

Westfield Energy Conservation Park

Transport Statement

July 2025

Lightrock Power

AMA Project Number: 23064

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) has been commissioned by Lanpro on behalf of Lightrock Power (the Applicant) to prepare a Transport Statement (TS) and Construction Traffic Management Plan (CTMP) in relation to the development of Westfield Energy Conservation Park ('the Proposed Development') comprising a Battery Energy Storage System (BESS) and co-located ground mounted solar farm, associated infrastructure, access, biodiversity enhancements and landscaping on land south of A507 at Westfield Common, Hertfordshire ('the Site').
- 1.1.2 The Site is located on farmland to the south of the A507. The Site layout and red line boundary are set out in [Appendix A](#).
- 1.1.3 The Local Planning Authority (LPA) is North Herts Council (NHC), and the Local Highway Authority (LHA) is Hertfordshire County Council (HCC).
- 1.1.4 This TS has been prepared with reference to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).
- 1.1.5 The TS and CTMP have been produced following an initial request for pre-application advice (ref: 25/00338/PRE). Within the response from NHC, it was requested that the highways submissions consider the construction phase traffic should the site be brought forward at the same time as the neighbouring application for a solar farm including BESS under the East Herts Council planning reference no. 3/24/2245/FUL. As per the request from NHC, this TS and the accompanying CTMP will assess the cumulative impacts of the developments.
- 1.1.6 The purpose of this TS is to set out the transport conditions of the Site including the suitability of the access arrangements during the construction and operational phases of the Proposed Development, the expected traffic movements and measures that will be put in place to manage any potential transport impacts.
- 1.1.7 A CTMP has also been prepared which sets out the various measures that will be put in place to ensure the safe operation of the Site throughout the construction phase of the Proposed Development.

1.2 REPORT STRUCTURE

- 1.2.1 The structure of the report is set out as follows:
 - ▶ **Section 2** – provides a review of the local and national transportation planning policy in relation to the site.
 - ▶ **Section 3** – describes in detail the Site location and the local highway network in the vicinity of the Proposed Development.
 - ▶ **Section 4** – sets out the development proposals including the proposed access / egress, servicing arrangements and car parking.
 - ▶ **Section 5** – outlines the construction movements generated by the BESS facility and details the vehicle routing of vehicles to and from the Site.
 - ▶ **Section 6** – sets out the estimated traffic generation of the Proposed Development, including an assessment of the estimated impact of the Proposed Development on the local highway network.
 - ▶ **Section 7** – provides a summary of this Transport Statement.

2 POLICY BACKGROUND

2.1 NATIONAL POLICY

Climate Change Act 2008

- 2.1.1 The Climate Change Act was passed in the UK in November 2008 and sets out emission reduction targets that the UK must comply with legally. It represents the first global legally binding climate change mitigation target set by a country.
- 2.1.2 The Act committed the UK to reducing its greenhouse gas emissions by 80% by 2050, compared to 1990 levels. However, this target was made more ambitious in 2019 when the UK became the first major economy to commit to a 'net zero' target. The new target requires the UK to bring all greenhouse gas emissions to net zero by 2050.
- 2.1.3 Through the Climate Change Act, the UK has established in law the first five carbon budgets covering the period from 2008-2032.

National Planning Policy Framework (NPPF)

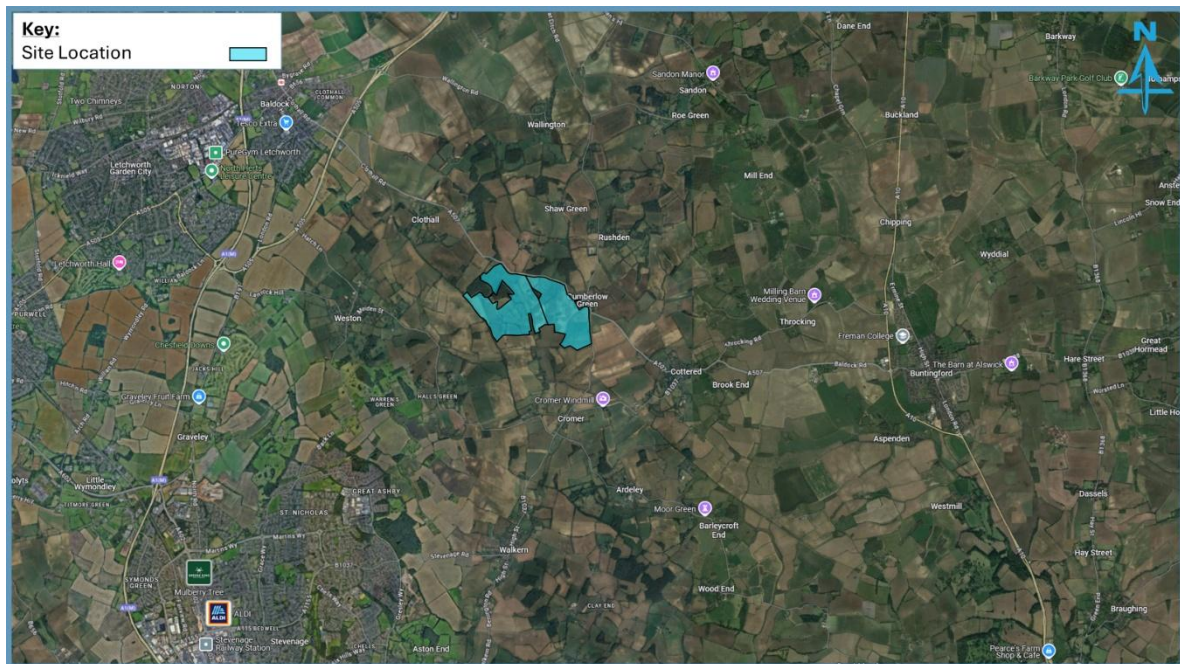
- 2.1.4 The National Planning Policy Framework (NPPF) came into effect in 2012. The document was designed to supersede and simplify previous national planning documents and their policies.
- 2.1.5 The NPPF was revised in response to the proposed reforms to the NPPF and other changes to the Planning system consultation on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.
- 2.1.6 This version of the NPPF was amended on 7 February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. For the avoidance of doubt the amendment to paragraph 155 is not intended to constitute a change to the policy set out in the Framework as published on 12 December 2024.
- 2.1.7 This revised framework replaces the previous NPPF published in March 2012, revised in July 2018, updated in February 2012, revised in July 2021, updated in September 2023 and revised in December 2023.
- 2.1.8 The central theme of the NPPF is the presumption in favour of sustainable development, as detailed in Paragraph 11. There can be a tendency to overlook this starting point, which requires that in decision taking Local Planning Authorities:
 - ▶ Approving development proposals that accord with an up-to-date development plan without delay; or
 - ▶ Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3 EXISTING CONDITIONS

3.1 SITE LOCATION

- 3.1.1 The Site comprises existing farmland, currently served by three agricultural access points that connects to the A507 to the northern boundary and to the east onto Cromer Heath. It is located approximately 4km to the east of Letchworth Garden City. The surrounding area is predominantly agricultural, in keeping with the rural character of the wider landscape. The location of the Site is shown in **Figure 3-1**

Figure 3-1 Site Location Plan



3.2 LOCAL HIGHWAY NETWORK

A507

- 3.2.1 The Site is bordered to the northeast by the A507, which routes broadly east-west between Buntingford and Baldock, on the outskirts of Letchworth Garden City.
- 3.2.2 The A507 is typically a 6m wide single carriageway road with no street lighting or footway provision within the vicinity of the site. The A507 is subject to the national speed limit of 60mph within the vicinity of the site.
- 3.2.3 To the east, the A507 routes through the village of Cottered. There is a 30mph speed restriction in place through Cottered, with intermittent footway provision and some on-street parking within the vicinity of dwellings. As the A507 routes east of Cottered, the 30mph speed restriction is no longer in place. These road characteristics remain consistent along the A507 until it joins the A10 via a four-arm roundabout approximately 5km to the east of the site.
- 3.2.4 To the north of the Site, the A507 routes through Cumberlow Green where there is a 90 degree turn and the A507 continues westwards towards Baldock. There are a few dwellings and agricultural access from the A507; however, the majority of its length is subject to the national speed limit and retains the characteristic of a rural A-road, with no footways or street lighting.
- 3.2.5 To the east, the A507 routes to the A10, whilst to the west, the A507 provides vehicle connections to both the A505 and the A1(M).

A10

- 3.2.6 Approximately 4.5km to the east of the Site, the A507 routes to the A10. The A10 routes broadly north-south between the M11 junction 11 near Cambridge to the north and continues to the M25 junction 25 to the south.
- 3.2.7 Within the vicinity of the A507 junction, the A10 has footways and street lighting to facilitate pedestrian movements into Buntingford; however, for the majority of its length, the A10 is typically a single carriageway road with no footways or streetlighting unless within the vicinity of villages or towns.

B1037

- 3.2.8 The B1037 routes from the A507 at Cottered, routeing broadly southwest along the southern boundary of the Site where it continues through Walkern, and in turn to Stevenage.
- 3.2.9 Within the vicinity of the A507 junction, the B1037 is a single carriageway road. Being within the centre of Cottered, there are some residential dwellings, on-street parking and footway provision within the vicinity of the junction.
- 3.2.10 As the B1037 routes southeast, it becomes a narrow single carriageway road and there are sections which could not accommodate an HGV passing a car without passing locations being utilised.
- 3.2.11 Between Cottered and the Site, the B1037 is subject to the national speed limit of 60mph and has no footways or street lighting. For the majority of its length, the B1037 has hedgerows on both sides of the carriageway which restricts visibility on some of the road bends.

Cromer Heath

- 3.2.12 Cromer Heath borders the Site to the east, and routes from the A507 via a priority junction. There is signage at the priority junction advising that Cromer Heath is unsuitable for HGVs. Cromer Heath is a single-track road with passing place provision and there are grass verges with hedgerow on both sides of the carriageway.
- 3.2.13 Cromer Heath routes south to join the B1037 via a priority junction, and there is a 30mph speed restriction in place within the vicinity.

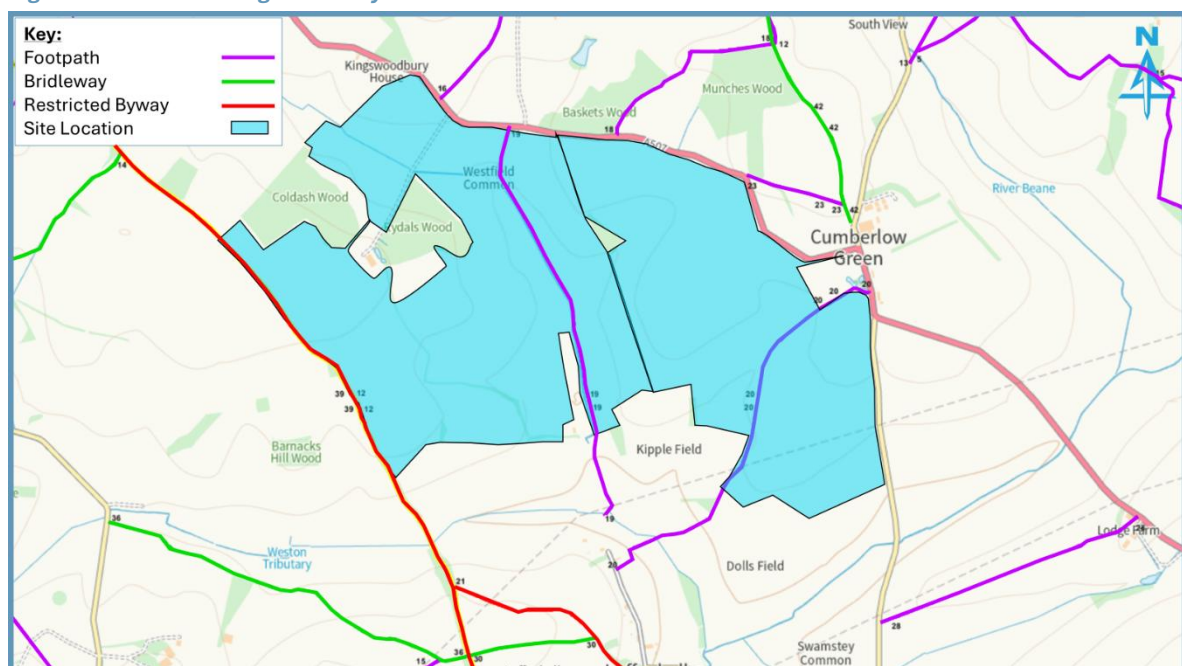
Summary

- 3.2.14 The Site is well connected to the local and strategic highway networks. Roads within the immediate and wider area generally offer good width, surface condition, and alignment. The local road network supports safe and appropriate access, with direct links to the A10, the A505 and the A1(M).

3.3 PUBLIC RIGHTS OF WAY

- 3.3.1 A review of HCC Public Rights of Way (PRoW) map has been undertaken to assess the potential impact of the Proposed Development on existing PRoW routes. **Figure 3-2** shows the local PRoW network in the vicinity of the Site. As detailed, there are two footpaths (HD|CLOTHALL|019 and HD|CLOTHALL|020) that run through the Site as well as a restricted byway that runs along the Site's southwestern boundary.
- 3.3.2 The internal Site layout has been designed to ensure the PRoW's are protected, with a 15m buffer provided either side of the footpaths, maintaining the routes for public use.
- 3.3.3 Within the construction phase, the PRoW's will not form any point of access, nor are vehicles anticipated to travel along the routes. However, it is likely that vehicles would be required to cross the footpaths at various points during the construction phase. Details of the management of this are provided in the CTMP. Vehicle movements will be managed to ensure any impacts on the PRoW are minimised and pedestrian safety would not be compromised.

Figure 3-2 Public Rights of Way Plan



3.4 PERSONAL INJURY COLLISION RECORDS

- 3.4.1 Personal Injury Collision (PIC) data for the local highway network in the vicinity of the Site for the most recent five-year period (2019– 2023) has been obtained from the CrashMap (www.crashmap.co.uk) database and are set out at **Figure 3-3**.
- 3.4.2 The study area includes the entirety of the A507 along the northern boundary of the Site as well as Cromer Heath that runs in a north – south alignment along the Site’s eastern boundary.

Figure 3-3 Personal Injury Collision Plot



- 3.4.3 The data reveals that one fatal collision; one ‘serious’; and two ‘slight’ PIC were recorded within the study area during the five-year period. Details of the collisions are set out below:

‘Slight’ Collision

- ▶ The first ‘slight’ collision was recorded in June 2020 along the north-eastern boundary of the Site. The collision occurred on open road and involved a single vehicle detailed as a motorcycle.
- ▶ The second ‘slight’ PIC was recorded in October 2022 at the junction with the A507 and Cromer Heath. The collision involved two vehicles, resulting in one casualty.

‘Serious’ Collision

- ▶ The ‘serious’ collision was recorded in June 2021 on open road and involved two cars, resulting in injuries to three people.

Fatal Collision

- ▶ The fatal collision was recorded in October 2020 and along the northern boundary of the Site on the A507 at a bend in the carriageway. The collision was detailed as involving a motorcyclist and a car, resulting in fatal injuries to the motorcyclist.

- 3.4.4 Given the infrequency and severity of recorded collisions within close proximity to the Site, there are no existing highway safety concerns. The local highway network in the vicinity of the Site is considered to operate safely and is suitable for accommodating the anticipated traffic associated with the Proposed Development.

4 DEVELOPMENT PROPOSALS

4.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 4.1.1 The proposals comprise a Battery Energy Storage System (BESS) and co-located ground mounted solar farm, associated infrastructure, access, biodiversity enhancements and landscaping. The site layout plan and application red line boundary is attached at [Appendix A](#).
- 4.1.2 The Proposed Development will comprise the construction and operation of the following key components:
- ▶ Photovoltaic (PV) Solar Panels erected on steel frames in south-facing arrays;
 - ▶ Medium Voltage Station (MVS) units placed throughout the Site;
 - ▶ Electrical Substation Compound;
 - ▶ Battery Energy Storage System Compound;
 - ▶ On-site cabling;
 - ▶ Internal Tracks;
 - ▶ Site Accesses
 - ▶ Associated infrastructure including CCTV and Security Fencing;
 - ▶ Temporary construction compound;
 - ▶ Associated Landscaping; and
 - ▶ Biodiversity Enhancement.

4.2 CONSTRUCTION PHASE ACCESS ARRANGEMENTS

- 4.2.1 The Site will be accessed via the primary access during the construction phase located off Cromer Heath to the east of the Site. Details of the primary access are set out below.

Primary Site Access (Eastern) Design and Visibility

- 4.2.2 The eastern Site access would be the primary construction phase access and is situated off Cromer Heath (at Field 7). The access itself currently forms a farm access track and is clearly well utilised by tractors etc. associated with the existing farm. The access location is therefore well established.
- 4.2.3 To ensure the Site access is safe for use for construction vehicles throughout the construction phase, visibility has been reviewed from both the access with Cromer Heath as well as the visibility at the junction with the A507. The proposed access visibility is set out in AMA Drawing No. 23104-SK-001-3.4 and is attached at [Appendix B](#).
- 4.2.4 As detailed, the access has also been considered to ensure that any vehicles arriving from the north have suitable forward visibility when turning onto Cromer Heath. This has been demonstrated to consider a worst-case scenario; in reality, vehicles turning into the eastern primary Site access would do so from the east.
- 4.2.5 Given the potential for conflicting vehicle manoeuvres, the access has been designed to ensure that an articulated vehicle can pass a vehicle waiting to depart the Site. This is set out in AMA Drawing No. 23064-SK-003 as attached at [Appendix C](#). As shown, there is adequate room for two articulated vehicles to pass at the widened section of the access track.
- 4.2.6 The access location also ensures vehicles do not drive along Cromer Heath which has signage at the junction that the carriageway is unsuitable for HGVs.
- 4.2.7 If required, the secondary access (at Field 6, discussed below) could also be used to provide access to smaller goods vehicles during the construction phase.

4.3 OPERATIONAL PHASE ACCESS ARRANGEMENTS

- 4.3.1 Following the construction phase, all three Site access points could be used to provide access to the Site for maintenance purposes. Details of the secondary and tertiary Site accesses are set out below.

Secondary Site Access (Central) Design and Visibility

- 4.3.2 The secondary access point is to the northeast of the Site (at Field 6). This access could provide access to smaller goods vehicles. However, to ensure a worst-case scenario the access has been designed in line with the turning requirements of an articulated vehicle. The proposed Site access design and visibility is set out in AMA Drawing No. 23104-SK-001-2.4 and is attached at [Appendix D](#).
- 4.3.3 The access has been designed to ensure vehicles can arrive / depart in all directions and also ensures suitable visibility splays are achievable in each direction, including forward visibility to oncoming traffic.
- 4.3.4 As detailed, the access has also been considered to ensure that any vehicles arriving from the north have suitable forward visibility when turning into the Site. This has been demonstrated to consider a worst-case scenario; in reality, vehicles turning into the eastern Site access would do so from the east.
- 4.3.5 The secondary access point will principally be used for light operational maintenance but also provides operational emergency access to the Site in the event that the primary access becomes unavailable. This complies with the National Fire Chief's Council (NFCC) guidance for BESS facilities in respect of access. To ensure the Site is accessible for emergency vehicles when operational, the internal layout and turning heads have been tracked using a DB32 Fire Tender. This represents the largest vehicle that is likely to access the Site during operation and also ensures the safety of the Site throughout its life cycle. The resultant tracking drawings are set out in AMA Drawing No. 23104-ATR-003-1.8/7.8 and are attached at [Appendix E](#). From the secondary access point, access can be afforded to the substation compound and the BESS as well as providing more direct access to the solar arrays and skylark mitigation in Field 11. Other than in the event of an emergency vehicle attending Site, this access will only be used by light vehicles (small 4x4 or van) approximately once per week.

Tertiary Site Access (Western) Design and Visibility

- 4.3.6 The tertiary access utilises the existing farm access track that connects with the A507. The access is therefore established, being utilised by farm. Once operational, very occasional maintenance of the solar farm will be required with nominal numbers of vehicle movements being generated. It is expected that on average, one vehicle per week would visit the site for maintenance purposes, generally comprising a 4x4 or panel van.
- 4.3.7 During operation, the tertiary access point will only be used by light vehicles to maintain fields 1, 2, 11 and 16.

Summary

- 4.3.8 The primary access will continue to be the main point of access for the Site and will principally be used for light vehicle access to the substation and BESS compounds for routine maintenance; however, access does link through to the wider energy conservation park allowing for maintenance of the solar arrays and the majority of the proposed biodiversity areas.

5 CONSTRUCTION VEHICLE MOVEMENTS

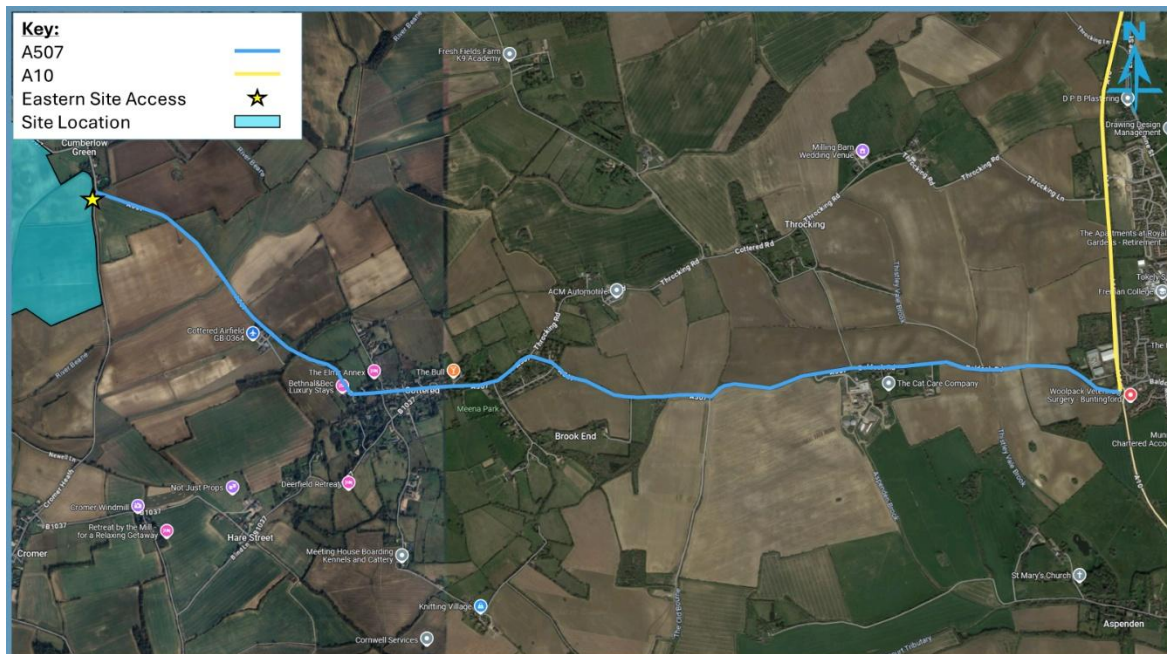
5.1 MINIMISATION OF VEHICLE TRIPS

- 5.1.1 To maximise efficiency and minimise local traffic movements, all components and materials delivered to Site would be transported using the largest available payloads for vehicles suitable to the available access.
- 5.1.2 To maximise efficiency and minimise local traffic movements, it is proposed that all components and materials will be directly delivered to Site by vehicles adhering to any local height or weight restrictions within the surrounding highway network.
- 5.1.3 The same is proposed in respect to the removal of components at the end of the operational life of the Proposed Development.

5.2 VEHICLE ROUTING

- 5.2.1 Construction deliveries to the Site will primarily be routed via the A507, connecting with the A10 to the east of the site.
- 5.2.2 The Site will be accessed from Cromer Heath via the A507 at the existing field access provided into the site as detailed in [Section 4](#). The route ensures that wherever possible, residential areas are avoided and the impact to the local highway network is minimised. All hauliers will be issued with clear delivery instructions and route plans to ensure accurate navigation and prevent unnecessary turning movements or overshooting the site.
- 5.2.3 Construction HGVs travelling from the east will utilise the construction traffic route shown on [Figure 5-1](#).

Figure 5-1 Construction Traffic Routing Plan



- 5.2.4 Internal access tracks will be required during the construction phase.
- 5.2.5 A temporary construction compound will be located within the Site, most likely within the substation and BESS field (Field 9) which will provide areas for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the Site in forward gear. From here, infrastructure will be taken across the Site on smaller vehicles. All delivery drivers and construction workers will be advised of the construction routes prior to making their delivery or commencing work.

- 5.2.6 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. The Site Manager will keep up to date on scheduled roadworks in the area using the <https://uk.one.network/> website. Any major roadworks on the preferred route that result in the deviation of the preferred route will be agreed with officers at HCC in advance.
- 5.2.7 Given the low number of movements, and to reduce unnecessary land requirements, articulated and rigid HGVs will utilise the width of the access tracks when entering and exiting the Site, and management measures will be implemented, set out in [Section 6](#).
- 5.2.8 Temporary signage will be located in the vicinity of the accesses in both directions on the A507 during the construction period to warn drivers of the site entrances, in line with Traffic Signs Manual Chapter 8.
- 5.2.9 The following measures are included within the CTMP to facilitate access to the Site:
- ▶ Construction HGVs will be subject to a booking system with fixed arrival times to ensure construction HGV movements arrive and depart onto the A507 without encountering other construction HGV movements;
 - ▶ All deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside the typical network peaks of 08:00 to 09:00 and 17:00 to 18:00 where practicable. All vehicles ready to depart the Site during these periods shall be held back within the compound area until the appropriate time has passed;
 - ▶ Construction materials for the Site will be deposited within the internal compounds. These will then be transferred internally across the Site to facilitate transit throughout the Site itself and reduce the number of movements on the A507.
- 5.2.10 These construction traffic management measure access options are commensurate with the temporary nature of the construction process and are the range of measures adopted elsewhere throughout the United Kingdom for such temporary construction access and the construction of other solar projects.
- 5.2.11 All hauliers will be provided with clear delivery instructions and advice to ensure they can travel to the Site directly and without error. This should avoid overshoots which could lead to unnecessary and potentially hazardous turning movements. The Site access will be clearly signed using temporary signage subject to HCC highways approval.
- 5.2.12 Therefore, any vehicle movements on the local highway network would be minimalised, with trips routing via any residential areas limited to only where absolutely necessary. The impact on the local highway network would therefore be limited to a bare minimum during the construction period.

5.3 SAFETY & ENVIRONMENTAL MANAGEMENT

- 5.3.1 Loading and unloading activity would take place within the Site, with a temporary compound to be located within the Site boundary. Construction vehicles would be fitted with audible reversing warning devices, with reversing manoeuvres by operational vehicles additionally being overseen by banksmen.
- 5.3.2 Further details of the safety and environmental management of the construction phase at the solar farm facility is provided within the accompanying CTMP.

6 FUTURE DEVELOPMENT IMPACTS

6.1 INTRODUCTION

- 6.1.1 This section sets out the methodology and parameters used in assessing the Proposed Development and its potential impact on the highway network.

6.2 CONSTRUCTION PHASE TRAFFIC GENERATION

Construction Phase

- 6.2.1 All work will be conducted between 08:00 and 18:00 hours Monday to Friday with limited construction activities on Saturdays between 08:00-13:00. No construction activities will take place on a Sunday or Bank Holiday.
- 6.2.2 All staff are anticipated to arrive at the Site during the 30-minute period preceding the start of the operating day (i.e. 07:30 to 08:00 Monday to Saturday) and depart during the 30-minute period that follows the end of the operating day (i.e. 18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 6.2.3 Based on the above, staff arrivals and departures will be undertaken outside the typical network peak hours of 08:00-09:00 and 17:00-18:00.
- 6.2.4 Provision will be made to enable all vehicles to park on site to avoid obstruction to the operation of the public highway and this shall be strictly enforced.

Construction Traffic Management Measures

- 6.2.5 As previously stated, a CTMP has been prepared as part of this planning application.
- 6.2.6 Temporary signage will be located in the vicinity of the accesses in both directions during the construction period to warn drivers of the Site entrances, in line with Traffic Signs Manual Chapter 8.
- 6.2.7 At the accesses, the following measures will be included within the CTMP:
- ▶ Construction HGVs will all arrive and depart via the primary A507 access, with the secondary access only being utilised if required;
 - ▶ Construction HGVs will be subject to a booking system with fixed arrival times to ensure construction HGV movements arrive and depart without encountering other construction HGV movements;
 - ▶ All deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside the typical network peaks of 08:00 to 09:00 and 17:00 to 18:00 where practicable. All vehicles ready to depart the site during these periods shall be held back within the compound area until the appropriate time has passed;
 - ▶ Temporary signage will be located in the vicinity of all accesses in both directions during the construction period to warn drivers of the Site entrances, in line with Traffic Signs Manual Chapter 8;
 - ▶ During the temporary construction period, construction plant as well as tractor and trailers will need to cross PRow Clothall 019 and Clothall 020 within the site. It should be noted that currently, agricultural vehicles route across this PRow when required. There is no requirement for a permanent or temporary PRow closure or diversion. Fencing will be erected around the construction area to segregate users of the PRow from the construction area;
 - ▶ Internal movements will be carefully managed and controlled to ensure no conflict with those utilising the PRows, including by the use of banksmen. This will ensure that the safety of users of the PRow is maintained; and

- Signage will be installed to warn users of the PROWs of construction traffic. Likewise, signage will be installed to warn construction traffic of public use and will be highlighted to all construction staff at site induction and in frequent tool-box-talks.

6.2.8 These construction traffic management measures access options are commensurate with the temporary nature of the construction process and are the range of measures adopted elsewhere throughout the United Kingdom for such temporary construction accesses.

Construction Impact

6.2.9 Staff arrivals and departures will be undertaken outside the typical network peak hours of 08:00- 09:00 and 17:00-18:00. All deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside the typical network peaks of 08:00 to 09:00 and 17:00 to 18:00 where practicable.

6.2.10 It is anticipated that the construction phase will occur over a period of 12 – 18 months. Overall, the delivery of materials to site will generally occur within the first 12 – 15 months of the project's construction period with commissioning and testing being the latter of the programme and therefore few traffic movements associated with this.

6.2.11 Based on the estimated delivery period of 12 – 15 months, [Table 6-1](#) sets out the anticipated schedule of trips to the site within this period. Each month is set out from 1 – 18.

Table 6-1 Construction Traffic Timeline

Trip Type	Month																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Mobilisation	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roadways	200	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Landscaping	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0
Modules, Mounting Structures, MVS	0	0	0	300	300	300	300	300	0	11	12	0	0	0	0	0	0	0
BESS and Sub	0	0	0	150	150	210	210	210	110	80	80	152	123	110	81	0	0	0
Fencing	0	0	0	0	0	0	0	0	0	0	20	20	27	28	15	0	0	0
Demobilisation															5	0	0	0
Total HGV	210	210	200	450	450	510	510	510	110	91	112	172	150	238	201	5	5	5
Average HGV per day (20d/m)	11	11	10	23	23	26	26	26	6	5	6	9	8	12	10	0	0	0
Total Private vehicles per day (staff trips)	40	50	50	120	120	120	120	120	120	120	120	100	100	100	100	0	0	0

6.2.12 Based on the above, the construction phase is anticipated to result in a total of 4,139 HGV trips. As detailed, the construction phase is anticipated to peak from month 6 – 8 with a total of 510 HGVs per month within this period. Assuming a 6-day working week, this would equate to up to 20 HGV trips per day, totalling 40 two-way trips taking account of the arrival and departure. Over the daily hours of operation, this would equate to up to four HGVs within an hour period, or one HGV every 15 minutes.

6.2.13 The A507 access arrangements seek to avoid construction HGVs travelling along constrained sections of the public highway. Construction materials will enter the Site via the primary access with the A507. From here, materials will be placed onto smaller vehicles (e.g. tractor and trailers, or light goods vehicle) in the temporary construction compound and transported to the wider Site.

- 6.2.14 It should be noted that the vehicles used to shuttle materials throughout the Site will be smaller than the articulated HGVs used to transport the materials via the A507 access; therefore, there will be a greater number of tractor and trailer movements to transport the same amount of material.
- 6.2.15 The analysis of road safety in [Section 3.4](#) has not identified any road safety issues on the network. The proposals would generate low volumes of temporary traffic and there is nothing to suggest the Site would change or alter the injury accident rates.
- 6.2.16 It is considered that a safe and suitable access is provided for the purposes of construction, the proposals would not result in a cumulative impact on the highway network that is severe, and the proposals would not have an unacceptable impact upon road safety (NPPF tests).

6.3 CUMULATIVE IMPACT ASSESSMENT

- 6.3.1 As requested in the pre-app advice, the cumulative impacts of the construction traffic have been considered alongside the neighbouring application (ref: 3/24/2245/FUL). The assessment considers an absolute worst-case scenario as it is highly unlikely that the two construction periods would overlap, nor is it likely the peaks for either construction period would occur at the same time.
- 6.3.2 To consider the absolute worst-case scenario, the 3/24/2245/FUL TS has been reviewed. Within the TS, the construction programme is anticipated to be over an 18-month period with a 5-month delivery period whereby the majority of trips to the site will occur. Within this period, the TS identifies a specific peak of deliveries around month 3, estimating approximately 40 HGV movements per day.
- 6.3.3 When considering this alongside the construction phase for this Site, the combined peak trip generation totals 80 HGV movements per day. This equates to 10 HGV movements per hour, or one every 6 minutes.
- 6.3.4 Should such a situation occur, this would be over a very limited period, with the peaks in deliveries expected to occur over a period of a few weeks. In reality, it is highly unlikely that the two construction phases would peak at the same time.

6.4 OPERATIONAL PHASE TRAFFIC GENERATION

- 6.4.1 Once operational, the Proposed Development will be monitored remotely and will not require any permanent staff to be located on Site. There will be occasional visits throughout the year (typically no more than once per week) made by 4x4 vehicles and panel van vehicles for inspection and maintenance. These vehicle movements will replace some of the agricultural vehicles that currently access the Site, and there will be a net reduction in the number of vehicle movement through the adjacent field access.
- 6.4.2 It is considered that safe and suitable accesses are provided, with three options available for maintenance during the operational period. The proposals would not result in a cumulative impact on the highway network that is severe, and the proposals would not have an unacceptable impact upon road safety.
- 6.4.3 It is anticipated that the Site will have an operating life of 40 years after which all panels and associated infrastructure will be removed, and the Site reinstated in accordance with a scheme to be agreed in writing with the Planning Authority at that time.
- 6.4.4 During operation, access to Proposed Development will be occasional (typically no more than once per week) and by standard 4x4 vehicles to facilitate routine maintenance. Activity onsite during operation will be limited to routine maintenance, servicing of components and any emergency servicing. There will also be some vegetation and habitat management.
- 6.4.5 Vehicle levels will arguably therefore constitute a reduction from those presently associated with more active farming activities at the Site.

6.5 DECOMMISSIONING

- 6.5.1 At the end of the Proposed Development's operational period, it will be fully decommissioned.
- 6.5.2 All infrastructure will be removed from Site and where possible will be recycled. Any waste generated during the decommissioning process will be removed and transported by a certified and licensed contractor. The solar panels will be removed from the Site in the same way they were transported to the Site originally. The cables interconnecting the panels to the electricity grid system will be de-energised and removed from the Site, with any cable marker signs removed.

7 SUMMARY

- 7.1.1 AMA has prepared this Transport Statement to accompany a planning application for Westfield Energy Conservation Park located to the south of the A507, Hertfordshire. The following summarises the key points:
- ▶ The Proposed Development fully accords with both national and local transport policy;
 - ▶ The primary point of access will be taken from Cromer Heath at the junction with the A507. Two other access point will connect the Site with the A507 along the northern site boundary which will be used to supplement vehicle access to the site. Neither of the secondary or tertiary site accesses will be utilised for deliveries from articulated HGVs;
 - ▶ Traffic management will be put in place during the construction phase to reduce any potential conflicting manoeuvres;
 - ▶ The Proposed Development is anticipated to generate an estimated 30 two-way trips per day during the worst-case delivery period. This is anticipated to last for approximately 8-12 months out of the total 12 – 15-month construction programme;
 - ▶ Swept path analysis has been undertaken of the proposed Site access and internal road layout to demonstrate that an articulated vehicle will be able to access and egress the Site in a forward gear. Swept path analysis has also been conducted for a fire tender for the internal Site layout to ensure the vehicles can access all parts of the Site when operational;
- 7.1.2 This TS has demonstrated that the traffic associated with the Proposed Development can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.
- 7.1.3 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

APPENDICES

Appendix A Proposed Site Layout Plan

Appendix B Proposed Primary Site Access Design

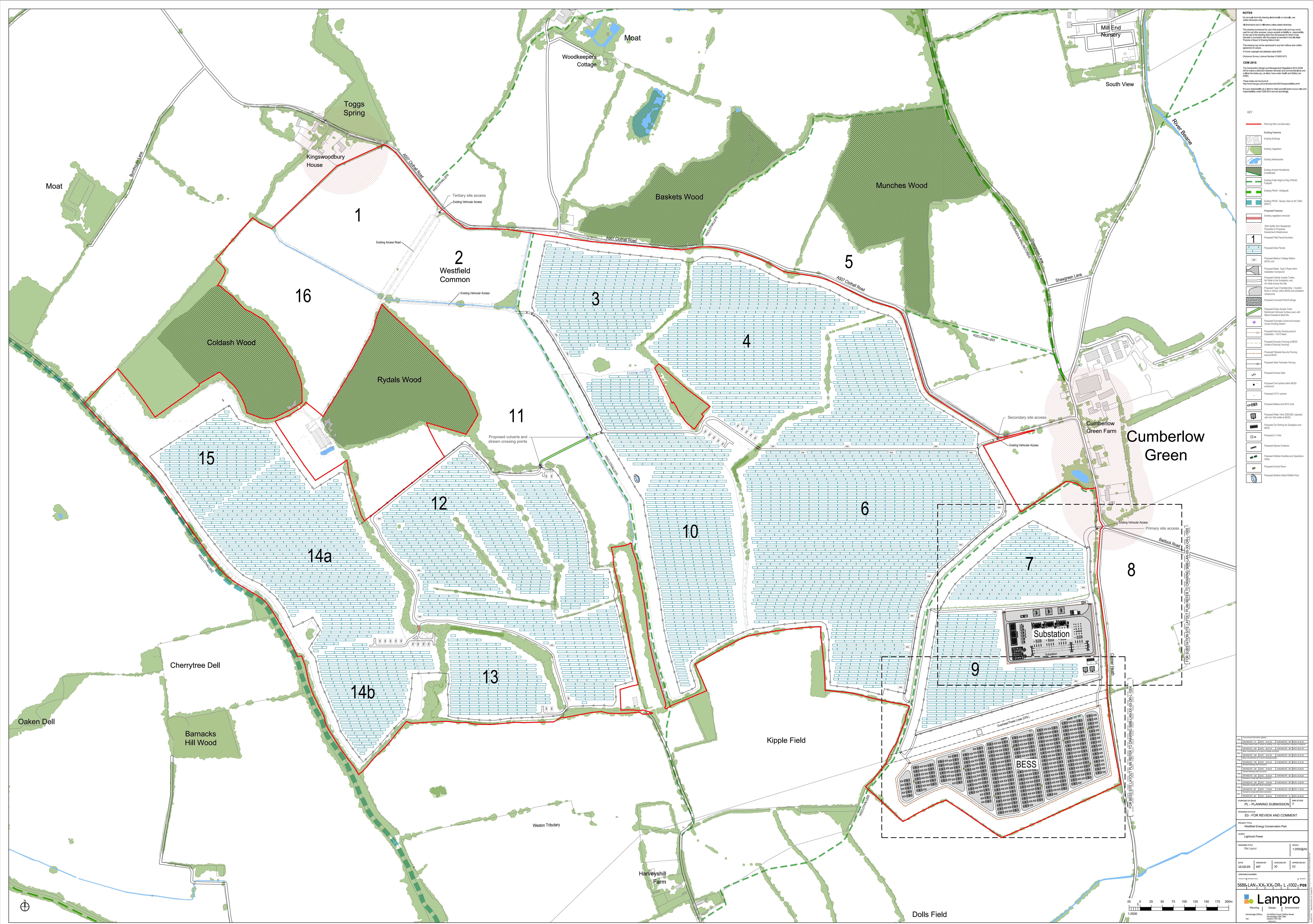
Appendix C Proposed Site Access Widening

Appendix D Proposed Secondary Site Access Design

Appendix E Fire Tender Swept Path Analysis

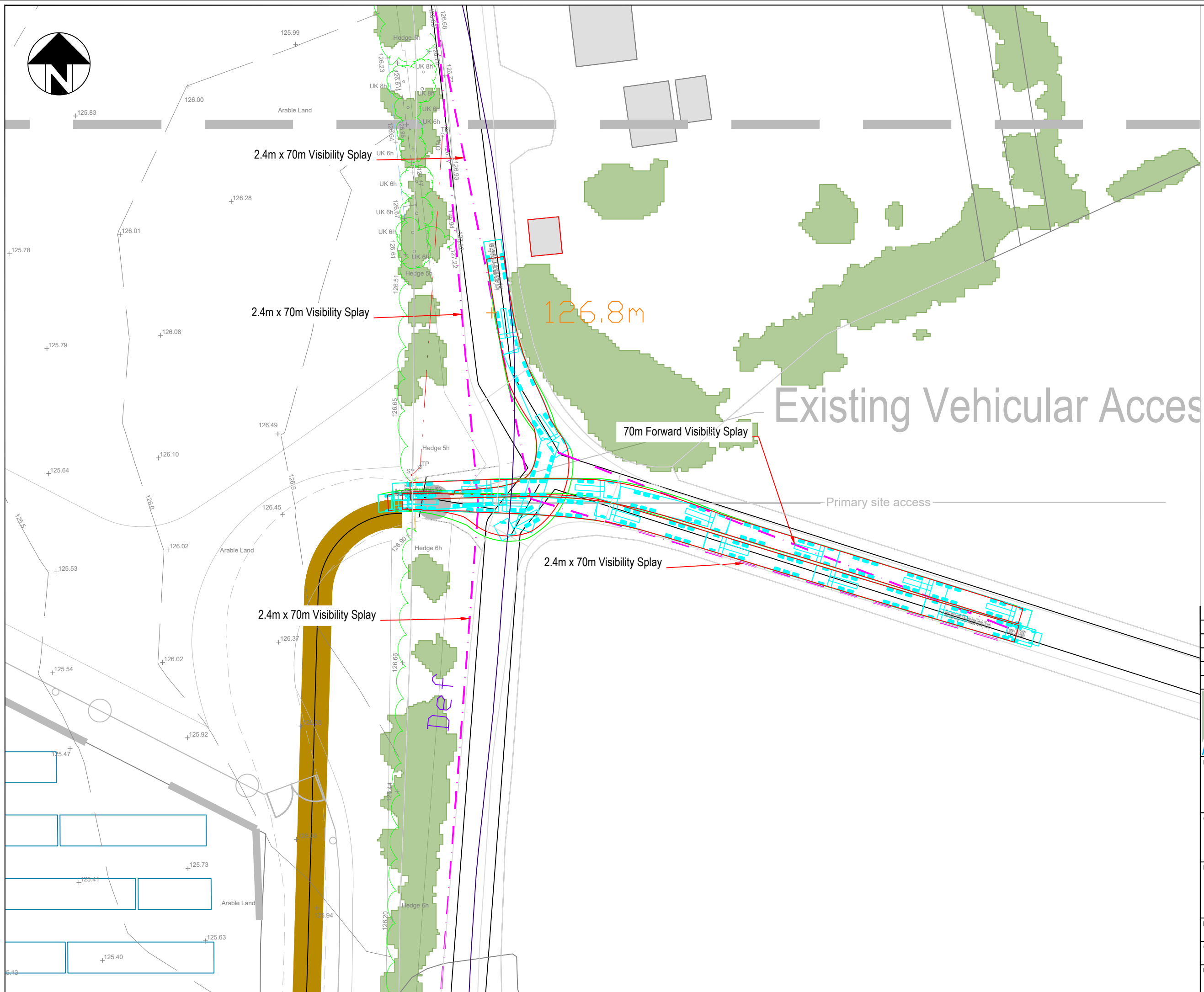


Appendix A
Proposed Site Layout Plan





Appendix B
Proposed Primary Site Access Design



P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	03.07.25	RW
P02	Amendments following client comments	14.05.25	OHJ
P01	Preliminary Issue	13.03.25	MHT



Project: _____

WESTFIELD ENERGY CONSERVATION PARK

Client: _____

LIGHTROCK POWER

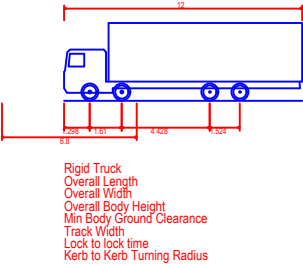
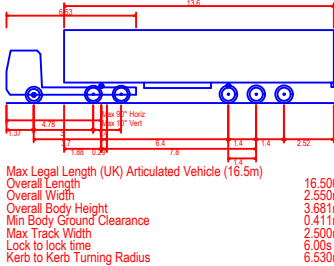
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EASTERN SITE ACCESS DESIGN

Drawn By: MHT	Date: 11.07.2025	
Checked: MHT	Scale: 1:500	Paper: A3
Drawing No. AMA-23064-SK-001		Rev. P05



Appendix C
Proposed Site Access Widening



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



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Project:

**WESTFIELD ENERGY
CONSERVATION PARK**

Client:

LIGHTROCK POWER

Drawing:

SITE ACCESS PASSING PLACES

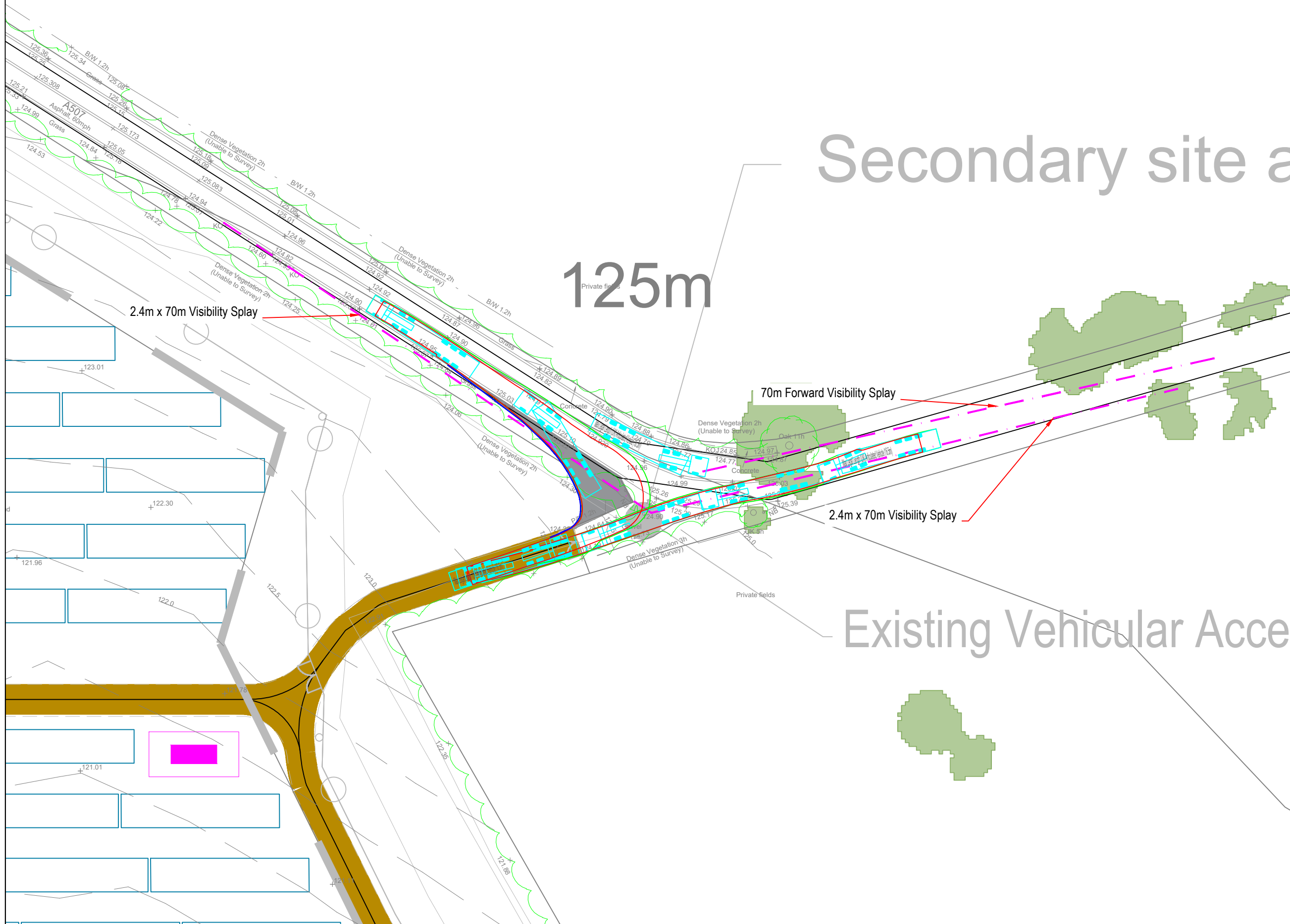
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Drawing No.	AMA-23064-SK-003	Paper:	A3
		Rev.	P05



Appendix D
Proposed Secondary Site Access
Design



Private fields



P05	Updated Project Name	29.07.25	ECT
P04	Updated Site Layout	11.07.25	MHT
P03	Amendments following client comments	03.07.25	RW
P02	Amendments following client comments	14.05.25	OHJ
P01	Preliminary Issue	13.03.25	MHT

AMA

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Project:

WESTFIELD ENERGY CONSERVATION PARK

Client:

LIGHTROCK POWER

Drawing:

CENTRAL SITE ACCESS DESIGN

Drawn By:

MHT

Date:

13.03.2025

Checked:

MHT

Scale:

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Paper:

A3

Drawing No.

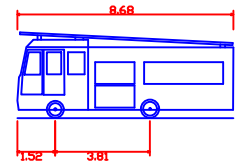
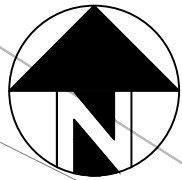
AMA-23064-SK-001

Rev.

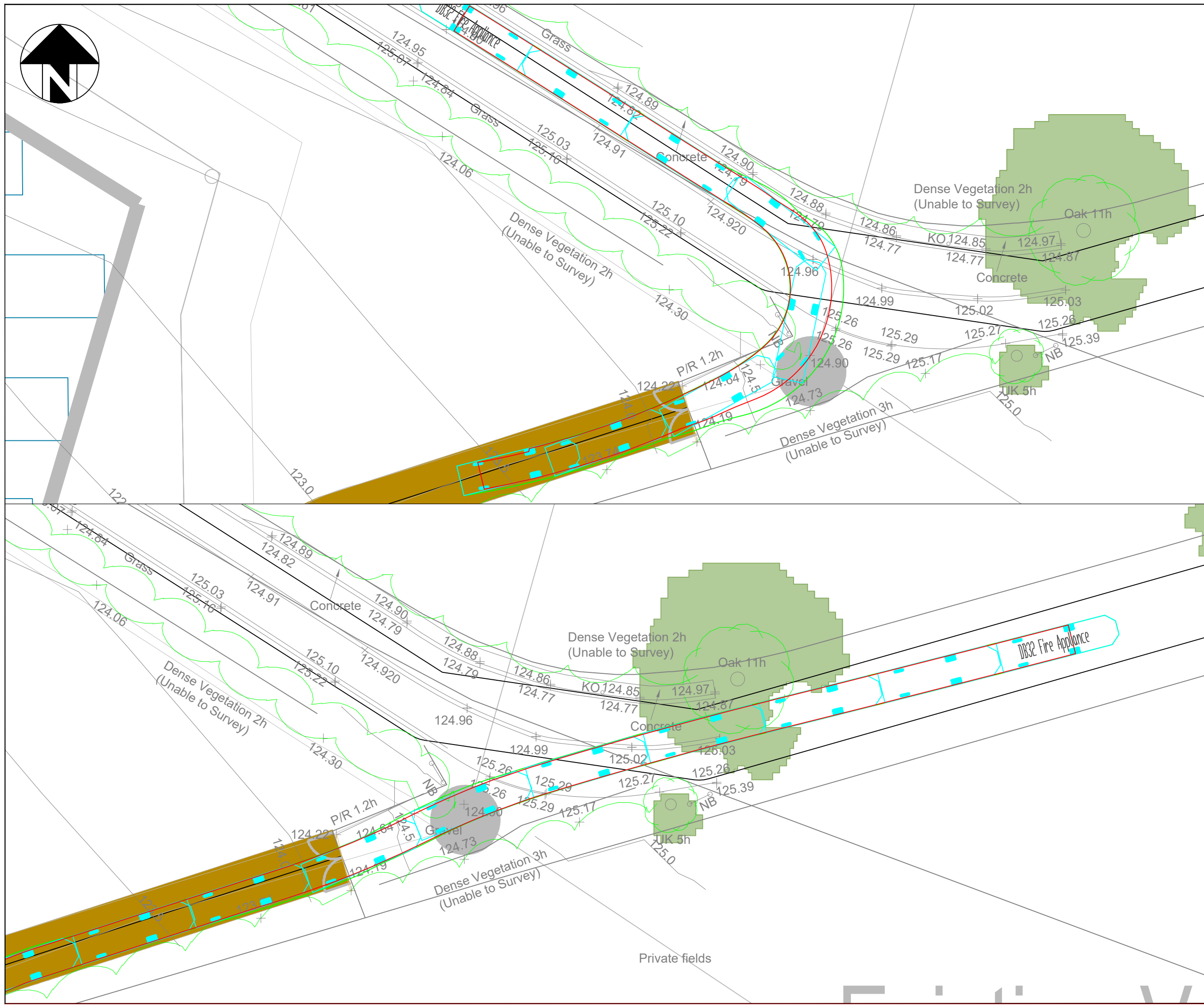
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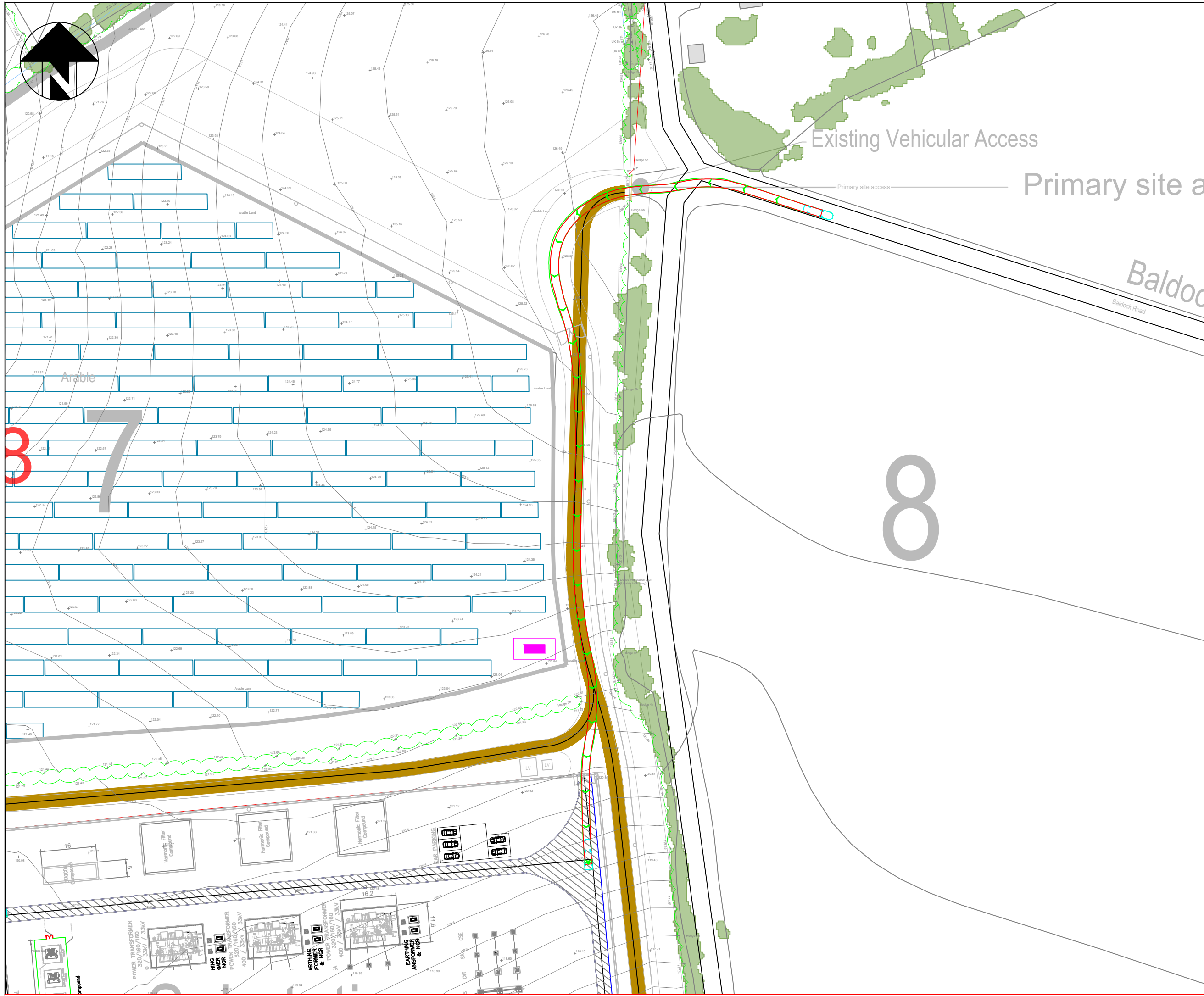
Appendix E
Fire Tender Swept Path Analysis



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 1.520m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 1.21m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT
AMA ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: WESTFIELD ENERGY CONSERVATION PARK			
Client: LIGHTROCK POWER			
Drawing: DB32 FIRE APPLIANCE SWEPT PATH ANALYSIS			
Drawn By: SA		Date: 01.07.2025	
Checked: MHT		Scale: 1:250	Paper: A3
Drawing No. AMA-23064-ATR-003-1.8			Rev. P03



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	1.21m
Lock to lock time	9.00s
Kerb to Kerb Turning Radius	7.910m

P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT



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Project:

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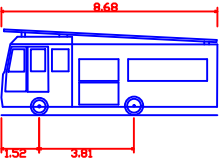
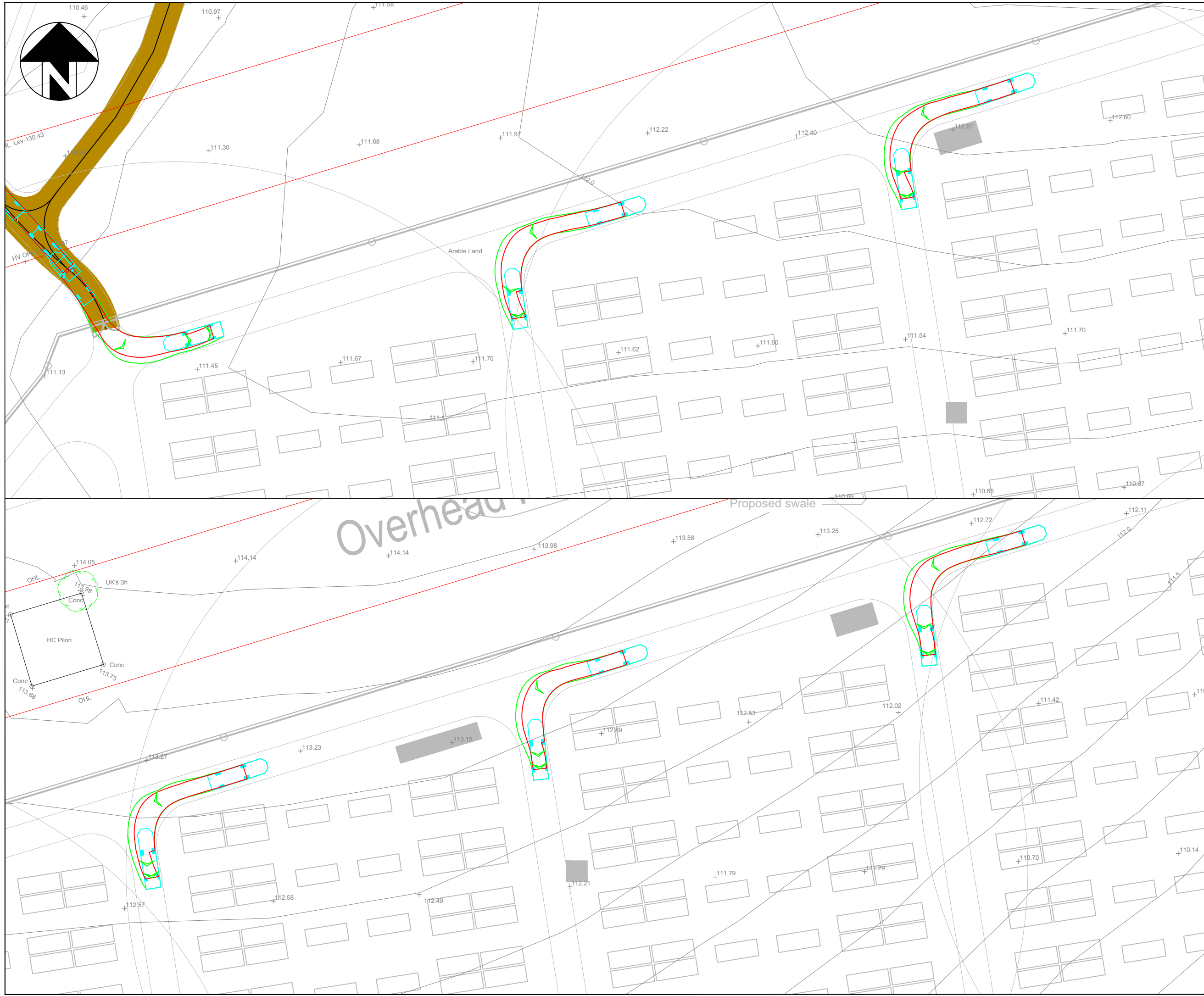
Client:

LIGHTROCK POWER

Drawing:

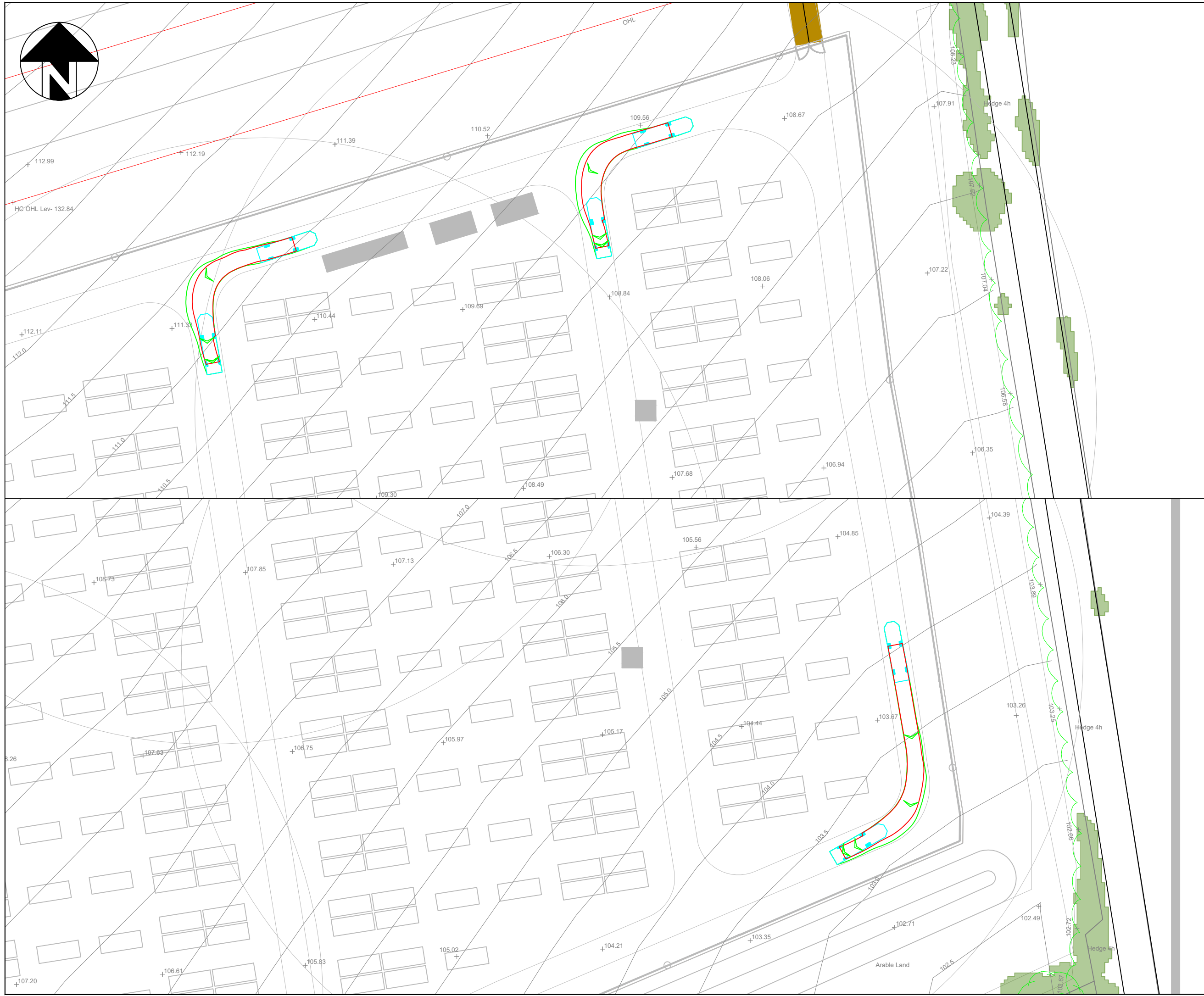
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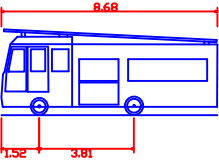
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DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 1.21m
Lock to lock time 9.00s
Kerb to Kerb Turning Radius 7.910m

P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT
AMA ANDREW MOSELEY ASSOCIATES Transport & Infrastructure Consultants 15 St Paul's Street Second Floor Leeds LS1 2JG www.amatp.co.uk			
Project: WESTFIELD ENERGY CONSERVATION PARK			
Client: LIGHTROCK POWER			
Drawing: DB32 FIRE APPLIANCE SWEPT PATH ANALYSIS			
Drawn By: SA		Date: 01.07.2025	
Checked: MHT		Scale: 1:500	Paper: A3
Drawing No. AMA-23064-ATR-003-3.8			Rev. P03





DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	1.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	1.21m
Lock to lock time	9.00s
Kerb to Kerb Turning Radius	7.910m

P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT



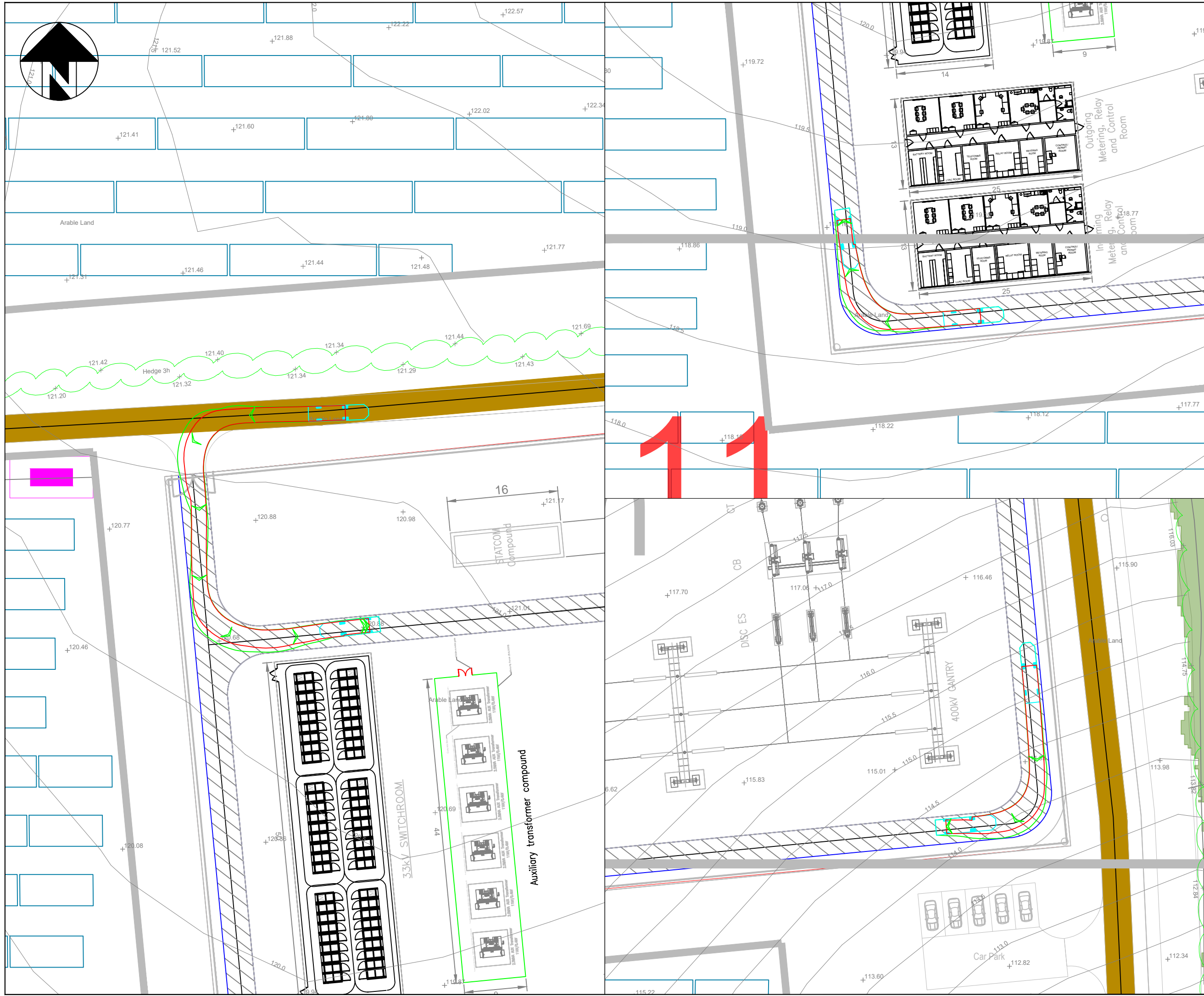
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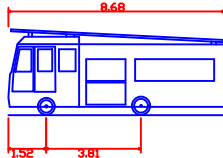
Project:
WESTFIELD ENERGY CONSERVATION PARK

Client:
LIGHTROCK POWER

Drawing:
DB32 FIRE APPLIANCE SWEPT PATH ANALYSIS

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Checked: MHT	Scale: 1:500	Paper: A3
Drawing No. AMA-23064-ATR-003-4.8		Rev. P03





DB32 Fire Appliance
Overall Length 8.680m
Overall Width 1.80m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 1.21m
Lock to lock time 6.00s
Kerb to kerb Turning Radius 7.910m

P03	Updated Project Name	29.07.2025	ECT
P2	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT



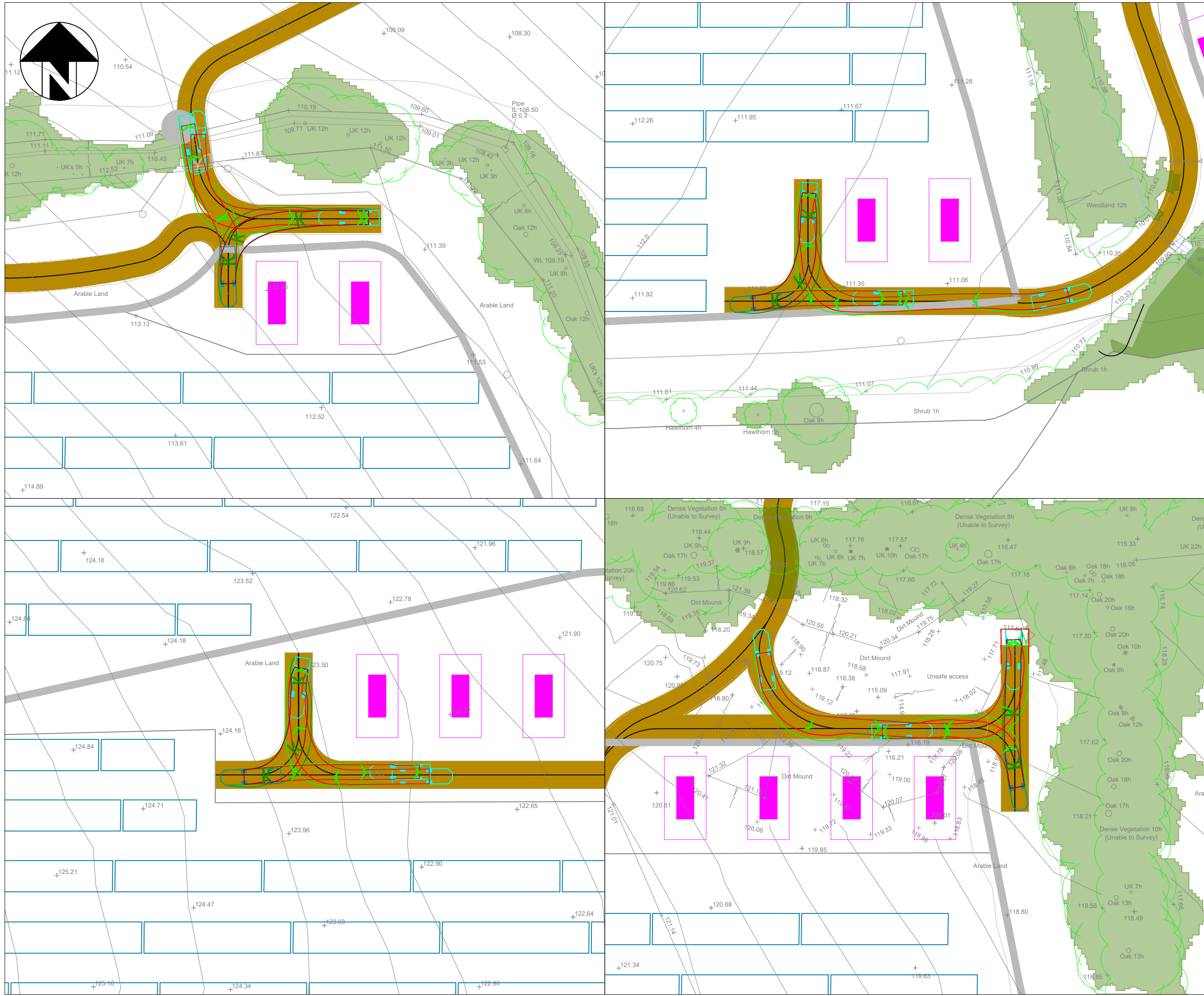
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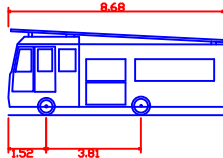
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Client: LIGHTROCK POWER

Drawing: DB32 FIRE APPLIANCE SWEPT PATH ANALYSIS

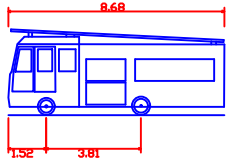
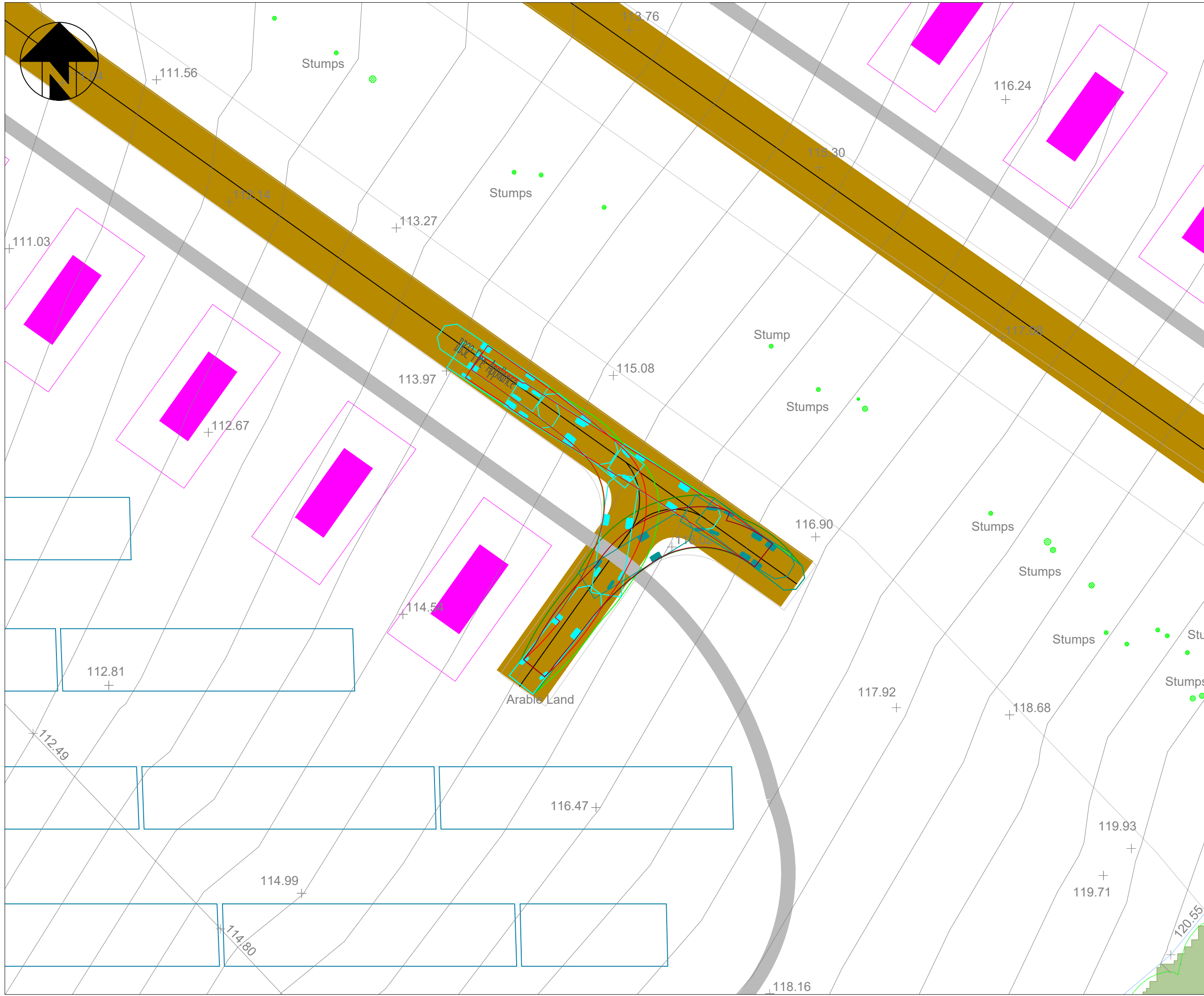
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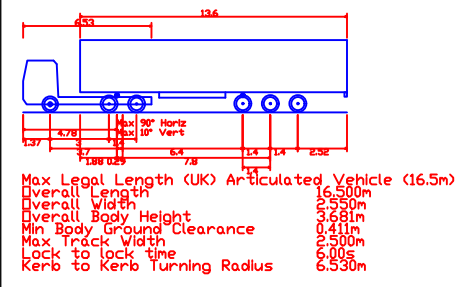
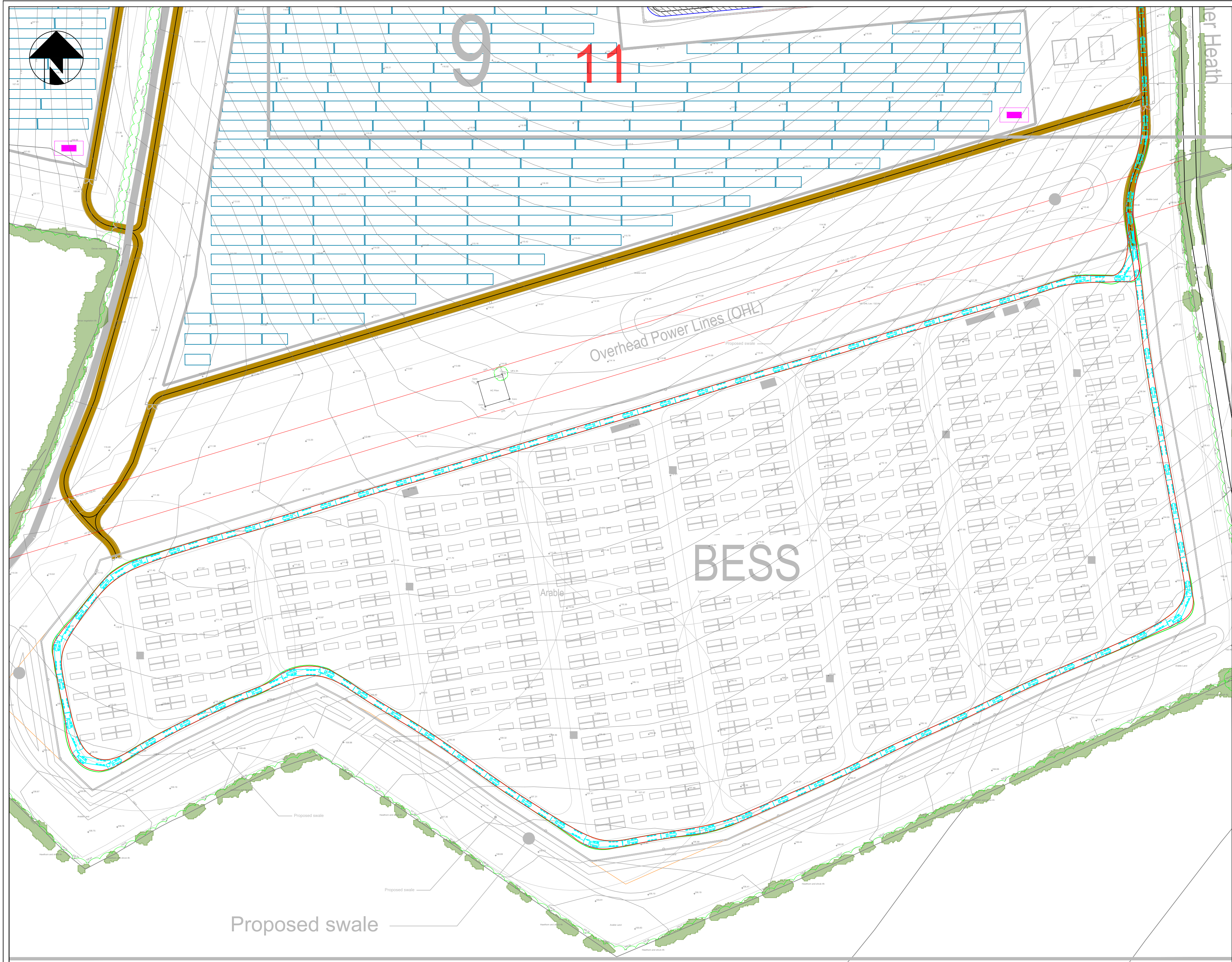
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Overall Width 1.80m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 1.21m
Lock to lock time 9.00s
Kerb to Kerb Turning Radius 7.910m

P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT
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Project: WESTFIELD ENERGY CONSERVATION PARK			
Client: LIGHTROCK POWER			
Drawing: DB32 FIRE APPLIANCE SWEEP PATH ANALYSIS			
Drawn By: SA		Date: 01.07.2025	
Checked: MHT		Scale: 1:500	Paper: A3
Drawing No. AMA-23064-ATR-003-6.8			Rev. P03



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Overall Length 8.68m
Overall Width 2.18m
Overall Body Height 3.45m
Min Body Ground Clearance 0.33m
Max Track Width 1.12m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.91m

P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	18.06.2025	MHT
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Project: WESTFIELD ENERGY CONSERVATION PARK			
Client: LIGHTROCK POWER			
Drawing: DB32 FIRE APPLIANCE SWEPT PATH ANALYSIS			
Drawn By: SA		Date: 01.07.2025	
Checked: MHT		Scale: 1:250	Paper: A3
Drawing No. AMA-23064-ATR-003-7.8			Rev. P03



P03	Updated Project Name	29.07.2025	ECT
P02	Update to site layout	11.07.2025	SA
P01	Preliminary Issue	03.07.25	RCW



Project: WESTFIELD ENERGY CONSERVATION PARK

Client: LIGHTROCK

Drawing: ARTICULATED VEHICLE SWEEP PATH ANALYSIS

Drawn By: RCW	Date: 03.07.2025	
Checked: MHT	Scale: 1:1000	Paper: A2
Drawing No: AMA-23064-ATR-003-8.8	Rev: P03	



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