

## Westfield Energy Conservation Park

### Highways Technical Note

### Response to Highways Comments from Hertfordshire County Council

Planning Application Reference: 25/01947/FP. HCC Reference: NH/26213/2025

February 2026

AMA Project Number: 300558/ECT/SD

## INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from Hertfordshire County Council (HCC) dated 26<sup>th</sup> September 2025 in relation to the Transport Statement (TS) and Construction Traffic Management Plan (CTMP) submitted 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'). The HCC reference is NH/26213/2025.

## HERTFORDSHIRE COUNTY COUNCIL AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to each of the Highways Officers comments in the same order as the HCC response, a copy of which is attached at [Appendix A](#).

### HCC COMMENT 1 – PRIMARY ACCESS POINT

*The Highway Authority acknowledges that all proposed access points are currently existing and used solely for field access. However, the proposed development will significantly intensify the use of these access points.*

*The access arrangements—both Primary and Secondary, as shown on Drawing Ref: Dr-L-1002-P09—are considered suboptimal in terms of location and potential vehicular conflict. Specifically, the Eastern site access, as illustrated in Drawing Ref: AMA-230104-SK-001-3.4 / AMA-23064-SK-001-P05, fails to adequately address priority movements at the junction of Cromer Heath and the A507, and does not provide sufficient detail on how vehicular conflicts will be managed.*

*Key concerns include:*

- *Vehicles entering the site from the East may conflict with vehicles exiting Cromer Heath.*
- *Vehicles turning into the site from the West may conflict with vehicles approaching from both the East and Cromer Heath.*

*The applicant is advised to revisit the access design to address these concerns, particularly in relation to junction priority and conflict mitigation.*

### AMA RESPONSE 1

Construction vehicles utilising the primary (eastern) access will not conflict with vehicles on Cromer Heath. In this instance, the construction access acts as the minor arm of the proposed primary access junction and Cromer Heath the major arm. Construction vehicles entering and exiting the Site will give way to vehicles already on Cromer Heath, and any interactions involving vehicles giving way is expected to be limited over the course of the construction period.

Due to the low bridge at Baldock, no construction vehicles will be accessing/egressing the Site from the west and therefore there will be no conflict with vehicles from the east and Cromer Heath in this regard.

The drawings at [Appendix B](#) demonstrate clear visibility is available for drivers travelling in each direction to give way as appropriate.

Notwithstanding the above, banksmen will be employed to safely guide vehicles into the Site. Deliveries will be timed so that no two vehicles are entering and exiting the Site at the same time. This will mitigate any potential vehicular conflicts. As detailed in the CTMP, clear signage will be in place at each access point notifying road users of the presence of construction accesses.

The increase in vehicular movements at the primary access point is temporary and for a limited time period during the construction phase of the Site. Once operational, maintenance vehicles are only expected to visit the Site occasionally (typically no more than once per week) by standard 4x4 vehicles which is not considered to be a significant intensification of use of this access point.

Further detail regarding construction traffic is provided in AMA Response 7.

## HCC COMMENT 2 – SECONDARY ACCESS POINT

*The secondary access point, as shown on drawings Ref: AMA-23104-SK-001-2.4 and AMA-23064-SK-001, P05, is considered substandard due to its location, visibility, and turning provision.*

*The applicant is advised to resubmit revised access arrangements for both the primary and secondary access points in accordance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March 2024). Specifically, the guidance (Part 3, Chapter 2, Paragraph 7 and Chapter 9) states that a simple T-junction is acceptable, with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is deemed unsuitable.*

## AMA RESPONSE 2

The access arrangements have been reconsidered, and the applicant has confirmed that the secondary (central) access point will not be used by construction vehicles during the construction phase. It will also not be used by operational maintenance vehicles. The applicant confirms that the only instance where this access may be used would be 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 access (central) will therefore remain as the existing agricultural access. As any use of this access will be extremely 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.

Drawing AMA-23064-SK-001-P08-2.3 Central Site Access Design (Secondary Access) is attached at [Appendix B](#) and 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 carriageway.

Taking the above into account, amending the access to include a 4 metre or 6 metre bell mouth kerb radii and removing large amounts of vegetation to improve the visibility splays is considered unnecessary. 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.

## HCC COMMENT 3 – TRACKING

*The submitted tracking diagrams indicate that vehicles are overrunning the kerblines, green verges and the opposite lane. This raises concerns regarding the adequacy of the junction design. The dimensions and layout of the junction must accommodate the swept path of all*

vehicles likely to use the site, including emergency services and refuse collection vehicles. For reference, the standard FTA vehicles dimensions are:

Length: 16.480m

Width: 2.550m

Body Height: 3.870m

The applicant is therefore advised to revise the junction layout to ensure compliance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March 2024). Specifically, the design should reflect the standards outlined in Part 3, Chapter 2, Paragraph 7 and Chapter 9, which recommend a simple T-junction with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is unsuitable.

### AMA RESPONSE 3

The tracking drawings have been updated so that the swept path of each vehicle is clear. The updated drawings are listed below and are attached at [Appendix B](#).

- ▶ AMA-23064-SK-001-P06-1.3 Western Site Access Design (Tertiary Access)
- ▶ AMA-23064-SK-001-P08-2.3 Central Site Access Design (Secondary Access)
- ▶ AMA-23064-SK-001-P07-3.3 Eastern Site Access Design (Primary Access)

Each drawing demonstrates construction vehicles do not overrun the kerblines or green verges on the highway. However, due to the rural nature of the Site and the vehicles required to construct this type of development, the overrun of vehicles onto the other side of the carriageway whilst accessing and egressing the Site is unavoidable. This is not uncommon, with buses and HGVs often required to manoeuvre through opposite lanes when travelling through T-junctions. Drivers are both qualified and experienced to drive larger vehicles and will give way to other drivers on the road in order to make their manoeuvre into and out of the Site.

The vehicle profile has been added onto the tracking drawings for clarity. This shows an 11.6m articulated vehicle accessing the Site. This is the largest vehicle expected to access the Site and so other vehicles, such as emergency service vehicles, will also be able to suitably access the Site. The swept path analysis of a fire tender at the primary (eastern) and secondary (central) access points has been provided previously within the TS at [Appendix E](#). Due to the type and nature of the Proposed Development, refuse collection vehicles will not need to access the Site as the Proposed Development will not have any permanent operational staff based on the Site on a day to day basis. The Proposed Development is operated and monitored from an offsite control room.

### HCC COMMENT 4 – VISIBILITY

*It appears that the visibility plays for both the primary and secondary access points encroach onto third-party land. Based on the current Place and Movement Planning Design Guidance (P&MPDG, March 2024) and the prevailing speed limit, visibility should be provided in accordance with Design Manual for Roads and Bridges (DMRB) standards. All access points must be designed in line with P&MPDG requirements, with a minimum Y-distance of 4.5 metres to ensure safe and adequate visibility for vehicles entering and exiting the site. The applicant is advised to revise the access arrangements accordingly and demonstrate that the required visibility plays can be achieved within land under their control or secured by agreement.*

### AMA RESPONSE 4

#### Primary (Eastern) Construction Access

The visibility plays at the primary (eastern) access have been updated to show a Y-distance of 4.5m and the maximum visibility achievable without removing a large amount of vegetation, this is shown at

**Appendix B.** To the north, the visibility splay ends at the adjacent T junction and to the south visibility splays of 145m are achievable. Due to the narrow width of Cromer Heath to the south, it is considered that vehicles will be travelling slower than the posted 60mph National Speed Limit.

The number of vehicle movements using this access will reduce once the Site is operational to minimal visits by maintenance vehicles only, no more than once per week. It is not considered reasonable to remove large amounts of vegetation on the western side of Cromer Heath to facilitate the full 215m visibility splay (as required by DMRB) to the south of the Site access.

Although the junction of Cromer Heath and the A507 is subject to the national speed limit, given the tight bend in the A507, it is expected that vehicle speeds will be much lower than the posted speed limit. The drawings included at **Appendix B** demonstrate that visibility splays of 2.4m by 70m can be achieved in each direction. Over the most recent 10-year period of available data (2015-2024) the Crashmap database demonstrates a single slight collision has occurred in proximity to the junction of the A507 and Cromer Heath on 12<sup>th</sup> October 2022 which involved a car and a goods vehicle. Given there are no recorded hotspots that would suggest a deficiency in the alignment or geometry of the road network, it is considered that this level of visibility is sufficient and has enabled the safe operation of the access historically.

### **Secondary and Tertiary Accesses**

The secondary (central) access will be used by emergency service vehicles only in the rare event that emergency access is required and the primary (eastern) site access is unavailable. As set out in AMA Response 2, the secondary (central) access will remain as the existing agricultural access and can accommodate the swept path analysis of the largest vehicle that may be required to access / egress the Site during an emergency which is a fire tender.

The visibility splays at the secondary (central) access point have been updated to show the maximum achievable visibility and so splays of 2.4m by 172m to the east and 2.4m by 70m to the west are presented. All updated drawings are attached at **Appendix B**.

Due to the tight bend in the A507 near Cromer Heath, vehicles are forced to slow down and so it is considered that vehicle speeds will be lower than the posted 60mph National Speed Limit. The access is existing and is currently used by agricultural vehicles attending the Site. Over the most recent 10-year period of available collision data (2015-2024), Crashmap demonstrates a single serious collision has occurred in proximity to the secondary (central) access on 20<sup>th</sup> February 2024 which involved a motorcycle and a car. It is concluded that the collision is an isolated, one off event and there are no existing threats to safety or trends in accidents which would impact road safety. During both operation and construction of the Site, this access will be used by emergency vehicles only in the event that the primary access becomes unavailable taking into account the Crash Map findings, it is considered that the access operates safely and is sufficient to facilitate the rare occurrence of emergency vehicles accessing the Site.

The tertiary (western) access point will not be used during the construction phase except by emergency vehicles, if required. It will only be used by maintenance vehicles once the Site is operational. It is therefore not considered necessary to provide the extended Y-distance of 4.5m when taking into account the infrequent use of the access point.

At the tertiary (western) Site access, visibility splays of 2.4m by 70m to the west and 2.4m by 78m to the east are achievable. This is considered acceptable as this access will only be used once the Site is operational by a limited number of maintenance vehicles. As with the secondary (central) access, this is an existing access used by agricultural vehicles attending the Site. Over the most recent 10-year period of available data (2015-2024), the Crashmap database demonstrates that a single fatal collision has occurred in proximity to the tertiary (western) access on 17<sup>th</sup> October 2020 involving a motorcycle and a car. It is concluded that the collision is an isolated, one off event and there are no existing threats to safety or trends in accidents which would impact road safety.

Based on the above, the three proposed access points are considered to be suitable to facilitate the required access into the Site. It is not considered that any further assessment of visibility is required.

## HCC COMMENT 5 – STAGE1 ROAD SAFETY AUDIT (RSA)

*No Stage 1 Road Safety Audit (RSA) report has been submitted in support of the proposed access points.*

*The applicant is advised to submit a Stage 1 RSA for all proposed access arrangements to demonstrate that the access points are safe and viable for the development. This is a key requirement to ensure compliance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March 2024) and to support the overall safety and functionality of the highway network.*

## AMA RESPONSE 5

A Stage 1 Road Safety Audit will be conducted once the Site access designs have been accepted by HCC following the additional information and clarifications presented in this Note.

## HCC COMMENT 6 – DELIVERY AND SERVICE PLAN

*The submitted Transport Statement (TS) does not include a robust Delivery and Servicing Plan for the proposed development.*

*The Highway Authority considers that, over time, the development will require regular deliveries and servicing. Therefore, a comprehensive Delivery and Servicing Plan must be submitted to demonstrate how such activities will be safely and efficiently managed without adversely impacting the highway network or surrounding area.*

## AMA RESPONSE 6

As set out in Section 6.4 of the Transport Statement, once the Site becomes operational, access will be occasional (typically no more than once per week) and by standard 4x4 vehicles to facilitate routine maintenance.

Activities during the operational lifespan of the Proposed Development will be limited to routine maintenance, servicing of components and any emergency servicing or repairs. Servicing of a solar farm and BESS site is extremely limited and there will be no regular deliveries and for that reason a Delivery and Servicing Plan is not considered necessary to accompany the planning application.

## HCC COMMENT 7 – CONSTRUCTION TRAFFIC MANAGEMENT PLAN

*A Construction Traffic Management Plan (CTMP), Ref: AMA23064, has been submitted in support of the application.*

*Trip Generation (TS – Para 3.1.4):*

*The Transport Statement indicates a high number of cumulative peak HGV movements associated with the proposed development. This level of activity may significantly impact daily traffic flow on the A507. The applicant is advised to reduce HGV movements, particularly during AM and PM peak periods, to mitigate potential congestion and safety concerns.*

## AMA RESPONSE 7

The TS sets out that within the busiest delivery period from months 6-8, four HGV trips will occur in each hour. This results in one HGV movement every 15 minutes which is not considered to have a significant or severe impact on the daily traffic flow on the A507. In the months surrounding the busiest period of deliveries, the number of HGVs accessing the Site will reduce. Taking into account the full 18-month period of construction traffic, an average of 2 HGV trips per hour will take place which results in one HGV movement every 30 minutes. Again, this is not expected to have a significant impact on the daily traffic flow along the A507. Whilst it is accepted construction deliveries may vary from the averages quoted above, this is expected to be very limited as deliveries will be timed and managed, ensuring no two vehicles will access / egress the Site at the same time.

As stated in the CTMP, all deliveries by goods vehicles will be undertaken outside the typical weekday network peaks of 08:00-09:00 and 17:00-18:00 where possible. All vehicles ready to depart the Site during these periods will be held back within the compound area until the appropriate time has passed. This will reduce the impact of the Site upon peak hour traffic flow along the A507.

## HCC COMMENT 8 – A507 NARROW SECTION (NEAR COTTERED)

*There is a known narrow section along the A507 near Cottered, where the Highway Authority is concerned about the ability of two HGVs to pass safely. Additionally, school buses operate along this route. The applicant should consider appropriate mitigation measures for this section, such as temporary traffic management or passing bays.*

## AMA RESPONSE 8

Swept path analysis has been undertaken at this section along the A507 near Cottered for two 16.5m Articulated vehicles which shows they cannot pass each other without conflict. Therefore, temporary traffic management is proposed to mitigate this issue consisting of two-way signal controls to restrict movements to one way only. This will ensure no articulated vehicles will pass each other at the same time along this stretch of carriageway and would prevent conflict with other road users such as school buses.

## HCC COMMENT 9 – TEMPORARY HIGHWAY SIGNAGE (TS – PARA 3.3.8)

*The Transport Statement references temporary highway signage but does not provide any details. The applicant is advised to submit a detailed plan showing the location, type, and design of all proposed temporary highway signs to ensure safety and compliance with relevant standards.*

## AMA RESPONSE 9

The temporary highways signage will be provided at detailed design stage and can be secured via a planning condition.

## HCC COMMENT 10 – VEHICLE ROUTING

*The proposed haulage route must avoid the low bridge at Baldock, which is unsuitable for HGVs. Therefore, all construction and delivery vehicles should route via the A10 to the east, ensuring safe and viable access to and from the site. The applicant is advised to update the Construction Traffic Management Plan to reflect this routing requirement and demonstrate how vehicle movements will be managed to avoid restricted infrastructure.*

## AMA RESPONSE 10

Noted. The routing of construction and delivery vehicles within the CTMP has been updated to route all vehicles to the east on the A10. This is attached at [Appendix C](#). As stated within the CTMP, all hauliers will be issued with clear delivery instructions and route plans to ensure accurate navigation to the Site avoiding restricted infrastructure.

## CONCLUSION

This Highways Technical Note provides responses to the comments received from HCC along with additional information where appropriate. In conclusion, the information provided within this Note and previous submissions demonstrate that the Proposed Development is considered acceptable in highways terms.

## **APPENDICES**

Appendix A HCC Comments

Appendix B Site Access Design and Visibility Splays

Appendix C Construction Traffic Management Plan



***Appendix A***  
***HCC Comments***



Mark Youngman  
Development Management Group Manager  
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Stevenage  
SG1 2ST

**Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**Director of Planning**

North Hertfordshire Council  
Council Offices  
Gernon Road  
Letchworth Garden City  
Hertfordshire  
SG6 3JF

District ref: 25/01947/FP  
HCC ref: NH/26213/2025  
HCC received: 27 August 2025  
Area manager: Manjinder Sehmi  
Case officer: Shamsul Huda

**Location**

Land South Of A507 Near Cumberlow Green, Clothall Road, Clothall, Hertfordshire

**Application type**

Full Application

**Proposal**

Full Planning Permission : Battery Energy Storage System (BESS), ground mounted solar farm, associated infrastructure, access and landscaping

**Recommendation**

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused for the following reasons:

1. The application lacks sufficient information to correctly assess the highway matters for the site to ensure that it meets standards and is acceptable and safe. This therefore means that it has the potential to conflict with policies stipulated in Hertfordshire County Councils Local Transport Plan (LTP4 2018) (Ref- Policy- 5 a, b, c, d & f, Policy -9a, Policy -16 g, Policy-17b) and the National Planning Policy Framework (NPPF, 2024) (Ref-Policies 115 b and 116).

**COMMENTS:**

The proposal is for the installation and operation of a solar farm including co-located energy storage facilities, onsite substation, ancillary infrastructure and landscaping on Land To The West Of The A507 near Cumberlow Green, Clothall Road, Clothall. The HCC Highways at this stage would like to recommend refusal for the site owing to a lack of information regarding Road Safety Audit report, Access arrangement, Highway Safety at the junction of Cromer Heath with A507 which has the potential to cause conflict on the highway network without additional information provided.

**Policy Review:**

Key policy documents used to assess the application are

- National Planning Policy Framework (Dec 2024)
- National Planning Practice Guidance. (2014)
- Hertfordshire Local Transport Plan 2011-2031
- HCC's Place & Movement Planning Design Guidance adopted in March 2024
- NHDC Local Plan 2011-2031

**Vehicular Access Points:****Primary Access Point:**

The Highway Authority acknowledges that all proposed access points are currently existing and used solely for field access. However, the proposed development will significantly intensify the use of these access points.

The access arrangements—both Primary and Secondary, as shown on Drawing Ref: Dr-L-1002-P09—are considered suboptimal in terms of location and potential vehicular conflict. Specifically, the Eastern site access, as illustrated in Drawing Ref: AMA-230104-SK-001-3.4 / AMA-23064-SK-001-P05, fails to adequately address priority movements at the junction of Cromer Heath and the A507, and does not provide sufficient detail on how vehicular conflicts will be managed.

*Key concerns include:*

- Vehicles entering the site from the East may conflict with vehicles exiting Cromer Heath.
- Vehicles turning into the site from the West may conflict with vehicles approaching from both the East and Cromer Heath.

The applicant is advised to revisit the access design to address these concerns, particularly in relation to junction priority and conflict mitigation.

**Secondary Access Point:**

The secondary access point, as shown on drawings Ref: AMA-23104-SK-001-2.4 and AMA-23064-SK-001, P05, is considered substandard due to its location, visibility, and turning provision.

The applicant is advised to resubmit revised access arrangements for both the primary and secondary access points in accordance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March 2024).

Specifically, the guidance (Part 3, Chapter 2, Paragraph 7 and Chapter 9) states that a simple T-junction is acceptable, with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is deemed unsuitable.

**Tracking:**

The submitted tracking diagrams indicate that vehicles are overrunning the kerblines, green verges, and the opposite lane. This raises concerns regarding the adequacy of the junction design.

The dimensions and layout of the junction must accommodate the swept path of all vehicles likely to use the site, including emergency services and refuse collection vehicles. For reference, the standard FTA vehicle dimensions are:

- Length: 16.480m
- Width: 2.550m
- Body Height: 3.870m

The applicant is therefore advised to revise the junction layout to ensure compliance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March

2024). Specifically, the design should reflect the standards outlined in Part 3, Chapter 2, Paragraph 7 and Chapter 9, which recommend a simple T-junction with a bell-mouth kerb radius of 4 metres (maximum 6 metres) where a crossover is unsuitable.

**Visibility:**

It appears that the visibility splays for both the primary and secondary access points encroach onto third-party land. Based on the current Place and Movement Planning Design Guidance (P&MPDG, March 2024) and the prevailing speed limit, visibility should be provided in accordance with Design Manual for Roads and Bridges (DMRB) standards.

All access points must be designed in line with P&MPDG requirements, with a minimum Y-distance of 4.5 metres to ensure safe and adequate visibility for vehicles entering and exiting the site.

The applicant is advised to revise the access arrangements accordingly and demonstrate that the required visibility splays can be achieved within land under their control or secured by agreement.

**Stage1 Road Safety Audit (RSA):**

No Stage 1 Road Safety Audit (RSA) report has been submitted in support of the proposed access points.

The applicant is advised to submit a Stage 1 RSA for all proposed access arrangements to demonstrate that the access points are safe and viable for the development. This is a key requirement to ensure compliance with Hertfordshire County Council's Place and Movement Planning Design Guidance (P&MPDG, March 2024) and to support the overall safety and functionality of the highway network.

**Delivery and Service Plan:**

The submitted Transport Statement (TS) does not include a robust Delivery and Servicing Plan for the proposed development.

The Highway Authority considers that, over time, the development will require regular deliveries and servicing. Therefore, a comprehensive Delivery and Servicing Plan must be submitted to demonstrate how such activities will be safely and efficiently managed without adversely impacting the highway network or surrounding area.

**Construction Traffic Management Plan:**

A Construction Traffic Management Plan (CTMP), Ref: AMA23064, has been submitted in support of the application.

*Trip Generation (TS – Para 3.1.4):*

The Transport Statement indicates a high number of cumulative peak HGV movements associated with the proposed development. This level of activity may significantly impact daily traffic flow on the A507. The applicant is advised to reduce HGV movements, particularly during AM and PM peak periods, to mitigate potential congestion and safety concerns.

*A507 Narrow Section (Near Cottered):*

There is a known narrow section along the A507 near Cottered, where the Highway Authority is concerned about the ability of two HGVs to pass safely. Additionally, school buses operate along this route. The applicant should consider appropriate mitigation measures for this section, such as temporary traffic management or passing bays.

*Temporary Highway Signage (TS – Para 3.3.8):*

The Transport Statement references temporary highway signage but does not provide any details. The applicant is advised to submit a detailed plan showing the location, type, and design of all proposed temporary highway signs to ensure safety and compliance with relevant standards.

**Vehicle Routing:**

The proposed haulage route must avoid the low bridge at Baldock, which is unsuitable for HGVs. Therefore, all construction and delivery vehicles should route via the A10 to the east, ensuring safe and viable access to and from the site.

The applicant is advised to update the Construction Traffic Management Plan to reflect this routing requirement and demonstrate how vehicle movements will be managed to avoid restricted infrastructure.

**Conclusion:**

In summary, the current planning application raises several significant highway safety concerns, particularly relating to the location and design of the proposed site access points. The access arrangements are considered substandard due to poor visibility, inappropriate siting, and inadequate provision for safe entry and exit, which is contrary to the policies set out in Local Transport Plan 4 (LTP4) and the National Planning Policy Framework (NPPF), as referenced earlier in this report.

Therefore, based on the current submission, the Highway Authority has no option but to recommend refusal of the application at this stage.

However, should the applicant satisfactorily address the identified highway concerns—particularly those relating to the main site access and the impact on the free flow of traffic along the A507—the Highway Authority would be willing to reconsider its position.

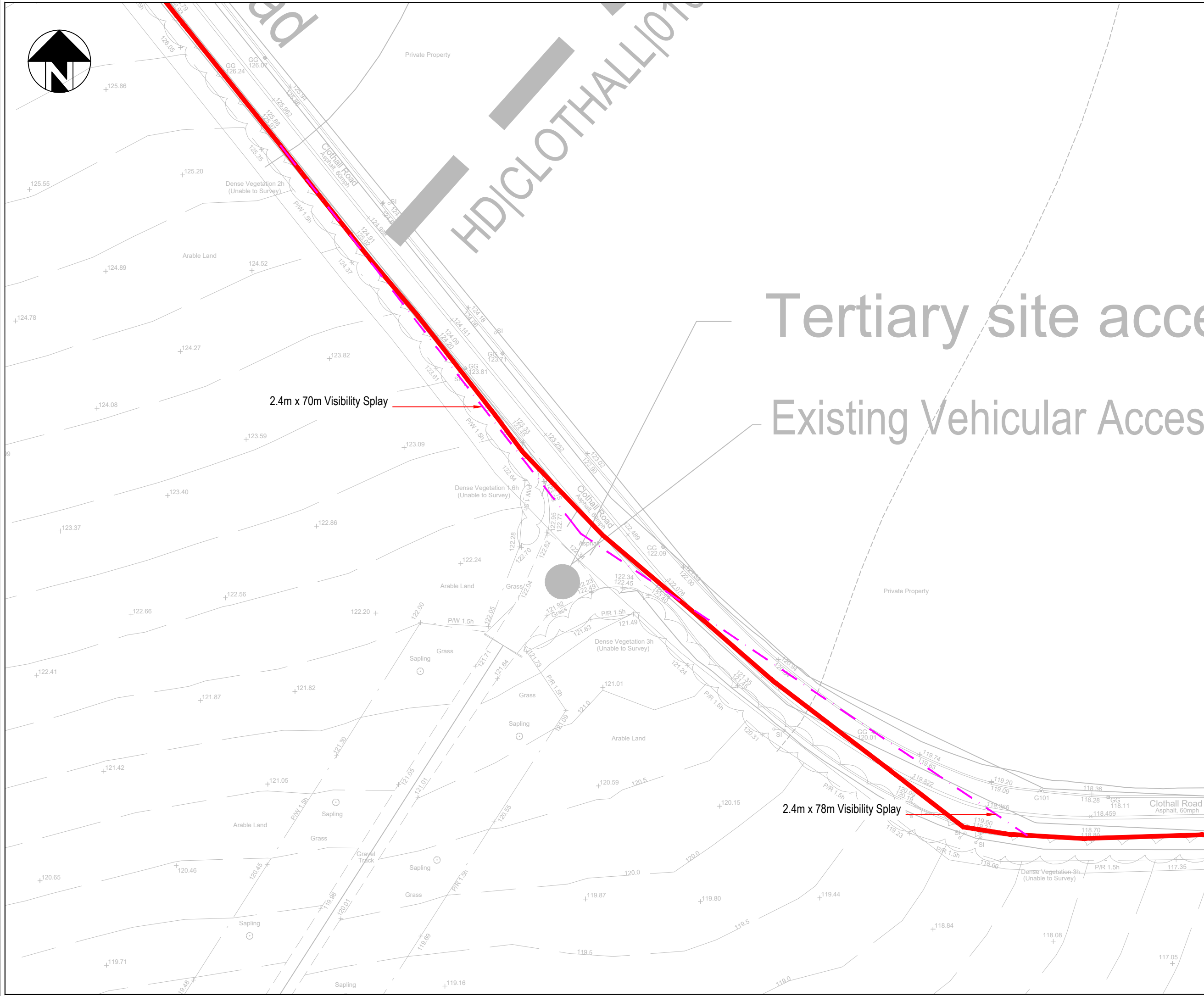
**Signed**

Shamsul Huda

26 September 2025



***Appendix B***  
***Site Access Design and Visibility Splays***



# Tertiary site access

## Existing Vehicular Access

|     |                                      |          |     |
|-----|--------------------------------------|----------|-----|
| 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 |



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Project:

**WESTFIELD ENERGY  
CONSERVATION PARK**

Client:

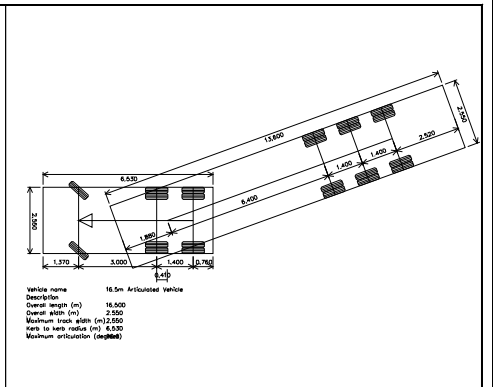
**LIGHTROCK POWER**

Drawing:

**WESTERN SITE ACCESS DESIGN**

|             |                      |        |            |
|-------------|----------------------|--------|------------|
| Drawn By:   | MHT                  | Date:  | 13.03.2025 |
| Checked:    | MHT                  | Scale: | 1:500      |
| Drawing No. | AMA-23064-SK-001-1.3 | Paper: | A3         |
|             |                      | Rev.   | P06        |





|     |                                      |          |     |
|-----|--------------------------------------|----------|-----|
| 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 |



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|                                                               |  |                     |              |
|---------------------------------------------------------------|--|---------------------|--------------|
| Project:<br><div>WESTFIELD ENERGY<br/>CONSERVATION PARK</div> |  |                     |              |
| Client:<br><div>LIGHTROCK POWER</div>                         |  |                     |              |
| Drawing:<br><div>EASTERN SITE ACCESS DESIGN</div>             |  |                     |              |
| Drawn By:<br>MHT                                              |  | Date:<br>11.07.2025 |              |
| Checked:<br>MHT                                               |  | Scale:<br>1:100     | Paper:<br>A3 |
| Drawing No.<br>AMA-23064-SK-001-3.3                           |  |                     | Rev.<br>P07  |



***Appendix C***  
***Construction Traffic Management Plan***

# **Westfield Energy Conservation Park**

## **Construction Traffic Management Plan**

**February 2026**

### **Lightrock Power**

AMA Project Number: 23064

**Andrew Moseley Associates**

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## REPORT QUALITY MANAGEMENT

|            | First Issue | Revision 1      | Revision 2      | Revision 3   | Revision 4      | Revision 5      |
|------------|-------------|-----------------|-----------------|--------------|-----------------|-----------------|
| Remarks    | First Issue | Client Comments | Client Comments | HCC Comments | Client Comments | Client Comments |
| Date       | 30.06.25    | 11.07.25        | 31.07.25        | 16.01.26     | 23.02.26        | 27.02.26        |
| Prepared   | ECT         | MHT             | ECT             | ECT          | ECT             | ECT             |
| Checked    | MHT         | MHT             | SK              | SK           | SK              | SK              |
| Authorised | MHT         | MHT             | SK              | SK           | SK              | SK              |

## 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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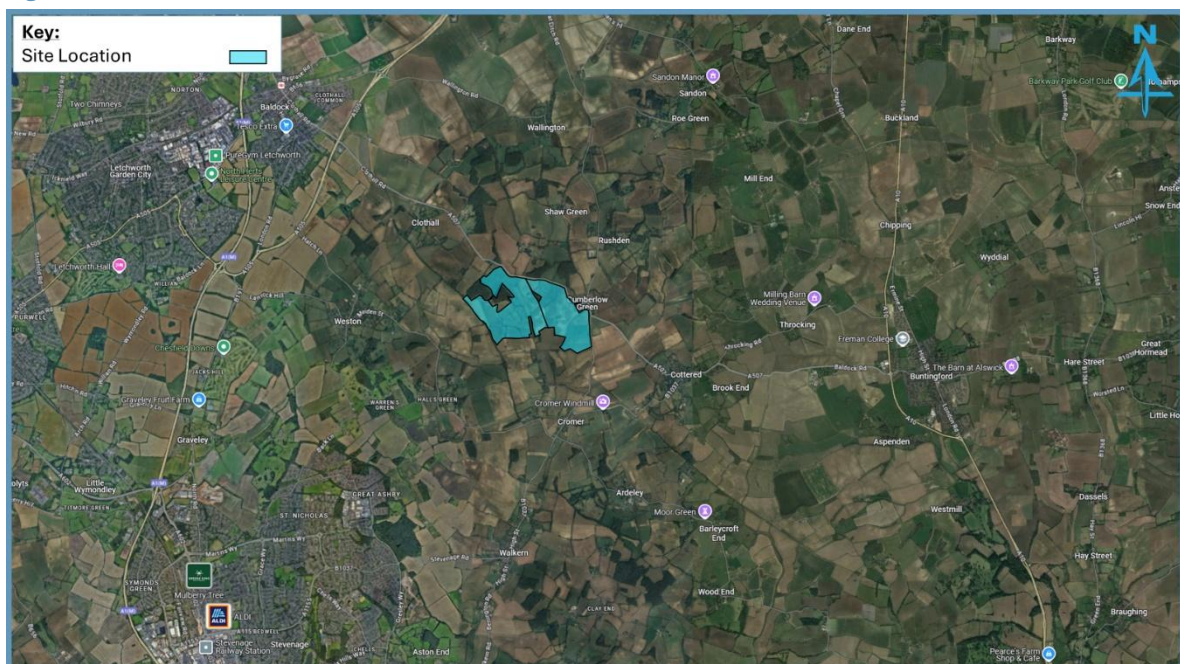
- Appendix A Proposed Site Layout Plan
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# 1 INTRODUCTION

## 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

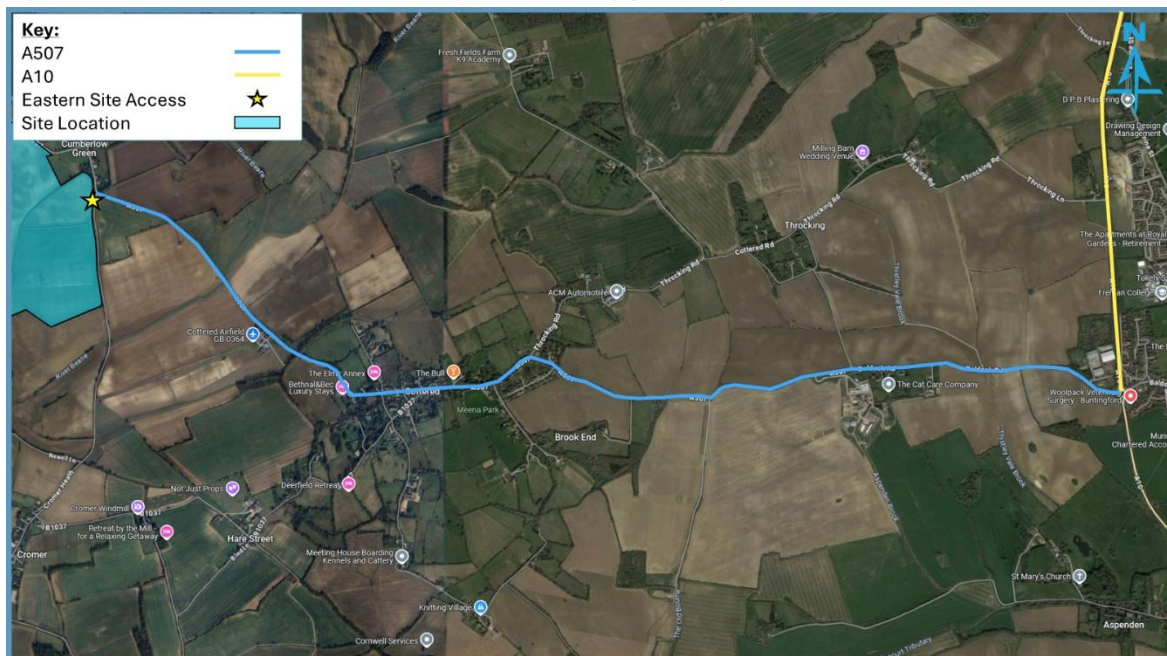
- 3.2.8 The secondary access (at Field 6) will be used by emergency service vehicles only in the rare event that emergency access is needed into the Site and the primary (eastern) access is unavailable. The secondary (central) access will therefore remain as existing as there will be no regular vehicle 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

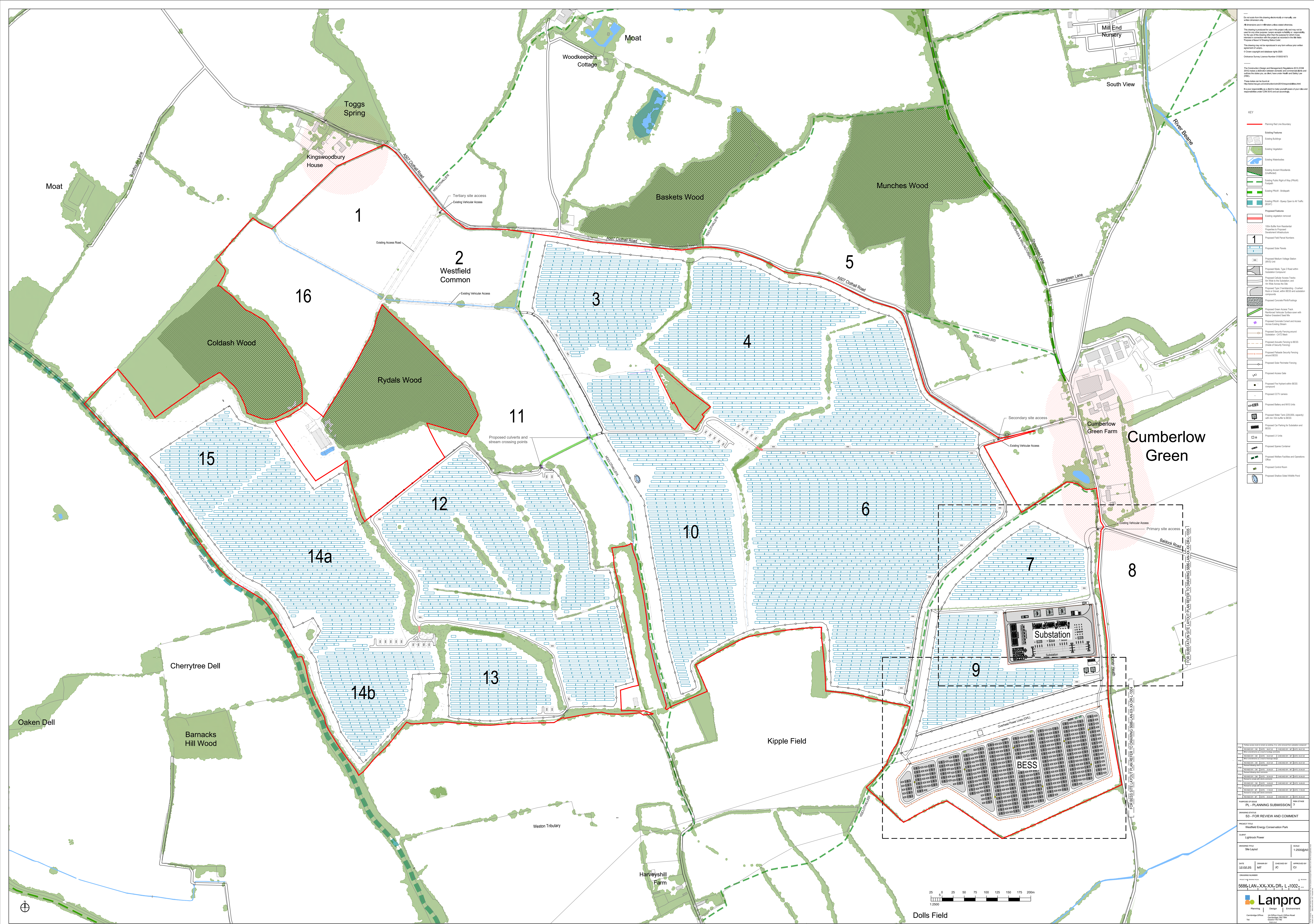
Appendix B Proposed Primary Site Access Design

Appendix C Proposed Site Access Widening

Appendix D Proposed Secondary Site Access Design

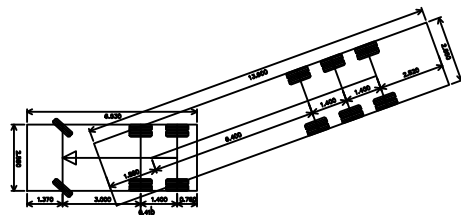
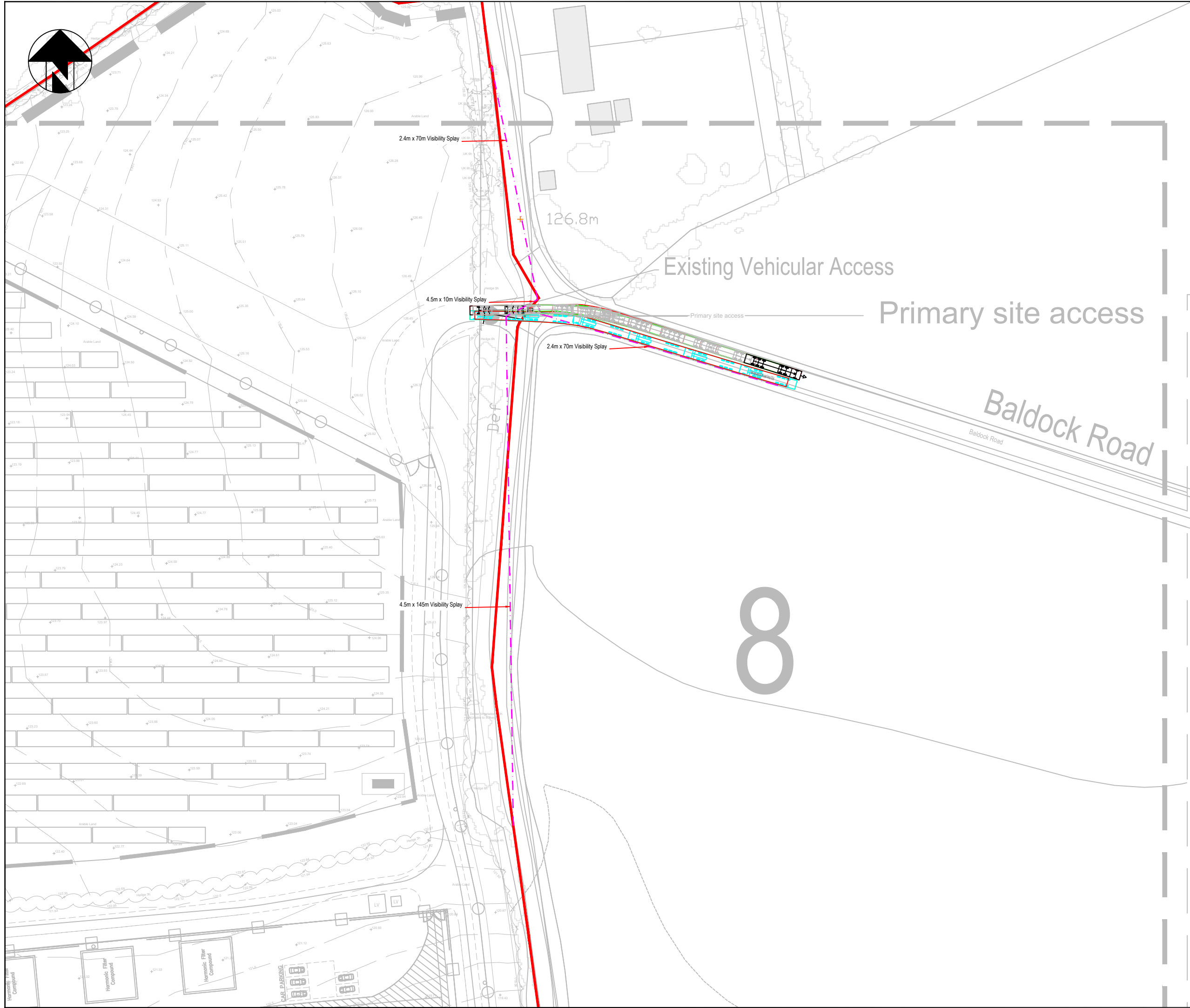


***Appendix A***  
***Proposed Site Layout Plan***





***Appendix B***  
***Proposed Primary Site Access Design***



Vehicle name: 15.0m Articulated Vehicle  
Overall length (m): 15.000  
Overall width (m): 2.550  
Maximum wheel offset (m): 0.200  
Mark to back offset (m): 0.200  
Minimum articulation (degrees):

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 |



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Project:

**WESTFIELD ENERGY  
CONSERVATION PARK**

Client:

**LIGHTROCK POWER**

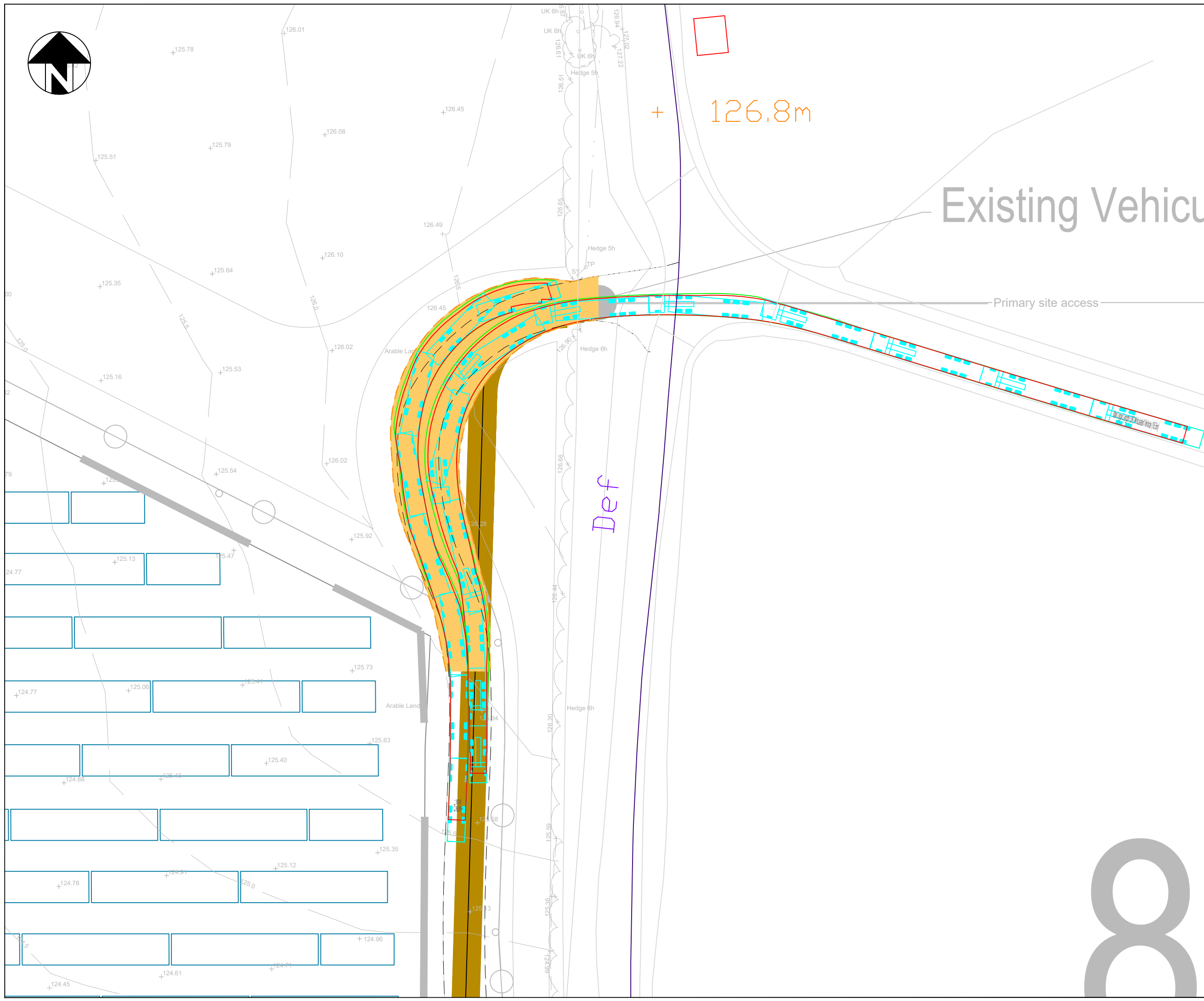
Drawing:

**EASTERN SITE ACCESS DESIGN**

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

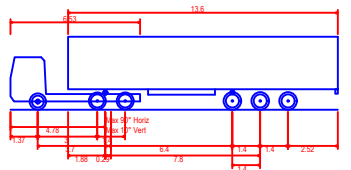


***Appendix C***  
***Proposed Site Access Widening***

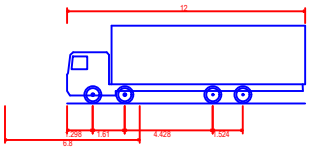


+ 126.8m

Existing Vehicle



Max Legal Length (UK) Articulated Vehicle (16.5m)  
Overall Length 16.500m  
Overall Width 2.550m  
Overall Body Height 3.681m  
Min Body Ground Clearance 0.411m  
Max Track Width 2.500m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.530m



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

|     |                                      |          |     |
|-----|--------------------------------------|----------|-----|
| P06 | Updated following comments from HCC  | 19.01.26 | ECT |
| P05 | Updated Project Name                 | 29.07.25 | ECT |
| P04 | Updated Site Layout                  | 11.07.25 | OHJ |
| P03 | Amendments following client comments | 10.07.25 | OHJ |
| P02 | Amendments following client comments | 03.07.25 | RCW |
| P01 | Preliminary Issue                    | 16.06.25 | OHJ |



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Project:

**WESTFIELD ENERGY  
CONSERVATION PARK**

Client:

**LIGHTROCK POWER**

Drawing:

**SITE ACCESS PASSING PLACES**

|             |                  |        |            |
|-------------|------------------|--------|------------|
| Drawn By:   | OHJ              | Date:  | 16.06.2025 |
| Checked:    | MHT              | Scale: | 1:500      |
| Drawing No. | AMA-23064-SK-003 | Paper: | A3         |
|             |                  | Rev.   | P06        |



***Appendix D***  
***Proposed Secondary Access Design***





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