

Westfield Energy Conservation Park

Highways Technical Note

Response to Highways Comments from Hertfordshire County Council (HCC)

Planning Application Reference: 25/01947/FP. HCC Reference: NH/26213/2025

August 2026

AMA Project Number: 300558/ECT/SD

INTRODUCTION

This Highways Technical Note (HTN) has been prepared by Andrew Moseley Associates (AMA) in response to comments received from HCC dated 24th April 2026 in relation to the Transport Statement (TS) and Construction Traffic Management Plan (CTMP) submitted for Westfield Energy Conservation Park which incorporates a Battery Energy Storage System (BESS), co-located ground-mounted solar farm, associated infrastructure, access, biodiversity enhancements and landscaping (the 'Proposed Development') on land south of A507 at Westfield Common, Hertfordshire ('the Site'). The HCC reference is NH/26213/2025.

A meeting was held on Friday 8th May 2026 with the HCC planning officer and HCC highways team to discuss the latest set of comments.

HCC AND APPLICANT'S RESPONSES

For ease of reference, this Note provides responses to each of the highways officers comments in the same order as the HCC response, a copy of which is attached at [Appendix A](#).

HCC COMMENT 1 – ACCESS POINTS

The revised drawing (Ref: AMA-23064-SK-001-3.3 P07) indicates a primary site access arrangement that remains unsupported by the Stage 1 Road Safety Audit (RSA). The Highway Authority considers the proposed access location and design to be substandard when assessed against the scale of the proposed development and its forecast traffic generation. In this context, the Highway Authority would be amenable to considering the relocation of the existing access further south onto Cromer Heath, where a safe and secure primary site access could be more appropriately accommodated.

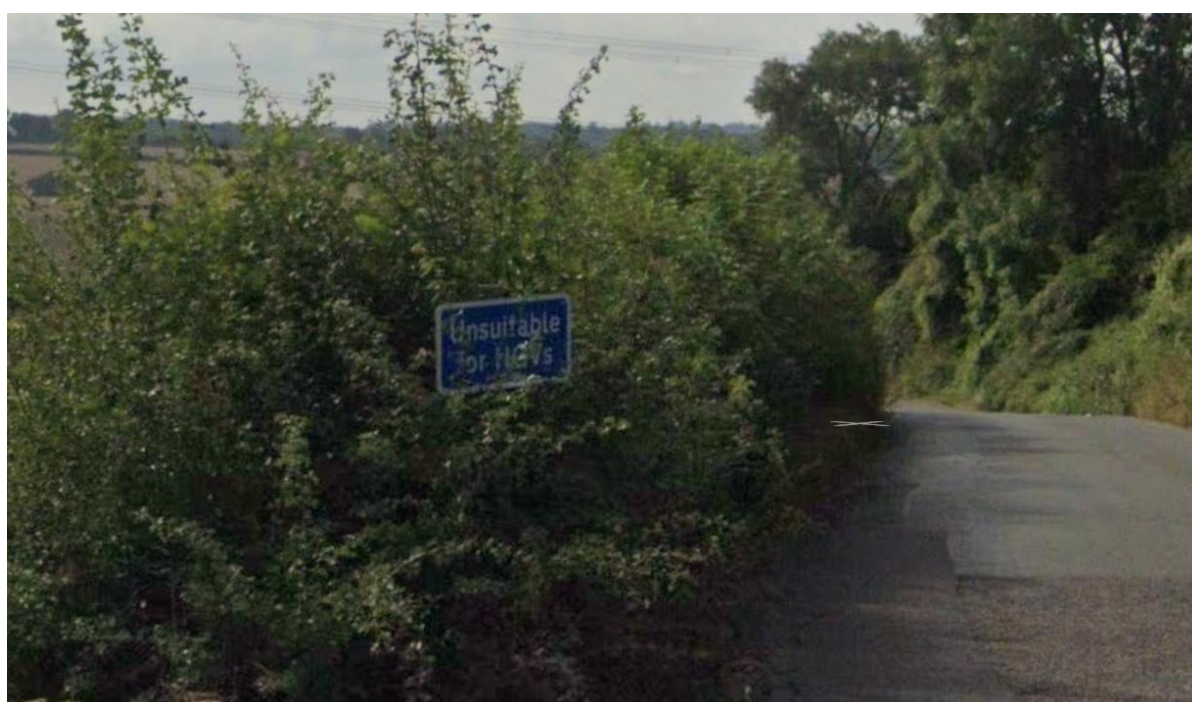
AMA RESPONSE 1

As requested, the potential relocation of the primary (eastern) site access further to the south has been carefully considered. However, facilitating an access at this location would necessitate the removal of a substantial amount of vegetation, including mature trees and hedgerows, along the western side of Cromer Heath. This level of environmental impact is considered unacceptable with Hedgerows being a UK Biodiversity Action Plan priority habitat and particularly given that the access in question is required only on a temporary basis for construction purposes and for a minimal number of vehicles for maintenance during operation of the site. The removal of any hedgerow would also impact on nesting birds where active nests and their eggs are strictly protected under the Wildlife and Countryside Act and also any potential dormouse on site. Furthermore, there are two PRF-M trees on Cromer Heath which have features suitable for bat maternity roost.

On balance, the relocation of this access would not provide a material benefit when weighed against the permanent loss of vegetation and the impacts on Biodiversity Net Gain (BNG). Furthermore, a suitable existing access point is already available and is considered appropriate for construction and occasional maintenance access. These constraints and their implications were clearly set out and discussed with

both the planning and highways officers at the meeting in which the planning officer agreed there would be significant ecological implications in moving the access further south.

Furthermore, vehicle weight restriction signs shown below are in place on Cromer Heath just south of the existing access which prohibit heavy goods vehicles from travelling further south of the existing access on Cromer Heath.



No construction vehicles are currently proposed to be routed south of the site on Cromer Heath due to the narrow width of the carriageway south of the existing access which is unsuitable for HGVs. It is considered that Cromer Heath is too narrow to allow a HGV to turn into and out of the site further south of the existing access.

A Stage 1 Road Safety Audit for the primary (eastern) access has been undertaken and submitted alongside this technical note within our Designers Response. The Designers Response includes responses to each

comment from the auditor. During the meeting, it was agreed with HCC Highways that the access would be acceptable following completion of the Stage 1 RSA, subject to any comments raised in the audit being satisfactorily addressed.

As requested, updated swept path analysis drawings have been prepared for the primary site access. These illustrate a large car waiting on the opposite side of the A507 while the construction vehicle exits the site, and a vehicle waiting on Cromer Heath while the construction vehicle enters the site. This is shown on AMA Drawing 23064-ATR006 P01 at [Appendix B](#). It is also important to note that any vehicle waiting for the construction vehicle to access or egress the site will be for a minimal amount of time only, and it will not have any undue impacts on the flow of traffic on Cromer Heath or the A507.

Appropriate visibility is available for construction vehicles to give way to traffic on both the A507 and Cromer Heath, ensuring that vehicles are not required to wait within the carriageway while a construction vehicle enters or leaves the site.

HCC COMMENT 2 – VISIBILITY SPLAYS

The visibility splays shown on the submitted drawing are unclear and difficult to interpret. The applicant is advised to revise the drawings to present the visibility splays clearly and accurately, in accordance with standard highway design guidance, to allow for proper assessment.

AMA RESPONSE 2

The primary (eastern) site access visibility drawing has been amended to provide a clearer presentation of the visibility splays. As discussed in the meeting, the red line boundary layer has been amended to show a thinner line, give way markings have been added, the edge of carriageway lines have been changed to a blue line to differentiate from the other lines within the drawing and the two sets of visibility splays have been split out into separate viewports. This can be seen in AMA Drawing 23064-SK-001 3.3 P09 at [Appendix C](#).

It is now considered that both sets of visibility splays are sufficiently clear to enable an accurate assessment.

HCC COMMENT 3 – A507 NARROW SECTION

The proposed temporary traffic management measures associated with the A507 narrow section are unacceptable in the absence of sufficient detail. The lack of clarity regarding the duration, layout, and design of the temporary arrangements, as well as their approval status with the Highway Network Management Team, prevents meaningful assessment. The applicant is therefore advised to submit full details of the proposed temporary traffic management for review and approval in advance.

AMA RESPONSE 3

The temporary traffic management proposed consists of two-way signal controls to restrict movements to one way only at the narrow section of the A507. This will ensure no articulated vehicles will pass each other at the same time on this stretch of carriageway. These will be in place temporarily for the full duration of the construction period. Once the site has been constructed, these will be removed.

The proposed layout and design of the temporary traffic management is set out in Drawing AMA-23064-SK-004 P01 at [Appendix D](#). This includes the location of the proposed traffic signals and the associated signage required. It is requested that these proposals are given to the Highway Network Management Team for their consideration and agreement.

HCC COMMENT 4 – TEMPORARY HIGHWAYS SIGNAGE

It is noted that the provision of temporary highway signage is proposed to be addressed at the detailed design stage. However, the Highway Authority considers that the details of all temporary signage should be included as part of the Construction Traffic Management Plan and submitted at this stage for thorough review. This is necessary to identify and mitigate any foreseeable highway safety concerns at an early stage.

AMA RESPONSE 4

Detailed temporary construction traffic management signage drawings have been prepared which are attached at [Appendix E](#). Once these drawings have been reviewed and accepted by the Highway Network Management Team the CTMP will be updated with their inclusion.

CONCLUSION

This Highways Technical Note provides responses to the comments received from HCC along with additional information where appropriate. In conclusion, the information provided within this Note and previous submissions demonstrate that the Proposed Development is acceptable in highways terms and in line with the NPPF.

APPENDICES

Appendix A HCC Comments

Appendix B Swept Path Analysis

Appendix C Visibility Splays

Appendix D Temporary Traffic Management Signage

Appendix E Temporary Construction Traffic Management Signage



Appendix A
HCC Comments



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Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
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Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/01947/FP
HCC ref: NH/26213/2025
HCC received: 13 March 2026
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land South Of A507 Near Cumberlow Green, Clothall Road, Clothall, Hertfordshire

Application type

Full Application

Proposal

ADDITIONAL INFORMATION

Full Planning Permission : Battery Energy Storage System (BESS), ground mounted solar farm, associated infrastructure, access and landscaping

Recommendation

OTHER

Amended Highway Comments:

A Highway Technical Note (HTN) has been submitted in response to the Highway comments provided on 26/09/2025, Please see the following further comments.

Access Points

The revised drawing (Ref: AMA□23064□SK□001□3.3 P07) indicates a primary site access arrangement that remains unsupported by the Stage 1 Road Safety Audit (RSA). The Highway Authority considers the proposed access location and design to be substandard when assessed against the scale of the proposed development and its forecast traffic generation. In this context, the Highway Authority would be amenable to considering the relocation of the existing access further south onto Cromer Heath, where a safe and secure primary site access could be more appropriately accommodated.

Visibility Splays

The visibility splays shown on the submitted drawing are unclear and difficult to interpret. The applicant is advised to revise the drawings to present the visibility splays clearly and accurately, in accordance with standard highway design guidance, to allow for proper assessment.

A507 Narrow Section

The proposed temporary traffic management measures associated with the A507 narrow section are unacceptable in the absence of sufficient detail. The lack of clarity regarding the duration, layout, and design of the temporary arrangements, as well as their approval status with the Highway Network Management Team, prevents meaningful assessment. The applicant is therefore advised to submit full details of the proposed temporary traffic management for review and approval in advance.

Temporary Highway Signage

It is noted that the provision of temporary highway signage is proposed to be addressed at the detailed design stage. However, the Highway Authority considers that the details of all temporary signage should be included as part of the Construction Traffic Management Plan and submitted at this stage for thorough review. This is necessary to identify and mitigate any foreseeable highway safety concerns at an early stage.

In summary, the Highway Authority considers that there are several significant highway safety issues, as outlined above, particularly in relation to the access point, which must be satisfactorily addressed before further comments can be provided.

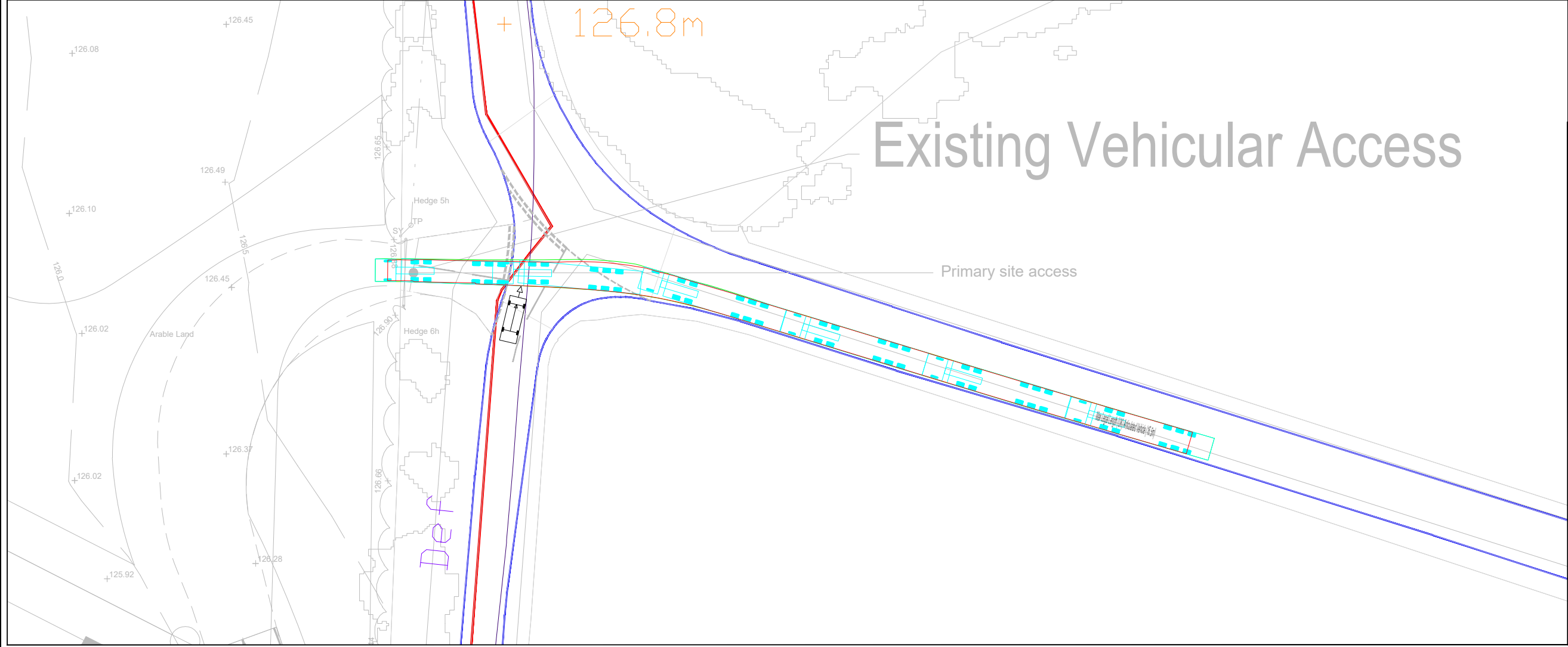
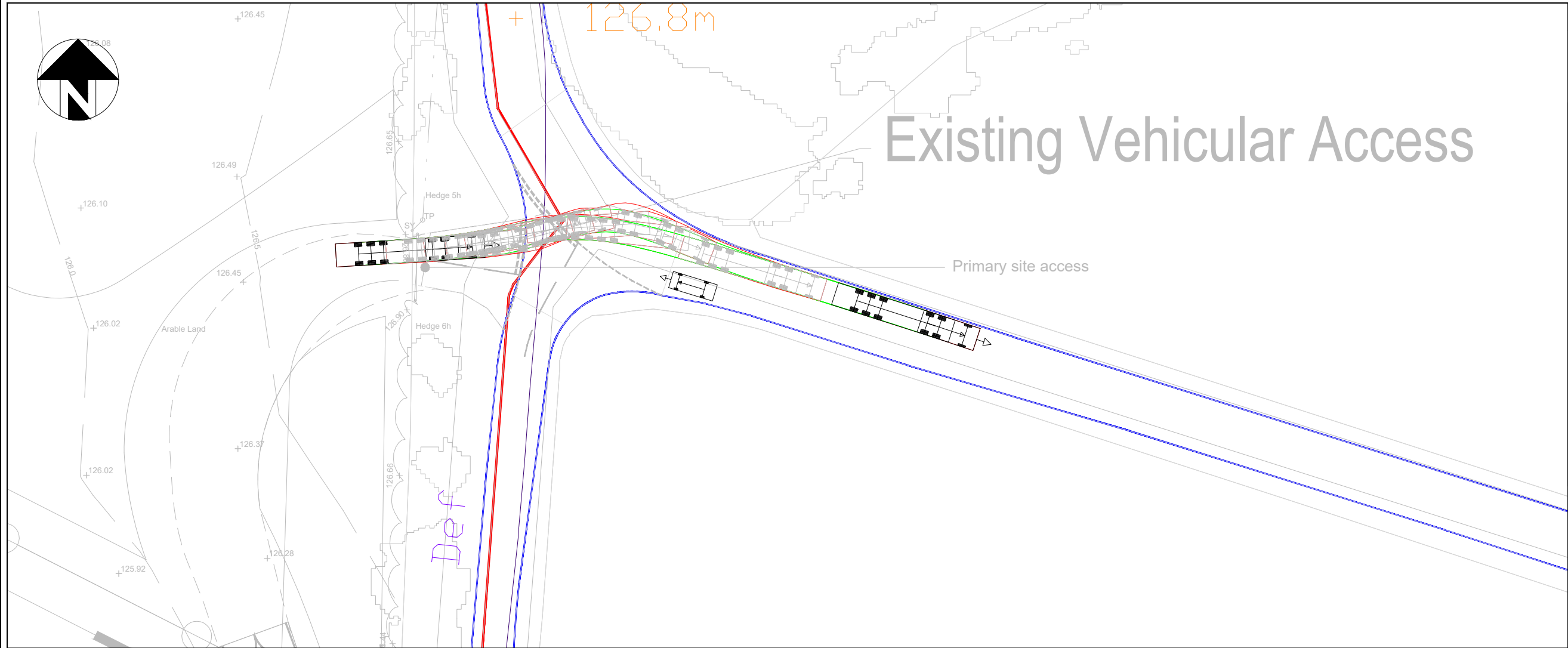
Signed

Shamsul Huda

24 April 2026

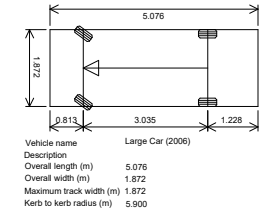
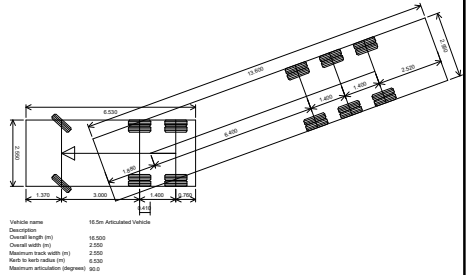


Appendix B
Swept Path Analysis



KEY:

Edge of Carriageway



P01 Preliminary Issue 12.06.26 ECT



Project: WESTFIELD ENERGY CONSERVATION PARK

Client: LIGHTROCK POWER

Drawing: 16.5m ARTICULATED SERVICE VEHICLE SWEEP PATH ANALYSIS

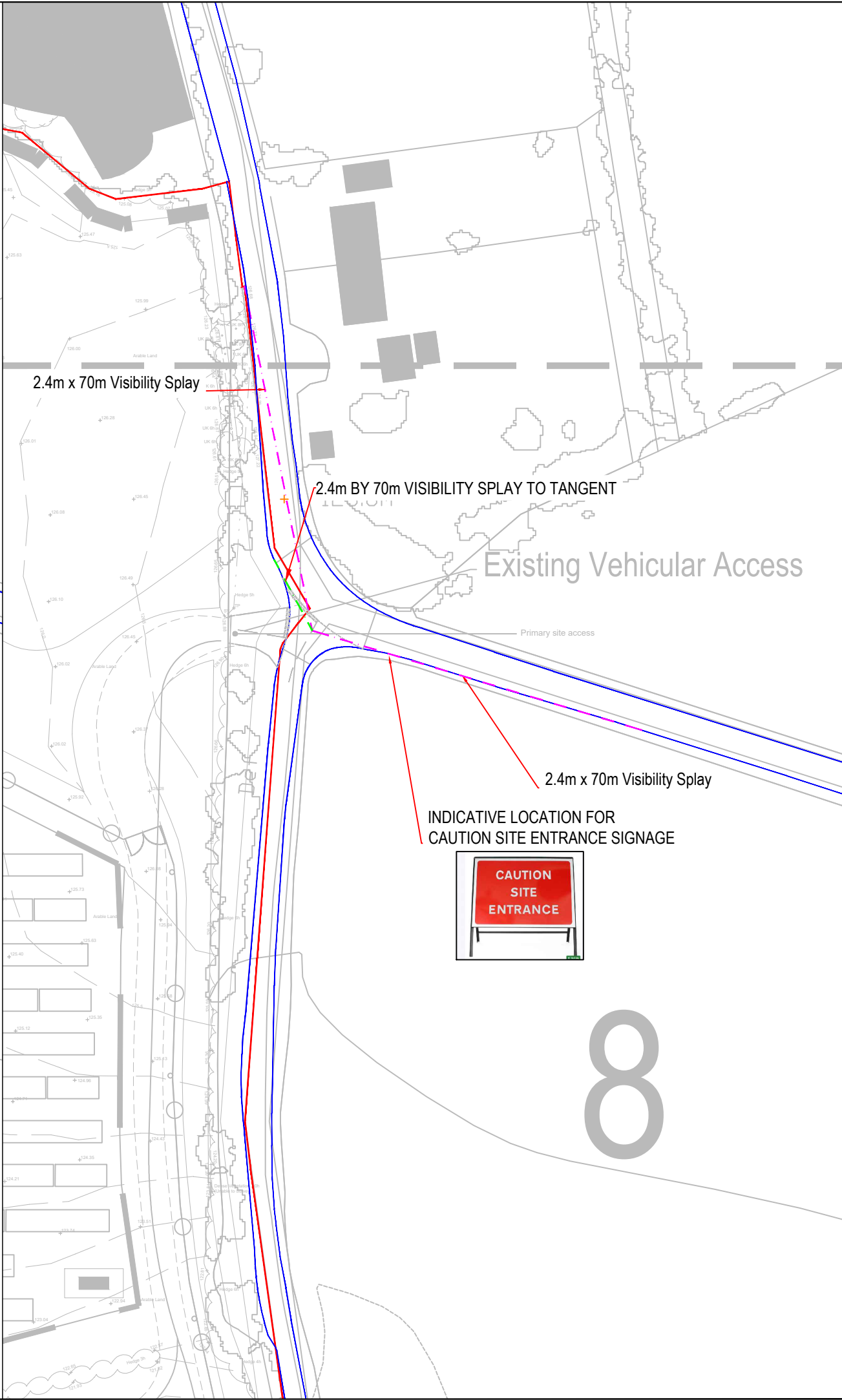
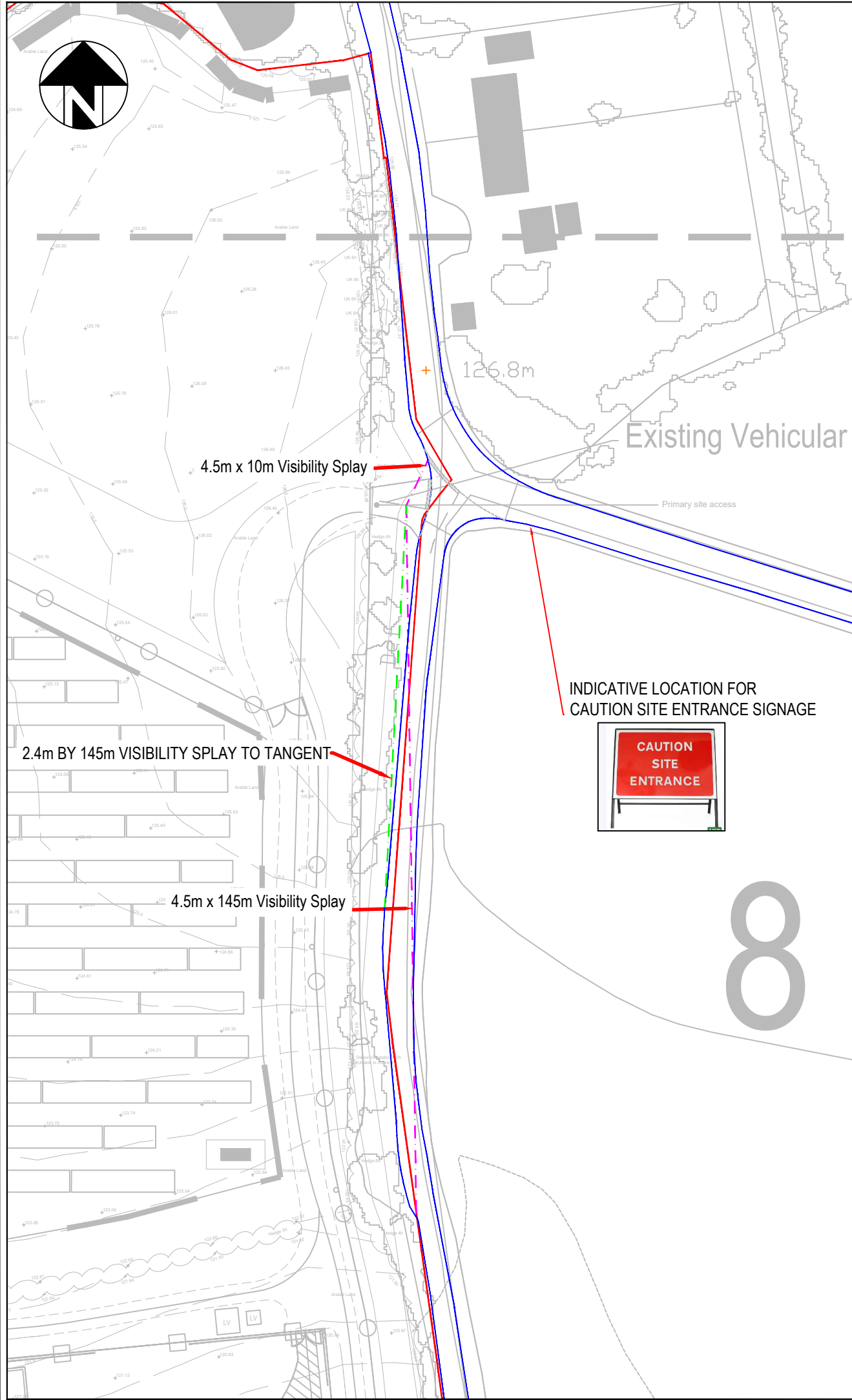
Drawn By: SA Date: 10.06.2026

Checked: ECT Scale: 1:500 Paper: A3

Drawing No. AMA-23064-ATR006 Rev. P01



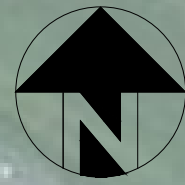
Appendix C
Visibility Splays



KEY:			
	Edge of Carriageway		
	Visibility Splay		
	Visibility Splay		
	Red line boundary		



Appendix D
Temporary Traffic Management Signage



Lodge Hill

75m VISIBILITY TO FIRST SIGN



DIAG 7001

84.5

TRAFFIC CONTROL AHEAD

DIAG 7010.1

A507

75.0



DIAG 543

75.0



Single file traffic

15.0

DIAG 7011

WHEN RED LIGHT SHOWS WAIT HERE



DIAG 610

3.25



DIAG 610

TRAFFIC UNDER SIGNAL CONTROL

JOINING TRAFFIC NOT SIGNAL CONTROLLED



DIAG 610

15.0

Childs Farm

Pond



DIAG 517

Single file traffic

30.0

45.0



DIAG 7001

60m VISIBILITY TO FIRST SIGN

135.6m

TRAFFIC CONTROL AHEAD

DIAG 7010.1

WHEN RED LIGHT SHOWS WAIT HERE

DIAG 7011

WARREN LANE

COTTERED -->

Notes

1. This drawing is to be read in conjunction with all other relevant drawings and/or documents.
2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works and is subject to agreement with the Local Highway Authority

P01	Preliminary Issue		00.00.00	XX
 Transport Infrastructure Consultant 15 St Pauls Way Barnet Park Luton LU1 3AA www.ama.co.uk				
Project	WESTFIELD ENERGY CONSERVATION PARK			
Client	LIGHTROCK POWER			
Drawing	INDICATIVE TRAFFIC MANAGEMENT PLAN WEST OF COTTERED			
Drawn by	AJA	Date	18.06.2026	
Checked	BR	Scale	1:1000	Paper A1
Drawing No.	AMA-23064-SK-004			Rev. P01



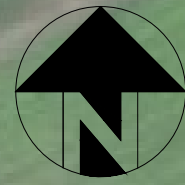
Appendix E
Temporary Construction Traffic
Management Signage



Notes

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P01	Preliminary Issue	00.00.00	XX
 ANDREW MOSELEY ASSOCIATES 15 St Paul's Street Second Floor Leeds LS1 2AP www.ama.co.uk			
Project WESTFIELD ENERGY CONSERVATION PARK			
Client LIGHTROCK POWER			
Drawing INDICATIVE LAYOUT FOR CONSTRUCTION TRAFFIC SIGNS A10 / A507 ROUNDABOUT			
Drawn By: AJA	Date: 18.06.2026		
Checked: BR	Scale: 1:1250	Paper: A1	
Drawing No: AMA-23064-SK-005	Rev: P01		



Notes

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2. All dimensions are in metres unless stated otherwise.
3. All work is to be carried out in accordance with the Specification for Highway Works and Local Authority guidance.
4. Where underground services are present in the area, contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. This drawing is not to be used for any construction works and is subject to agreement with the Local Highway Authority

P01	Preliminary Issue	00.00.00	XX
 ANDREW MOSELEY ASSOCIATES Project: WESTFIELD ENERGY CONSERVATION PARK Client: LIGHTROCK POWER Drawing: INDICATIVE LAYOUT FOR CONSTRUCTION TRAFFIC SIGNS A507 WESTBOUND Drawn By: AJA Date: 18.06.2026 Checked: BR Scale: 1:1250 Paper: A1 Drawing No: AMA-23064-SK-006 Rev: P01			



Notes

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P01	Preliminary Issue	00.00.00	XX
 ANDREW MOSELEY ASSOCIATES Project: WESTFIELD ENERGY CONSERVATION PARK Client: LIGHTROCK POWER Drawing: INDICATIVE LAYOUT FOR CONSTRUCTION TRAFFIC SIGNS A507 WESTBOUND Drawn By: AJA Date: 18.06.2026 Checked: BR Scale: 1:1250 Paper: A1 Drawing No: AMA-23064-SK-007 Rev: P01			