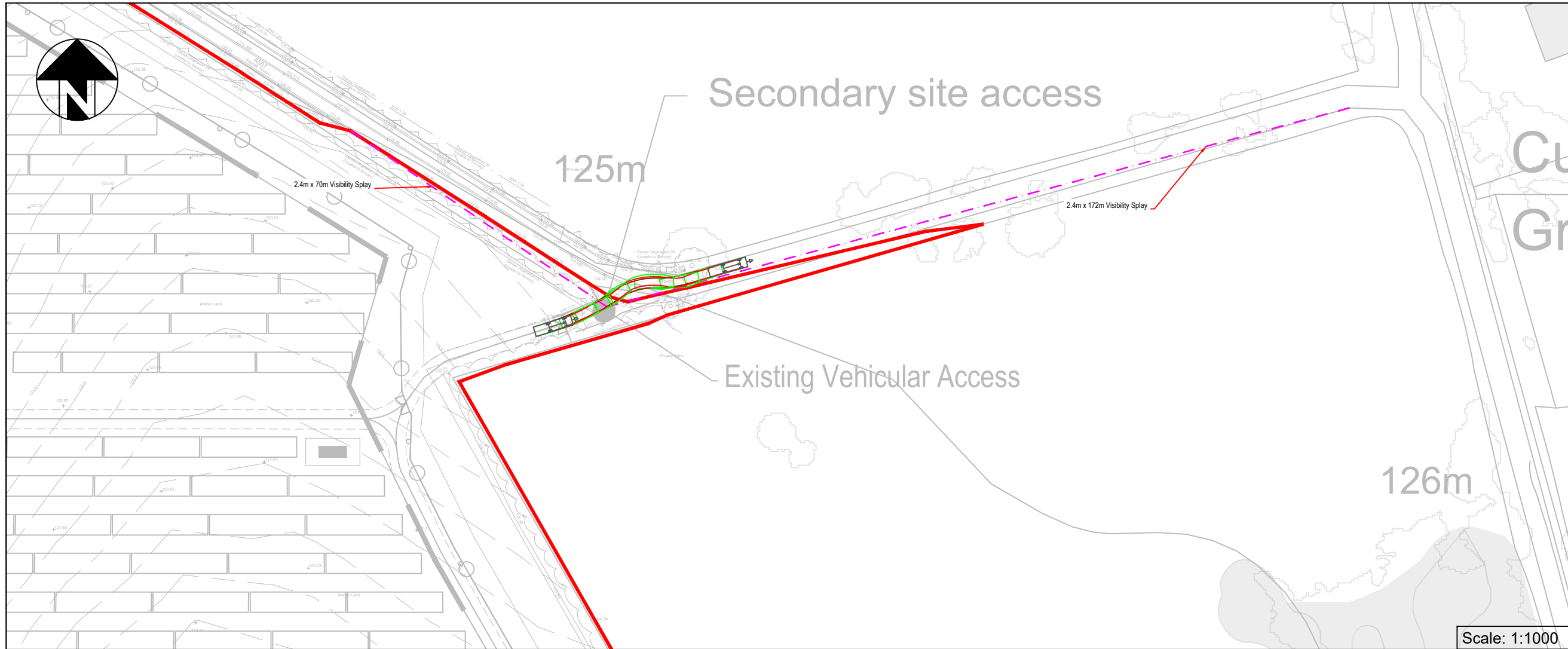
AMA-23064-SK-003

	Rev.
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P06



Appendix D
Proposed Secondary Access Design



P08	Updated Following Client Comments	17.02.26	ECT
P07	Updated Following Client Comments	02.02.26	ECT
P06	Updated Following HCC Comments	13.01.26	SA
P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	03.07.25	RW
P02	Amendments following client comments	14.05.25	OHJ
P01	Preliminary Issue	13.03.25	MHT



ANDREW MOSELEY ASSOCIATES

Transport & Infrastructure Consultants

15 St Paul's Street
Second Floor
Leeds
LS1 2JG

www.amatp.co.uk

Project:			WESTFIELD ENERGY CONSERVATION PARK																				
Client:						LIGHTROCK POWER																	
Drawing:												CENTRAL SITE ACCESS DESIGN											
Drawn By:						Date:																	
MHT						13.03.2025																	
Checked:						Scale:						Paper:											
MHT						X						A3											
Drawing No.												Rev.											
AMA-23064-SK-001-2.3												P08											



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Andrew Moseley Associates, 15 St Paul's Street, Leeds, LS1 2JG

www.amatp.co.uk

info@amatp.co.uk