



Land at Dyfed Powys Police Headquarters, Llangunnor, Carmarthen

Construction Management Plan

June 2025



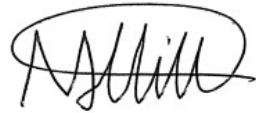
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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
 Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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P01	A0	10.06.2025	Rob Wallis Consultant	Niall Fleming Associate Director	Nick Jones-Hill Technical Director
					

Comments

Revision		Status
Pnn	Preliminary (shared; non-contractual)	S1 Coordination
Cnn	Contractual	S2 Information
		S3 Review & Comment
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We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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A. Proposed Development Plan

1. Introduction

Background

Waterman Infrastructure & Environment ('Waterman') have been commissioned by CBRE Ltd on behalf of the Police and Crime Commissioner for Dyfed Powys ("the client") to produce a Construction Management Plan (CMP) for a full planning application and achieve approval from the for a proposed development of Photovoltaic Panels (PVP) and Battery Storage at Dyfed Powys Police Headquarters (DPP HQ), Llangunnor, Carmarthen.

The Site is located within the administrative boundary of Carmarthen County Council (CCC).

Proposed Development

The 'Proposed Development' comprises of an array of Photovoltaic Panels (PVP) and a Battery Storage, located on the greenfield to the south of the Dyfed Powys Police Headquarters and the Welsh Ambulance Services NHS Trust.

A Proposed Development plan can be found in **Appendix A**.

Purpose & Scope

The purpose of this CMP is to demonstrate how the Principal Contractor and any specialist contractors propose to control the impact of construction vehicles during the construction phase of the proposed development.

The CMP aims to maximise safety for all highway users, including contractors and residents in the vicinity of the site. Consideration has also been given to minimising the impact of the construction traffic on the local highway network. The CMP applies to the construction phases of the proposed development only, incorporating enabling works and construction activities.

An important part of this CMP is the acknowledgement that liaison with Carmarthen County Council, as the local highway authority, would be required to ensure that the construction programme avoids any concurrent works in close proximity to the development site.

Public transport operators such as First Cymru who operate the No. 129 and Morris Travel Bus services to the wider area are unlikely to be materially affected by the proposals; however, transport operators and coordinators at Carmarthen County Council would be informed of any temporary traffic management requirements on public transport corridors by the Principal Contractor.

It is important that construction traffic is managed and integrated into the existing road network. This would maintain safety on the highway whilst minimising the risk of inconvenience and disruption to the public. This would be achieved through careful management, programming and co-ordination of the works, with the aim of:

- Safely managing the volume and frequency of construction related trips;
- Minimising the impact on the surrounding transport network in terms of vehicle movements, public transport and vulnerable road users;
- Endeavour to ensure that materials delivered to the site travel as short a distance as practically possible;
- Contribute to minimising the potential impacts of noise generating activities, and to minimise air quality related issues; and
- Maintain clear access on the local road network for other road users.

Challenges

The following constraints have been identified at the application site for which would require control or mitigation measures within the CMP:

- **Access/Servicing** – Land use in the vicinity of the application site is predominantly buildings operated by Civil Services such as Dyfed-Powys Police and Welsh Ambulance Service (NHS). The site and aforementioned businesses share an access road.
- **Safety** – Pedestrians, cyclists and vulnerable road users use the highway network in the immediate vicinity of the site.

2. Construction Programme & Methodology

Programme, working hours and deliveries

A high-level phasing schedule for the construction activities on the site would also be developed, once a contractor has been appointed.

In accordance with standard working practice operational hours of the site would be:

- 0730am to 1800pm Monday to Friday (with close down between 1800 & 1830);
- 0800am to 1230pm on Saturday (with close down 1230 & 1300); and
- No works would take place on Sundays or Bank Holidays.

No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these hours.

Bank and Public holidays for this purpose shall be: Christmas Day; Boxing Day; New Year's Day; Good Friday; Easter Monday; May Day; spring Bank Holiday Monday and August Bank Holiday Monday.

All sub-contractors shall be made aware of the permitted working hours.

Deliveries and transport of materials, plant, and equipment to site

Deliveries including the transport of materials, plant, and equipment to the development site shall take place during the following hours:

- 09:00 to 15:00 on Monday to Friday;
- 08:00 to 13:00 on Saturdays; and,
- No deliveries on Sundays or Public Holidays.

Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

Construction Methodology

The construction works will be carried out within a secured compound accessed from Heol Llangynnwr, with all activities confined to the red line boundary as shown in the site layout.

Initial site setup will include the installation of heras fencing for security, establishment of welfare facilities, and provision of designated parking and storage areas.

Site clearance and enabling works will be followed by the phased construction of the PVP and the associated Battery Storage.

All works will be undertaken in accordance with permitted working hours, with deliveries restricted to off-peak times to minimise disruption. Tree protection measures, including exclusion zones and ground protection, will be implemented around retained trees, and ecological safeguards will be observed throughout.

Construction activities will be managed to minimise environmental impacts, with strict controls on dust, noise, vibration, and waste.

Secure, bunded storage areas will be used for fuels and hazardous materials, and spill response kits will be readily available. Waste will be segregated and stored in designated containers for recycling or disposal, with removal by licensed carriers.

It is not anticipated that there will be Pedestrian access to the site and as such safety will be maintained through clear signage, temporary barriers, may be required to allow safe movements.

Regular monitoring, training, and communication with stakeholders will ensure compliance and minimise disruption to the local community.

3. Site Management

Project Manager and Site Supervisor Details

The Project Team is detailed as follows:

CBRE - Client Representative

Richard Brown, Senior Director, CBRE, National Planning and Development, 55 Temple Row, Birmingham, B2 5LS

m: 07788 302012

e: richard.brown3@cbre.com

Contractor

Details to be provided to Carmarthen County Council following appointment.

Should the Client contact change during the period of construction, Carmarthen County Council would be notified accordingly.

Trained, Qualified and Certified Banksmen

The Contractor shall ensure that banksmen have sufficient experience, gained from other construction sites. There is no specific training requirement needed.

Parking

Contractor and visitor parking will be provided within the existing Police Headquarters carpark. There will be no parking elsewhere on site unless with express permission of the Site Manager. If vehicles are parked in construction areas, for unloading materials and the like the vehicle must be returned to the designated parking area as soon as possible.

The parking of construction vehicles and private vehicles on highways outside of the construction area is not permitted.

Site Personnel

Contact details for the following roles would be made available to Carmarthen County Council following appointment.

- The project manager with day-to-day responsibility for the development (if different to the above).
- The person responsible for community liaison and dealing with any complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises.
- The person responsible for monitoring and compliance with this management plan.
- The head office or registered address of the main contractor with responsibility for implementation of the CMP; and
- The address where the main contractor's company accept receipt of legal documents is.

Site Layout and Welfare Arrangements

It is not envisaged there will be a need for a construction compound. However, if required, it would lie within the boundary of the site or on the Police Headquarters carpark with access taken from Heol Llangynnwr. The application boundary for the site (red line) is shown in **Figure 1** below.

Figure 1: Site Boundary Plan



The final location, within the sites boundary, will be determined by the Contractor.

Site security

As the works are taking place within and near to existing local amenities, herras fencing will be installed only. There will however be no access to pedestrians near to the construction works.

4. Construction Vehicles & Site Access

Vehicle Classification

A wide variety of vehicle types would be used for the construction of the proposed commercial units. Vehicles would be required to transport people, equipment and material.

Construction vehicles have been classified as follows, in accordance with the Driver and Vehicle Standards Agency Lorry types and weights guide.

- LGV = Vehicles 3.5 tonnes (t) or below in gross weight; and
- HGV – Vehicles above 3.5 t in gross weight.

Table 1 outlines the vehicle classification and typical vehicle types that would be required for the construction of the proposed commercial development.

Table 1: Construction Vehicle Classification

Light good Vehicle (3.5T or below)	Medium / Heavy good Vehicle (Over 3.5T)
Car, van, 4x4 pick up, welfare van	Excavator, HIAB/winch tractor, 10m and 12m rigid vehicles, 20t tippers, concrete mixers, 14m and 16.5m articulated vehicles, low loaders, small and larger cranes (250t and 300t)

The typical vehicles would be used for a range of activities during the construction of the proposed development as presented in **Table 2**.

Table 2: Typical Construction Vehicles and Activities

Vehicles	Activity
Car, van, 4x4 pick up	Surveying / setting out
Car, van, 4x4 pick up, tractor and trailer	Vegetation clearance
Car, van, 4x4 pick up, HIAB winch/tractor, 20t tipper, dumper, excavator, compactor roller	Access construction, work area preparation, construction compounds
Car, van, 4x4 pick up, tractor and trailer, HIAB winch/tractor, 20t tipper, small crane, large crane (250t and 350t) typically one off movements, concrete mixer, 10m and 12m rigid vehicles, 14m and 16.5m articulated vehicles and low loaders	Foundations, scaffold construction, line stringing Bulk material delivery / removal
Car, van, 4x4 pick up, excavator, dumper	Reinstatement of accesses and compounds

It should be noted that the list of vehicles is not exhaustive and that the precise type and composition of the fleet of construction vehicles used by the contractor could vary but would broadly be in accordance with those detailed above.

Estimated volumes of Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) associated with the construction phase of the proposed development are not known at this stage and would be confirmed by the contractor upon appointment.

Abnormal Indivisible Load (AIL) Movements

Legislation requires hauliers to notify the movement of most abnormal loads and abnormal vehicles to the highway and bridge authorities before moving them by road. There is also a requirement to notify heavier loads and vehicles to the police. For the largest and heaviest abnormal loads, prior permission before moving is required from Traffic Wales' Abnormal Loads Team.

No AILs are expected but in the event of any are required, these will be managed under the prescribed process with permissions from Traffic Wales. However, if AILs are required, details of the AIL movements would be documented in an Abnormal Indivisible Loads Report (if required) and would be submitted by the Principal Contractor as part of future reserved matters.

Routing Strategy

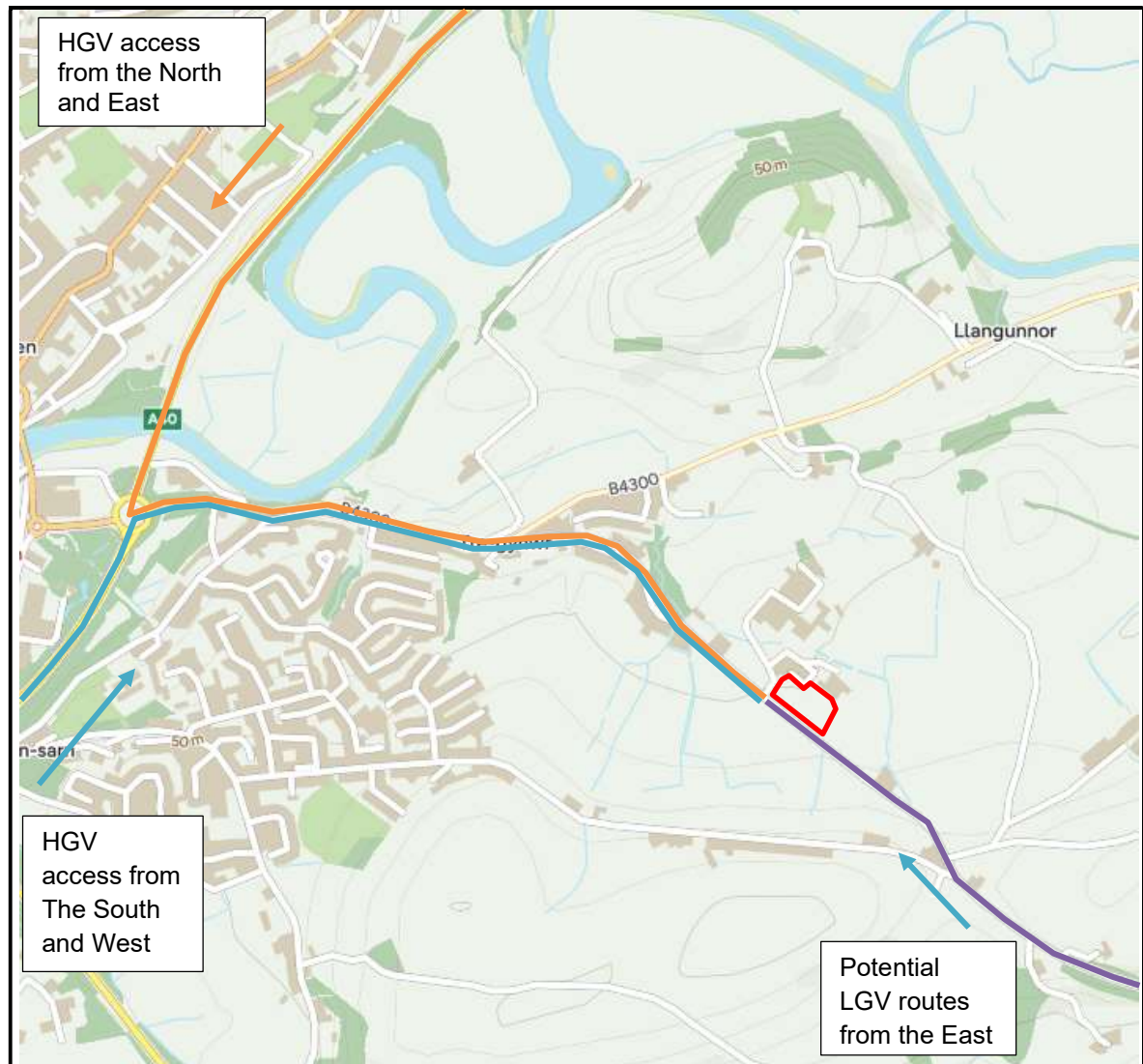
The proposed construction traffic routing strategy is based on the following principles:

- Provide safe and efficient construction access for the proposed development;
- Reduce as far as reasonably practicable and mitigate to acceptable levels disruption to the public;
- Where practical use the shortest route between the access point and the Strategic Road Network;
- Avoid routes through local villages such as Carmarthen, etc;
- As far as reasonably practicable avoid sensitive receptors; and
- Use of temporary access points in order to reduce impacts on the local road network.

Construction vehicles would access and egress the application site from the local highway network via Heol Llangynnwr.

The primary route for construction vehicles outside of the site would be via the A40 at the roundabout intersecting the A40 and Heol Llangynnwr (A484) as indicated in **Figure 2**.

Figure 2 Construction Vehicle Route (to the Strategic Road Network)



The majority of construction vehicles would route via the A40(M). Vehicles will leave the A40(M) at the roundabout and head along Heol Llangynnwr (B4300). From there they will travel along Heol Llangynnwr to the turn left into the site. The A40(M) will accommodate traffic heading from the North, South, East and West.

LGVs could access / egress the site from the east, via the A48 onto Heol Llangynnwr. This route would not be permitted for HGVs and all contractors would be made aware of the agreed route and be expected to enforce its use through the implementation of penalties.

Access to the Site

The location of the site compound (if required) would ensure that adequate visibility is achievable from a 4.5 metre set-back allowing for visibility from HGV cabs. Visibility splays would be kept clear of obstructions through the operational use of the access.

The application site and construction compound would be adequately protected by barriers to prevent access (either accidental or deliberate).

Access to the construction compound and application site would be locked to prevent unauthorised access and the barriers would be checked regularly to ensure that they remain secure.

When work has ceased for the day, the application site and construction compound would be secured, all ladders and access would be stored, the plant would be immobilised, and all hazardous materials would be safely stored.

The entrance to the construction compound and application site would be kept clear and clean. Appropriate cleaning/sweeping would be carried out (discussed in more detail later in this report).

If required security gates at the access would be set back from the edge of the public highway sufficiently so that an HGV turning in and waiting, would not protrude into the main carriageway and obstruct road users. To avoid this, security gates would be set-back from the back of highway (including the footway). Turning will be done within the site extents. Heol Llangynnwyr will not be used for vehicle turning.

Vehicles associated with the development works would not park on the local highway network. On site car parking would be provided for essential contractor vehicles.

Road / Footway Closures

It is not proposed to close any roads or footways during the works unless specific access or utilities works are required. Where temporary access control is needed, this will be managed by Banksman and traffic marshals.

Consideration of Adjoining Sites

At the time of writing there are no known active construction sites in the vicinity, however, the applicant and contractor would liaise with any interested 3rd parties, if required.

5. Strategies to Reduce Impacts

Reduction Measures

This section describes the committed, proposed and considered measures and strategies to reduce the environmental impact, road risk, congestion and cost of construction logistics associated with the proposed development.

Table 3 sets out a summary of the construction impact reduction measures.

Table 3: Construction Impact Reduction Measures

Planned Measures Checklist	Committed	Proposed	Consider
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries	✓		
Re-timing for out of hours deliveries	✓		
Use of holding areas and vehicle call off areas (if required)		✓	
Use of logistics and consolidation centres		✓	
Control of mud, dust and dirt	✓		
Material procurement measures			
Design for Manufacture and Assembly (DfMA)			✓
Re-use of material on site	✓		
Smart procurement	✓		
Other measures			
Collaboration with other sites in the area		✓	
Implement a staff travel plan	✓		

General Measures

In addition to those measures in Table 3 the following general measures would be considered.

Restricted Delivery Times

No site traffic would deliver to site, or arrive in proximity to the application site, outside the hours 09:00 to 15:00.

Fixed Routing

Construction vehicles would access and egress the application site from the local highway network via the Heol Llangynnwr.

Utility Co-ordination

The applicant would commit to coordinate with Carmarthen County Council any utility works aimed at bringing in new connections, with the minimum possible disruption to the traffic network.

This would require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, the applicant would commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will.

Holding Areas & Consolidation Centres

No holding area is proposed because the number of potential vehicles arriving to the application site would be managed by the applicant so the storage capacity within the boundaries of the development would always be able to accommodate the deliveries, therefore the use of a separate holding area would not be required. Given the scale of development, use of consolidation centres is also not proposed at this time.

TAD I-am

Consideration would be given to adopting this system of electronic security and monitoring for items of plant, to improve health and safety as well as reduce pollution and operating costs on-site.

Driver Behaviour

Drivers will need to adhere to the following rules:

- Site plant i.e. excavators, diggers etc, will only be driven by persons that are trained and competent with the appropriate qualifications.
- Daily check of water, oil, fuel, lights, tyre pressures, brakes, steering and hydraulics.
- Report any defects immediately and do not use the vehicle if considered unsafe.
- Set the gear to neutral before starting the machine.
- Ensure the vehicle is not overloaded.
- Ensure that starting handle shafts, drive shafts, belts, worm drives and flywheels are guarded.
- Do not carry passengers, other than in the seats provided.
- Do not attempt to mount or leave a moving vehicle or permit passengers to do so.

- Do not make adjustments with the engine running.
- Never leave the machine with the engine running.
- Never reverse without the supervision of a banksman.
- Keep to the speed limits on-site and on public roads.
- Keep the machine in low gear when travelling downhill.
- Do not smoke during refuelling.

Mitigation of Mud and Debris

The applicant would ensure that the Principal Contractor takes adequate precautions to avoid depositing mud/debris from the site or from any construction vehicles associated with the development on the highway.

A wheel wash facility shall be provided at the site to help minimise the risk of this occurring. Where deposition of dirt on the highway is unavoidable, any mud/debris shall be cleared using street cleansing vehicles or similar. In dry conditions damping down of road surfaces would be carried out to control dust.

Other Highway users

The following measures would be adopted by the Principal Contractor to ensure that construction activity is not detrimental to the safety of other highway users:

- Secure fencing would be erected to the site boundary with a lockable access.
- The appropriate licences would be obtained for scaffolding and gantries (if required).
- The adjoining public highway would be kept clean and free from obstructions.
- Lighting and signage to be used on temporary structures, skips and hoardings.
- On-site pedestrian and vehicle movements would be separated through the following actions recommended by the Health and Safety Executive (HSE):
 - **Entrances and exits** – separate entry and exit gateways would be provided for pedestrians and vehicles;
 - **Walkways** – firm, level, well-drained pedestrian walkways would be provided that take a direct route where possible;
 - **Crossings** – where walkways cross roadways, clearly signed and lit crossing points would be provided so that drivers and pedestrians can see each other clearly;
 - **Visibility** – adequate visibility would be provided for drivers exiting onto Anniversary Avenue East; and
 - **Barriers** – consideration would be given to installing a barrier between the roadway and walkway.

Supplementary Measures

Additionally, the following aspects would be incorporated into the management of construction traffic:

- Delivery Scheduling – routing to follow the routes specified above;
- Re-timing out of peak deliveries (scheduled deliveries would be programmed at the point of order where possible, booking system and use of holding areas to support delivery profiles);
- Staff Travel Plan (limit access to site by car where possible, promote use of public car parks and promotion of public transport use);
- Design for Manufacture and Assembly (DfMA);
- Re-use of material on site; and
- Smart procurement.

6. Deliveries

A delivery procedure would be implemented to ensure that vehicles to the construction site are organised in a controlled way and to be made '*just in time*', to prevent backing up onto the highway.

It is proposed that suppliers and sub-contractors would be informed of delivery procedures and the routes to and from site to take. They would be made aware that there are always to be followed unless otherwise agreed.

There would be no storage of materials or waste permitted outside of the site.

Deliveries including the transport of materials, plant, and equipment to the development site shall take place during the following hours:

- 09:00 to 15:00 on Monday to Friday;
- 08:00 to 13:00 on Saturdays; and,
- No deliveries on Sundays or Public Holidays

Reverse Logistics

It is proposed that whenever possible delivery vehicles would take surplus or unused materials back to the source supplier, therefore suppliers who operate using reserve logistics would be prioritised as this would reduce waste and vehicle movements.

Delivery Booking System

All deliveries and collections to application site would be carefully controlled and managed by the Site Manager, and the procurement team using a delivery management system.

Deliveries would be coordinated to avoid multiple vehicle arrivals at any one time. It is proposed that when a delivery would be made on a larger vehicle there would be no other deliveries allowed during the time it is expected to take place. Therefore, all sub-contractors and suppliers should be required to give at least 24 hours' notice of deliveries so that requests can be reviewed, approved or an alternative slot arranged.

Re-timing for Out of Peak Deliveries

The Contractor would re-time deliveries and collections to avoid peaks of vehicle and pedestrian traffic for the hours between 07:30 – 09:00 and 15:00 – 18:00.

Re-timing for Out of Hours Deliveries

The contractor may seek permission for out of hours deliveries which could reduce congestion, improve road safety, encourage good relations with neighbours and increase the efficiency of construction delivery among other benefits. A Quiet Delivery Scheme would be implemented to avoid causing disturbance to local residents on the routes.

7. Implementing, Monitoring and Enforcement

The applicant is fully aware of the sensitive nature of the environment and necessity to ensure that operations do not adversely affect access to the adjoining commercial units. This chapter includes a detailed description of how the CMP would be implemented and monitored by the team.

Implementation & Monitoring

The contractor's handbook would be used to distribute information to those responsible for abiding by the CMP and it would include the followings:

- Safety toolbox talk;
- Anti-idling toolbox talk;
- Vehicle routing and delivery scheduling system;
- Driver training; and
- Safety and environmental standards.

The driver's handbook should include essentials relating to environment and safety that is specific to the construction programme as follows:

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-idling; and
- Vulnerable road user safety.

Compliance, Enforcement and Corrective Measures

The Developer would be committed to ensuring compliance and recognises that self-enforcement would reduce the resource requirements of local highway authorities and emergency services.

As a consequence, the following compliance methods are proposed to be adopted, as far as reasonably practicable:

- Traffic Safety and Control Officer;
- Delivery Management System.

Compliance with the CMP would be part of the conditions of contract and penalties for non-compliance would be imposed by the applicant.

Reporting Non-Compliance and Remedial Actions

The Principal Contractor shall adopt a transparent and cooperative approach to local residents and other stakeholder's concerns during the construction period.

HGVs that are either reported for utilising routes which are not approved, or which are observed by Carmarthen County Council representatives to travel along inappropriate routes, or in an inappropriate manner, shall be reported to the Principal Contractor for investigation. Thereafter, the Principal Contractor shall carry out all possible enquiries to identify the relevant company and driver responsible.

8. Summary

The application of the measures outlined above would ensure that there are no vehicle conflicts or potential road safety issues associated with the construction of Photovoltaic Panels (PVP) and a Battery Storage. Following implementation of the arrangements / measures discussed above, there should be no material impact on the existing highway network or road safety.

APPENDICES

A. Proposed Development Plan

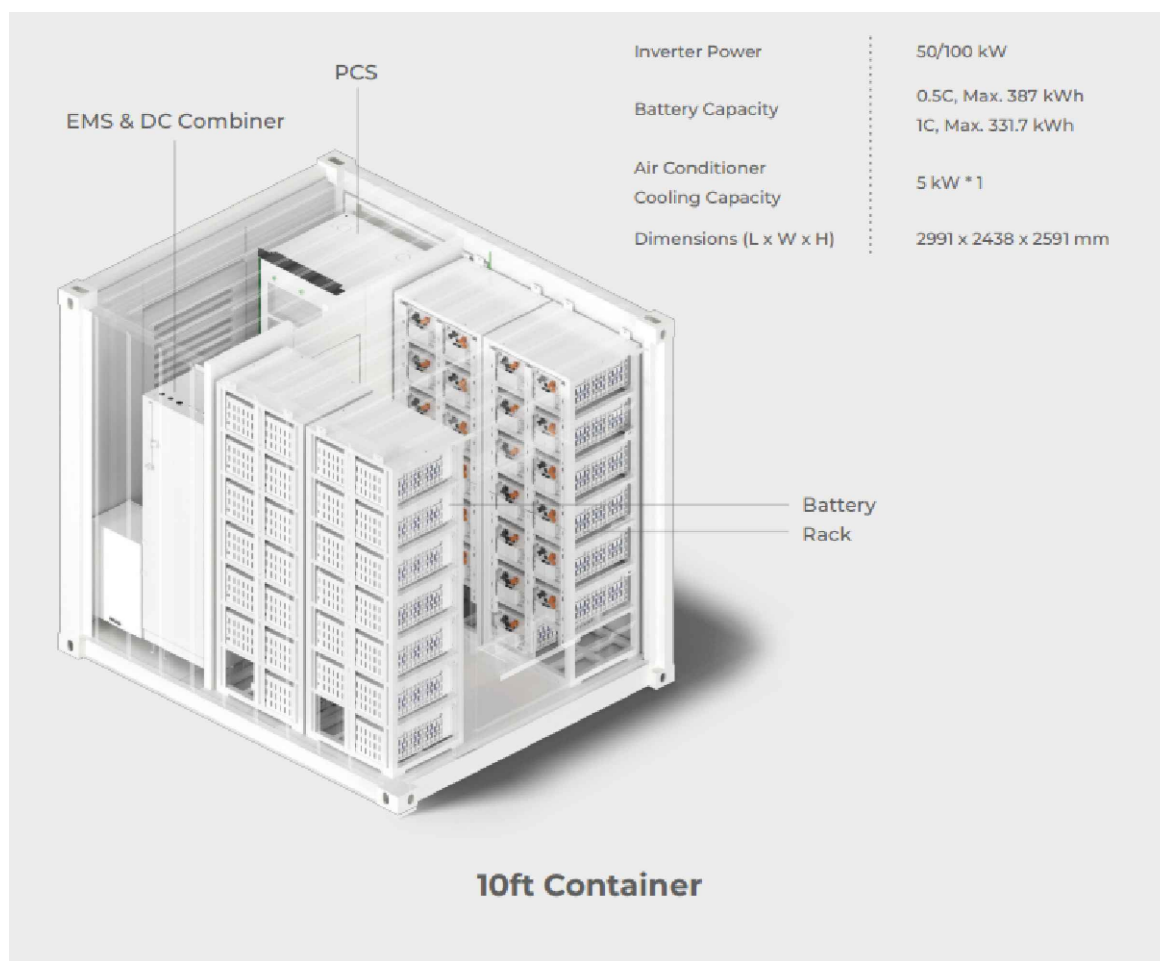
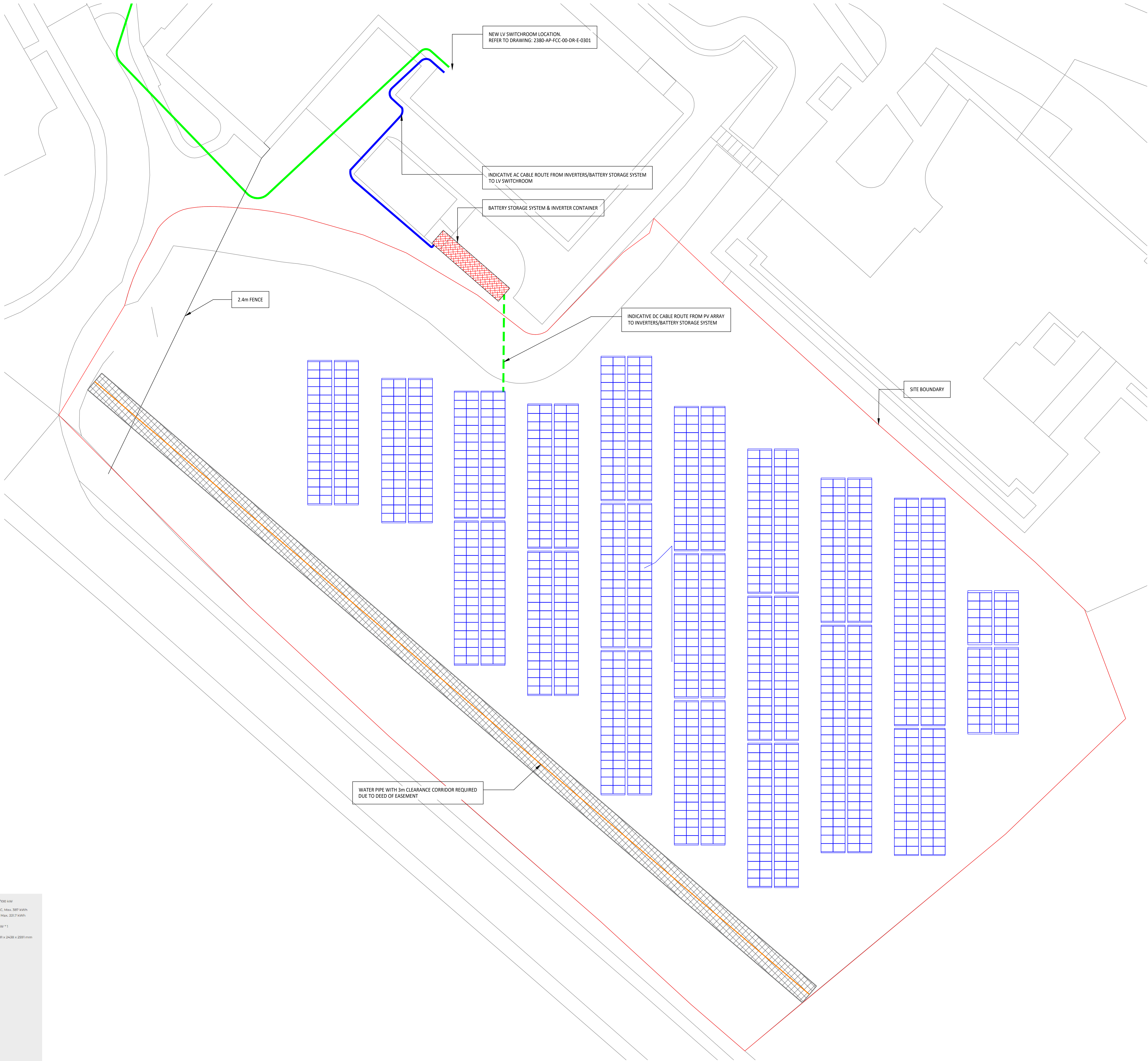
Appendices

Land at Dyfed Powys Police Headquarters, Llangunnor, Carmarthen

Project Number: WIE21567

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- LEGEND
- SOLAR PANEL WITH 400W POWER OUTPUT
 - TRINA SOLAR TSM-400-GE00R OR VERTEX S
 - OUTDOOR IP64 RATED INVERTER & BATTERY STORAGE CONTAINER
 - ALPHA EDS TOWER T200
 - LV CABLE ROUTE
 - DC CABLE ROUTE
 - FROM PV ARRAY TO INVERTERS/BATTERY STORAGE SYSTEM
 - AC CABLE ROUTE
 - FROM INVERTERS/BATTERY STORAGE SYSTEM TO LV SWITCHROOM
- ABBREVIATIONS
- NGED - NATIONAL GRID ELECTRICITY DISTRIBUTION



DETAIL 3 - INDICATIVE BATTERY STORAGE SYSTEM CONTAINER
NOT TO SCALE

- CDM REGULATIONS 2015
- THE FOLLOWING NOTES HIGHLIGHT SIGNIFICANT RESIDUAL HAZARDS & RISKS IDENTIFIED BY THE DESIGNER. TYPICAL HAZARDS THAT SHOULD BE IDENTIFIED BY A COMPETENT CONTRACTOR ARE NOT INCLUDED. THE CONTRACTOR SHALL CARRY OUT THE WORKS USING AN APPROVED SAFE SYSTEM OF WORK.
- | REFERENCE | DESCRIPTION |
|-----------|--|
| ⚠ | THIS SYMBOL IS USED TO SIGNIFY UNUSUAL OR SIGNIFICANT HAZARDS OR INFORMATION THAT CANNOT BE EFFECTIVELY MITIGATED. |
| ⓘ | THIS SYMBOL SERVES TO HIGHLIGHT IMPORTANT AND PERTINENT SAFETY INFORMATION. |
| ⓘ | THIS SYMBOL INDICATES MANDATORY ACTIONS THAT THE CONTRACTOR MUST TAKE TO MITIGATE RISKS. |
| ⊘ | THIS SYMBOL IS EMPLOYED TO DESIGNATE ACTIONS THAT SHOULD BE REFRAINED FROM OR PROHIBITED. |
- DRAWING NOTES:
- THE COPYRIGHT OF THIS DRAWING IS VESTED IN ANDERSON PARSLOW LTD AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
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P2	DESCRIPTION	RS	05/06/25
P1	DESCRIPTION	RS	05/06/25
REV:	DESCRIPTION:	BY:	DATE:



CLIENT:
DYFED POWYS POLICE

ARCHITECT:

PROJECT TITLE:
DPP CAMARTHEN HQ PV FEASIBILITY STUDY

DRAWING TITLE:
ELECTRICAL SERVICES
EXTERNAL SERVICES
PHOTOVOLTAIC (PV) SYSTEM

ISSUED DRAWING INFORMATION:			
DRAWN: VA	CHECKED: RS	DATE: 16/09/24	SCALE @A0: 1:200
PROJECT No: AP2380	SHEET No: PRELIMINARY ISSUE	SHEET No: 1 of 1	REVISION: P2
DRAWING No: 2380-AP-FCC-00-SC-E-0900			

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We are Waterman, where every project matters

We deliver progressive, sustainability-driven environmental and engineering consultancy services across every sector. We think differently, and we're harnessing our collective expertise to deliver greener, healthier and well-connected communities, networks and built environments.

Based in strategic locations throughout the UK and Ireland, our team of specialists is at the forefront of tackling the climate emergency and forging a path to a Net Zero built environment.

UK & Ireland Office Locations

