

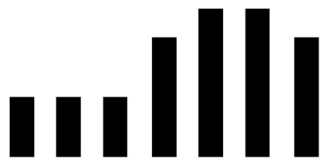


Proposed Battery Storage Facility

Land off Newnham Road, Baldock, Hertfordshire

Transport Statement

Prepared for



BALANCEPOWER

Balance Power

July 2024
3600-01-TS01



Document Control

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1.0 INTRODUCTION

1.1 Purpose of This Report

- 1.1.1 This Transport Statement has been prepared in support of a full planning application made by Balance Power Projects Limited (hereafter referred to as ‘the applicant’) to construct and operate a Battery Energy Storage System (hereafter referred to as ‘BESS’ or ‘Proposed Development’), associated infrastructure, earthworks, landscaping and access on land off Newnham Road, Baldock, Hertfordshire (hereafter referred to as ‘the Site’). The proposed Site Layout Plan is included as **Appendix A**.
- 1.1.2 The purpose of this Transport Statement (TS) is to inform the Local Planning Authority (LPA), North Hertfordshire District Council (NHDC), and the Local Highway Authority (LHA), Hertfordshire County Council (HCC), of the anticipated highways and transportation matters associated with the Proposed Development.
- 1.1.3 The BESS is only anticipated to give rise to very occasional vehicle movements once operational, as a result of routine maintenance requirements (approximately one visit per month), likely to involve the use of a small van or pickup. Primary transport-related effects would therefore be associated with the construction stages of the Proposed Development, which is anticipated to occur over a relatively short period of time. On this basis, this TS includes a review of existing local highway conditions, a review of the proposed site access arrangements, and an assessment of any anticipated impact that the construction of the scheme may result in.
- 1.1.4 This TS has been prepared in accordance with national and local planning policy and guidance.

1.2 Report Structure

- 1.2.1 Following this introductory section, the structure of this TS is as follows:
- i) **Chapter 2** describes the existing highway conditions on and around the site, including reference to the local highway network, and a review of the accident record;



- ii) **Chapter 3** sets out the development proposals, including a description of the site access arrangements;
- iii) **Chapter 4** sets out the anticipated trip generating potential of the scheme on the local highway network; and
- iv) **Chapter 5** provides the summary and conclusions.



2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the TS describes the existing conditions on and around the Site, focussing on the site location, its existing use, access arrangements and the local highway network, including the recent accident history.

2.2 Site Location and Existing Use

2.2.1 The Site is located circa 750 m to the southwest of the village of Newham, circa 1 km northeast of the village of Radwell, circa 1.7 km east of Stotfold and circa 2.5 km north of Baldock. Circa 400 m west of the Site is Baldock Services (situated off Junction 10 of the A1(M)). The location of the Site is shown on **Image 2.1**.

Image 2.1 – Site Location



2.3 Existing Use and Site Access Arrangements

- 2.3.1 The Site currently comprises part of a much larger agricultural field which is partially screened by vegetation along its eastern and southern boundaries and extends across the wider agricultural field on its western and northern boundaries. Further agricultural fields extend to the north, west and south of the Site (beyond Newnham Road), while Baldock Services, accessed from Junction 10 of the A1(M), is situated approximately 0.5km east of the Site.
- 2.3.2 Vehicular access into the site is currently obtained from Newnham Road via a gated field access located at the south-eastern corner of the Site. Newnham Road connects to the A507 Great North Road via a simple priority junction, with the A507 connecting to Junction 10 of the A1(M) (Stotfold Interchange) approximately 450m north-west of Newnham Road.
- 2.3.3 It is proposed that a new purpose-build vehicular access will be constructed to provide access to the Proposed Development from Newnham Road during both the construction and operational phases. Further description of the proposed site access arrangements is provided in Section 3.0 of this TS.

2.4 Local Highway Network

Newnham Road

- 2.4.1 Newnham Road is a two-way, single carriageway road which runs in an approximate south-west / north-east orientation between the A507 Great North Road at the south-western end and the village of Newnham at the north-eastern end.
- 2.4.2 In the vicinity of the Site the road has a width of approximately 5m, and there are no footways or street lighting present. Newnham Road is subject to the national speed limit (60mph).
- 2.4.3 As noted above, vehicular access to the Site during both the construction and operational phases is proposed to be taken from Newnham Road. The implications of this are considered in more detail later in this TS.



A507 Great North Road

- 2.4.4 The A507 is a local distributor route which runs between the A10 at Buntingford to the south-east of the Site, to Junction 13 of the M1 on the outskirts of Milton Keynes to the west.
- 2.4.5 In the vicinity of the Site, the A507 Great North Road is a two-way single carriageway road, which runs in a general north-south orientation connecting the town of Baldock to Junction 10 of the A1(M).
- 2.4.6 The A507 / Newnham Road junction is a priority junction with a ghost island right-turn lane provided. In the vicinity of this junction the A507 has a carriageway width of approximately 6.6m, and there are no footways or street lighting present. The A507 is subject to the national speed limit (60mph).
- 2.4.7 Approximately 270m north of Newnham Road there is a roundabout junction providing access to Baldock Services, with the A1(M) Junction 10 Stotfold Interchange roundabout being situated approximately 140m west of the Baldock Services roundabout. Access to the Site from the strategic road network during the construction period is likely to be taken from Stotfold Interchange via the A507.

2.5 Highway Safety

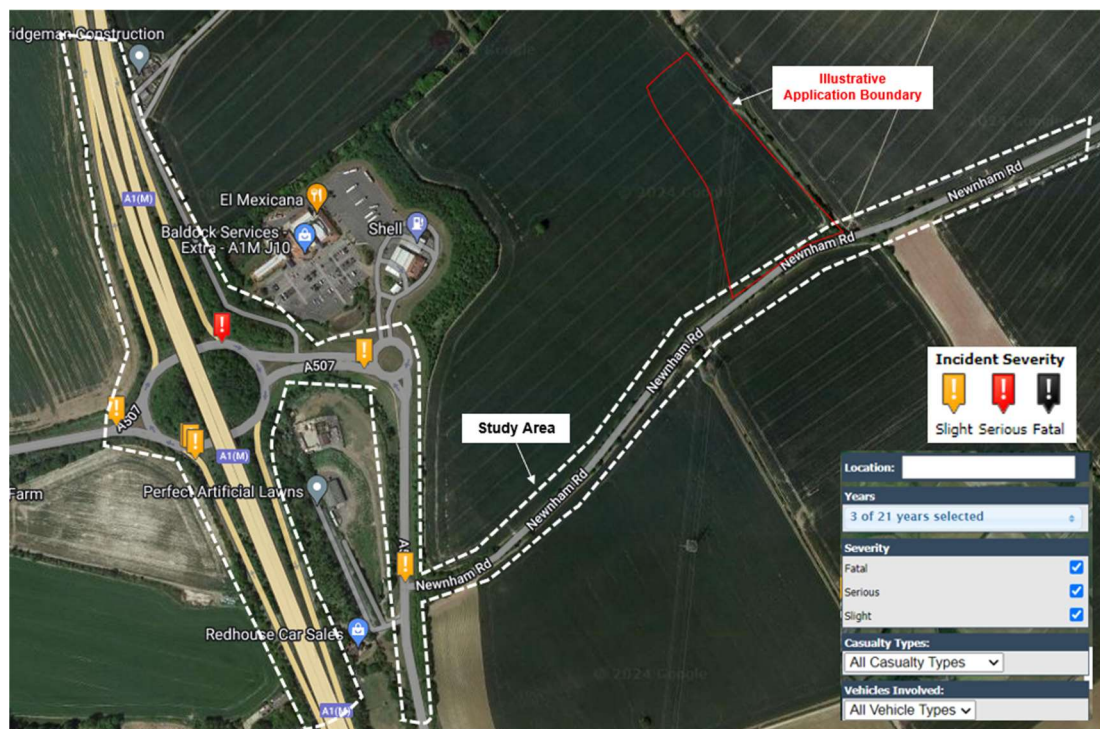
- 2.5.1 Personal Injury Accident (PIA) data for the highway network in the vicinity of the Site has been obtained from the online CrashMap resource¹. Data was extracted for the most recently available three-year period which is from 2020 to 2022 inclusive. The location and severity of the accidents are shown on **Image 2.2**.
- 2.5.2 **Image 2.2** demonstrates that during this three-year period there have been no accidents along Newnham Road in the vicinity of the Site. Only one accident during this period occurred at the A507 / Newnham Road junction, which resulted in slight injury. Along the wider access route, a total of five accidents were recorded at the

¹www.crashmap.co.uk

A1(M) Junction 10 roundabout, with one accident occurring at the A507 / Baldock Services roundabout. Of these six accidents, one resulted in serious injury, with the remainder being classified as 'slight'.

- 2.5.3 Overall, the accident record along the local highway network in the vicinity of the Site is good and does not therefore represent a cause for concern in the context of the Proposed Development.

Image 2.2 – Road Safety Plan



2.6 Baseline Traffic Data

- 2.6.1 Axis commissioned Automatic Traffic Counts (ATCs) to be undertaken along Newnham Road. The ATCs were undertaken between 27th February – 5th March 2024 inclusive, at the locations shown on **Image 2.3**.
- 2.6.2 Full details of the ATC survey data are contained in **Appendix B**. The ATC data indicated that Newnham Road is very lightly trafficked, with a two-way average daily flow of approximately 1,700 vehicles. The data also indicated that there is a relatively consistent volume of traffic in each direction throughout the day, and that the typical

weekday peak hours along this stretch of road are 08:00 – 09:00 in the AM, and 16:00 – 17:00 in the PM. The recorded two-way flows during these peak hours are summarised in **Table 2.1**.

- 2.6.3 Baseline traffic flow data for the A507 has been obtained from a permanent Department for Transport (DfT) automatic traffic count (ATC) site located approximately 1.1km south of Newnham Road (site number 37276). This data shows a two-way average annual daily flow of approximately 9,400 vehicles in 2022.

Image 2.3 – ATC Survey Locations

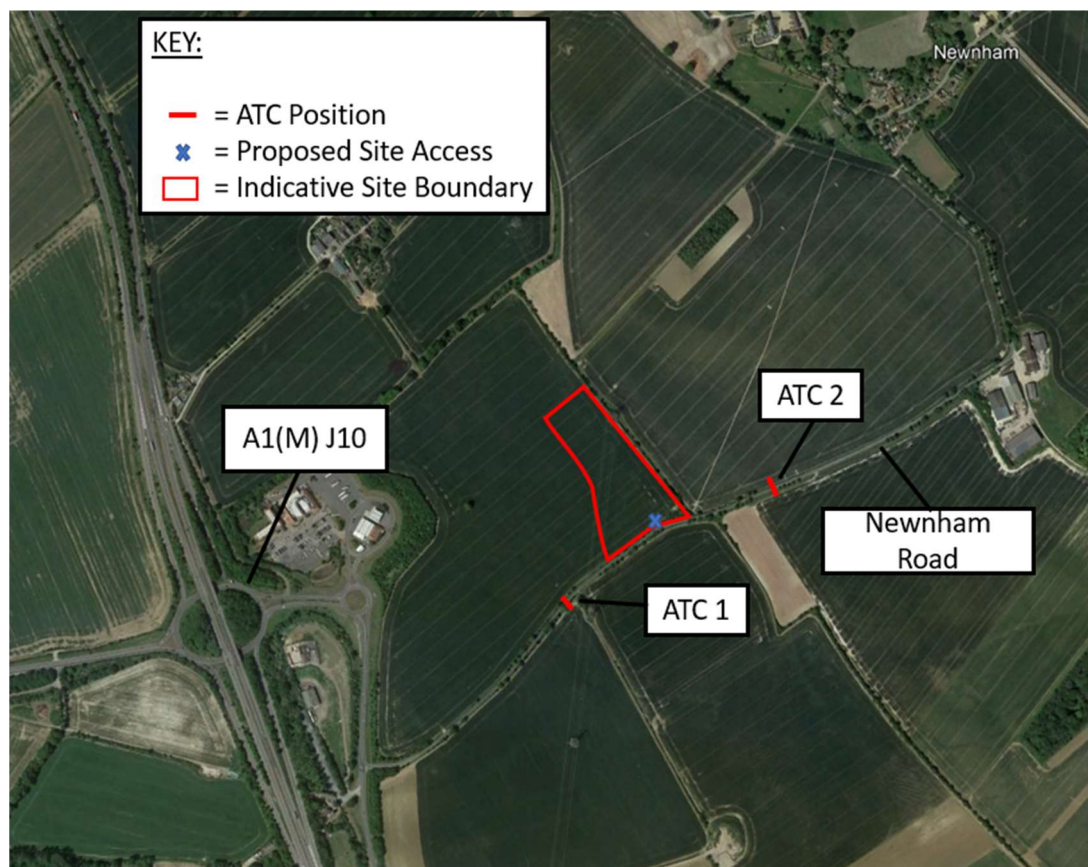


Table 2.1 – Newnham Road ATC Data

Date	ATC 1		ATC 2	
	Two-Way		Two-Way	
	AM (08:00-09:00)	PM (16:00-17:00)	AM (08:00-09:00)	PM (16:00-17:00)
Tuesday 27 th Feb (PM) / 5 th Mar (AM)	208	163	210	153
Wednesday 28 th Feb	162	158	162	162
Thursday 29 th Feb	142	158	143	157
Friday 1 st Mar	135	169	137	165
Monday 4 th Mar	165	189	164	189
Average	162	167	163	165

3.0 PROPOSED DEVELOPMENT

3.1 Development Scheme

- 3.1.1 A detailed description of the Proposed Development, including its construction and operation, is provided in Section 3.0 of the Planning Statement, whilst the Site Layout Plan (**drawing ref: PR853_SG7 5ES_101**, contained within **Appendix A**) illustrates the proposal, as summarised below.
- 3.1.2 The BESS is proposed to be located within two compounds, each surfaced in gravel and including internal roadways, and contained within 2.4m high paladin fencing with matching double leaf gates, monitored by CCTV cameras.
- 3.1.3 The northern compound (approx. 2,925m²) would comprise:
- i) Private substation transformer building;
 - ii) Distribution Network Operators (DNO) metering room;
 - iii) Control room and welfare building;
 - iv) 132kV substation area set within its own fenced compound; and
 - v) Two transformers each set within concrete surfaced compounds.
- 3.1.4 The southern compound (approx. 4,625m²) would comprise:
- i) 40no. prefabricated containerised modular Battery Energy Storage Systems (BESS). The BESS would be grouped into fours and arranged in several rows;
 - ii) 12no. inverter / transformer modules; and
 - iii) A storage building.
- 3.1.5 The point of connection to the electricity grid would be at the UK Power Networks (UKPN) Letchworth Grid Substation, located off the B656 within Letchworth Garden City approximately 3.7km south of the Site. The connection would be installed below ground by a statutory undertaker and as such does not form part of the planning application.
- 3.1.6 Planning permission for the Proposed Development is being sought on a temporary basis for 40 years (at point when development first becomes operational). Following

this timeframe, and the cessation of energy operations, the infrastructure would be removed, and the Site restored to its present use and condition.

- 3.1.7 The Proposed Development would store power from the electricity transmission network (i.e. the grid) at times of excess supply and would feed this power back into the grid at times of high demand / reduced generation capacity. The Proposed Development is referred to by National Grid as a 'balancing service', as it would assist in balancing grid frequency at times of system stress.
- 3.1.8 The Proposed Development would provide a flexible back-up power source to the grid and can respond rapidly to variations that result from a local and national energy demand, alongside increasing fluctuations in generation resulting from an ever-greater use of intermittent renewable energy sources. Accordingly, the Proposed Development would contribute towards ensuring that there is a reliable and constant supply of electricity across the grid. Full details regarding the operation and need for the Proposed Development is contained within Sections 3.0 and 4.0 of the Planning Statement.

3.2 Site Access Arrangements

- 3.2.1 During both the construction and operational phases, the Site would be accessed from Newnham Road. As previously described, Newnham Road provides a direct route to the wider highway network at the A1(M) Junction 10, approximately 700m west of the Site, via a short length of the A507 Great North Road.
- 3.2.2 Access to the BESS would be via a new priority junction from Newnham Road, which would be located at the south-western edge of the Site, as shown in the Site Layout Plan in **Appendix B**. A gravel track would be constructed to connect this access to the Site. A set of double-leaf gates located on the south-eastern corner of the southern compound will provide access to the Site itself.

3.3 Visibility Splays

- 3.3.1 In the vicinity of the proposed site access junction Newnham Road is subject to the National Speed Limit (60mph), and if a strict interpretation of CD 109 of the Design



Manual for Roads and Bridges (DMRB) is adopted, the stopping sight distance and junction visibility requirement for roads with a design speed of 62mph (100kph) is 2.4m x 215m.

3.3.2 The ATC survey data collected along Newnham Road (see Section 2.6) included vehicle speed data. Full details of the results are contained in **Appendix B**, and the observed 85th percentile speeds are summarised as follows:

- i) ATC 1 (EB) – 47.9mph; and
- ii) ATC 2 (WB) – 49.4mph.

3.3.3 The 85th percentile speeds outlined above provide evidence that vehicle speeds along this stretch of Newnham Road are lower than the prevailing speed limit.

3.3.4 Based on the observed 85th percentile speeds summarised above, this would equate to the following minimum visibility requirements, extrapolated from the stopping sight distances set out in the Design Manual for Roads and Bridges (DMRB):

- i) Visibility to west – 2.4m x 107.5m; and
- ii) Visibility to east – 2.4m x 112.9m.

3.3.5 **Drawing 3600-01-D01** in **Appendix C** demonstrates that the required minimum visibility splays, based on the prevailing vehicle speeds along Newnham Road, of 2.4m x 108m to the west of the access junction and 2.4m x 113m to the east of the junction can be achieved.

3.4 Swept Path Assessment

3.4.1 In order to demonstrate that the site can be safely and satisfactorily accessed, a swept path assessment has been undertaken using a 16.5m articulated lorry, which is the largest vehicles anticipated to require access to the site during the construction period.

3.4.2 **Drawing 3600-01-ATR01** in **Appendix D** demonstrates that the local highway network can satisfactorily cater for construction-related vehicles requiring access to the Site. It also illustrates that there is sufficient space within the Site boundary to



allow for provision of a construction compound / HGV turning area, which will allow vehicles to unload, turn round and exit back towards Newnham Road.

- 3.4.3 It is proposed that further details of the proposed Site access, and / or requirements for construction traffic management, would be outlined in greater detail within any Construction Environmental Management Plan (CEMP) associated with the proposed development, of which a Construction Traffic Management Plan (CTMP) would form a part.
- 3.4.4 The swept path assessment also demonstrates that during the operational phase, the proposed internal access track is suitable to allow a 3.5t panel van to access all areas of the site, turn around, and egress the Site in forward gear without issue, as illustrated in **Drawing 3600-01-ATR02** in **Appendix D**.

Emergency Access

- 3.4.5 In addition to the main Site access junction, a secondary Site access would be provided to facilitate access to the Site in the event of an emergency where it is not possible to gain access via the main access track. This would be situated off the main access track.
- 3.4.6 In order to accommodate the turning movements of large fire appliances, the emergency access gate located at the south-western corner of the southern compound would have a width of 6.0m. There is sufficient space within the Site area adjacent to the emergency access gate to allow fire appliances to turn round outside the fenced compound areas, if necessary, as illustrated on **Drawing 3600-01-ATR03** in **Appendix D**, which also demonstrates that the proposed emergency access junction and propose Site layout can satisfactorily cater for standard-sized fire appliances.

3.5 Construction and Operation

Construction Phase

3.5.1 Construction of the Proposed Development is anticipated to be straightforward, and would comprise:

- i) Construction of Site access track;
- ii) Stripping of topsoils and laying a permeable geotechnical membrane, such as Terram, upon which gravel would be placed to form the Site compound;
- iii) Constructing the shallow foundations for the infrastructure and installing the boundary fencing and associated gates;
- iv) Installation of battery storage containers and ancillary items (i.e. Transformers, sub-station and communications room, etc.), which would all arrive as pre-fabricated units; and
- v) Completion of all electrical engineering connections.

3.5.2 Given that many of the elements would arrive at the Site pre-fabricated, the construction phase is anticipated to be fairly limited in terms of timescales, and could be complete in approximately 12 months.

Operational Phase

3.5.3 During the operational phase, the Proposed Development would be operated remotely and the system of communication between the grid and the facility is fully automated. As operations are fully automated, it would only be necessary for an operative to undertake a Site visit on a monthly basis. This would be undertaken by an operative who would gain access as described previously, using a small van, pickup or equivalent vehicle.



4.0 TRAFFIC GENERATION

4.1 Introduction

- 4.1.1 As noted above, operation of the facility is only likely to require one visit per month by maintenance operatives, arriving at the Site in a pickup vehicle or similar. Operational phase traffic generation would therefore be minimal.
- 4.1.2 Peak trip generation would therefore be associated with the construction of the Proposed Development, albeit any such period of trip generation would clearly be temporary for only a relatively short length of time.
- 4.1.3 The anticipated trip generation associated with the construction of the Proposed Development has been estimated from first principles, based on experience of having promoted other BSF sites nationally and from information supplied by the Applicant.

4.2 Trip Generation during the Construction Period

- 4.2.1 In total, the construction schedule of the development proposals is expected to last for 52 weeks. Construction activities would take place for 5.5 days per week. This period would include for Site and access preparation, construction / installation of the BSF, and any final Site remediation.
- 4.2.2 The following assumptions have been made for each stage of the project's construction:

Enabling Works

- i) Would include Site clearance, stripping of soils / creation of bunds (using the excavated material), construction of Site access / internal access track, surfacing of Site area and setup of Site compound;
- ii) Anticipated to last a total of approximately 12 weeks; and
- iii) Up to 350 HGV trips expected (700 two-way movements – calculation detailed further below).



Main Construction Phase

- i) Would include for all civils work such as pouring of foundations, cutting of any trenches and laying of ducting, installation of battery storage containers and equipment, and installation of cabling and UKPN grid connection;
- ii) Anticipated to last up to 32 weeks; and
- iii) Based on the dimensions of each individual battery container, a standard 16.5m articulated HGV could accommodate a payload of 1 unit. Assuming a single HGV trip for each of the Transformer units and ancillary equipment, up to 80 HGV delivery trips are expected (160 two-way movements) during this phase of construction.

Post-Construction

- i) Would include for installation of fencing and CCTV equipment, removal of welfare facilities, and any remedial landscaping works;
- ii) Anticipated to last a total of approximately 8 weeks; and
- iii) Up to 40 HGV delivery / collection trips expected (80 two-way movements).

4.2.3 Review of the above information identifies that construction and implementation of the Proposed Development is anticipated to take a total of approximately 52 weeks and could give rise to 470 HGV trips (940 two-way movements) over the whole period.

4.2.4 Peak HGV trip generation would likely occur during the enabling works stage. Over this enabling works stage up to 350 HGV trips (700 two-way movements) are expected over a 12-week period. Assuming construction takes place over 5.5 days per week, there would therefore be a total of 66 working days during the enabling works stage. Accordingly, HGV trips could stand at a maximum of 6 per day (12 two-way movements). Calculation of the peak HGV construction requirements is outlined in further detail in **Table 4.1** below.



Table 4.1 – First Principles Trip Generation

	Track	Rest of Site to be surfaced
Site Area to be surfaced:	3,360m ²	7,550m ²
Construction depth:	450mm	300mm
Total volume of hardcore:	1,512m ³	2,265m ³
At a density of 1.8t per m ³ , total hardcore tonnage:	2,722t	4,077t
HGVs (20t – 8-wheel tippers)	136	204
Accordingly, there could be a total of:	340 HGV trips	
Therefore, accounting for deliveries of geotextile and other ancillary materials up to 350 HGV trips could therefore be expected during the enabling phase works.		

- 4.2.5 In addition to the anticipated maximum of 6 daily (12 two-way) HGV trips to the construction site, there would also be a small number of staff trips and deliveries / collections made by cars / LGVs. It is expected that these trips would average 10 per day (20 two-way movements). During the peak period for HGV movements (the enabling phase) there could therefore be up to 16 vehicle trips per day, equating to 32 two-way movements (16 in and 16 out).

4.3 Development Traffic Distribution

- 4.3.1 During the construction phase it is expected that all traffic would travel to the site from Junction 10 of the A1(M) via the A507. Vehicles would therefore approach the Site along Newnham Road from the west and would depart in the same direction. During the operational phase the maximum vehicle size that would require access to the Site would be a large van, so the access route for maintenance requirements could be from either direction along the A507. However, since Newnham Road only provides access to a number of small villages, it is likely that all vehicles would turn left in and right out of the proposed access onto Newnham Road during the operational phase, as in the construction phase.

4.4 Trip Generation Summary

- 4.4.1 Given the limited number of daily movements (i.e. a maximum of 16 arrivals and 16 departures per day over the initial 12-week period of enabling works, and much less for the remainder of the 52-week construction period, it is considered that with the implementation of a CTMP, the Proposed Development would not result in any issue in relation to highway capacity or safety.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This TS has been prepared by Axis in support of a planning application made by Balance Power for the development of a Battery Storage Facility, along with associated infrastructure, located on land off Newnham Road near Baldock, Hertfordshire.
- 5.1.2 The application Site is located within the eastern corner of an agricultural field, to the north of Newnham Road in Hertfordshire, approximately 2.5km east of Stotfold and 2.8km north of Baldock. The point of connection to the grid would be at the UKPN Letchworth Grid Substation, located approximately 3.7km south of the Site.
- 5.1.3 Vehicular access into the site would be obtained from Newnham Road via an ungated field access located at the south-western corner of the Site. Newnham Road connects to the A507 Great North Road via a simple priority junction, with the A507 connecting to Junction 10 of the A1(M) (Stotfold Interchange) approximately 450m north-west of Newnham Road.
- 5.1.4 Analysis of accident data indicates that within the most recently available 3-year period no accidents have been recorded along Newnham Road in the vicinity of the Site. Only one accident during this period occurred at the A507 / Newnham Road junction, which resulted in slight injury. Therefore, the existing accident record does not represent a cause for concern in the context of the Proposed Development.
- 5.1.5 Access to the BSF during both the construction and operational phases via a new priority junction from Newnham Road, which would connect to the south-eastern corner of the Site. There is sufficient space within the Site to allow construction vehicles to turn round in order to exit the site in forward gear.
- 5.1.6 During both the construction and operational phases, it is expected that all traffic would travel to the site via the A1(M) Junction 10 via the A507 Great North Road.



- 5.1.7 This TS assesses the traffic generation of the construction phase only, which would take place over 12 months. During the operational phase, the Proposed Development would be operated remotely, and it would only be necessary for an operative to undertake a Site visit on a monthly basis. This would be undertaken using a small van, pickup or equivalent vehicle.
- 5.1.8 The anticipated trip generation associated with the construction of the BSF development has been estimated from first principles, based on experience of having promoted other BSF sites nationally and from information supplied by the Applicant.
- 5.1.9 The full period of construction is anticipated to take 52 weeks, with 5.5 construction days per week. Peak construction activity (in terms of vehicle numbers) would occur during the enabling phase, when daily traffic levels are estimated to be a maximum of 16 vehicles per day, including 6 HGV trips. This equates to 32 daily two-way movements, which will include a maximum of 12 two-way HGV movements per day. Such traffic levels are unlikely to give rise to any material issues on the local highway network. Moreover, such levels of HGV traffic would not be maintained over any lengthy period of time.

5.2 Conclusion

- 5.2.1 Having regard to the above, it is therefore concluded with regard to the proposed development of a Battery Storage Facility on land off Newnham Road, Baldock, Hertfordshire, there can be no highway or transport reasons to withhold planning permission for the scheme.

Appendix A – Proposed Site Layout Plan



Appendix B – ATC Survey Data



Appendix C – Drawing No. 3600-01-D01 (Visibility Splays)



Appendix D – Drawing No. 3600-01-ATR01, 3600-01-ATR02 and 3600-01-ATR03 (Swept Path Analysis)

