WALPOLE BATTERY ENERGY STORAGE SYSTEM (BESS)

TRANSPORT STATEMENT ADDENDUM

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1. OVERVIEW

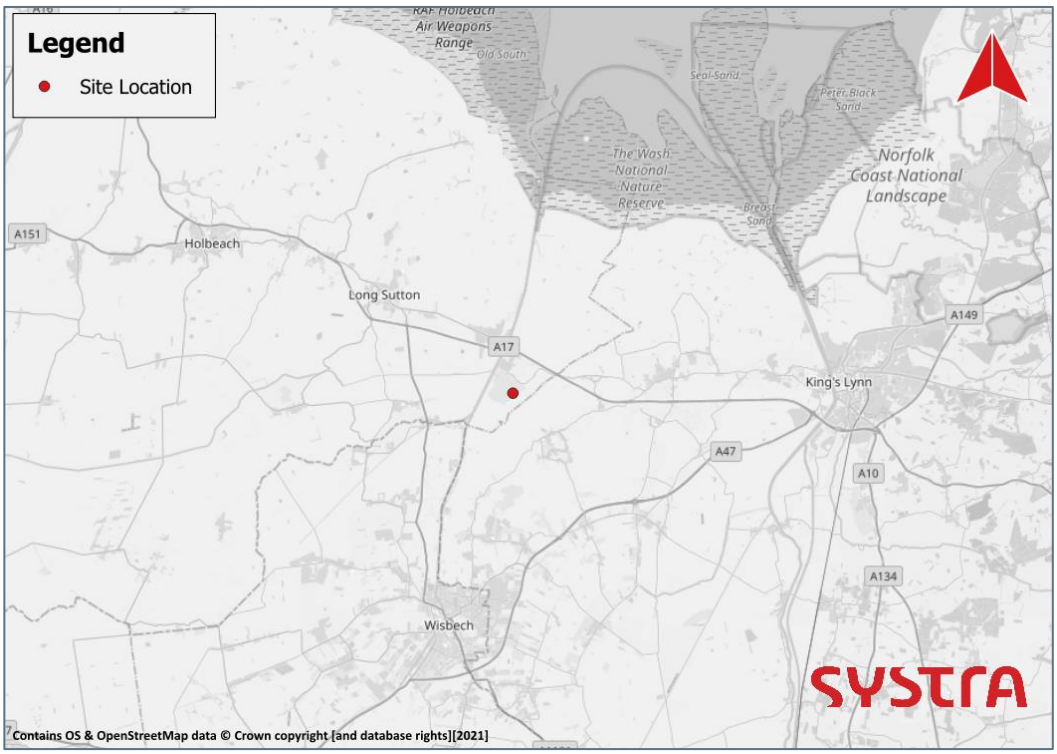
1.1 Introduction

1.1.1 This document provides a Transport Statement addendum in reference to the Proposed Development of a Battery Energy Storage System (BESS) within a recently consented and constructed Solar Farm development in Lincolnshire.

1.1.2 Sutton Bridge Solar Farm is a 49.9MW Solar Photovoltaic (PV) Farm located off Centenary Way, west of King's Lynn, and approximately 1.25 km south east of the village of Sutton Bridge, Lincolnshire.

1.1.3 Walpole BESS (the Development) would occupy an approximate 3.77 ha plot within the Sutton Bridge Solar Farm. **Figure 1** indicates the general Site location.

Figure 1. Site Location



1.1.4 Documents submitted during the planning process for Sutton Bridge Solar Farm in 2020 (planning ref: H18-1126-20) included a Transport Statement (Arcus, 2020), which is referred to throughout this document as the 'TS'.

1.1.5 Due to the location of the Proposed Development within the recently consented and constructed Sutton Bridge Solar Farm development, the traffic and transport baseline conditions and the potential effects of the Proposed Development will be similar. Therefore, this document provides an addendum to the Sutton Bridge Solar Development TS, in support of the proposed Walpole BESS, and comprises the following structure:

- Chapter 2 – Baseline Review
  - A full review and update as required of baseline conditions as described in the TS;
  - Review of the access routes to Site;
  - Assessment of sustainable transport network; and
  - Updated accident assessment.
- Chapter 3 – The Proposed Development
  - Assessment of access strategy within the Sutton Bridge Solar Farm Site to the BESS Site;
  - Identification of vehicle movements associated with construction and operation of the Proposed Development; and
  - Qualitative assessment of potential traffic impacts of the Proposed Development.
- Chapter 4 - Measures to support the development
  - Framework Construction Traffic Management Plan (CTMP)
- Chapter 5 - Summary and Conclusion

2. BASELINE CONDITIONS

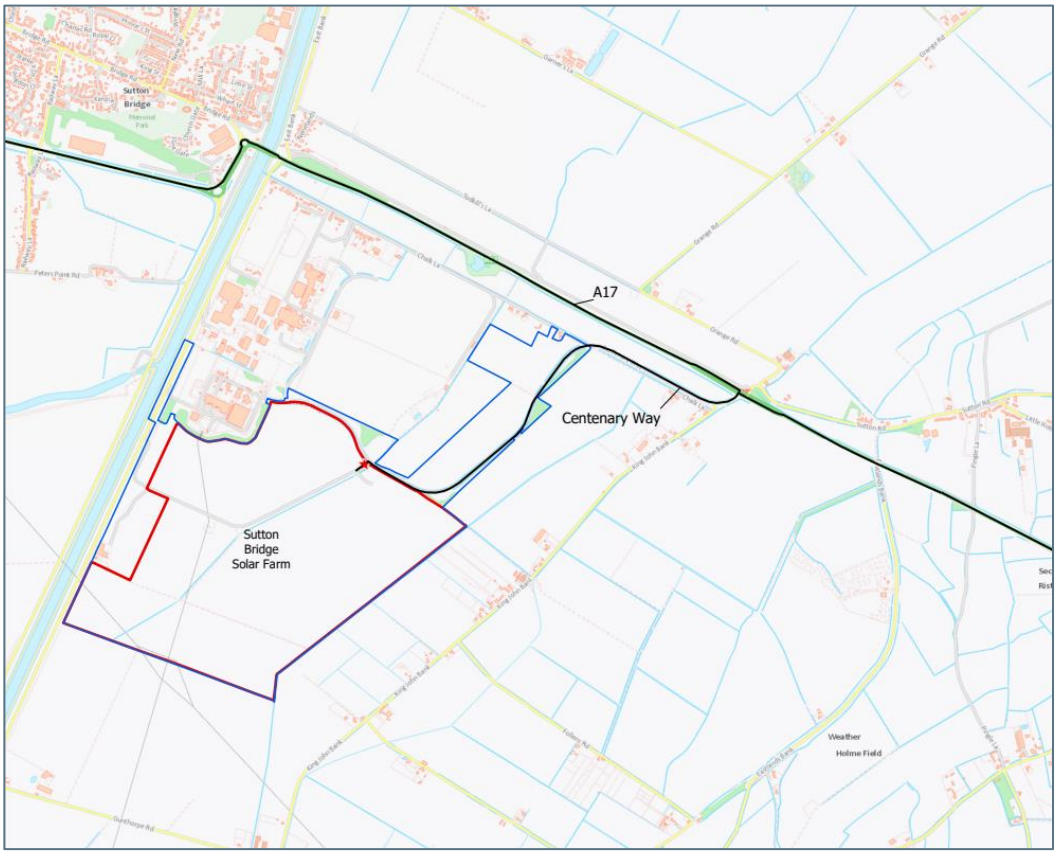
2.1 Existing Road Network

2.1.1 The consented Sutton Bridge Solar Farm, and therefore the Proposed Development, is accessed from Centenary Way. The construction access route to Site remains the same as for the Sutton Bridge Solar Farm, as follows:

- A17
- King Johns Bank
- Centenary Way

2.1.2 A full and detailed description of each road link listed above is provided in Chapter 3 of the TS. SYSTRA has undertaken a review of this information and can confirm all details remain relevant. The route to Site (highlighting the A17 and Centenary Way) is illustrated in **Figure 2** below and is provided in full in Figure 1 in Appendix A of the TS.

Figure 2. Route to Site



2.2 Sustainable Transport

2.2.1 Due to the semi-rural location of the development, the nearest bus stops to the Proposed Development are located on the A17, approximately 200m east of the Cross Keys Swing Bridge.

2.2.2 The bus service operating from the A17 stops is the 505 interConnect service, which runs between Spalding and Kings Lynn with stops at Long Sutton, Holbeach, Whaplode and Moulton. The service runs up to every 30 minutes Monday to Saturday, and hourly on a Sunday.

2.2.3 The walking distance to the Proposed Development from the A17 bus stops is approximately 1,550m (20 mins), with a route via the A17, Chalk Lane, Millenium Way and Centenary Way. Footways are present on the A17, however no footways or street lighting are present on Chalk Lane (a single track road with grass verges), or the road which connects Chalk Lane to the A17. After 400m on Chalk Lane, a shared use pedestrian and cycle path extends southwards to Millenium Way, where the shared use path continues to Centenary Way. Due to the lack of footways/ footpaths on parts of the route, walking cannot be considered a safe mode of transport to the Site.

2.2.4 The cycle route to the Proposed Development from the local area would be via the road network until reaching the shared used paths as described above.

2.2.5 Given the nature of the development, the majority of the construction stage trips are expected to be made by vehicle, and once operational the development will be largely autonomous, with only minimal maintenance visits in a 4x4 vehicle or pickup truck.

2.3 Accident Assessment

2.3.1 An updated assessment of road traffic collision data has been undertaken using publicly available information from the Crashmap website (www.crashmap.co.uk). The most recent five year data set (2018-2022) was interrogated along the access route from the Site entrance to the A17. The results are indicated by **Figure 3.**

Figure 3. Accident Summary



2.3.2 One fatal accident was recorded on Centenary Way in 2022 involving two vehicles and one casualty, approximately 500m northwest of the junction with King John Bank. Information provided in the TS indicates that an elderly driver was turning right, likely from the westbound carriageway to access Sutton Road, where the driver of the second car, heading eastbound has impacted the first vehicle.

2.3.3 One slight accident was recorded approximately 300m east of the junction of the A17 and King John Bank in 2021 involving two vehicles and one casualty. Two further slight accidents were recorded on Sutton Road, opposite the A17/ King John Bank junction.

2.3.4 A number of accidents are recorded on the A17, however these are consistent with an 'A' road of this nature.

2.3.5 The accident data has presented no 'hotspots' or issues that would require special consideration as part of the application.

3. PROPOSED DEVELOPMENT AND TRAVEL CHARACTERISITICS

3.1 Overview and Access

3.1.1 The Walpole BESS Proposed Development is located within the consented Sutton Bridge Solar Farm.

3.1.2 The Development is for a BESS with associated infrastructure and equipment including fencing, security cameras, cabling and access tracks, SuDS and biodiversity net gain provisions.

3.1.3 Construction of the Development is expected to be completed within approximately 9-12 months, any effects arising from the construction process would be short term and temporary. The Development has an operational lifespan of 40 years. The Development is temporary and reversible, at the end of the operational period, the Development would be decommissioned in accordance with best practice at that time.

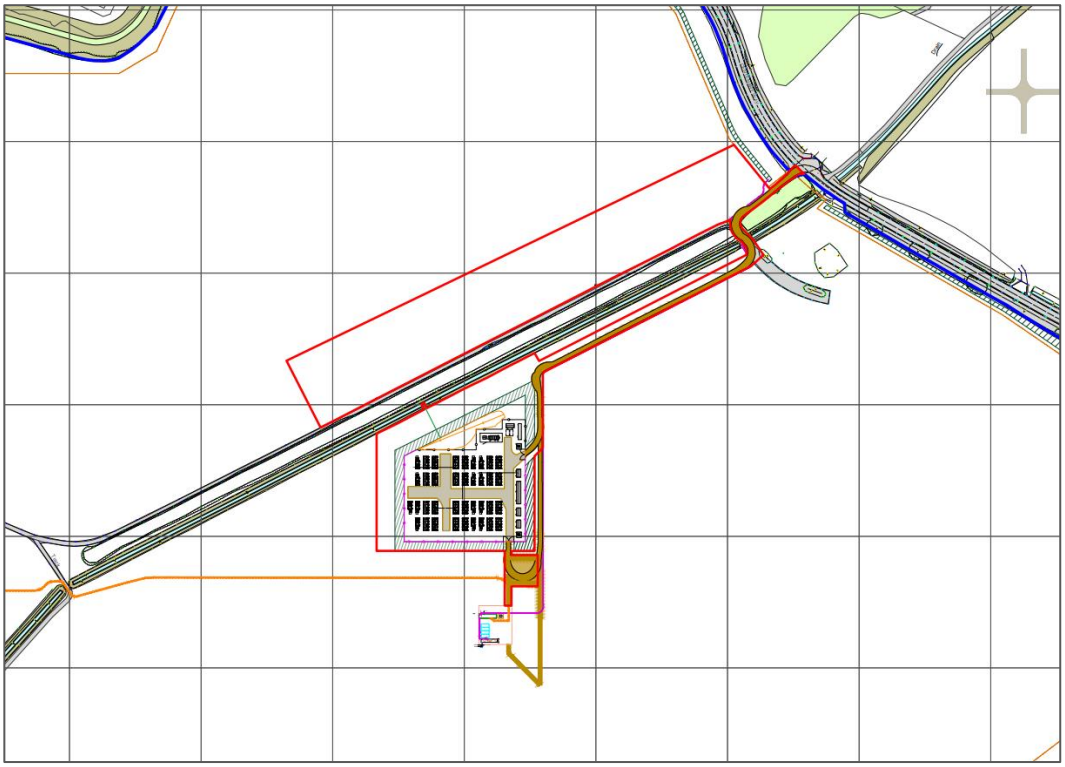
3.1.4 Areas of new hardstanding within the BESS compound will be limited to the foundations underneath the buildings, containers, transformers and other electrical installations, and access tracks. The access tracks will be constructed from porous aggregate.

3.1.5 The Development would consist of the following:

- BESS compound including battery storage containers and PCS/MVS units;
- A control room;
- An LV substation;
- A BESS switch room;
- A spares container;
- A welfare cabin;
- PCS (Power Conversion Systems) or MVS (Medium Voltage Skid);
- DNO substation;
- Harmonic filter;
- One of each Auxiliary and Earthing transformer;
- Palisade fencing type around the BESS compound, plus acoustic fencing;
- CCTV cameras located poles approximately 4.2 m high;
- A water tank with 230m3 capacity will be located in proximity to the substation/BESS compound;
- Access roads will be 4m wide, constructed in porous aggregate; and
- A temporary construction compound would be installed for the construction phase, located at the entrance of the solar Site. Towards the end of the construction phase, the temporary construction compound would be removed and repurposed back as an office building for the solar farm.

3.1.6 **Figure 4** below indicates the layout of the Proposed Development within the Sutton Bridge Solar Farm.

Figure 4. Walpole BESS Site Layout



3.1.7 **Figure 4** illustrates the Walpole BESS Site layout within the Sutton Bridge Solar Farm, with access taken from the main Sutton Bridge Solar Development entrance junction on Centenary Way. A full version of this figure is provided at **Appendix A.**

3.2 Site Access Junction

3.2.1 As mentioned in 3.1.7 above, access to the Proposed Development will be via the main Sutton Bridge Solar Farm access junction on Centenary Way, shown below in **Figure 5**.

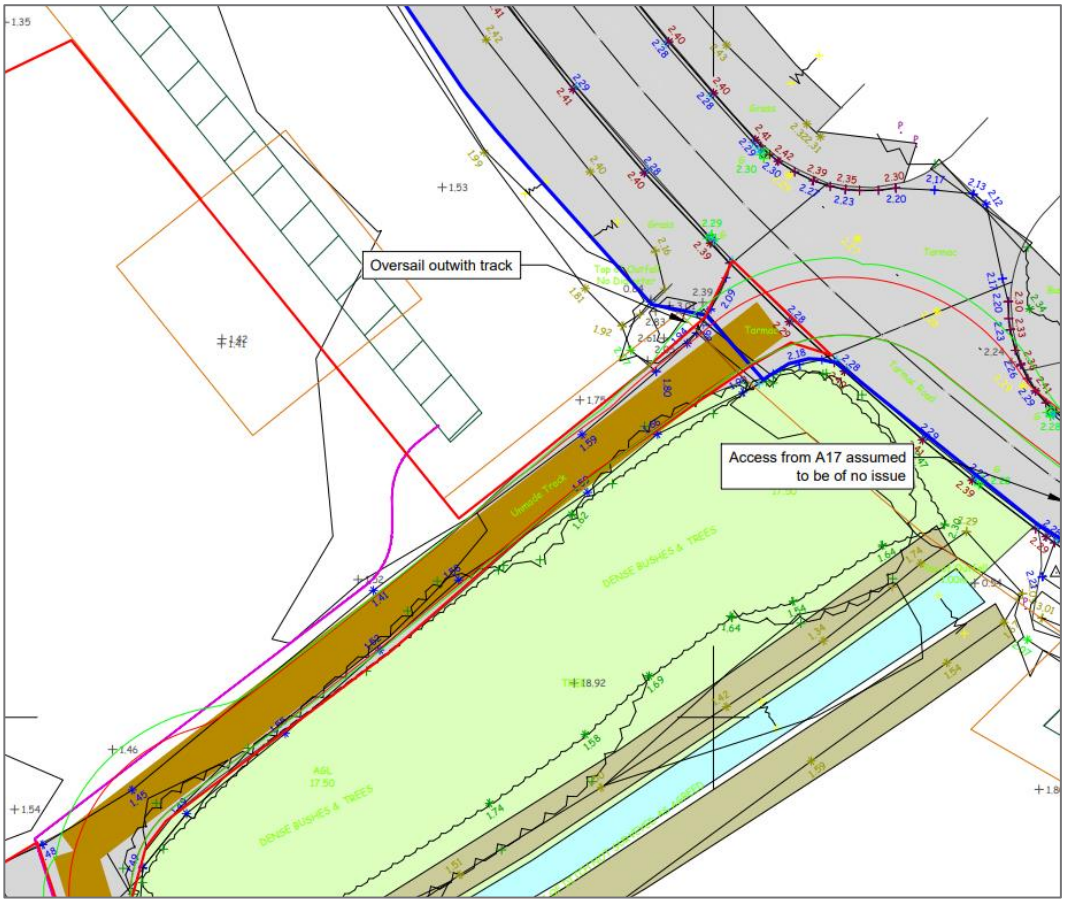
Figure 5. Centenary Way Access Junction



3.2.2 From Centenary Way, access to the Proposed Development is via the main Sutton Bridge Solar Farm access road for a distance of approximately 65m before turning left over an existing bridge, then via an existing access track leading to the Proposed Development. Only construction of new access tracks within the Proposed Development is required as part of this application as all access tracks associated with Sutton Bridge Solar Farm have already been constructed.

3.2.3 SYSTRA have undertaken a swept path analysis for the largest vehicle anticipated to be required for construction of the Proposed Development which is a 400T crane for lifting the battery storage containers into place. This is however just an anticipated vehicle and the chances of using such a large vehicle would be low. **Figure 6** illustrates the swept path of the crane accessing the Site via the Centenary Way junction. The full swept path analysis is provided in **Appendix B**.

Figure 6. Swept Path at Centenary Way Access Junction



3.2.4 A review of the external road network concludes that the vehicle can navigate from the Centenary Way / A17 junction to the Site access junction on Centenary Way without any mitigation works and without the need for any third-party land.

3.2.5 Internal improvements and track widening within the Site boundary will be undertaken where required.

3.3 Trip Generation

Construction Trip Generation

3.3.1 The biggest traffic impacts related to the development will occur during the construction stage. Construction of the Proposed Development is expected to take 9-12 months.

3.3.2 During the construction phase the following vehicles will travel to the Site on a regular basis:

- Heavy Goods Vehicles (HGV) comprising articulated delivery vehicles, concrete trucks and hydraulic cranes;
- Small / medium delivery vans (LGV); and
- Cars / small works vans.

3.3.3 There are expected to be a total of 329 HGV deliveries over the course of the 9-12 month construction period. No abnormal loads will be required. This equates to an average of 8.4 inbound and 8.4 outbound HGV trips per week over a 9 month period, or 1.4 inbound and 1.4 outbound trips per day over a six day week. This has been calculated over the most concentrated period of 9 months. If construction takes the maximum estimated time of 12 months then the number of trips per week and day would be less.

3.3.4 Other vehicles will also be delivered to Site early in the construction period. There are anticipated to be 70 two-way vehicle movements. These will includes excavators, tractors and trailers, telehandlers and Mobile Elevating Work Platforms (MEWP). Once delivered, most of the on-site vehicles are expected to remain in place until each construction stage is complete. Assuming a worst case that these trips all occur in the first month, this would equate to 9 inbound and 9 outbound trips per week or 1.5 inbound and 1.5 outbound trips per day over a six day week.

3.3.5 Combining the daily average HGV deliveries with the additional vehicle trips gives a total of 3 inbound and 3 outbound daily HGV trips during the worst case first month of construction.

3.3.6 The small and medium delivery vans will be delivering small construction materials as well as Site consumables. The cars and small work vans will be carrying Site staff and their tools to Site.

3.3.7 The number of personnel on-site would vary during the construction process. There are typically expected to be less than 20 personnel working on-site at any one time.

3.3.8 Peak staff vehicle movements (assuming an average car occupancy of 2) are therefore expected to be in the region of 10 inbound trips in the AM period, and 10 outbound trips in the PM period.

3.3.9 Staff will be expected to arrive on Site by 7am and will typically depart between 15:00 and 18:00. The arrival and departure of workers is unlikely to coincide with 'traditional' network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the development will create additional congestion or delay on the strategic or local road network.

Construction Compound

3.3.10 A construction compound would be located close to the Site access point to facilitate the construction of the Proposed Development. The compound provides sufficient space for:

- Staff welfare facilities;
- Storage of Site vehicles and materials;
- The safe loading and unloading of materials; and
- Staff vehicle parking.

Operational Trip Generation

3.3.11 Once fully constructed, the proposed battery storage facility would be a largely autonomous system with infrequent servicing being undertaken which would have no

impact on the highway capacity. It is anticipated that servicing and maintenance of the Site would occur twice per month and be undertaken by staff in a 4x4 or pick-up truck. This would generate four two-way movements per month. Consequently, for the remaining days of the month, the Site would generate no traffic except in the event of an emergency or an unplanned maintenance visit.

3.4 Assessment of Traffic Impacts

3.4.1 Construction is expected to take 9-12 months. As a worst-case scenario, construction traffic vehicle numbers have been calculated over a 9 month period.

3.4.2 The level of increased traffic associated with construction of the Proposed Development (as identified above) is considered minimal and would not have a significant impact on the surrounding road network. There would also be negligible environmental effects associated with the temporary increase in traffic movements.

4. MEASURES TO SUPPORT THE DEVELOPMENT

4.1 Framework Construction Traffic Management Plan (CTMP)

4.1.1 The following section sets out a framework for a CTMP that will be put in place to support the construction of the proposed BESS development. The final CTMP (normally submitted when the contractor has been appointed) will identify measures to reduce the number of construction vehicles as well as identifying measures to mitigate the impact of vehicles during the construction period.

4.1.2 The CTMP will confirm the programme of works, the agreed route to Site and details of a Site Liaison Officer who will have responsibilities for managing traffic and transport impacts and associated environmental effects. The CTMP will also identify measures to reduce and manage construction staff travel by private car, particularly single occupancy trips.

4.2 Measures to Minimise and Mitigate Construction Traffic Impacts

4.2.1 There are a number of traffic management measures which can be implemented to reduce the impact of HGVs. These measures are described below.

Minimise the Volume of Imported and Exported Material

4.2.2 In order to minimise the volume of imported material it is anticipated that a proportion of materials (stone, topsoil etc.) would be sourced/re-used from within the boundaries of the Proposed Development Site.

4.2.3 In addition to reducing the importation of material, the Applicant is committed to re-using materials on-site such as soil that has been stripped from the Site during the construction phase. This material will be stockpiled, and the majority used to landscape the Site on completion of the construction activities.

Delivery Control

4.2.4 The appointed contractor for the Proposed Development will be required to plan and manage deliveries and collections from the Site to minimise the impact on the surrounding road network and to minimise the impact on the local community.

4.2.5 The contractor will ensure the following measures during the construction period:

- As far as possible, delivery of materials will not be within the morning and evening road network peaks;
- The number of delivery trips will be minimised through a combination of consolidated ordering, rationalising suppliers, and consolidated deliveries; and
- On-site waste will be minimised through recycling and re-use.

Dust and Debris

4.2.6 In order to reduce mud and debris being deposited onto the local road network in the vicinity of the Proposed Development access point, a wheel cleaning facility will be installed. A road sweeper can also be deployed if needed to ensure that the adjacent public road is kept free of dust and dirt.

Staff Induction & Code of Conduct

4.2.7 All Site staff will be informed about traffic management arrangements and procedures via Site induction packs.

4.2.8 Transportation of materials to and from the Site will be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification.

4.2.9 In addition to the Driver CPC qualification, regular 'in-house' coaching will be provided to ensure drivers maintain best practice when operating HGVs.

4.2.10 Drivers will be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver's code of conduct should include guidance on the following:

- Required license categories;
- General vehicle operation and highway code;
- Drivers working hours / fatigue management;
- Breakdowns / RTC / Emergencies;
- Use of electronic devices;
- Drug and Alcohol policy; and
- Behavioural expectations.

4.2.11 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver's code of conduct document.

Sustainability

4.2.12 The appointed contractor will plan and execute the construction of the Proposed Development with a demonstrably high regard to sustainability. In particular the following objectives will be put in place:

- Minimisation of vehicle movements to / from the site;
- Promotion of shared transport arrangements for Site operatives;
- Thorough pre-planning of operations on-site to optimise the redistribution of earthworks materials together with minimisation of haul distances;
- Reduction in the amount of aggregates used on-site by means of alternative construction techniques;
- Application of a reduce-reuse-recycle philosophy to all waste processing activities; and
- Conforming to construction / building codes of practice in relation to sustainability objectives and procedures.

Contracts and Emergency Procedures

4.2.13 The Appointed Contractor will be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include the roads authority, emergency services, and local businesses and residents.

4.2.14 The Appointed Contractor will be responsible for preparing an Emergency Plan for the Site. The Emergency Plan will contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

Implementation of the CTMP

4.2.15 The implementation of the CTMP will be the responsibility of the Appointed Contractor. Further evolution of the CTMP may be required during the construction period itself.

4.2.16 TheAppointed Contractor may employ a number of sub-contractors on the Site, and all will fall under the umbrella of the CTMP and will have an obligation to adhere to the CTMP.

4.2.17 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.

4.2.18 The Site Liaison Officer will be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person will liaise with the local community so that the community have a direct point of contact within the Developer's organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

Monitoring of the CTMP

4.2.19 The CTMP will be monitored by the Site Liaison Officer who in turn will report to the Roads Authority in relation to any required changes to the CTMP.

5. SUMMARY AND CONCLUSION

5.1.1 SYSTRA Ltd (SYSTRA) has been appointed by Hollygreen Energyfarm Ltd (100% owned by EDF Renewables) to prepare a Transport Statement addendum in reference to the Proposed Development of a Battery Energy Storage System (BESS).

5.1.2 This addendum has considered the impact of the proposed BESS on the transport network as well as looking at the general accessibility of the Site and the arrangement for the construction stage of the development.

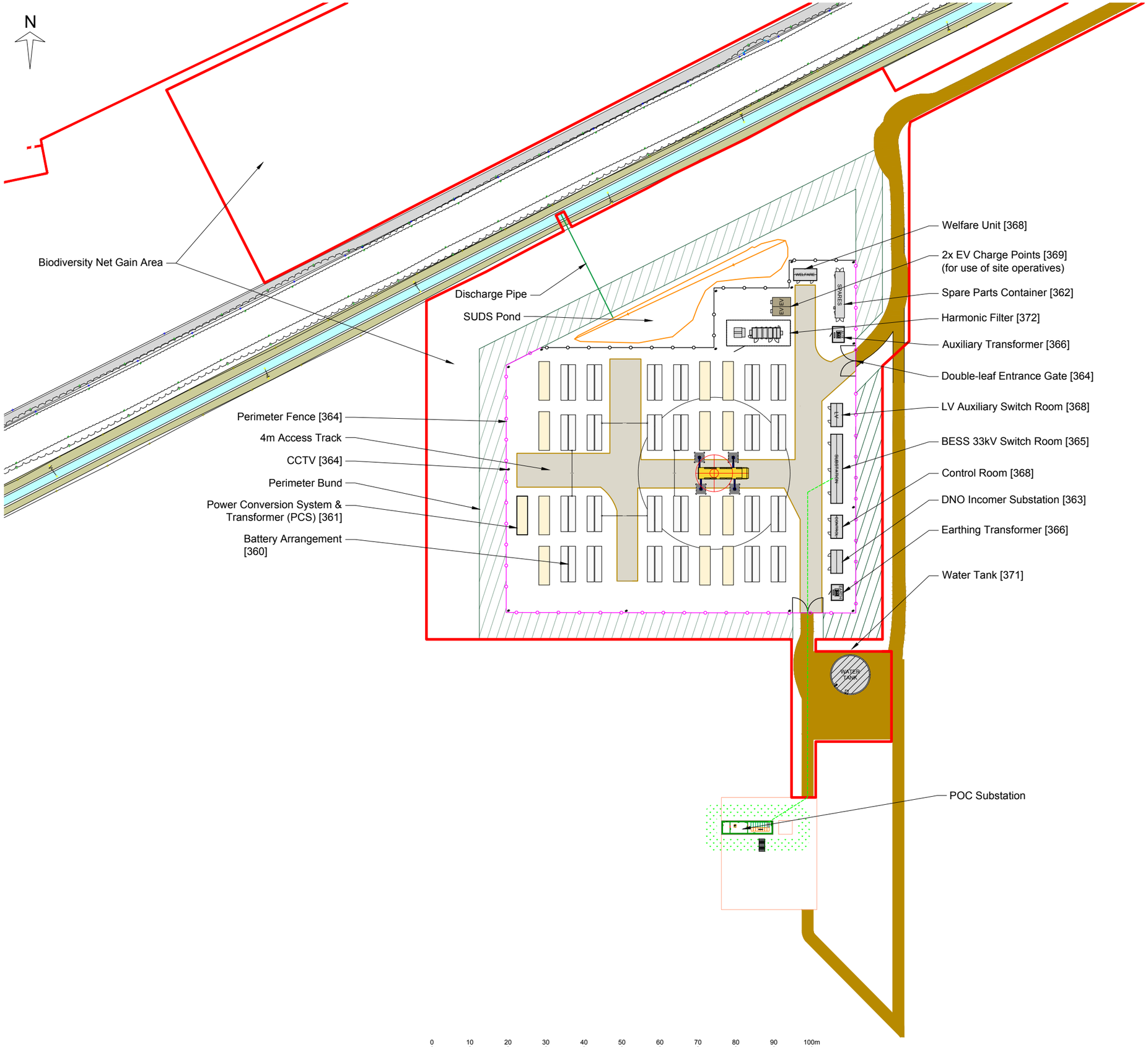
5.1.3 Given the nature and location of the development, the majority of the construction traffic and staff trips are expected to be made by vehicle. The Site is well-located for a development of this nature, being within close proximity to the strategic road network, and having suitable HGV access routes via local roads.

5.1.4 The routes between the A17 and the Site access junction on Centenary Way are suitable for HGV traffic, with the route having been used for the construction of the Sutton Bridge Solar Farm. Swept path analysis has confirmed the largest anticipated construction vehicle can access the Site via the existing Centenary Way access junction.

5.1.5 Only a small number of vehicle trips will be generated by the development during the peak of the construction stage, a total of approximately 3 inbound and 3 outbound HGV trips per day, plus 10 inbound and 10 outbound staff trips per day. Once operational, only monthly maintenance visits will be required. This assessment concludes that the development proposals can be accommodated without detriment to the local road network at both the construction and operational stages.

5.1.6 The framework CTMP produced demonstrates that adequate arrangements can be put in place to minimise and manage the environmental / traffic impacts from the construction phase of the development.

APPENDIX A - SITE LAYOUT DRAWING



NOTES

1. Drawing details and dimensions for planning purposes only.

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LEGEND

- PLANNING APPLICATION BOUNDARY
- PERIMETER FENCE
- ACOUSTIC PERIMETER FENCE (3.5M)
- PERIMETER BUND
- HV CABLE ROUTE

Rev	Description	Date	Checked
03	Consultant comments	13.11.24	SRY
02	RLB adjusted	13.11.24	SRY
01	Draft Issue	12.11.24	SRY

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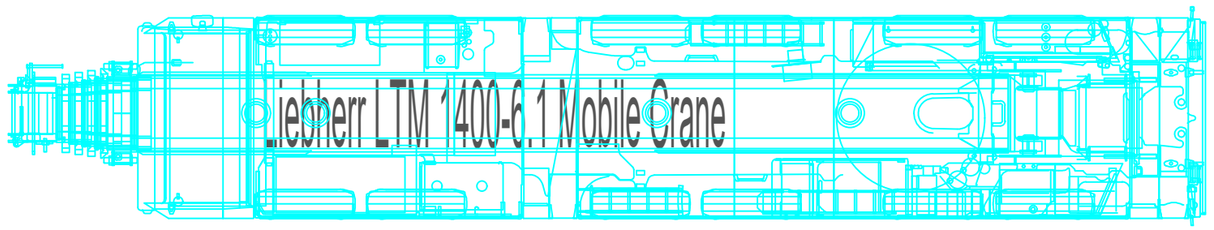
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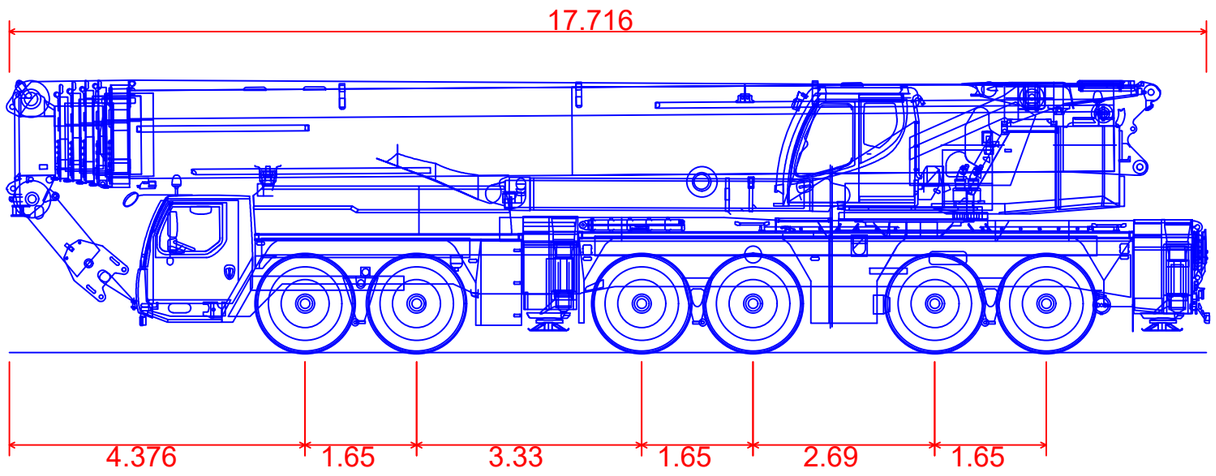
Title
Site Layout Plan

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W: www.edf-re.uk
A: Cardinal Place, 80 Victoria Street, London SW1E 5JL

APPENDIX B - SWEPT PATH ANALYSIS





Liebherr LTM 1400-6.1 Mobile Crane

Overall Length	17.716m
Overall Width	3.236m
Overall Body Height	4.029m
Min Body Ground Clearance	0.311m
Track Width	3.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.624m

Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Outline of Crane Vehicle
- Outline of area overrun by wheels
- Outline of area oversailed by vehicle chassis

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client: Envams

Project: Walpole BESS
Swept Path Assessment

Title: Liebherr LTM 1400-6.1 Mobile Crane
Vehicle Details

Drawn	Checked	Approved
TF	ADV	ADV
Original drg. size	**Date**	**Scale**
A3	11/12/2024	NTS
Drawing Status	**Drawing Number**	**Rev.**
Information	VEH001	-

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Oversail outwith track

Access from A17 assumed to be of no issue

Notes:

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Key:

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- Outline of area overrun by wheels
- Outline of area oversailed by vehicle chassis

Rev.	Date	Revision details	Drawn	Checked	Approved
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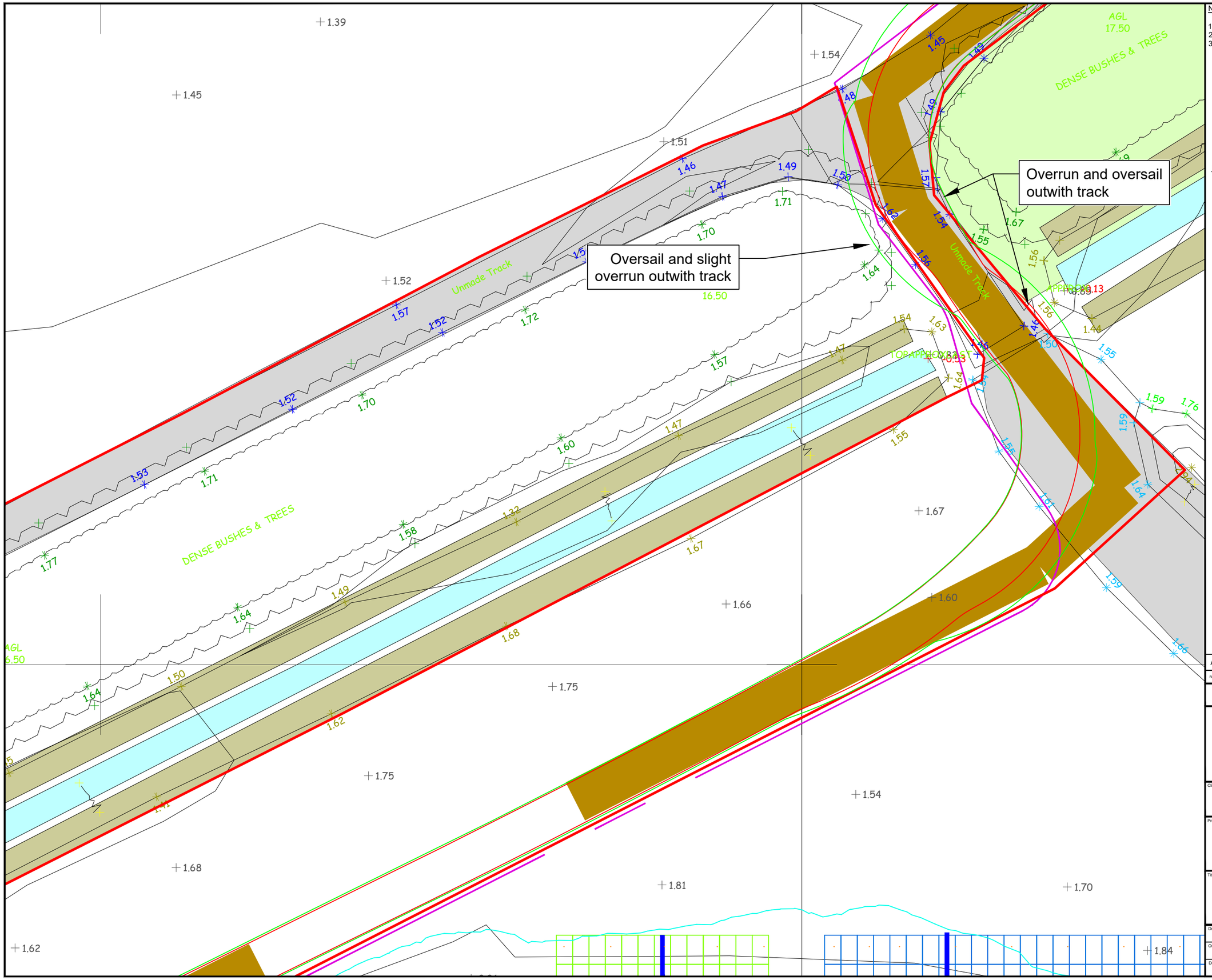
Project: Walpole BESS
Swept Path Assessment

Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 1 of 9

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A	Dec '24	Update to labeling	TF	ADV	ADV

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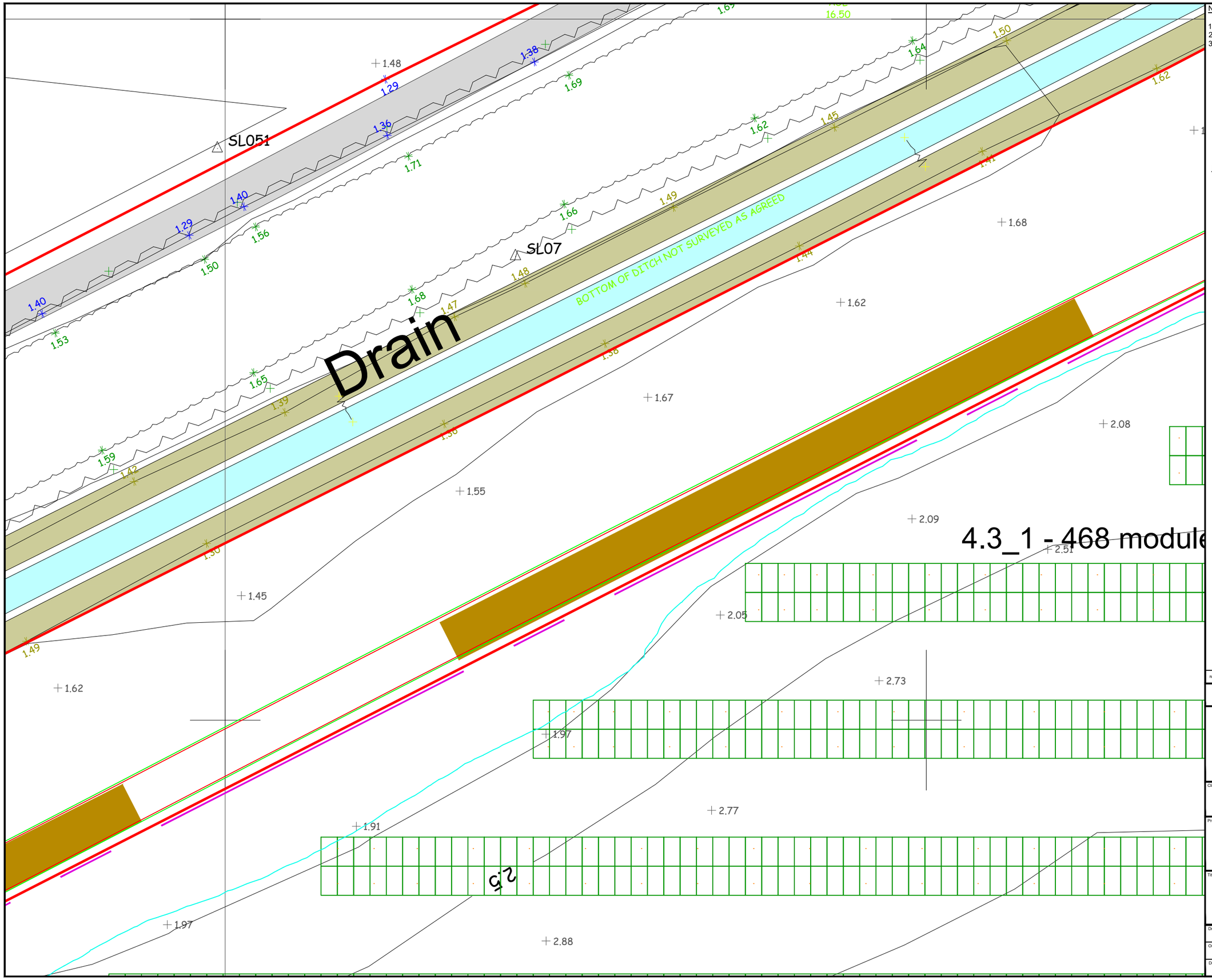
Project: Walpole BESS
Swept Path Assessment

Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 2 of 9

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2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Outline of Crane Vehicle
- Outline of area overrun by wheels
- Outline of area oversailed by vehicle chassis

Rev.	Date	Revision details	Drawn	Checked	Approved

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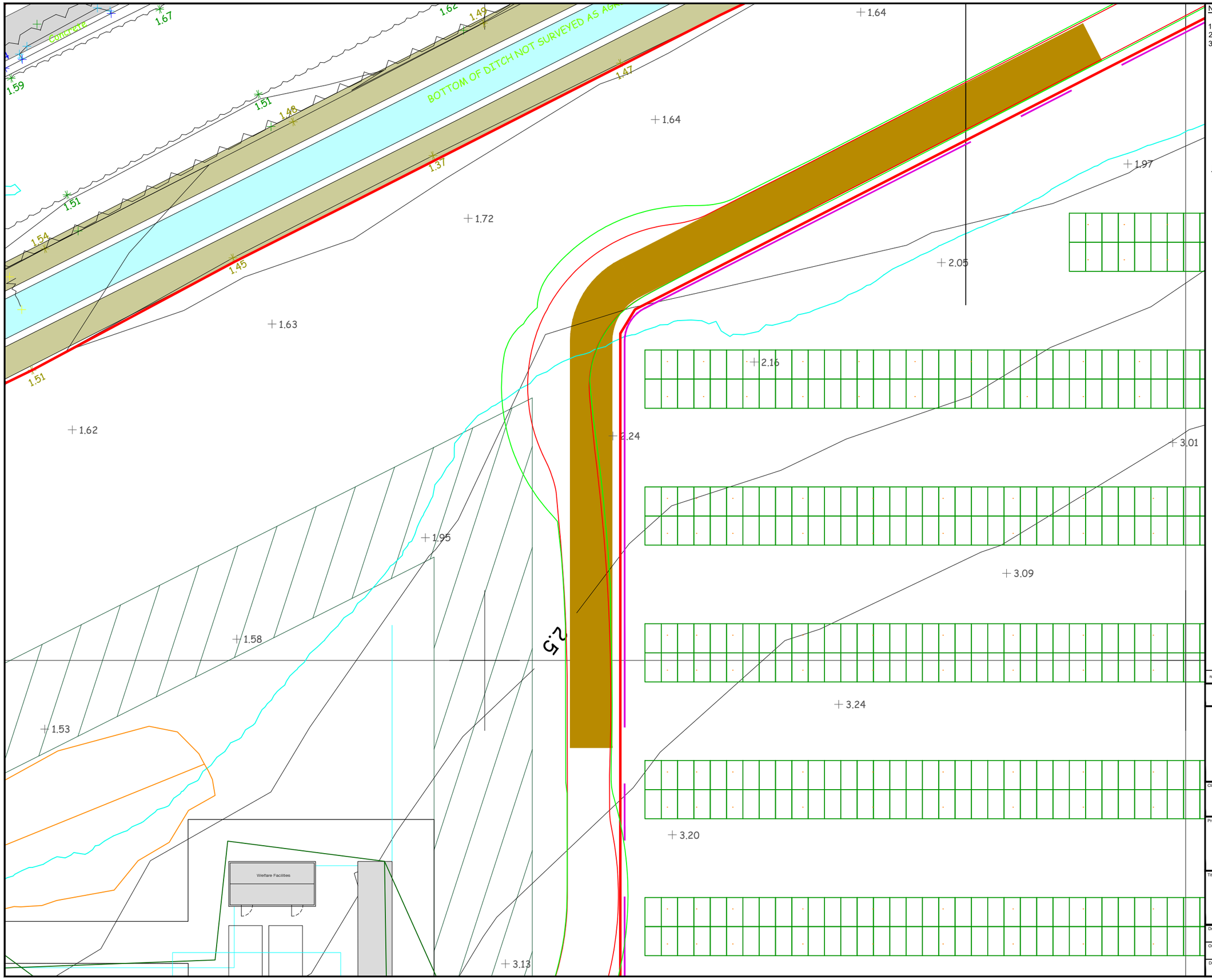
Project: Walpole BESS
Swept Path Assessment

Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 3 of 9

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Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 5 of 9

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Key:

- Outline of Crane Vehicle
- Outline of area overrun by wheels
- Outline of area oversailed by vehicle chassis

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Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 6 of 9

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Pond

1.52
2.25
2.59
2.69
2.70
2.80
2.88
2.96
3.30
3.36
12.0000
28.1710

Notes:

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Key:

- Outline of Crane Vehicle
- Outline of area overrun by wheels
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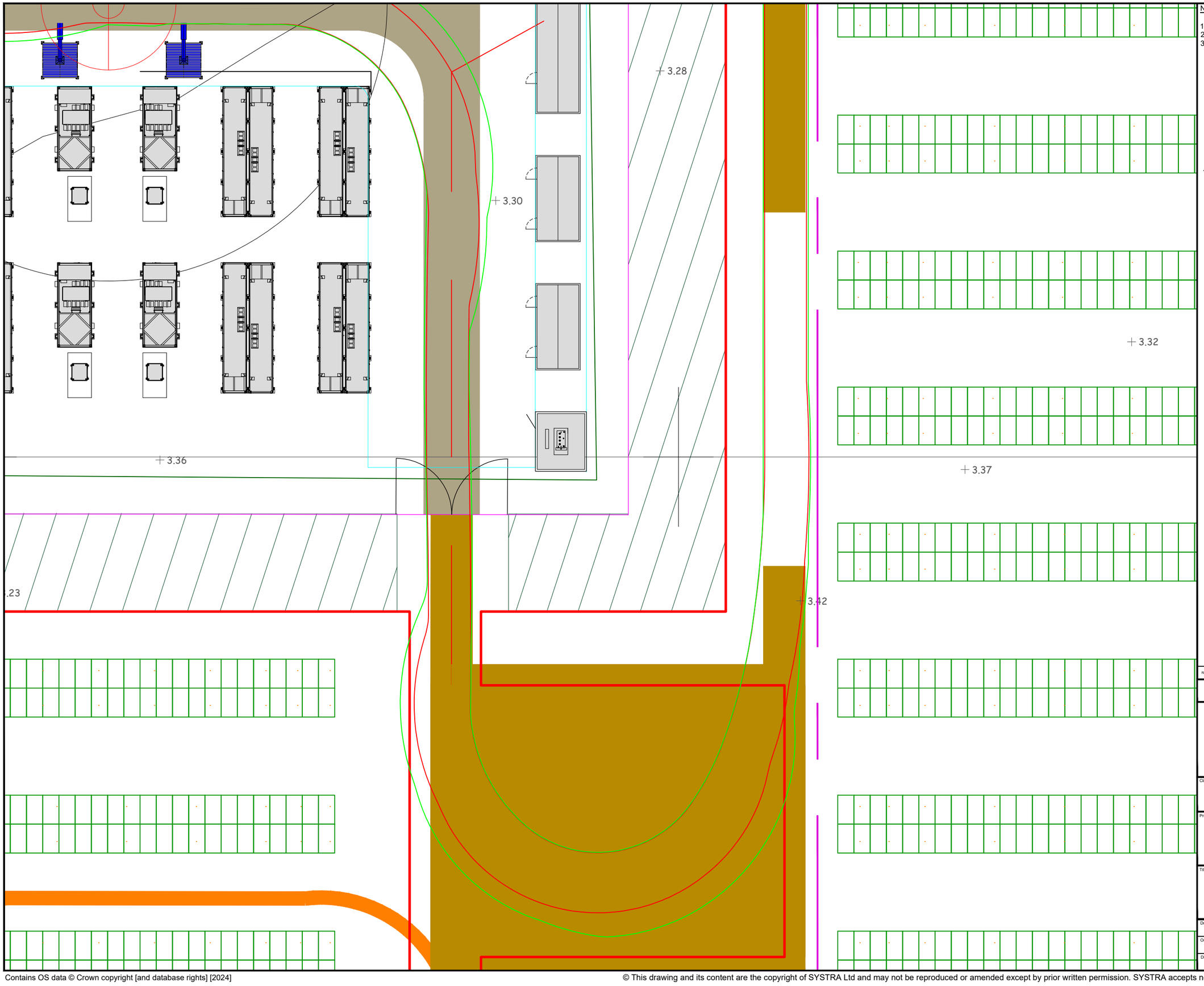
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Sheet 7 of 9

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Key:

- Outline of Crane Vehicle
- Outline of area overrun by wheels
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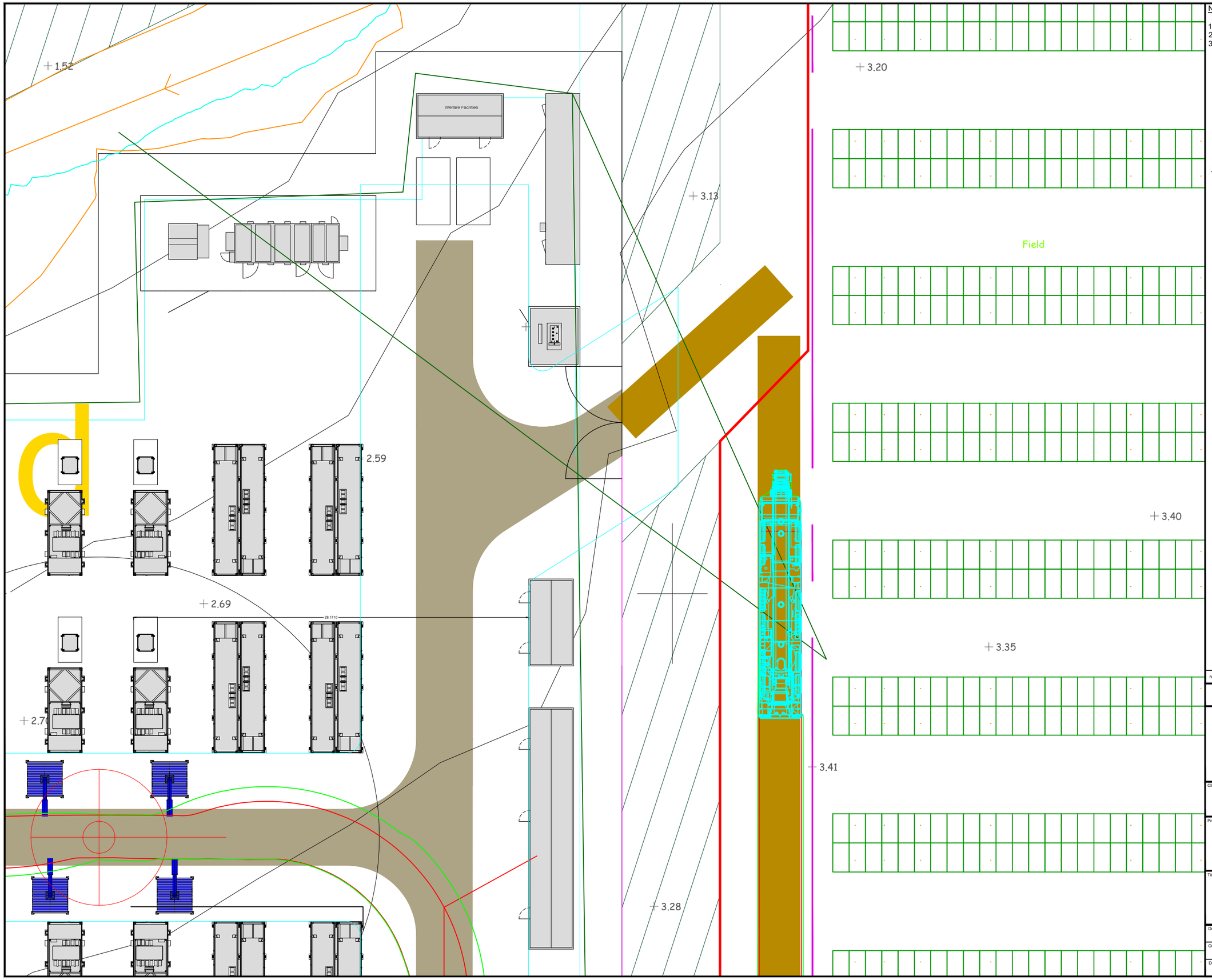
Project: Walpole BESS
Swept Path Assessment

Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 8 of 9

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Title: Liebherr LTM 1400-6.1 Mobile Crane
Sheet 9 of 9

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