

Castle Road
Battery Energy Storage System (BESS)
Land North of Castle Road, Burton, Rhoose

Transport Statement

For

REWE 7 Ltd

Document Control Sheet

Castle Road
Battery Energy Storage System (BESS)
Land North of Castle Road, Burton, Rhoose
REWE 7 Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
14 th February 2025	1 st Draft	Chris Saunders	John Russell
19 th February 2025	Final	Chris Saunders	John Russell

DRAFT



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1.0 Introduction

- 1.1 Motion is retained by REWE 7 Ltd to prepare a Transport Statement in relation to a development of a Battery Energy Storage System (BESS) and associated infrastructure at land north of Castle Road, Burton, Rhoose. The application site which covers an area of circa 10.5 hectares to accommodate a BESS with a capacity of up to 440MW is within the administrative boundaries of the Vale of Glamorgan Council (VGC) and is shown on Figure 1.1 below.



Figure 1.1 – Site Location

Transport Planning Policy and Guidance

Planning Policy Wales

- 1.2 National planning policy for Wales is contained within Planning Policy Wales, Edition 12, February 2024 (PPW). Paragraph 4.1.56 of PPW states:

"Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment is likely to have. They assist in helping to anticipate impacts of development so that they can be understood and catered for appropriately."

- 1.3 Paragraph 4.1.57 continues:

"Planning applications for developments including change of use, falling into the categories identified in TAN18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18. Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details including the level of parking, and measures to improve walking, cycling and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development as well as when built and in use."

1.4 With regards renewable and low carbon energy paragraph 5.77 of PPW states:

"The benefits of renewable and low carbon energy, as part of the overall commitment to tackle the climate emergency and increase energy security, is of paramount importance. The continued extraction of fossil fuels will hinder progress towards achieving overall commitments to tackling climate change. The Planning system should:

- ▶ *Integrate development with the provision of additional electricity network infrastructure;*
- ▶ *Optimise energy storage;*
- ▶ *Facilitate the integration of sustainable building design principles in new development;*
- ▶ *Optimise the location of new developments to allow for efficient use of resources;*
- ▶ *Maximise renewable and low carbon energy generation;*
- ▶ *Maximise the use of local energy sources, such as heat networks;*
- ▶ *Minimise the carbon impact of other energy generation; and*
- ▶ *Move away from the extraction of energy minerals, the burning of which is carbon intensive.*

1.5 With regards Energy storage paragraph 5.712 adds:

"Energy storage has an important part to play in managing the transition to a low carbon economy. The growth in energy generation from renewable sources requires the management of the resultant intermittency in supply, and energy storage can help balance supply and demand. Proposals for new storage facilities should be supported wherever possible.

Technical Advice Notes

1.6 Technical Advice Notes (TAN) provide detailed national planning advice, with TAN 18 providing guidance on transport issues.

1.7 With regards access to developments paragraph 9.16 states:

"Many proposed developments will require access to the existing highway network. The number of accesses permitted will depend upon the type and nature of the road. Similarly, the type of access provided should reflect the type of road and the volume and character of traffic likely to use the access and the road (taking into account the street design guidance in paragraphs 5.4 to 5.13). It may be appropriate to require major road or junction improvements if the volume or character of traffic or type of road warrants it. Other options may include traffic calming or other traffic management measures. The combining of individual access points along a road should be encouraged to help improve road safety. Whatever the access, good visibility is essential for drivers and non-drivers alike. Technical advice on visibility can be found in Annex B."

1.8 Annex D of TAN 18 also outlines the aims of undertaking a Transport Assessment which are:

- ▶ *"understand the transport impacts of the development;"*
- ▶ *"clearly communicate the impacts to assist the decision making process;"*
- ▶ *"demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);"*
- ▶ *"mitigate negative transport impacts through the design process and secured through planning conditions or obligations;"*
- ▶ *"maximise the accessibility of the development by non-car modes;"*

- ▶ "contribute to relevant development plan and RTP objectives relating to accessibility of services and modal share."

Vale of Glamorgan – Local Planning Policy

- 1.9 Local planning policy is provided within the Local Development Plan adopted in June 2017. Policy MD2 'Design of New Development' contains 12 points which new development should comply with and with regards transport, these are cover by points 5,6 and 9 as follows:

"5. Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users.

6. Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree.

9. Provide public open space, private amenity space and car parking in accordance with the council's standards."

Scope of Report

- 1.10 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- ▶ The proposals accord with national and local policies relevant to transport;
- ▶ Safe and suitable access to the Application Site can be achieved by all modes; and,
- ▶ The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

- 1.11 Following this introduction, this Transport Statement is split into a further 4 sections as follows:

- ▶ Section 2 assesses existing conditions;
- ▶ Section 3 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- ▶ Section 4 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
- ▶ Section 5 summarises the key findings and conclusions of this report.

2.0 Transport Accessibility

Overview

- 2.1 The proposed BESS Site is located to the west of Cardiff Airport and north west of the small town of Rhoose. The Site is to the south of the B4265, east of Fontygary Road and north of Castle Road as detailed on Figure 2.1.

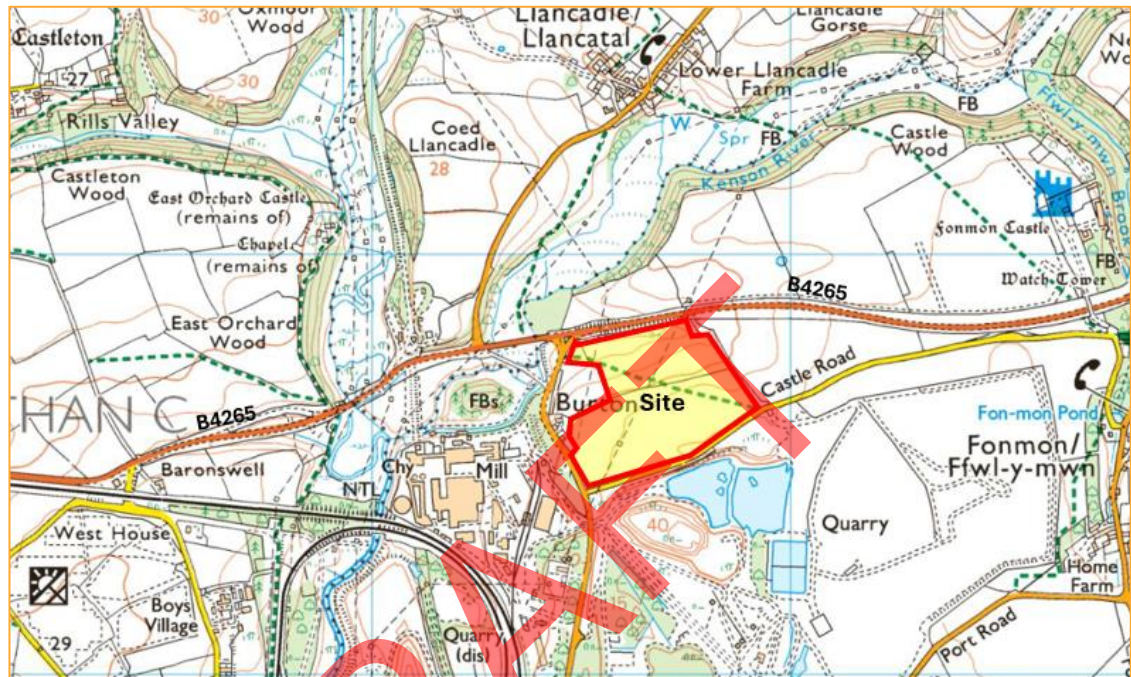


Figure 2.1 – Site Location

Local Highway Network

- 2.2 The B4265 in the vicinity of the site is 9.8 metres wide and is provided with a right turn lane along with a left deceleration lane for vehicles leaving the B4265 and entering Fontygary Road. The road is subjected to a 40 miles per hour speed limit which increases to 60 miles per hour 300 metres to the east of the junction with Fontygary Road.
- 2.3 Fontygary Road is 7.3 metres wide and is subjected to a 40 miles per hour speed limit and from the junction with the B4265 progresses southwards, with a 14% uphill gradient. Fontygary Road provides access to the Aberthaw cement works and quarry to the south.
- 2.4 The B4265 is a high quality road which was significantly upgraded when Cardiff Airport was expanded to become an international airport. It becomes the A4226 at Cardiff Airport which again provides a high quality route to the A48 part of the principal road network. The A48 via the A4232 at Culverhouse and the A473 at Bridgend provides access to the M4. Figure 2.2 details the site in relation to the regional road network.
- 2.5 The latest traffic data for the B4265 available from the [Department for Transport's Road Traffic Statistics web site](#), indicates that the B4265 at St Athan to the east of the site had an average annual flow of 11,830 (326 HGV's) vehicles per day in 2019, the last data of a manual survey.



Figure 2.2 – Regional Road Network

Existing Site Access

- 2.6 The site is currently accessed from two field accesses along Fontygary Road in the north west and south west of the site.
- 2.7 The north west access is located 52 metres south of the junction with the B4265, while the second access is located on the inside of the radius of the junction of Fontygary Road and Castle Road.

3.0 Proposed Development

Proposed Development

- 3.1 The Proposed Development consists of a Battery Energy Storage System (BESS) with a capacity of up to 440MW and associated infrastructure. A cable route to connect the Proposed Development into the National Grid will be provided under permitted development rights.
- 3.2 The proposed site layout plans are included within **Appendix A**.

Site Access - Construction

- 3.3 All long distance construction traffic will access the site from junction 33 of M4 before travelling south on the A4232 until Culverhouse Cross, where vehicles will turn right onto the A48. Vehicles will then turn left at Sycamore Cross onto the A4226 following the road to Cardiff Airport, where vehicles will progress onto the B4265 to the Site.
- 3.4 Local construction traffic generating from Bridgend will use the A48 pass Cowbridge turning right onto the A4226 at Sycamore Cross, and then following the same route as vehicles approaching from the M4. Local construction traffic from South Cardiff and the docks will use the A4232 until Culverhouse Cross turning left onto the A48 and following the same route as vehicles approaching from the M4.
- 3.5 Access into the Site will be from the northern field access on Fontygary Road to the south of the B4265 junction. The access will be widened as detailed on drawing 2301070/01 Rev A within **Appendix B** to accommodate construction vehicles.
- 3.6 Visibility splays of 2.4 metres by 120 metres to the south along Fontygary Road commensurate with the 40 miles per hour speed limit will be provided while visibility splays to the north of 2.4 metres by 52 metres to the junction with the B4265 and 2.4 metres by 67 metres to the end of the deceleration lane will be provided to the north.
- 3.7 The access road will then travel in an easterly direction to the south east portion of the Site, where the BESS will be located. The maximum size vehicle required for construction will be an articulated lorry and the swept path analysis for this vehicle and a rigid tipper is provided within **Appendix C**.

Site Access – Maintenance

- 3.8 Access for future maintenance vehicles will also be via the access point used for construction. It is expected that maintenance vehicles will be limited to once or twice a week and will usually be by transit vans.
- 3.9 However, in accordance with Guidance from the National Fire Chiefs Council, the following requirements for access to BESS Sites have to be met:
 - ▶ At least 2 separate access points to the site to account for opposite wind conditions/direction;
 - ▶ Roads/hard standing capable of accommodating fire service vehicles in all weather conditions. As such there should be no extremes of grade;
 - ▶ A perimeter road or roads with passing places suitable for fire service vehicles;
 - ▶ Road networks on sites must enable unobstructed access to all areas of the facility;
 - ▶ Turning circles, passing places etc size to be advised by FRS depending on fleet.
- 3.10 To comply with these requirements an emergency access is provided utilising the existing access to the south west corner of the Site located at the junction of Fontygary Road and Castle Road as shown on Drawing 2301070/01 within **Appendix B**.

- 3.11 As detailed on the site plan within **Appendix A**, the BESS is provided with a perimeter road enabling emergency vehicles to access the full Site as detailed by the swept path analysis within **Appendix D**.

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4.0 Traffic Impact

4.1 The vehicle movements associated with the proposed development comprises two distinct phases, those vehicular movements associated with the future operation of the site and those associated with the construction of the Proposed Development.

4.2 The following sections detail the likely vehicular movements generated by both phases.

Construction

4.3 The following is an estimate of the number of vehicular movements that will be generated during construction based on work on similar sites. Deliveries of the battery equipment are expected to be undertaken by a combination of large articulated vehicles and smaller rigid vehicles and to assist in unloading some of the larger components, a mobile crane will be required.

4.4 During the 12 month construction phase, it is anticipated to be in the region of 1040 HGV movements, with a typical average of two deliveries (four vehicle movements) per day.

4.5 An indicative breakdown of the expected vehicles movements is detailed below.

▶ Set up (2 weeks)	20 vehicles (40 movements)
▶ Construction (46 weeks)	460 vehicles (920 movements)
▶ Completion (4 weeks)	40 vehicles (80 movements)

4.6 The majority of large vehicles will be utilised during the main construction period, with smaller vehicles used especially during the completion phase period.

4.7 Based on previous experience it is expected that a daily workforce of around 20 personnel will be required on site at any one time. Given the remoteness of the site car sharing will be promoted with operatives encouraged to share transport.

4.8 However, if it is assumed that four operatives arrive per vehicle, the number of vehicle movements associated with the workforce will equate to 10 vehicle movements per day. When this is added to the estimated number of delivery vehicles, the total number of vehicle movements per day will be in the region of 14. The proposed temporary increase of 14 vehicle movements per day during construction, is a small increase and will not result in a severe increase in traffic on the neighbouring highway network. especially when taken in the context of the existing Annual Average Daily Flow along the B4265 of 11,830 vehicles.

4.9 It should also be noted that an average of two HGV's a day entering the site will be within the daily fluctuations of the HGV's accessing the adjacent cement and quarry works.

Parking

4.10 As detailed within paragraph 4.7, it is assumed 4 operatives will arrive per vehicle to the site, and therefore a parking area for 10 vehicles will be provided adjacent to the access road within the Site.

Framework Construction Management Plan

4.11 A Framework Construction Management Plan accompanies this Transport Statement and provides further details on construction practices.

Future Operation of the Site

4.12 The BESS will be monitored remotely, 24 hours a day resulting in a low number of vehicle trips to and from the Site when operational. The applicants experience indicates that maintenance visits more often

than likely occur weekly or even monthly and a daily visit is not required. These visits are usually undertaken by a transit van and therefore the likely vehicular movements to and from the site will be approximately four per week.

- 4.13 Changes in traffic volumes of this magnitude would result in imperceptible changes in the volumes of traffic and would be within the daily fluctuations one would expect to see on the adjacent highway network. On this basis, it is concluded that changes in traffic volumes associated with the operation phase would lead to a de minimis impact on highway capacity.

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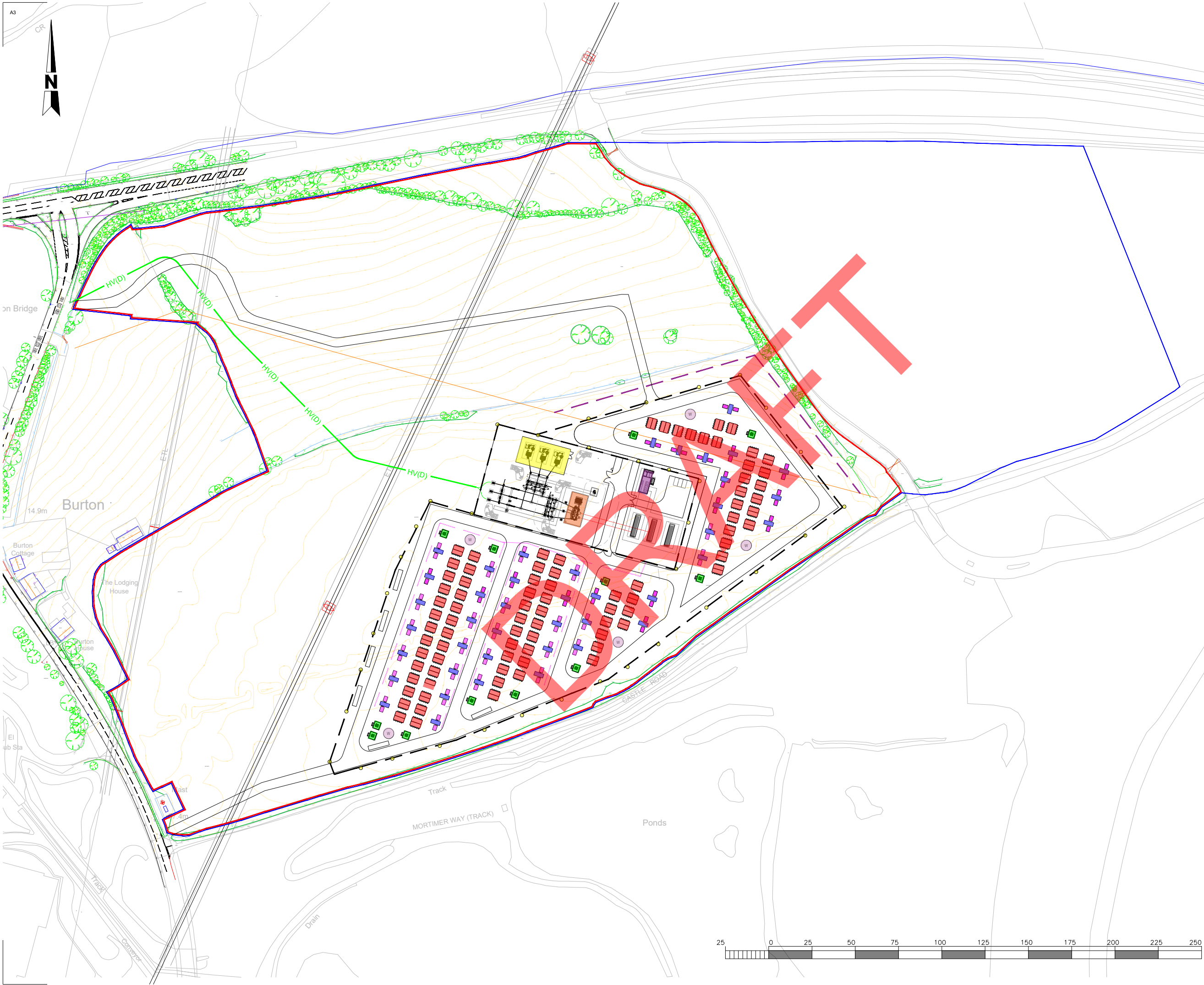
5.0 Summary and Conclusions

- 5.1 Motion is retained by REWE 7 Ltd to prepare a Transport Statement in relation to a development to the proposed development of a BESS and associated infrastructure at land north of Castle Road, Burton, Rhose.
- 5.2 The approach routes have been chosen to ensure that the use of the Strategic Road Network is maximised and to ensure that vehicles do not use the unsuitable routes to the west of the Site.
- 5.3 During the operational phase of the development, there will be a de minimis increase in traffic volumes with this increase falling within the daily fluctuations one would expect to see on the adjacent highway network.
- 5.4 The construction phase of the proposed development would lead to a temporary increase in traffic on the local highway network. However, on average during the 12 month construction period, it is expected that the proposed development would lead to an increase of 14 vehicle movements per day. Changes of this magnitude would also have a de minimis impact on highway capacity.
- 5.5 In conclusion, the Proposed Development provides an opportunity to store electricity provided by zero carbon energy generating facilities at a location which can be safely accessed by construction and operational vehicles and at which the temporary traffic impacts during construction would be minimal. Traffic management measures can be put in place to reduce or avoid potential residual impacts arising from road traffic during the temporary 12 month construction period. In short:
- ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the Application Site can be achieved; and,
 - ▶ The level of traffic associated with the proposals will not lead to a severe impact on the existing operation and free flow of traffic of the adjoining highway network.
- 5.6 In accordance with TAN 18, Policy MD1 of the Local Development Plan and Paragraph 4.1.57 of Planning Policy Wales, it has been clearly demonstrated within this Transport Statement that no material reasons for planning permission refusal related to transport, traffic, or highways exist.

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Appendix A

Site Layout



- NOTES:
1. ALL DIMENSIONS TO BE CONFIRMED ON SITE PRIOR TO INSTALLATION
 2. ALL DIMENSIONS ARE INDICATIVE AND IN METERS (M) UNLESS STATED OTHERWISE

- LEGEND:
- BESS CONTAINER
 - TWIN SKID INVERTER
 - TWIN SKID TRANSFORMER
 - AUXILIARY TRANSFORMER
 - SWITCHGEAR
 - HARMONIC FILTERS
 - HV 33/400KV TRANSFORMER
 - CONTROL ROOM
 - RED LINE BOUNDARY
 - FENCELINE
 - MV CABLING INDICATIVE
 - 275KV CABLE INDICATIVE
 - CCTV POLE
 - EXISTING PROW
 - PROPOSED PROW DIVERGENCE
 - WATER TANK



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CLIENT
REWE 7 LTD

PROJECT TITLE
CASTLE ROAD BATTERY ENERGY STORAGE SYSTEM

DRAWING TITLE
SITE LAYOUT PLAN

SCALE @ A3
1:7500

JOB No. 08	REV. 06
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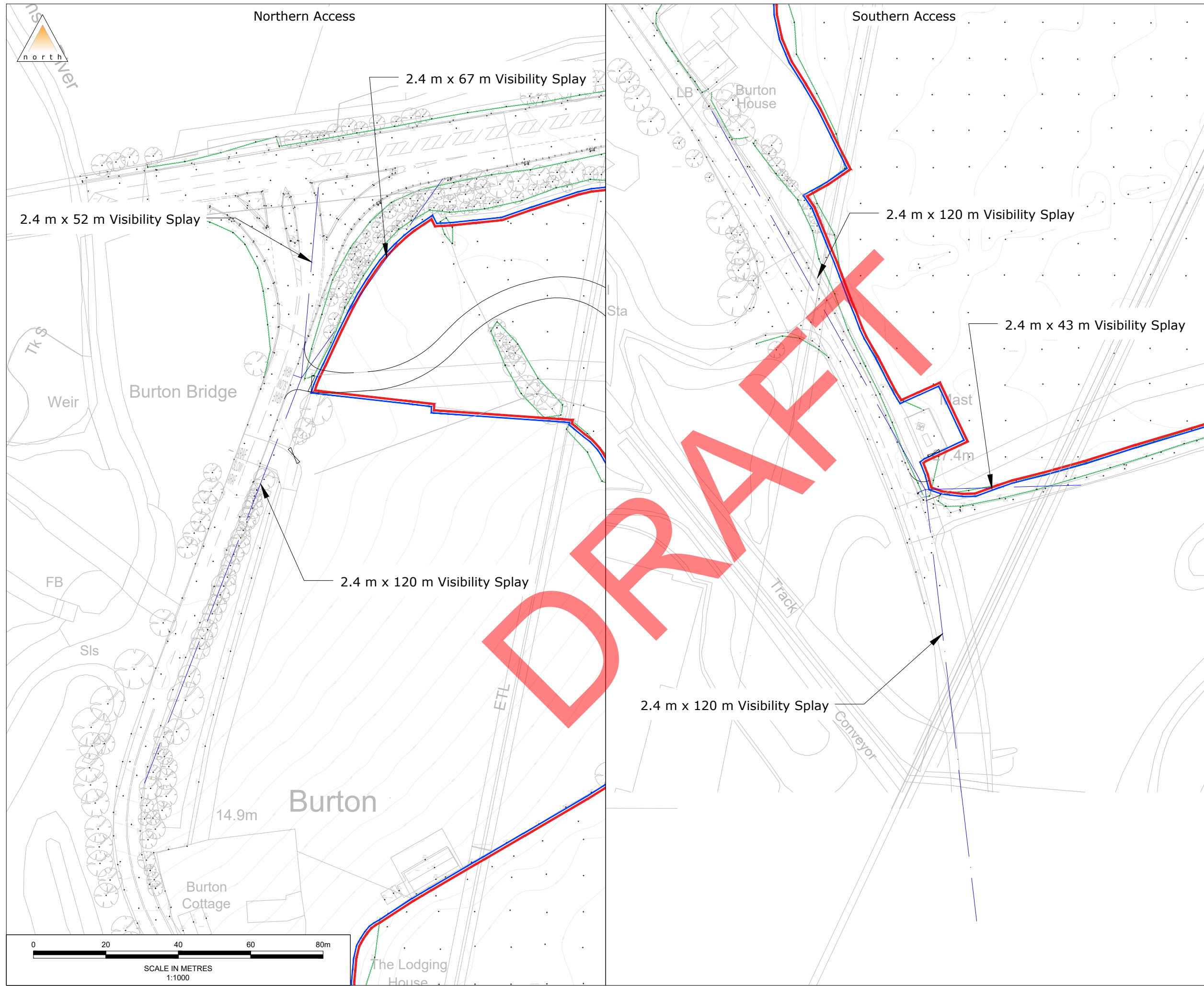
DRAWING No.
WIN-BES-08-DR-03-01

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Appendix B

Site Accesses

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

— Visibility Splay

A	Updated Site Layout	DR	CS	CS	12/02/2025
-	First Issue	DR	CS	CS	30/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

Title:
Visibility Splays at Site Access'

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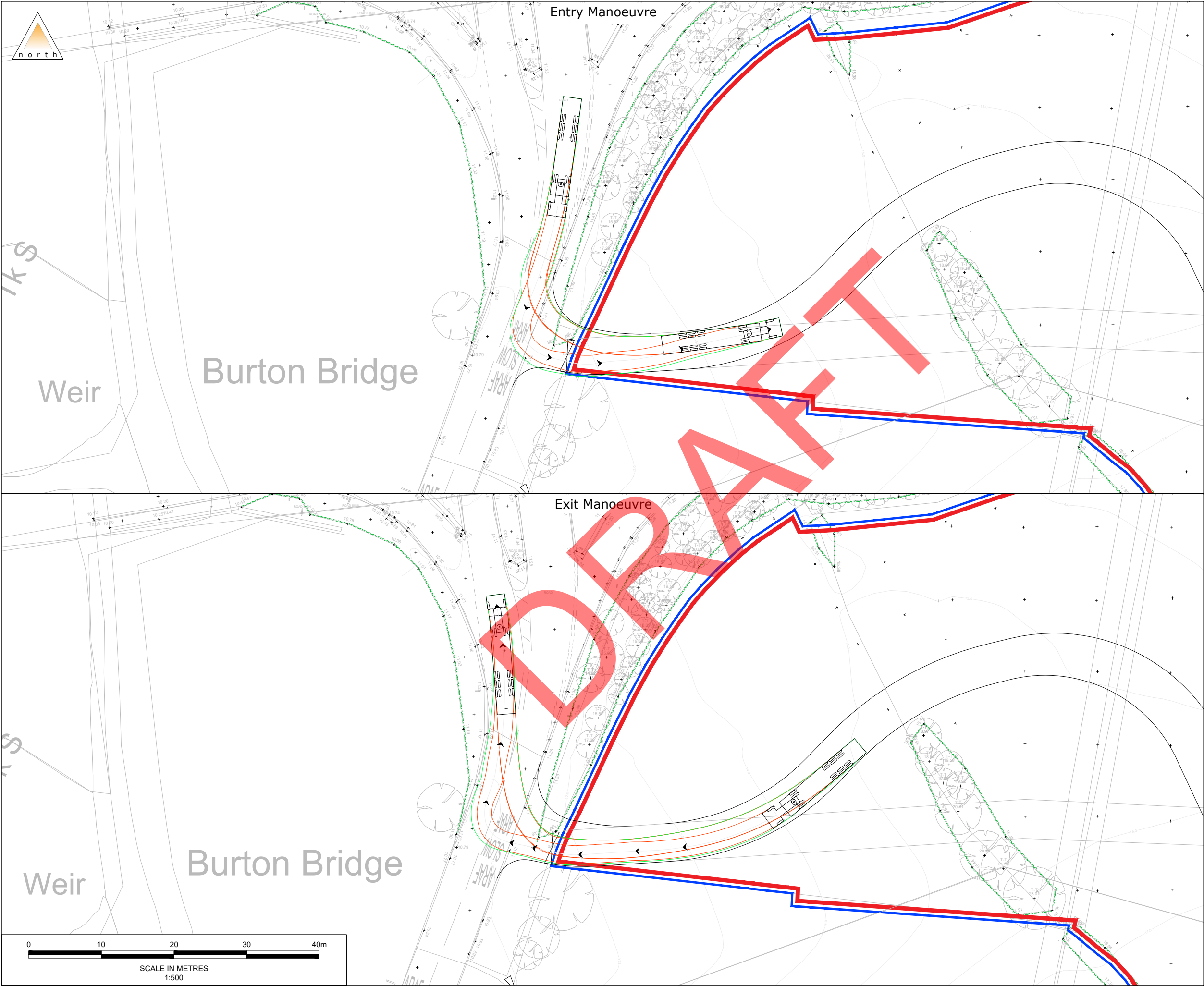
Drawing: 2301070-01 Revision: A

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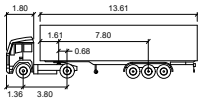
Appendix C

Swept Paths - Construction Vehicles

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- Notes
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Artic			
Tractor Width	2.55	Lock to Lock Time	6.0
Trailer Width	2.55	Steering Angle	42.7
Tractor Track	2.55	Articulating Angle	70.0
Trailer Track	2.55		

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-	First Issue	DR	CS	CS	30/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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BESS - Fonmon Estate

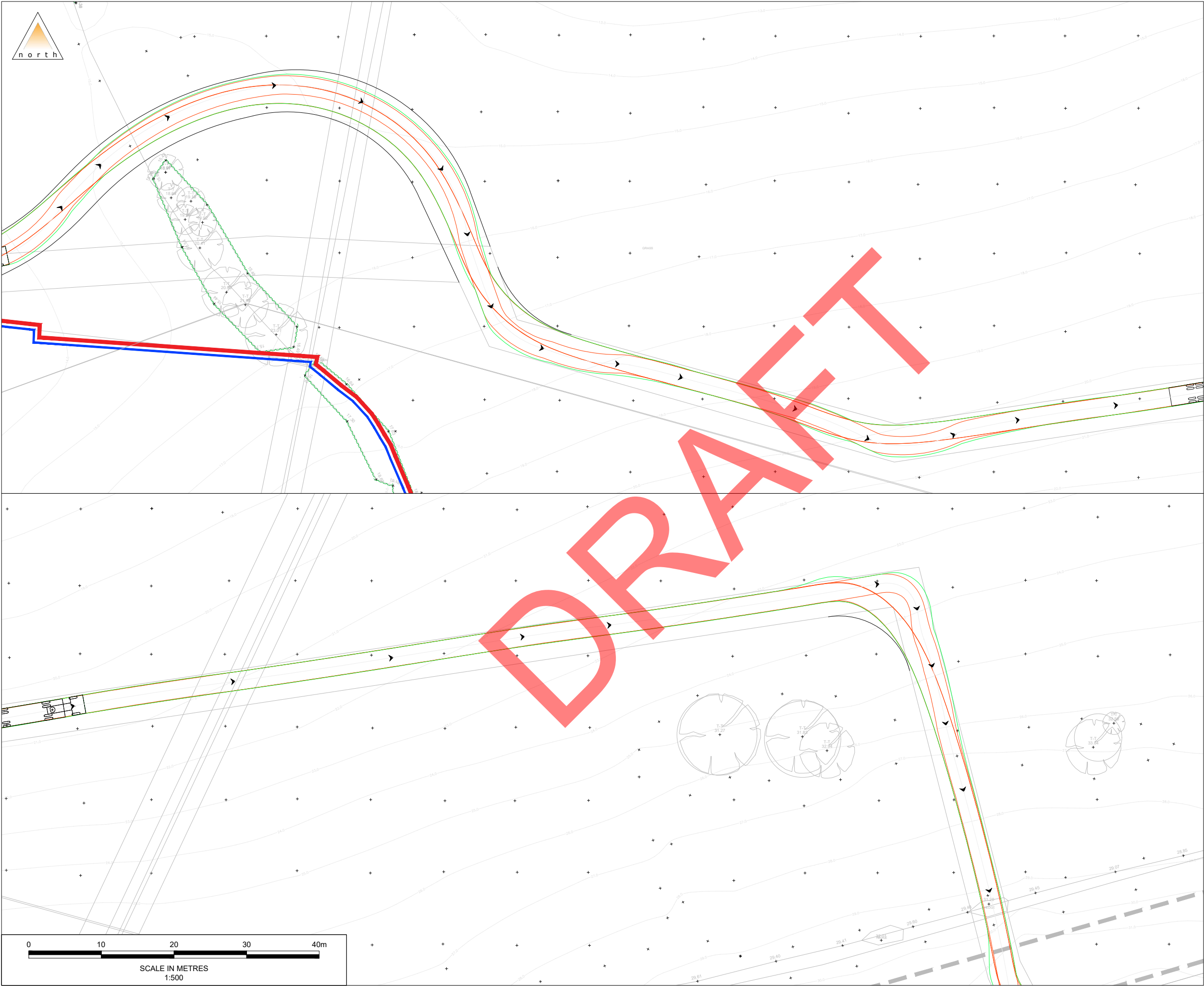
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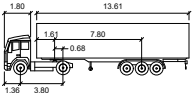
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2301070-TK01

Revision:
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Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 3.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

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LDA Design

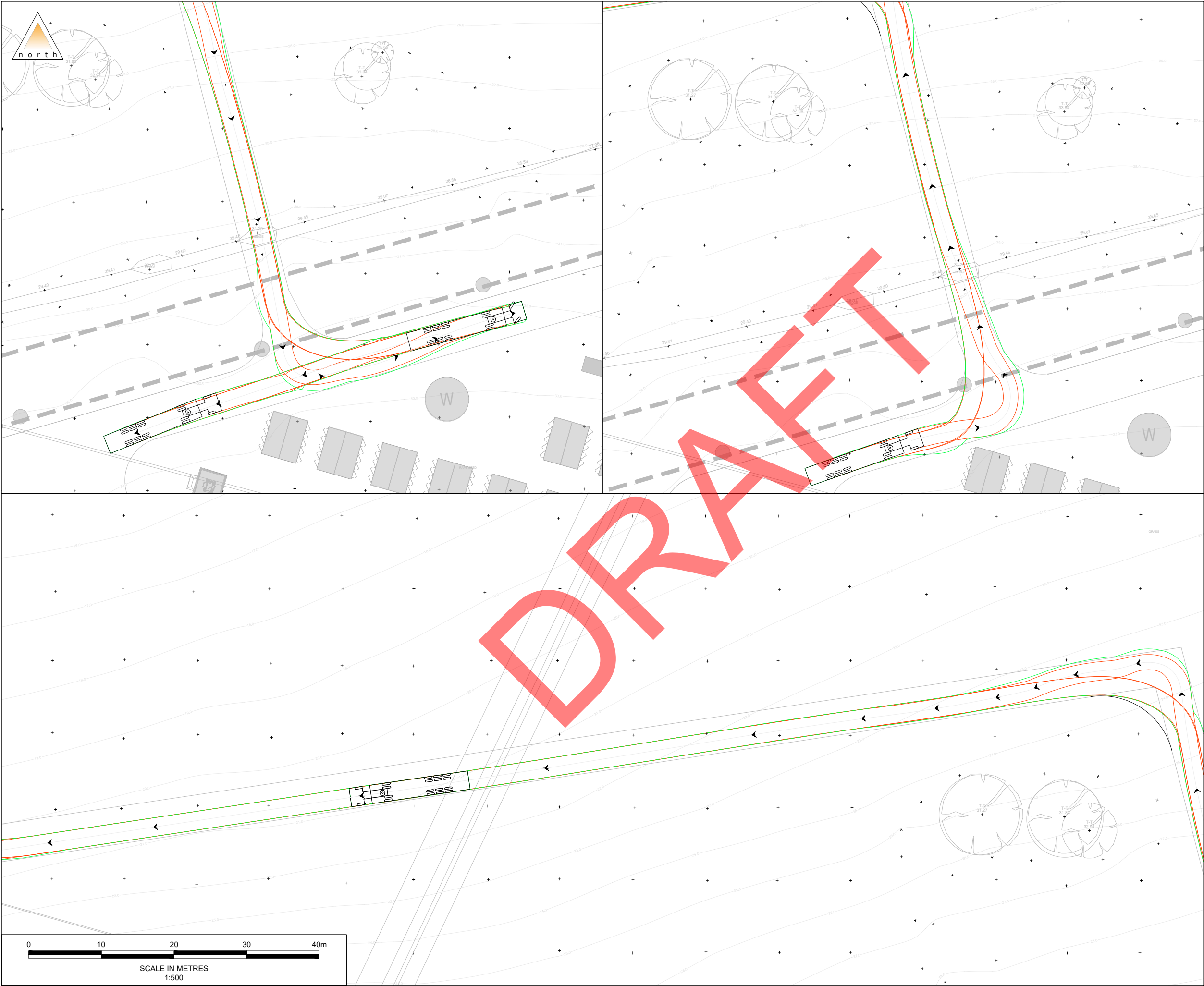
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BESS - Fonmon Estate

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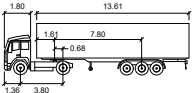
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Trailer Width	2.55	Steering Angle	42.7
Tractor Track	1.36	Articulating Angle	70.0
Trailer Track	3.80		

-	First Issue	DR	CS	CS	12/02/2025
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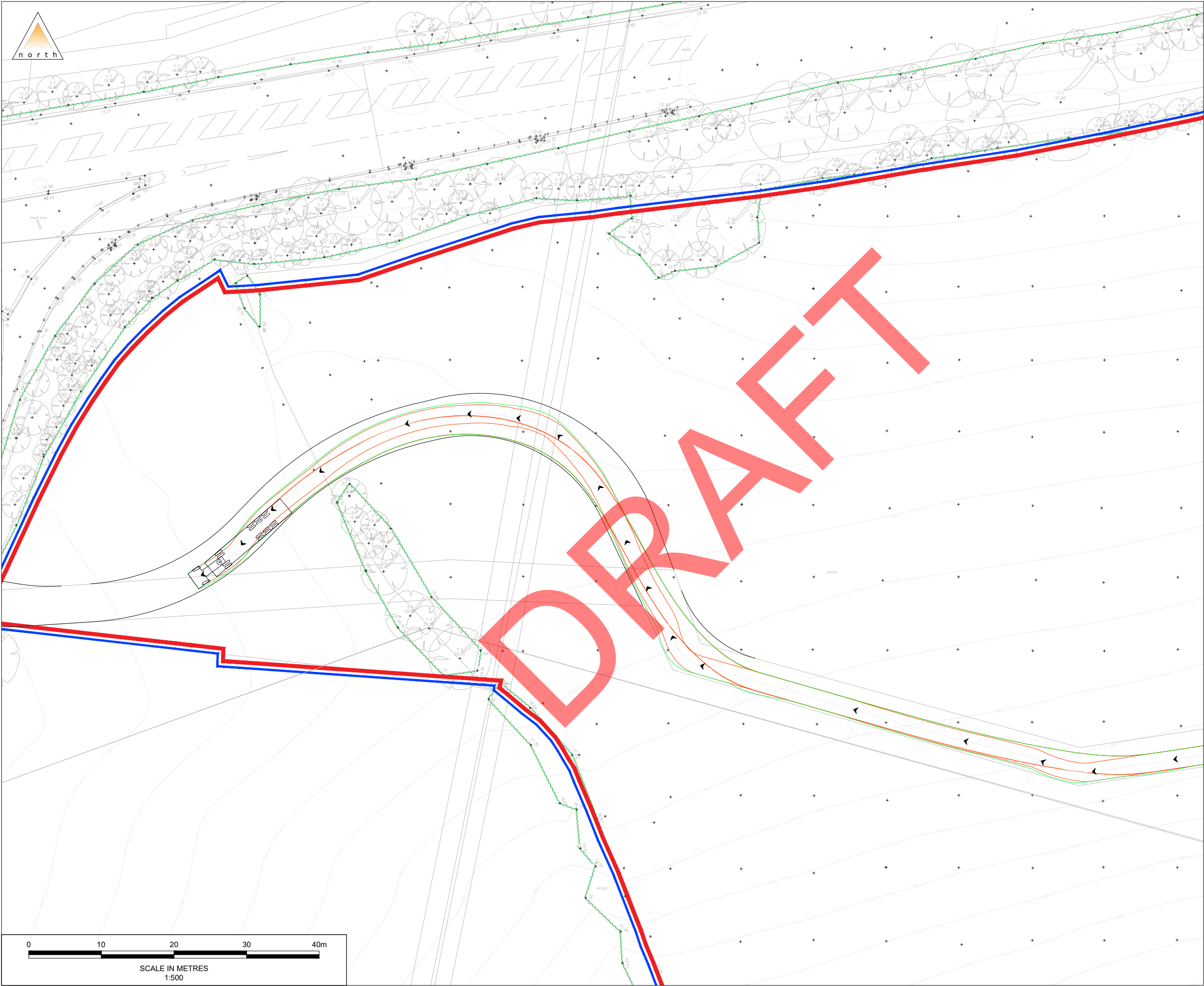
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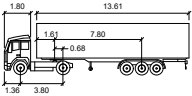
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Drawing: 2301070-TK03 Revision: -

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- Notes
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Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

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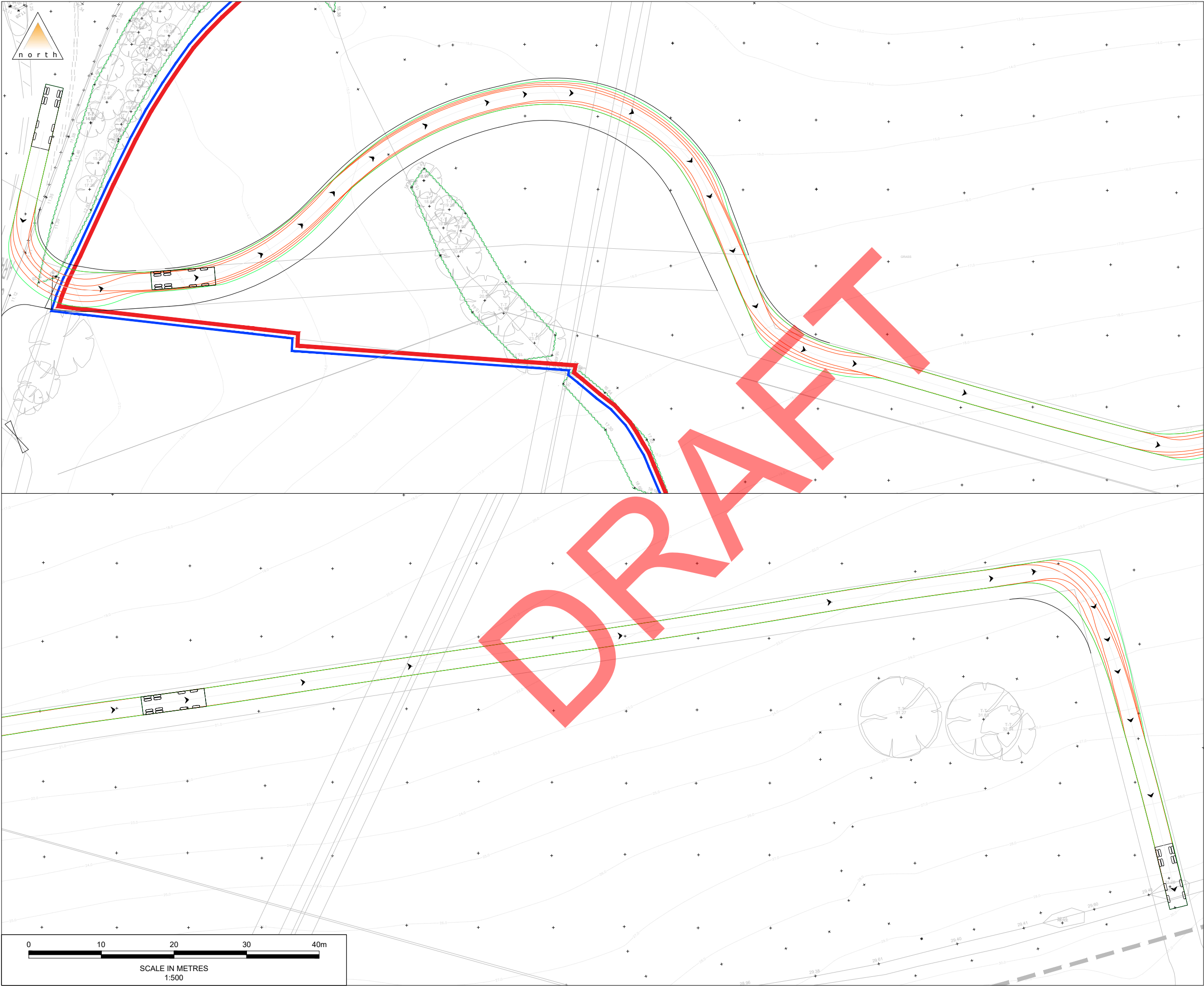
Project:
BESS - Fonmon Estate

Title:
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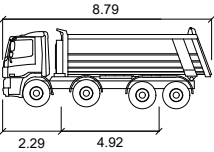
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Mercedes Actros Rigid Tipper 8x4 3236K
meters

Width	: 2.49
Track	: 2.49
Lock to Lock Time	: 6.0
Steering Angle	: 30.7

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

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FOR PLANNING
NOT FOR CONSTRUCTION



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LDA Design

Project:
BESS - Fonmon Estate

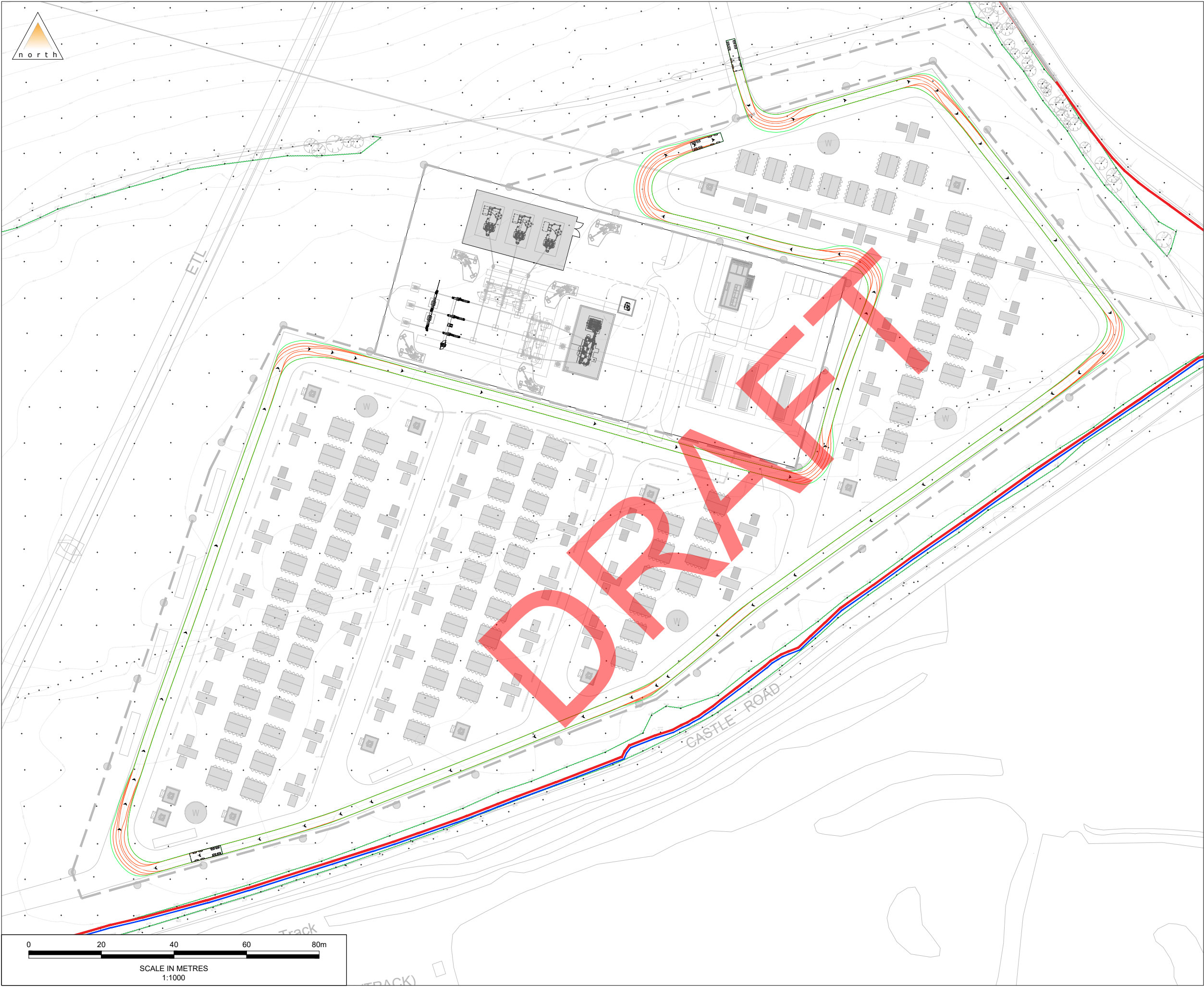
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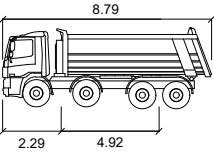
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Revision:
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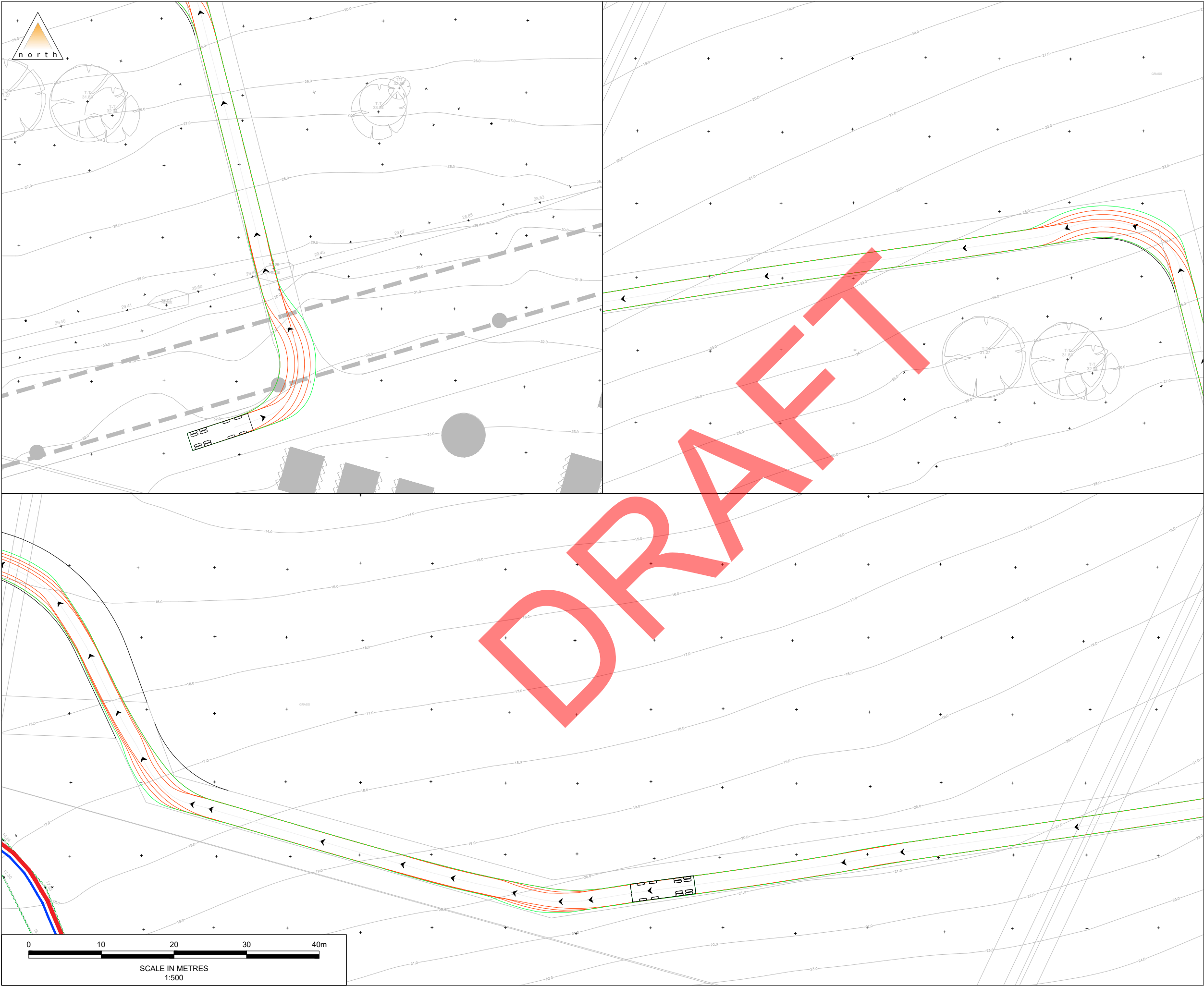
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Tipper Vehicle

Scale: 1:1,000 (@ A3)

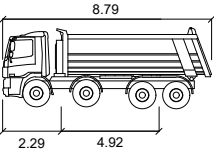
Drawing:
2301070-TK06

Revision:
-

C:\Users\droddy\Motion\StaffSite - Ldfonm 2301070\Drawings\2301070-TK01A.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Mercedes Actros Rigid Tipper 8x4 3236K
meters

Width	: 2.49
Track	: 2.49
Lock to Lock Time	: 6.0
Steering Angle	: 30.7

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

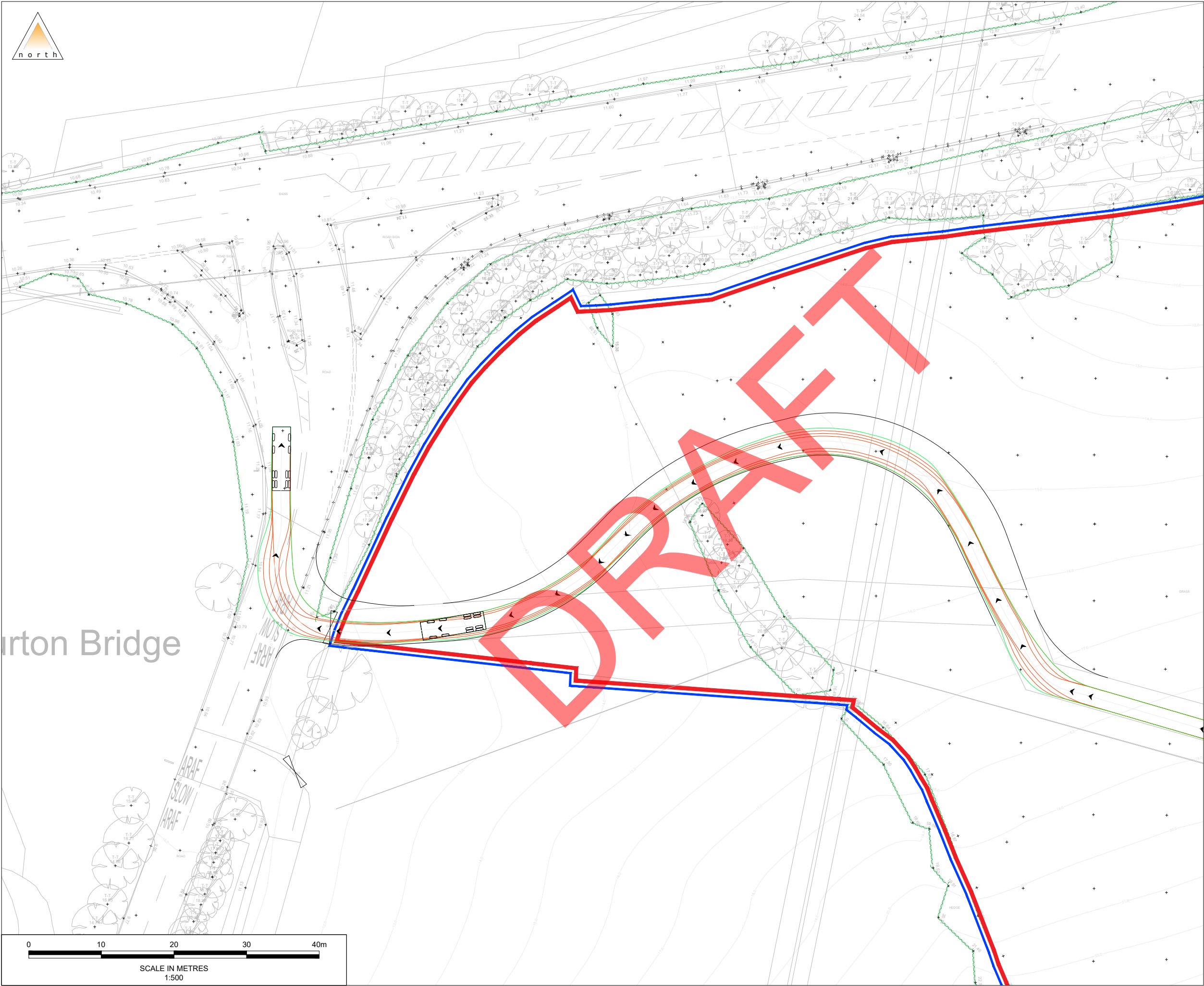
Title:
Swept Path Analysis
Tipper Vehicle

Scale: 1:500 (@ A3)

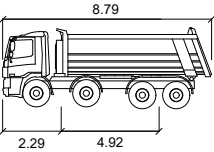
Drawing:
2301070-TK07

Revision:
-

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Mercedes Actros Rigid Tipper 8x4 3236K
meters

Width	: 2.49
Track	: 2.49
Lock to Lock Time	: 6.0
Steering Angle	: 30.7

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

Title:
Swept Path Analysis
Tipper Vehicle

Scale: 1:500 (@ A3)

Drawing:
2301070-TK08

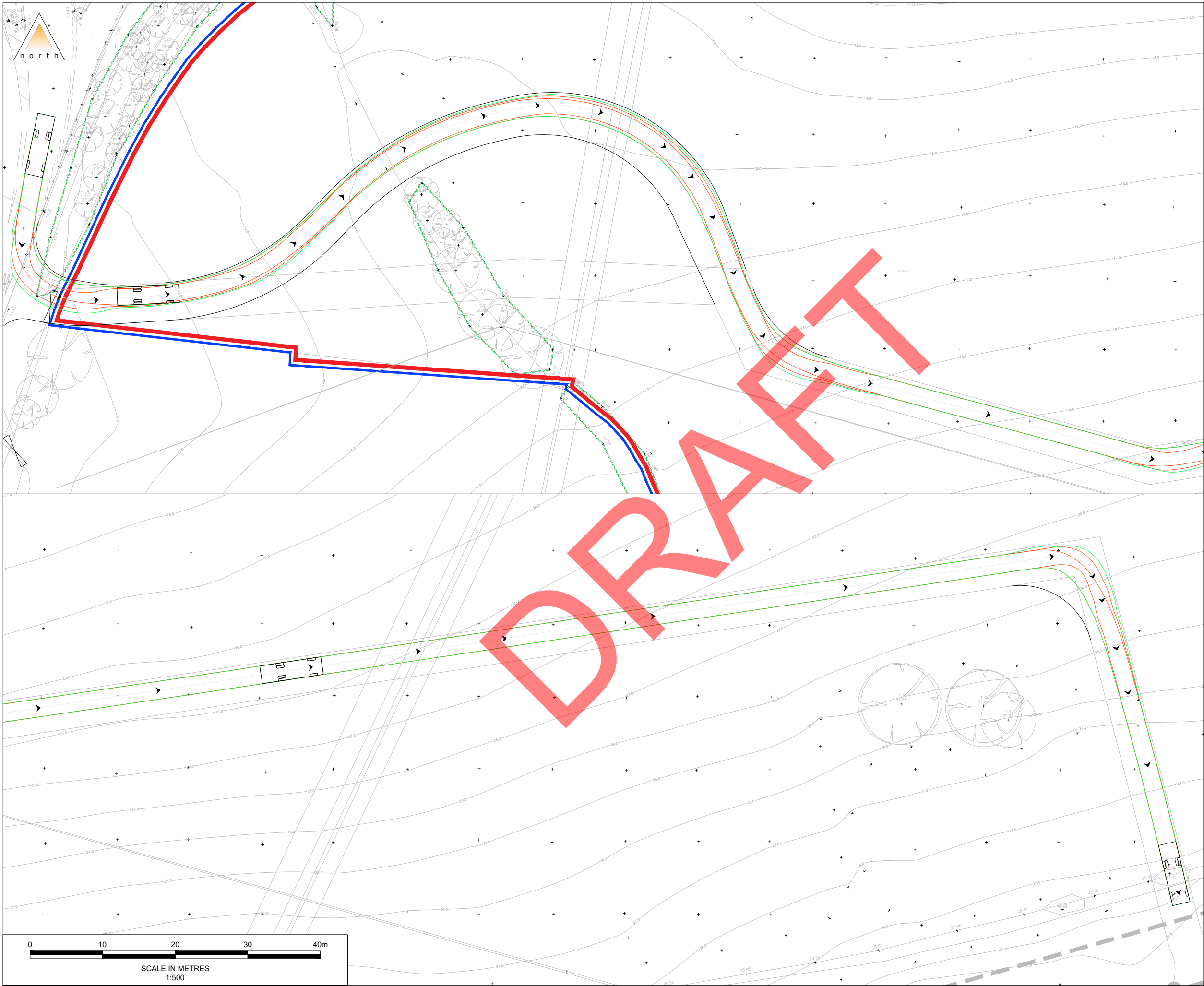
Revision:
-

DRAFT

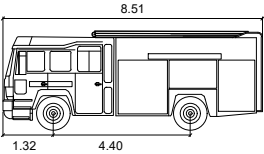
Appendix D

Swept Paths - Emergency Vehicles

C:\Users\droddy\Motion\Drawings\2301070-TK01A.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Volvo FL8 Fire Appliance
meters
Width : 2.46 Lock to Lock Time : 6.0
Track : 2.46 Steering Angle : 39.2

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

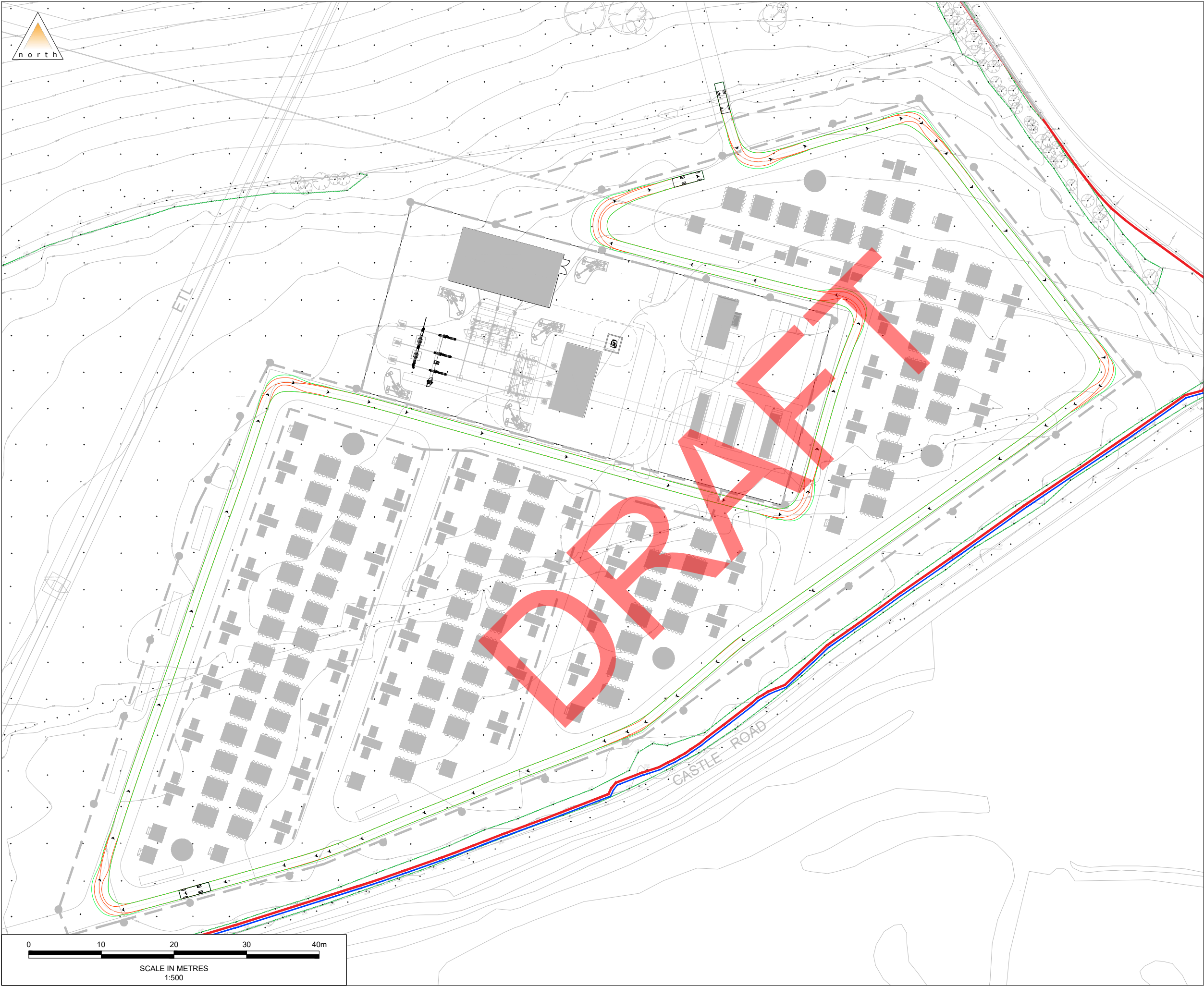
Title:
Swept Path Analysis
Fire Appliance

Scale: 1:500 (@ A3)

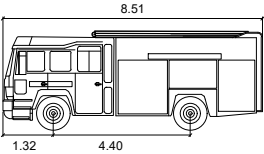
Drawing:
2301070-TK09

Revision:
-

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Volvo FL8 Fire Appliance
meters
Width : 2.46 Lock to Lock Time : 6.0
Track : 2.46 Steering Angle : 39.2

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

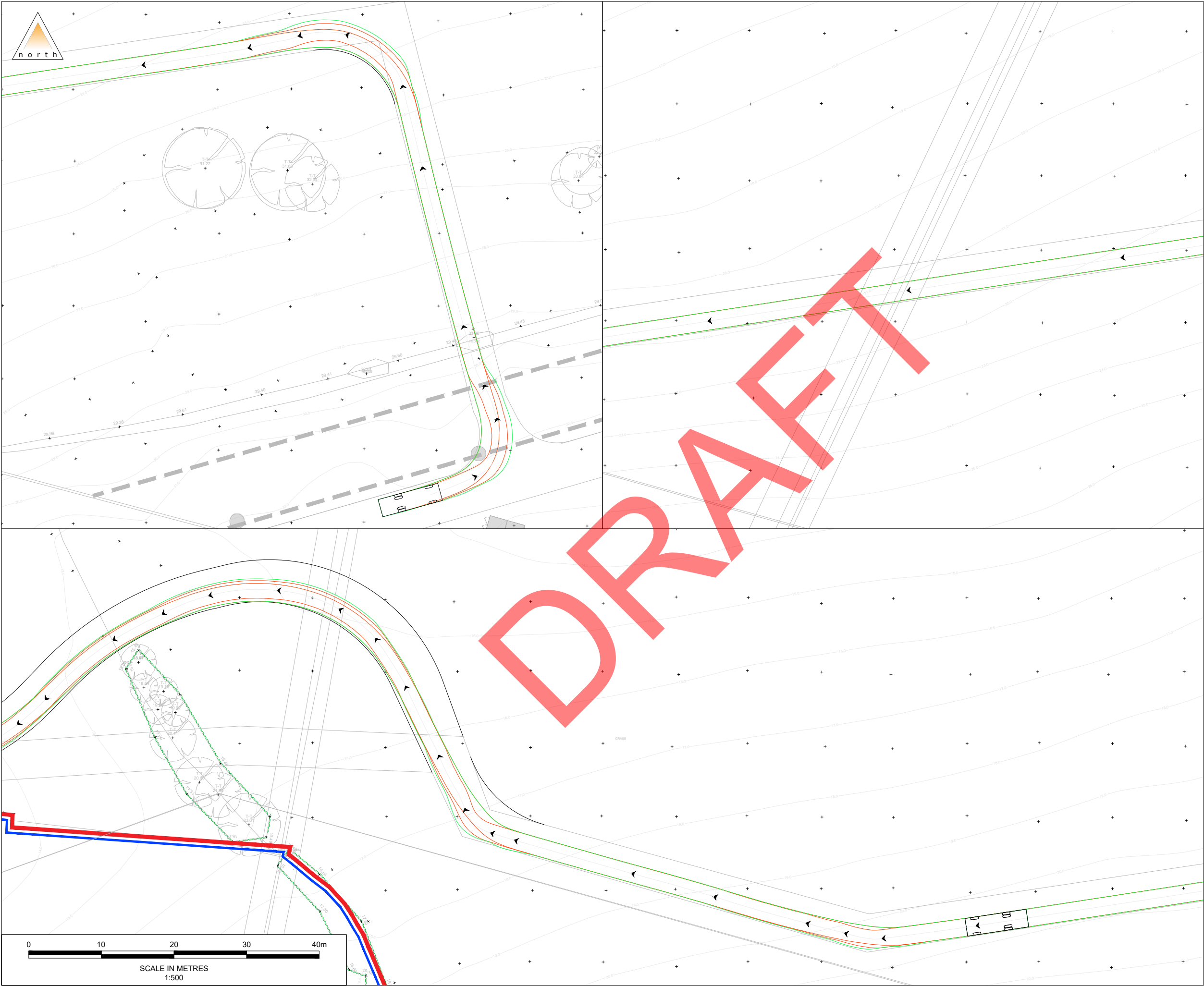
Title:
Swept Path Analysis
Fire Appliance

Scale: 1:500 (@ A3)

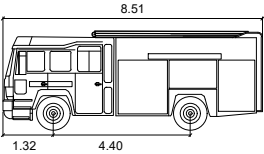
Drawing:
2301070-TK10

Revision:
-

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6kph / reversing 6kph.



Volvo FL8 Fire Appliance
meters
Width : 2.46 Lock to Lock Time : 6.0
Track : 2.46 Steering Angle : 39.2

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

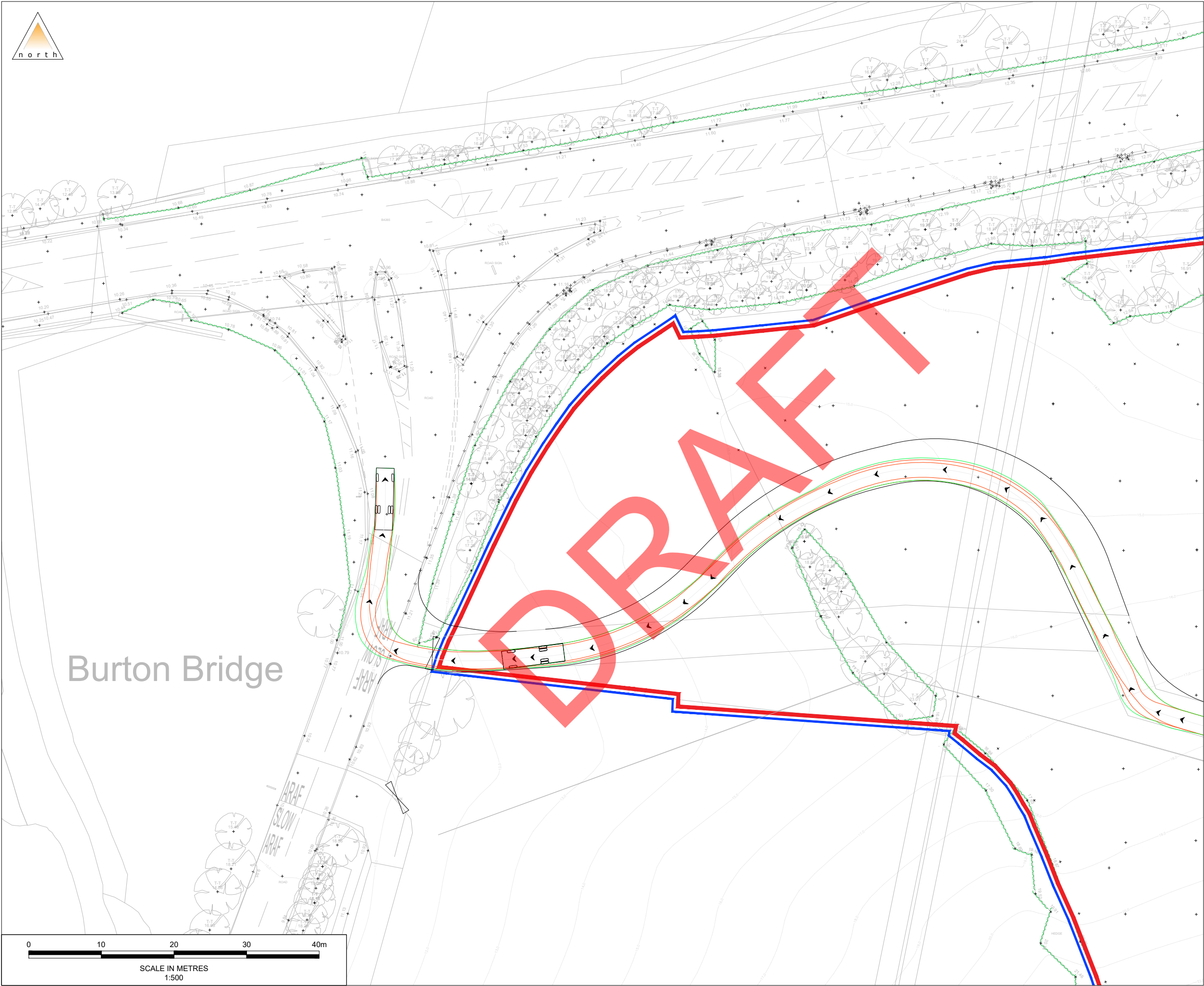
Project:
BESS - Fonmon Estate

Title:
Swept Path Analysis
Fire Appliance

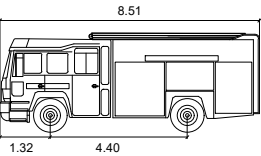
Scale: 1:500 (@ A3)

Drawing: 2301070-TK11 Revision: -

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Volvo FL8 Fire Appliance
meters
Width : 2.46 Lock to Lock Time : 6.0
Track : 2.46 Steering Angle : 39.2

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

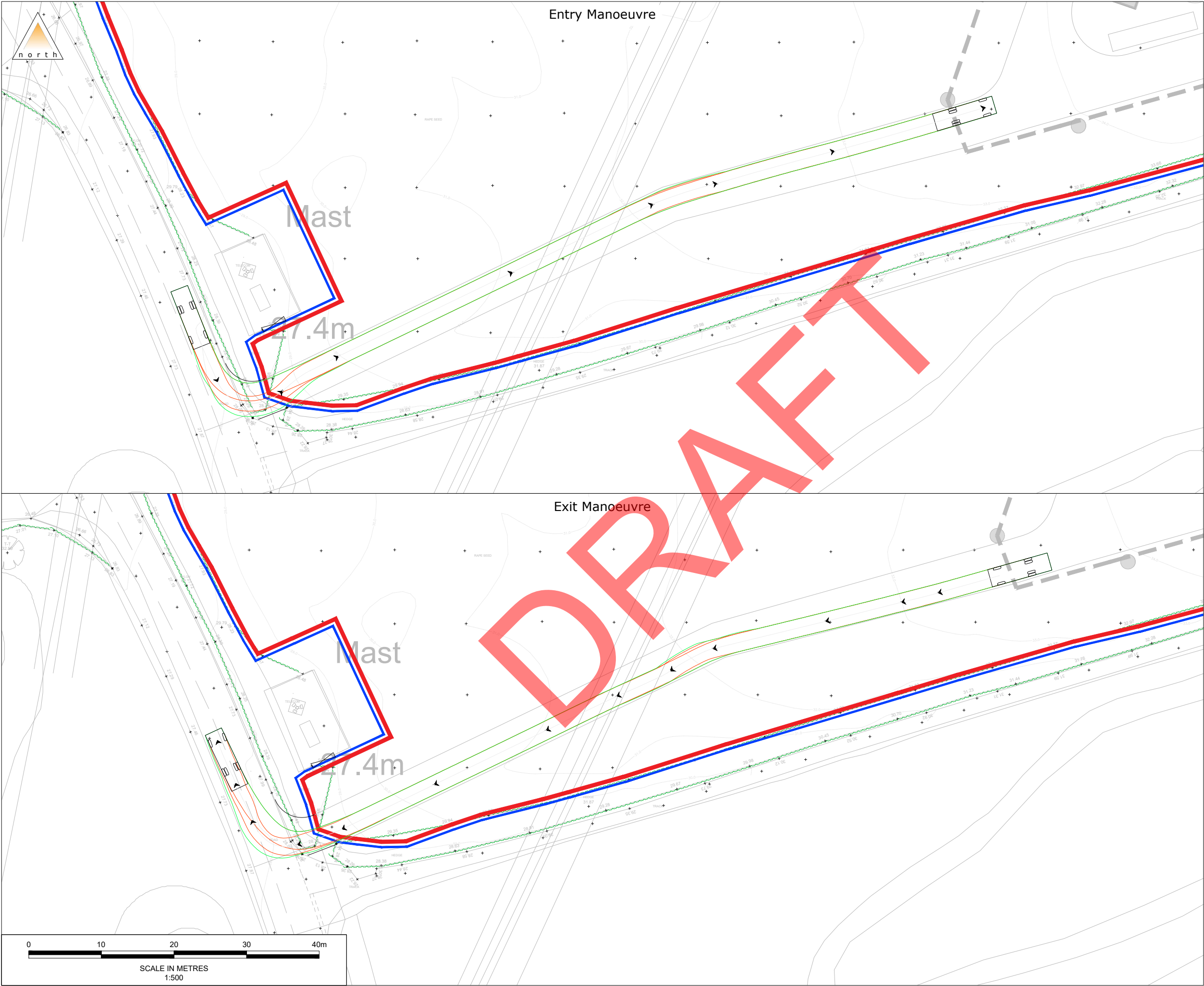
Title:
Swept Path Analysis
Fire Appliance

Scale: 1:500 (@ A3)

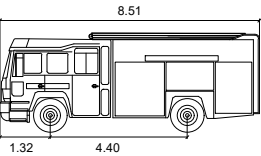
Drawing:
2301070-TK12

Revision:
-

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- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Volvo FL8 Fire Appliance
meters
Width : 2.46 Lock to Lock Time : 6.0
Track : 2.46 Steering Angle : 39.2

-	First Issue	DR	CS	CS	12/02/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:
FOR PLANNING
NOT FOR CONSTRUCTION



Client:
LDA Design

Project:
BESS - Fonmon Estate

Title:
Swept Path Analysis
Fire Appliance
Emergency Access

Scale: 1:500 (@ A3)

Drawing:
2301070-TK13

Revision:
-