Pell Frischmann

Manor Farm Cables – Iver Substation Corridor

Construction Traffic Management Plan

September 2025

10110624

Report Ref.	**250918 Concorde Iver Ctmp**
File Path	**https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/10110624 Juniper Energy Manor Farm Cabling/01 - WIP/Reports/250918 Concorde Iver CTMP.docx**

Rev	Suit	Description	Date	Originator	Checker	Approver
01		Draft	18/09/2025	G Buchan	S Cochrane	G Buchan
02		Issue	01/10/2025	G Buchan	S Cochrane	G Buchan

Ref. reference. Rev revision. Suit suitability.

Prepared for

Juniper Energy Limited

Alexander House
1 Mandarin Road
Rainton Bridge Business Park
Houghton le Spring
Sunderland
DH4 5RA

Prepared by

Pell Frischmann Consultants Limited

93 George Street
Edinburgh
EH2 3ES

Pell Frischmann

Contents

Figures

Tables

Appendices

1 Introduction

Pell Frischmann Consultants Limited (PF) has been commissioned by Juniper Energy Limited (the Applicant) to undertake a combined Transport Statement / Construction Traffic Management Plan (CTMP) for the construction of a grid connection from Iver Substation to a connection point at a proposed Data Centre and Battery Energy Storage System (BESS) development known as Manor Farm, off Poyle Road to the east of Slough.

This report has been prepared in accordance with instructions from the Applicant on the above project details. No liability is accepted for the use of all or part of this report by third parties.

The report identifies the key points, issues and management proposals associated with the route that may require remedial works to accommodate the predicted loads.

Where references are made to work by third parties, PF do not accept any liabilities for these items or issues based upon them.

This CTMP is a live document and if the development is approved, will be used in the development of the operational CTMP by the selected contractor(s). As such, it is important that continuity is provided in this approach to future proof road safety and to discharge Construction Design and Management (CDM) Regulation requirements to the client team and those authorities that influence the design of traffic management measures.

2 Grid Route

2.1 Development Location & Description

2.1.1 Proposed Data Centre and BESS

The Manor Farm data centre and BESS development covers a total area of 8.16 hectares (ha) and is centred at National Grid reference ('NGR') TQ 02857 76019. The data centre / BESS Site lies immediately west of Poyle Road and is approximately 6.3 kilometres (km) southeast of Slough Town Centre. The data centre / BESS Site is approximately 1.6km west of Heathrow Airport and 1.9km west of Heathrow Terminal 5 London Underground station. The data centre / BESS Site is entirely within the administrative area of Slough Borough Council (SBC).

The data centre / BESS Site is bounded by the Poyle Channel to the north, Poyle Road and agricultural land to the east, woodland (known as Poyle Poplars) to the south and agricultural land to the west.

Access is from Poyle Road. Poyle Road connects to Bath Road to the north, which provides access to the A3034 and A4, and Horton Road to the south, which links with Junction 14 of the M25.

2.1.2 Proposed Grid Connection

The cable installation works for the Iver corridor from the Iver substation to the data centre / BESS Site will involve the following:

The proposed grid connection will be majority underground and will involve the following:

- The excavation of a temporary trench to accommodate the cabling infrastructure consisting of up to two 33 kilovolt (kV) dual circuits, together with associated communications cabling – unless a trenchless solution is proposed e.g. under M25 infrastructure or a watercourse;
- In limited sections the cable may be located above ground structure (e.g. connected to a bridge structure);
- Each 33kV cable will comprise of three strands of cables, with each cable in a separate duct;
- The construction trench will be 0.6-1 metre (m) wide and typically at a depth of up to 3(m). However, due to existing services, some sections of the route are anticipated to be installed a greater depth;
- The construction trench will be infilled once the required cabling components have been laid; and
- At approximately 500m intervals along the grid connection route, it is necessary to install a joint bay where lengths of the cable can be joined together. Each joint pit would be below ground level and would measure circa 500mm x 300mm.

The route between the substation and the Facility is predominantly urban in nature, thereby limiting the potential available route options. As a result, a significant length of this route is provided along public highway.

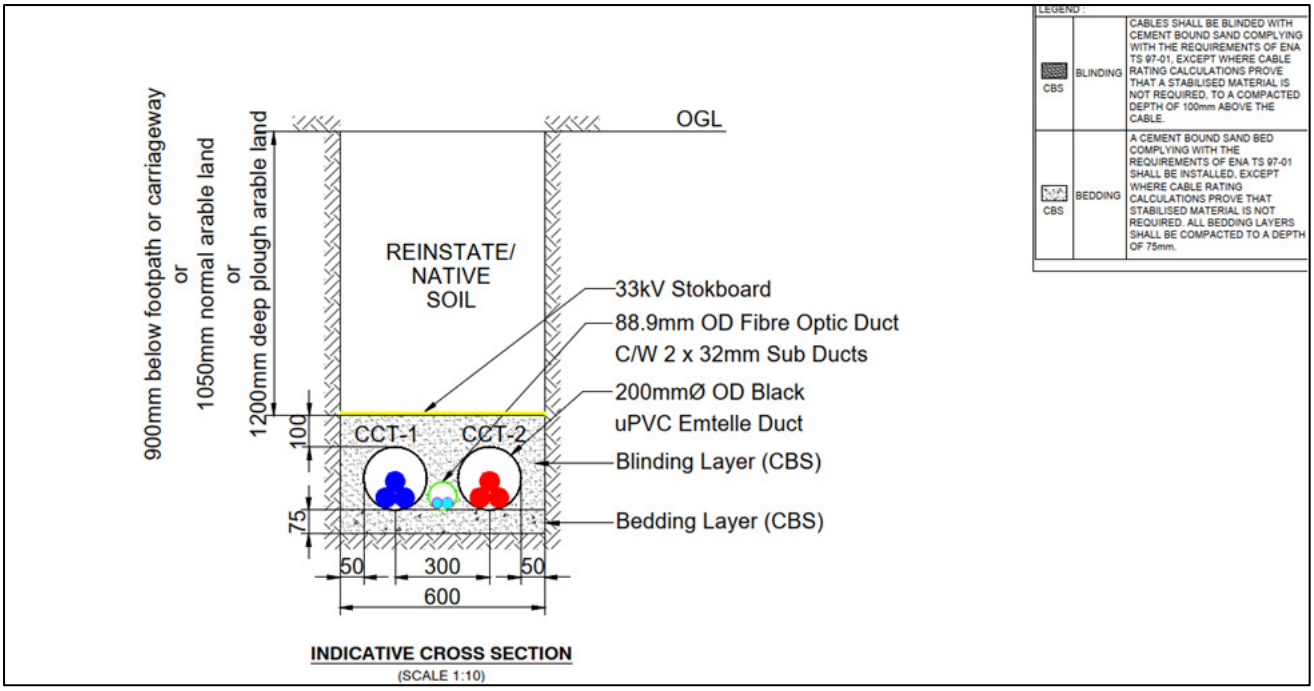
The majority of the route is located within the highway where a temporary open cut trench will be created.

The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Surplus material would be taken to the nearest suitable commercial landfill facility.

Where the trench is in the surfaced area of a public road, the trench edges would be cut with a circular saw and the material excavated. The running surface of the road would be reconstructed to Highways standards. Where the trench is constructed in the verge or grassed areas, the trench area would be reseeded with grass where the covering with existing turf could not be re-used. Joint pits will be provided every 500m to allow the cable runs to be safely jointed. A minimum of 35 joint pits will be provided.

An indicative cable trench cross-section is illustrated in **Figure 1**.

Figure 1: Indicative Trench Cross-section



The route of the cable has been considered in detail. The cable route exits Iver Substation and crosses through verge and open ground to Cherry Tree Lane. From there the route proceeds down Cherry Tree Lane until its junction with the A4007 Slough Road.

The route proceeds eastbound on the A4007 Slough Road into Uxbridge. At the A4007 / A4020 gyratory junction, the route heads southbound on Cowley Road before turning east onto Hinton Road. The route then proceeds southbound on Whitehall Road and Cleveland Road for approximately 1.45km.

At the junction of Cleveland Road and Station Road, the route turns to the west and continues onto the B470. At the Grand Union Canal, a Horizontal Directional Drilling (HDD) crossing under the canal will be made, allowing the route to remerge on the western bank of the canal and proceeding on the B470 in a southwestern direction until its junction with Ford Lane. At this junction, the route turns onto Ford Lane.

The route follows Ford Lane for approximately 320m. The route will use a further HDD crossing to pass under the M25 and Colne Brook, before rejoining the B470.

In Iver the route will turn south at the junction of the B740 / Thorney Lane North. The route will proceed approximately 1.45km, crossing the Grand Union Canal and Great Western Mainline railway using bridge crossing solutions.

At the junction with Bathurst Walk, the route will proceed westbound, before turning southwest onto Skye Ings. The route passings down the length of Skye Ings, before joining Skye Cluan. The route then turns west at the junction of Skye Cluan / North Park.

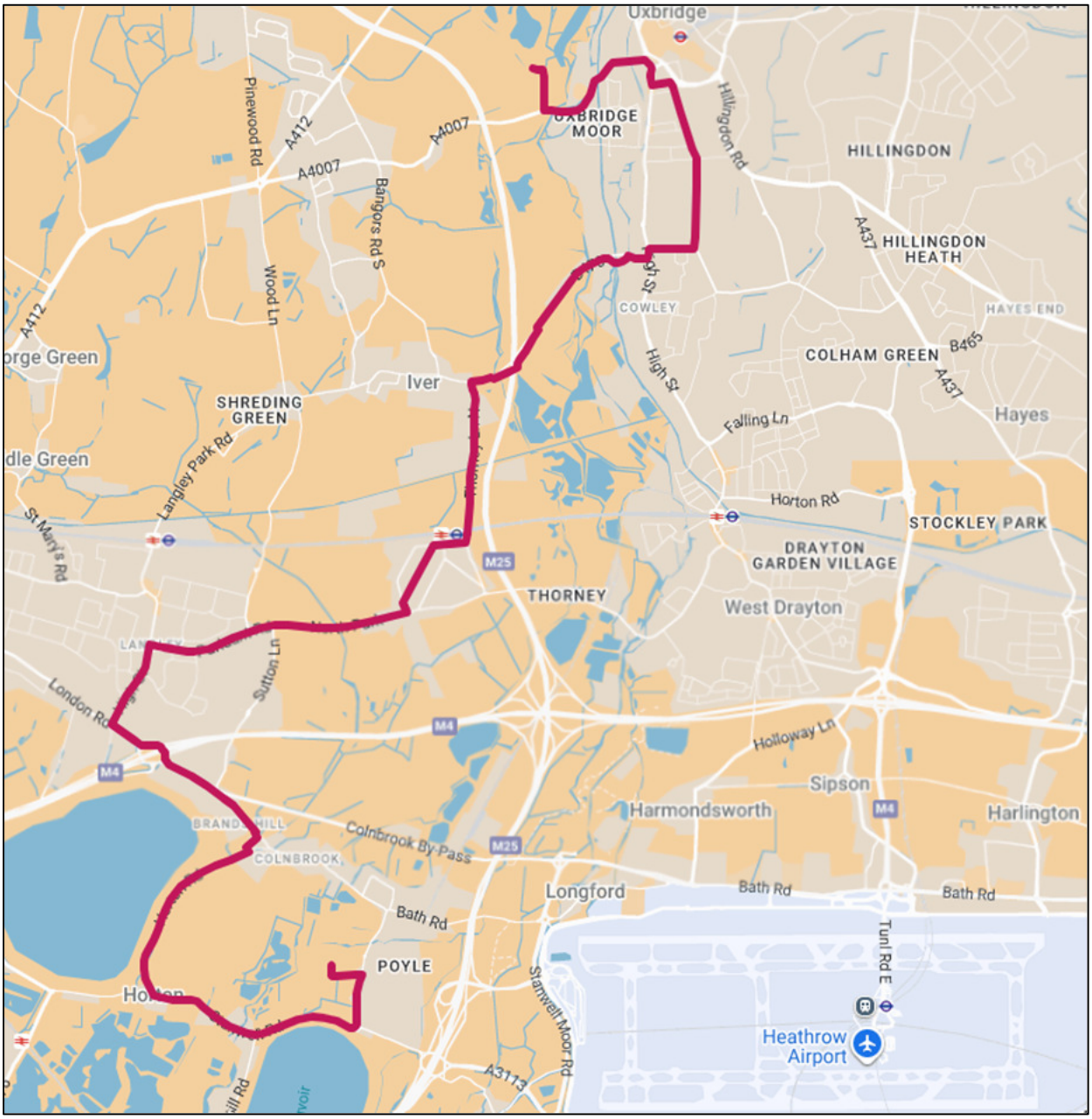
The route enters Langley on North Park / Parlaunt Road. At the junction with Langley High Street, the route turns south until the junction with London Road. The route then proceeds to the south west, through the M4 Junction 5 interchange roundabout and remerges onto London Road.

At the junction of London Road / Bath Road, the route proceeds south. It bypasses the Bath Road / Horton Road junction, joining Horton Road to the west of the BP Service Station.

The route proceeds south on Horton Road until its junction with Stanwell Road. At this junction, it turns east onto Stanwell Road, before turning north onto Poyle Road. The route terminates at the data centre / BESS access road, having covered approximately 17.4km.

The route of the proposed cable route is illustrated in **Figure 2**. Indicative plans of the cabling route are provided in **Appendix A**.

Figure 2: Proposed Cable Route



2.2 Road Network

Materials and staff required to construct the cable line are assumed to originate from the surrounding area, with local suppliers used wherever possible.

Bulk material suppliers are located to the west and south of the cable route and will use the local road network to access the works areas. The M25 will also be used for the delivery of staff and materials.

Cherry Tree Lane

Cherry Tree Lane is an unadopted road within Buckinghamshire Council. The road alignment also forms the route of Iver Footpath 6 and is a residential access road approximately 3m – 3.5m in width. There is no formal footway or maintained verge. Residential properties have frontage access along the road.

A4007 Slough Road

The A4007 Slough Road is split between Buckinghamshire Council and Hillingdon Council (the split occurring at the River Colne Bridge). The road is adopted and is approximately 6.5m – 7m in width with pedestrian footways on either side for the majority of its length.

The road joins the A4020 at a multi-lane gyratory junction, with five northbound and four southbound lanes.

Cowley Road

Cowley Road is an A class distributor road, maintained by Hillingdon Council. The road is subject to a 30 miles per hour (mph) speed limit and has pedestrian footways on either side. Commercial and retail properties are on the eastern edge, whilst residential properties are located on the west.

Hinton Road

Hinton Road is a one-way street (eastbound) with parking on both sides of the road. The road is publicly maintained by Hillingdon Council. Off-street parking is available at properties to the centre of the road. Footways are provided down both sides of the road.

Whitehall Road / Cleveland Road

Whitehall Road features marked parking bays along its length and provides access to Manor Waye Recreation Ground and Whitehall Infant and Whitehall Junior Schools. The road is residential in nature and varies in its available width with a cycle lane provided at the southern end of the street.

Cleveland Road is residential in nature and provides access to Uxbridge High School and Brunel University. The road does not feature on-street parking, but residential properties do have driveway accesses.

Station Road

Station Road is a C class road maintained by Hillingdon Council. The road is subject to a 30mph speed limit and features pedestrian footway on either side. The road is approximately 6.5m – 7m in width and features bus stops on its length.

B470

The B740 is maintained by both Hillingdon Council and Buckinghamshire Council, the boundary being formed by the River Colne. The road is approximately 7m – 7.5m in width and features a weak bridge with at 7.5tonne Mean Gross Weight (mgw) restriction, preventing most Heavy Goods Vehicle (HGV) access. The bridge is located over the Grand Union Canal, where the cable route diverts around the structure.

The speed limit is 30mph in Hillingdon and 40mph in Buckinghamshire. A continuous footway is available on the northern and western verge.

Ford Lane

Ford Lane is maintained by Buckinghamshire Council and is approximately 5.5m – 6m in width. The road has a partial footway on the eastern verge. The road is subject to a 40mph speed limit. The cable route will use an HDD crossing of the M25 and Colne Brook to rejoin the B470.

M25

The M25 is the orbital motorway for London and provides connections around the capital as well as linking major arterial routes together. The road is an eight lane motorway (four northbound and four southbound) near

the proposed cable route and is subject to a 70mph speed limit. The M25 is operated by National Highways on behalf of the Department of Transport (DfT).

Thorney Lane North & South

Thorney Lane North is subject to 30mph speed limits at either end of the road, with a 40mph limit in the middle section. The road is maintained by Buckinghamshire Council and features a continuous footway in the western verge. Properties at the northern end have frontage and driveway access, although there appears to little on-street parking.

Bathurst Lane

Bathurst Road is residential in nature and features on-street parking. The road is maintained by Buckinghamshire Council and is subject to a 30mph speed limit. It provides access to Iver Railway Station and local retail facilities.

Skye Ings / Skye Cluan

Both Skye Ings and Skye Cluan are residential streets, featuring on-street parking and residential frontage and driveway accesses. A resident parking permit scheme is in place. Both roads are maintained by Buckinghamshire Council and are subject to a 30mph speed limit and a 7,5tonne weight restriction.

North Park / Parlaunt Road

North Park is maintained by Buckinghamshire Council and features traffic calming measures in the urban areas. The road is subject to a 30mph speed limit in the built up areas, with a 40mph limit in place near the Cemex Langley quarry.

The road transitions to Parlaunt Road at the Sutton Lane junction, where it crosses the boundary into Slough Borough Council. Here the road has two lanes in either direction with a grassed central reserve. Lane 1 on either side is used for parking and the road features some traffic calming measures bus routes and a 30mph speed limit.

High Street

High Street is a wide local distributor road subject to a 30mph speed limit. The road is a bus route and features pedestrian footways on either side of the road. The road is maintained by Slough Borough Council.

London Road

London Road is an A class distributor road maintained by Slough Borough Council. The road is an urban dual carriageway and connects to Junction 5 of the M4 motorway.

Bath Road

Bath Road is a wide local distributor road that is subject to a 30mph speed limit at its northern end and a 20mph limit from its junction with Crown Meadow. The road is maintained by Slough Borough Council and features an on-street cycle lane on the northern edge of the road.

Horton Road

Horton Road is maintained by Windsor and Maidenhead Borough Council. The road has 30mph speed limits at either end, with the middle section unrestricted. A 7.5tonne weight limit restriction is in place on the road and a segregated footway is provided in the eastern verge. This transitions to a roadside footway in the southern section of the road.

Stanwell Road

Stanwell Road is approximately 6m – 7.5m in width and is maintained by Windsor and Maidenhead Borough Council between Horton and its boundary with Slough Borough Council, who maintain the eastern end of the road.

The road features intermittent footways, although the western end does feature some traffic calming feature in Horton.

Poyle Road

Poyle Road is an industrial access road with two lanes, providing access to a variety of light industrial and distribution users. The road features a grass verge to the west and a segregated footway to the east. The road is subject to a 30mph speed limit.

3 General Construction Process & Traffic Management

3.1 Works Areas

Works for the cabling will primarily be located in a road running lanes, rather than within the verge or footway. There are however certain sensitive areas where this will not be possible and alternative solutions including a bridge solution, HDD or tunnelling will be required.

3.2 General Road and Verge Works Methodology

Whilst the road network along the proposed route varies in width, it is possible that works within the verge and carriageway can be undertaken using temporary traffic signal control.

The traffic management for the proposed works area would be undertaken by a suitably qualified traffic management contractor who will prepare signage schedules and appropriate coning plans for the approval of the relevant local highway authority network manager.

The longest section under control would be no longer than the 300m maximum distances as recommended in "Safety at Street Works and Road Works Code of Practice[1]" issued by the DfT.

To facilitate the works and to allow sections to fit within the 500m spacing for jointing bays, two lengths of works would ideally be established, with a 300m being established and then followed by a new 200m section.

In this area, the works area (either 300m or 200m in length) would be coned off and traffic signals erected to control passing traffic. Given the light traffic flows noted on the route, excessive queuing is not anticipated and the contractor would place the operation of the signals on Vehicle Actuation (VA).

Quiet generator sets would be used to power the lights and these would be inspected daily by the traffic management contractor. The lights would be supported by Chapter 8[2] compliant road signage deployed in advance of the area under control.

Where 200m length are not appropriate, given the residential nature of the street, shorter distances of trenching activities will be used, but still maintaining the 500m spacing for the joint pits.

The works would involve the cutting of the trench lines with the road saw (within the section where the road surface is proposed) or excavation by backhoe, the excavation of material, placing of the ducting and fibre line, backfill with cabling sand, refill of excavated material and surface treatments. At 495m spacings, a joint pit will be provided for a cable pulling review to be undertaken once all of the ducting is in place.

Once the route is complete, a cable pull will be undertaken and jointing made. This exercise would be undertaken under a separate traffic signal control exercise at the end of the project, with traffic signals or stop / go boards located at 500m spacings (the length of the cable pull traffic management areas being restricted to approximately 20m in length).

3.3 Pedestrian Footways

There are no areas where the proposed works would use pedestrian footways for the cable alignment on the route for the alignment of the cable. Temporary crossing points of footways will be required, however facilities to safely divert pedestrians around the works will be put in place.

[1] https://assets.publishing.service.gov.uk/media/5a7d8038e5274a676d532707/safety-at-streetworks.pdf
[2] https://assets.publishing.service.gov.uk/media/5a74adeaed915d7ab83b5ab2/traffic-signs-manual-chapter-08-part-01.pdf

3.4 Non Trench Works

The options for non-trenching works are proposed. These are:

- A bridge solution; or
- HDD routing / Tunnelling (collectively known as trenchless solutions).

The locations where such works are anticipated are detailed in **Table 1** below. The reference numbers relate to locations illustrated in the plans provided in **Appendix A**.

Table 1 Non Trench Works Areas

Location	Location Description	Bespoke Construction Method
I-1	A4007 River Colne Bridge	Bridge Solution
I-2	A4007 Grand Union Canal Bridge, Uxbridge	Bridge Solution
I-3	A4007 Rockingham Bridge, Uxbridge	Bridge Solution
I-4	B470 Iver Lane, Fray's River Bridge, Cowley	Bridge Solution
I-5	Grand Union Canal, Cowley	Trenchless Solution
I-6	B470 River Colne Bridge, Cowley	Bridge Solution
I-7	B470 Huntsmoor Park Drain	Excavation underneath culvert
I-8	M25 Crossing, Ford Lane, Iver	Trenchless Solution
I-9	Colne Brook, Iver	Trenchless Solution
I-10	Thorney Lane North crossing of the Grand Union Canal, Iver	Bridge Solution
I-11	Thorney Lane South Crossing of the Great Western Mainline, Iver	Bridge Solution
I-12	North Park Bridge over Horton Brook	Bridge Solution
I-13	London Road crossing at Junction 5 of the M4	Trench in Highways
I-14	Horton Road crossing of un-named watercourse	Trenchless
I-15	Stanwell Road crossing of un-named watercourse	Bridge Solution
I-16	Stanwell Road crossing of Colne Brook	Bridge Solution
I-17	Stanwell Road	Bridge Solution

Engagement with Network Rail at I-11 is ongoing and discussions where crossings interact with National Highways are also in place. The bespoke bridge solutions will be agreed through a technical approval process with the relevant road and structure authorities.

Prior to any HDD works, the Applicant will share the proposed boreplan with the affected highway authorities, including National Highways, and will provide details of the timescales and operations associated with the works. The boreplan will outline measures to protect drainage and other adopted features and any underground services.

To launch the HDD, a secure area of approximately 20m x 20m will be established at either end of the bore. These are located outwith the road surface and would occur in the verge or adjacent land options. Geotechnical reviews to CD622 will be undertaken and the required permits will be made to the relevant authorities prior to works commencing

The trenchless solution to cross the M25 at I-8 will not have a detrimental impact on road users of this key junction.

Where trenchless solutions are required at other locations on the network, similar reviews and permissions will be obtained.

3.5 Traffic Management

All of the traffic management required to construct the cable infrastructure will be undertaken by a specialist contractor working on behalf of the main works contractor. The traffic management contractor will be selected from approved firms that are either sector approved, or who are approved by the relevant highway authorities.

The traffic management will be fully complaint with the Traffic Signs Manual and will be carefully designed to avoid impacts from traffic lights backing back from temporary works areas into sensitive junctions. The timing of temporary traffic signals will be agreed with local highway officers at key locations and will be monitored to ensure the safety of traffic.

To ensure pedestrian safety, barriers separating the open works areas from footways will be provided. These will be inspected regularly to ensure the safety of pedestrians.

Where the trench crosses private accesses, engagement with the occupiers will be undertaken to reduce any inconvenience during these works. Temporary crossing plates will be provided where semi-open trenches are located at access points.

Engagement will occur with residents living along the access route. Works in these areas would be accelerated wherever possible to reduce the potential impacts on these streets and resident parking provision.

4 Cable Route Constraint Review

The proposed cabling works will need to be constructed in a safe and appropriate manner that minimises the impact of works to the public, but that also reduces the potential for damage to the public road network.

There are a number of constraints that need to be considered in the planning of the route and these are detailed below.

4.1 Road Widths

The proposed trench areas will need to be accommodated within one lane of various public roads to ensure that the movement of traffic along the network can be maintained for all road users. Traffic signal control will be necessary and the location of works areas needs to be carefully considered to reduce confusion and delays.

Given the number of distribution users in the northwestern section of the cable route, the traffic management must be sufficient to ensure that safe and easy access for HGV will be available.

All works will need to comply with Chapter 8 of the Traffic Signs Manual and will need to be placed by a highway authority approved traffic management contractor.

4.2 Control of Traffic & Signage

All works in the road surface, footway or verge will need to be undertaken under traffic signal control, with one lane working. All works areas will need to have advance warning signs, located in accordance with the Traffic Signs Manual.

Where works are located near bends or junctions, advance warning and speed reduction signs will be required, with all works sections being undertaken in 20mph speed limits. Temporary Traffic Regulation orders (TTRO) will be necessary and should be discussed with the road authorities at least six months prior to works commencing.

The spacing of works areas will need to comply with “Safety at Street Works and Road Works Code of Practice”. This may result in single remote sections to comply with ecological constraints and works spacings.

4.3 Cabling Works in the Verge

Works in the public verge will be undertaken where there is no potential for impacts on existing underground services or road drainage features. The backfill of trench materials must be compacted to the standards required by the highway authorities to avoid repair slumping or other road defects.

The verge cabling works must not have a detrimental impact on verge integrity and all works should be open to regular inspection by highway officers.

4.4 Cabling works at Structures

The cable route crosses several watercourses and it may not be possible to accommodate the cable works within the verge of road surface at these locations.

4.5 Cabling Works and Active Travellers

The works will need to accommodate active travellers (pedestrians, equestrians and cyclists) passing beside or through the works areas. The traffic management measures will need to be developed to consider these users.

A review of the Sustrans National Cycle Network Route map[3] indicates that the cabling route will interact with National Cycle Network Route 61 for a short section of the B470 Iver Lane between palmers Moor Lane and the Grand Union Canal Towpath. Arrangements to ensure the safe access for cyclists on the cycle route will be provided.

On Whitehall Road and Cleveland Road, the pedestrian footways will need to remain open, requiring a lane closure to accommodate the works and a temporary footway, protected by barriers and a lower speed limit. This will be important given the proximity of the schools and University in this area.

4.6 Cabling Works and Emergency Services

A protocol will be established between the Fire Service and the contractor to ensure that access to streets affected by trenching operations is available at all times.

[3] https://explore.osmaps.com/?lat=51.45571&lon=-0.48569&zoom=12.5091&overlays=os-ncn-layer&style=Standard&type=2d

5 Construction Traffic

5.1 Trip Generation

During the construction and dismantling period, the following traffic would require access to the Proposed Development and associated development sites:

- Staff transport, in either cars or staff minibuses;
- Construction equipment and materials, deliveries of machinery and supplies such as cable bedding sand and road construction materials; and
- Removal of surplus spoil material from excavations to a licenced landfill facility.

The traffic generation has been estimated using a worst case twelve month works programme to cater for all cable excavation, laying and jointing works. Using first principles, material estimates have been converted to two-way traffic flows for each stage of the construction process.

5.2 Construction Staff

Staff would arrive in cars / Light Goods Vehicles (LGV) and where possible will be encouraged to car share. The workforce onsite will depend on the activities undertaken, but, based on previous construction sites it is predicted that on average six teams of eight staff members will be employed along the route at any one time during the cable trenching process.

It is assumed that four staff members per team will travel to and from the site by single occupancy car or LGV. The remainder will travel by van, with an average occupancy of three staff.

5.3 Materials

An estimate of the materials required has been undertaken to establish the associated vehicle movements. Trip estimates for the cable materials are provided below in **Tables 2** to **5**.

Table 2 Cable Trip Estimate

Element	Total Cable Length (m)	Length per Drum (m)	Number of Drums	Inbound Trips	Total Journeys
Cables	104,400	500	209	24	48

Table 3 Cable Sand Trip Estimate

Element	Volume (m3)	Lorry Capacity (t)	Inbound Trips	Total Journeys
Cable Sand	3,915	20	314	628

Ducting would be used to contain all six power and four data cables in the trench. The associated trips are estimated below in **Table 3**.

Table 4 Ducting Trip Estimate

Element	Length required (m)	Number of Lengths	Lengths per Delivery	Total Journeys
Ducting	52,200	16,600	100	208

To provide a robust estimate of traffic movements, it has been assumed that all cabling works will require a new metalled finish along the length of the route located within the road carriageway. **Table 4** illustrates the estimated material movements for these loads.

Table 5 Road Materials Trip Estimate

Element	Volume (m3)	Lorry Capacity (t)	Inbound Trips	Total Journeys
Road Surfacing	2,401	20	265	530

A fibre optic line is laid in the trench with the power cable ducts and would be supplied on 2km drum rolls. 34 drums would be required, carried in eight journeys will be associated with these deliveries.

To protect the cable, electrical tiles would be required. These are delivered on pallets and 38 trips are associated with these deliveries.

Equipment and plant required at the site would generally be delivered by HGV and left until the end of the project. The following plant would be required:

- Backhoe excavators;
- Road saw;
- HDD equipment;
- Open trenching pumps and materials;
- Dumper truck;
- Whacker plates / compactors; and
- Road roller.

Deliveries of fuel and other consumables would also be made during the construction period; with an estimate of four deliveries a week being estimated.

Offsite export of surplus material would be undertaken by the vehicles bringing in the new road surfacing materials and would not result in further traffic movements. These materials would be disposed at a licenced waste facility located close to the trenching works to minimise travel, carbon and costs.

Once the duct work has been completed, the cabling would take place. Traffic management at the joint pits would be established and the cables pulled and connected.

5.4 Construction Programme

Exact durations of the Construction Works may be affected by factors such as weather and ground conditions.

A finalised construction programme will be agreed with the various stakeholders and local highway managers prior to works commencing.

An indicative construction programme has been developed for the purposes of identifying the peak of construction traffic and this is illustrated in **Table 6**.

Table 6 Cable Works Vehicle Flows (Two Way Flows)

	Month					
Element	**1**	**2**	**3**	**4**	**5**	**6**
Establishment	44					
General Deliveries	88	88	88	88	88	88
Excavation	104	104	104	104	104	104
Ducting Deliveries	23	23	23	23	23	23
Sand Deliveries	70	70	70	70	70	70
Fibre Deliveries						
Tile Deliveries	10		10			10
Filling & Road Surfacing	59	59	59	59	59	59
Cable Deliveries						
HDD / Open Cut Works				20	20	20
Traffic Management	132	132	132	132	132	132
Jointing						

	Month					
Staff	821	821	821	821	821	821
Total Daily LGV	***43***	***43***	***43***	***43***	***43***	***43***
Total Daily HGV	***18***	***16***	***16***	***17***	***17***	***17***
Total Daily Traffic	***61***	***59***	***59***	***60***	***60***	***60***
	Month					
	7	**8**	**9**	**10**	**11**	**12**
Establishment						44
General Deliveries	88	88	88	88	88	88
Excavation	104	104	104			
Ducting Deliveries	23	23	23			
Sand Deliveries	70	70	70			
Fibre Deliveries	17	17				
Tile Deliveries		10				
Filling & Road Surfacing	59	59	59			
Cable Deliveries	24	24				
HDD / Open Cut Works	20	20				
Traffic Management	132	132	132	132	132	132
Jointing				176	176	176
Staff	821	821	821	308	308	308
Total Daily LGV	***43***	***44***	***43***	***28***	***28***	***28***
Total Daily HGV	***18***	***18***	***16***	***4***	***4***	***6***
Total Daily Traffic	***62***	***62***	***59***	***32***	***32***	***34***

5.5 Traffic Movements

Using the material estimates, it is anticipated that assuming a 5 day working week, that an average of 18 HGV journeys (9 Inbound and 9 Outbound) would occur on an average day during the construction period. In addition to these, 44 cars and LGV movements would occur per day (22 Inbound and 22 Outbound).

The peak construction traffic would be spread over at least six work areas. The level of traffic generation is considered to be low and not significant at each of three concurrent works areas per day. The total traffic generation over a typical day is below the general threshold of 100 vehicle movements that is accepted as a threshold for capacity assessment.

The Applicant has yet to determine the material suppliers for the project as this would be a commercial process undertaken post planning determination. The distribution of construction traffic will further dilute the construction traffic associated with the proposed cabling works. As such, a traffic impact review and or junction capacity assessment are not required.

Whilst no capacity issues are predicted, there are mitigation measures that can be used to reduce the impact of the construction traffic on other road users and nearby residents. These are outlined in the following chapter of this report.

6 Traffic Management Plan

6.1 General

Traffic associated with the construction phase will generally be comprised of standard HGV, LGV, vans and private cars used by staff working at the site. No Abnormal Indivisible Loads (AIL) will be required for the proposed cabling project.

Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network.

It should be noted that the Contractor has yet to be selected and as such there may be some minor changes in traffic volumes and composition. To address this, the Applicant considers that this document is a live document and that it will be subject to updates. Where these updates are considered significant, the revised report will be shared with the relevant highway authorities for their information.

The following measures would be implemented through this CTMP during the construction phase:

- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Normal site working hours will be between 0700 and 1900 (Monday to Friday);
- Adoption of a voluntary speed limit of 15mph for all construction vehicles travelling through residential streets;
- Provide construction updates on the project website and an update letter to be distributed to residents on the proposed route; and
- All drivers supplying the site will be required to attend an induction.

There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the excavation and backfilling operations.

6.2 Road Condition Review

Prior to the commencement and immediately upon completion of the construction works, pre and postcondition surveys shall be agreed with and undertaken in conjunction with the relevant highways management officers.

The two surveys shall form the basis of any remediation works that may be required upon completion of the construction works, to rectify specific extra-ordinary damage (beyond normal wear and tear) to the local road network that can be identified as a direct result of these Construction Works. These pre and post construction surveys shall include video and/or photographic records of street furniture and road conditions.

The pre-construction survey shall be used to identify the existing road surface condition and state of any associated street furniture and state of the verges.

The post-construction surveys will identify any remediation works required to restore the road to condition noted in the pre-construction survey.

6.3 Road Signage

Temporary road signage in accordance with the Chapter 8 of the Traffic Signs Manual will be provided by an approved traffic management contractor for each of the works areas. The location and detail will be set out at the road opening permit phase of the works associated with the Cable Route Corridor.

All signage would be located in areas where they have good forward visibility and will be subject to regular review to ensure that they are visible, relevant and have not been removed.

A full signage strategy for the diversion routes will be developed and agreed with the relevant local authority.

6.4 Contact

Information on the proposed works will be provided to local media outlets such as the Your Local Guardian website, Slough Observer, Slough Express newspapers and local radio to help assist the public.

Pages with information about the construction of the cable route will be available on a project website. These will be updated throughout the construction period. If visitors to the site are unable to find the answer to their question in the webpages, an email address will be provided to contact the Applicant and their contractor.

The developer will also create prior to works commencing:

- A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic;
- A protocol for liaising with nearby developers to agree times and working arrangements, so not to impede or delay deliveries associated with neighbouring schemes or projects located along the proposed grid route, wherever possible; and
- Nomination of a liaison officer to ensure the smooth management of the project / public interface with the applicant, the construction contractors and local community.

6.5 Active Travel and Core Path Interaction

The contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors. Signage will be installed along the route that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in the weekly tool box talks.

It is proposed that where the cable route interacts with footways and paths, cyclists and walkers would be allowed access through the area and that appropriate signage be provided advising them of this access and the need to observe caution past the active works areas. Open trenches would be coned off to keep the public clear of the open works and they would be guided past to ensure their safety. Minor temporary diversions of the footways and paths, to allow path users to move around the works, will be provided and would be temporary in nature. Cross boards over trenches would be provided where required to ensure safety and the minimum of diversion.

6.6 Liaison Group

To help provide a conduit between the Applicant and the contractor, a liaison officer will be appointed, so that stakeholders, Council officers, other developers in the area and members of the public have a single point of contact and information. Details of the person appointed and their contact details will be provided prior to works commencing.

The liaison officer will set up regular meetings with all affected bodies prior to works commencing. This will include the following as a minimum and can be established as one large meeting or separate meetings for each affected Council area:

- Relevant highway network officers;
- Elected Members for the area;
- Parish Council members;
- Representative from the Police; and
- Representative from National Highways and or their management agent.

The liaison group will help co-ordinate works and will, wherever possible, help reduce disruption on the network. Prior to works commencing, the liaison officer will meet with business owners and developers of other neighbouring schemes to run through the detailed works programme and identify way to minimise disruption for construction traffic. This will help inform and develop the final cabling works programme.

7 Summary & Conclusions

Pell Frischmann Consultants Limited has been commissioned by Juniper Energy Limited (the Applicant), to prepare a combined Transport Statement and Construction Traffic Management Plan report for the Proposed Development, which comprises a new approximately 17.4km underground electrical grid connection line running between Iver Substation and a proposed data centre and BESS site known as Manor Farm.

A review of peak daily construction trips has been undertaken. The construction traffic is minor in scale and would not have an adverse impact on the operation of the road network. A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the construction phase traffic flows.

Measures to enable the construction of the proposed cable route have been noted. Temporary lane closures, traffic management and footway diversions will be required during the construction phase. Where the cable excavation needs to cross sensitive areas, HDD, bridge crossings or tunnelling works are proposed to reduce the impact on key nodes in the transport network.

The effects of construction traffic and the traffic management required to allow the construction of the cable are temporary in nature and are transitory.

The Proposed Development will lead to a temporary increase in traffic volumes within the Study Area during the construction phase only, however this can be appropriately and effectively managed. It is therefore concluded that there are no transport related matters which would preclude the construction of the Proposed Development.

Appendix A Indicative Cable Alignment Drawings

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

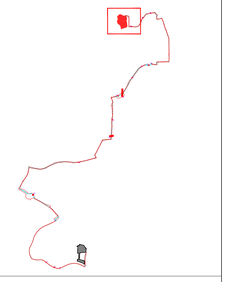
CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P04	26.09.25	ROUTE ADJUSTMENT ON I-1	NR	CB
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	1 OF 16	P04

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

I-1

I-2

I-3

KEY PLAN

Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308
Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631
Page Number: 2 OF 16
Issue: P03

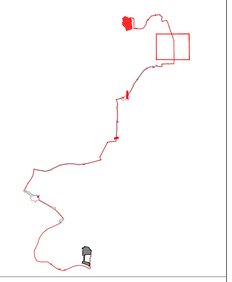
All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	3 OF 16	P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

I-4

I-5

I-6

KEY PLAN

Issue	Date	Purpose of Issue	Drawn	Checked
P04	26.09.25	ROUTE ADJUSTMENT ON I-5	NR	CB
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:
P1308

Scale:
1:1 @ A0

Drawing Number:
JSM-RL-EDF-25-0631

Page Number:
4 OF 16

Issue
P04

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the “Red Book” (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client: JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number: -

Job Ref: P1308

Scale: 1:1 @ A0

N

Drawing Number: JSM-RL-EDF-25-0631

Page Number: 5 OF 16

Issue: P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

I-9

I-8

KEY PLAN

Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308

Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631

Page Number: 6 OF 16

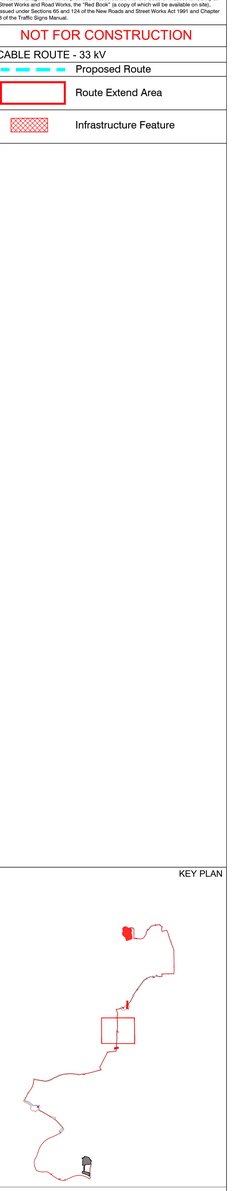
Issue: P03

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	7 OF 16	P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

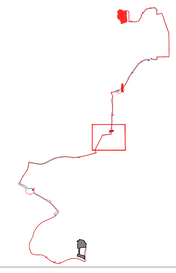
NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

I-11

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308
Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631
Page Number: 8 OF 16
Issue: P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

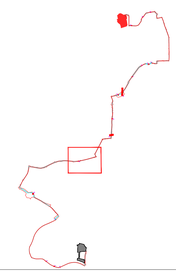
Proposed Route

Route Extend Area

Infrastructure Feature

I-12

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	9 OF 16	P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

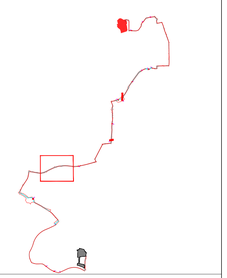
CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	10 OF 16	P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

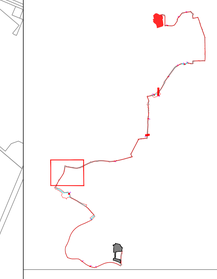
CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308
Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631
Page Number: 11 OF 16
Issue: P03

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

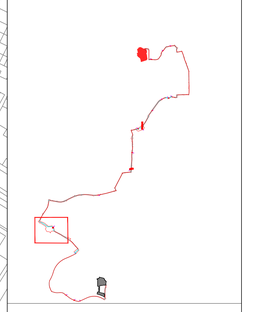
Proposed Route

Route Extend Area

Infrastructure Feature

I-13

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	12 OF 16	P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

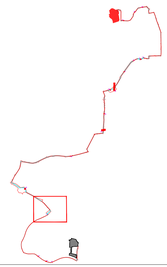
CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

KEY PLAN



I-14

Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

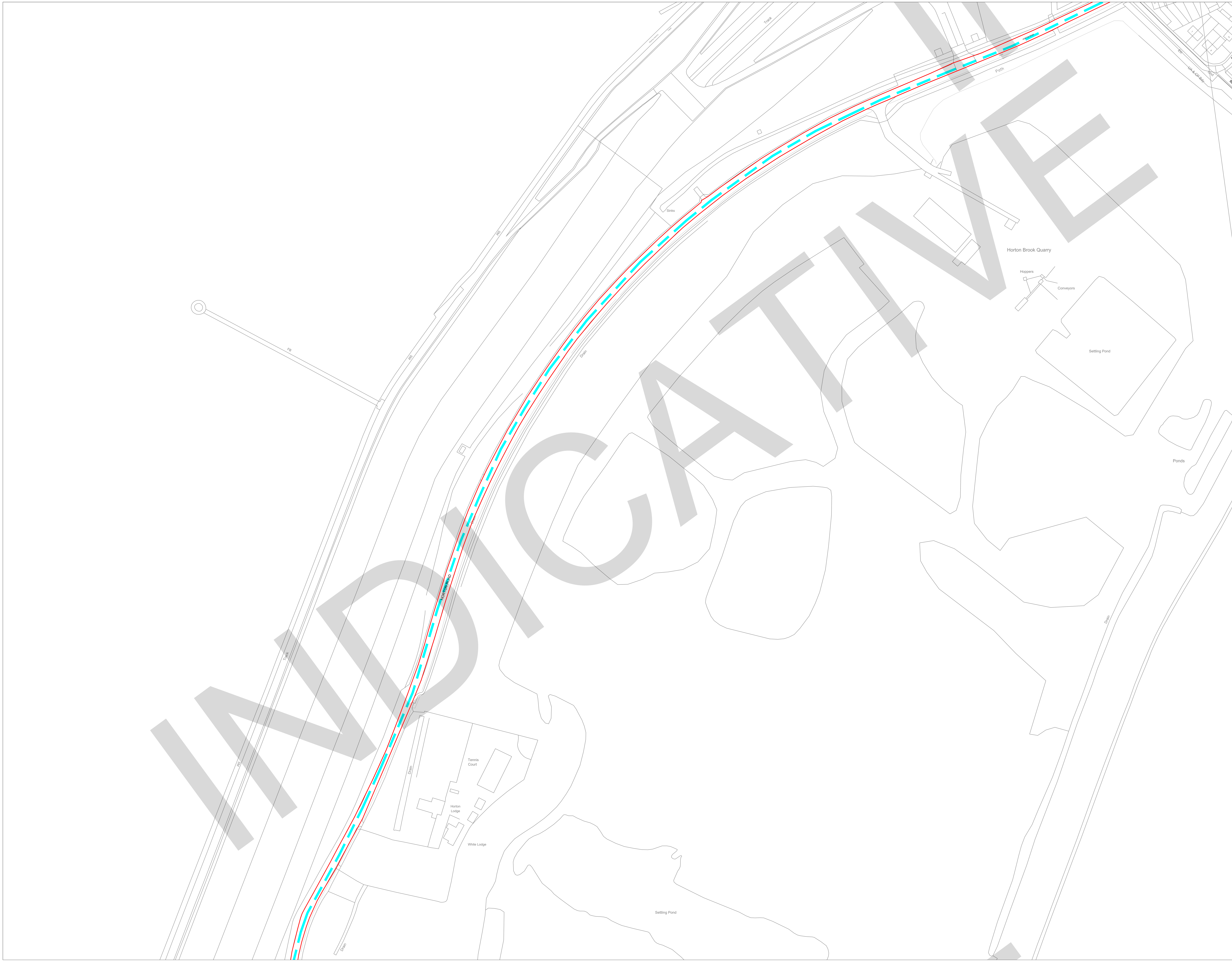
Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308
Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631
Page Number: 13 OF 16
Issue: P03



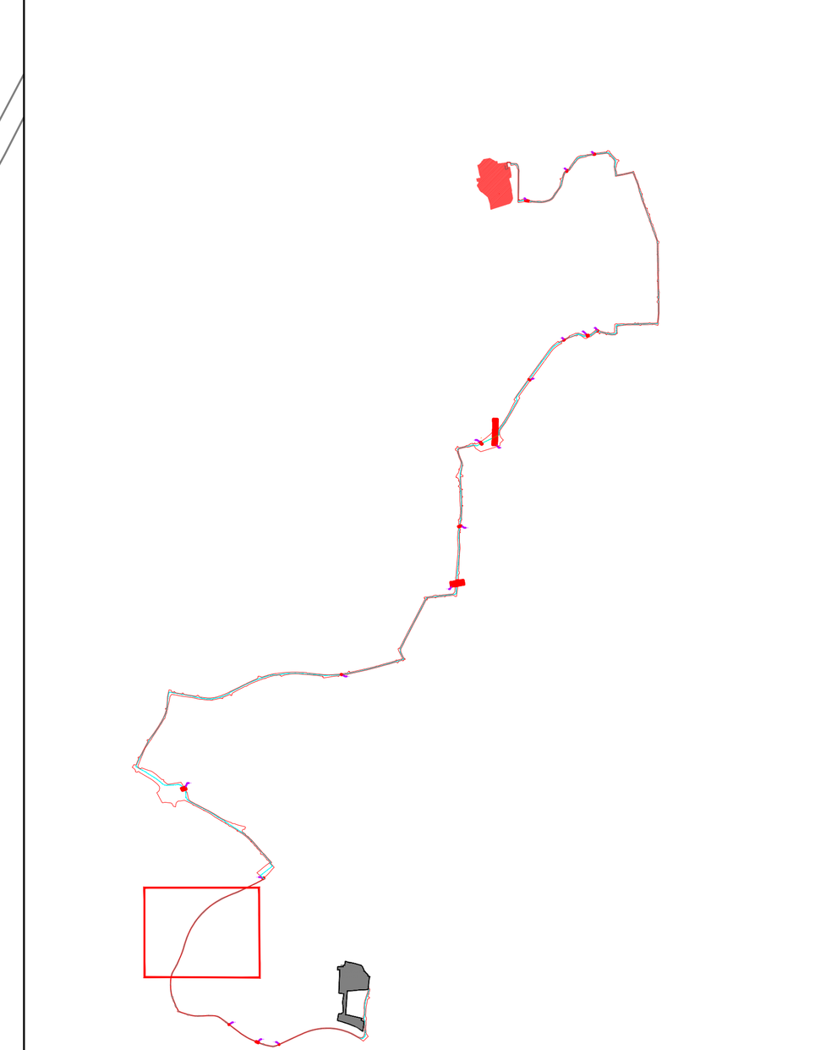
All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number: -

Job Ref: P1308

Scale: 1:1 @ A0

N

Drawing Number: JSM-RL-EDF-25-0631

Page Number: 14 OF 16

Issue: P03

All traffic management will be provided in accordance with the Code of Practice for Safety at Street Works and Road Works, the "Red Book" (a copy of which will be available on site), issued under Sections 65 and 124 of the New Roads and Street Works Act 1991 and Chapter 8 of the Traffic Signs Manual.

NOT FOR CONSTRUCTION

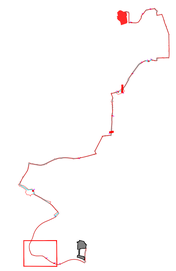
CABLE ROUTE - 33 kV

Proposed Route

Route Extend Area

Infrastructure Feature

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref: P1308
Scale: 1:1 @ A0

Drawing Number: JSM-RL-EDF-25-0631
Page Number: 15 OF 16
Issue: P03

N

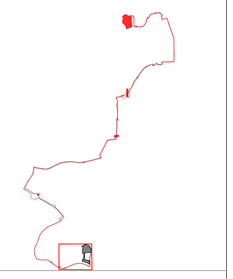
NOT FOR CONSTRUCTION

CABLE ROUTE - 33 kV

- Proposed Route
- Route Extend Area
- Infrastructure Feature

Application Site area for DC/BESS

KEY PLAN



Issue	Date	Purpose of Issue	Drawn	Checked
P03	24.09.25	ROUTE ADJUSTMENT ON I-4 & I-5	SR	CB
P02	24.09.25	ROUTE ADJUSTMENT ON I-5	SR	CB
P01	30.07.25	FOR INFORMATION	SR	CB

JSM Group
Sterling House,
Mutton Lane, Potters Bar,
Hertfordshire, EN6 3AR
T: 01992 788 019

Client:
JUNIPER ENERGY LIMITED

Drawing Title:
33kV Route Scheme
Feasibility Study New Cable Route
Red Line Drawing

Drawn:	Date:	Checked:	Date:
SR	30.07.2025	CB	30.07.2025

Service Order Number:
-

Job Ref:	Scale:
P1308	1:1 @ A0

Drawing Number:	Page Number:	Issue
JSM-RL-EDF-25-0631	16 OF 16	P03