



Battery Storage St Austell Transport Statement

For Aldustria Ltd

Date: 5 April 2022

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1. INTRODUCTION AND BACKGROUND

1.1 Introduction

- 1.1.1 This Transport Statement has been prepared by Hydrock on behalf of Aldustria in support of a planning application for a proposed battery storage facility at St Austell.
- 1.1.2 The site comprises 0.4 hectares of land with access to be taken from Mount Stamper Road' South East of the A391 and west of St Austell.
- 1.1.3 The development is for a battery storage facility to aid the National Grid during peak usage times.
- 1.1.4 The site is currently undeveloped and the proposals seek to deliver the installation of 5 battery storage containers positioned opposite an existing electricity sub-station.

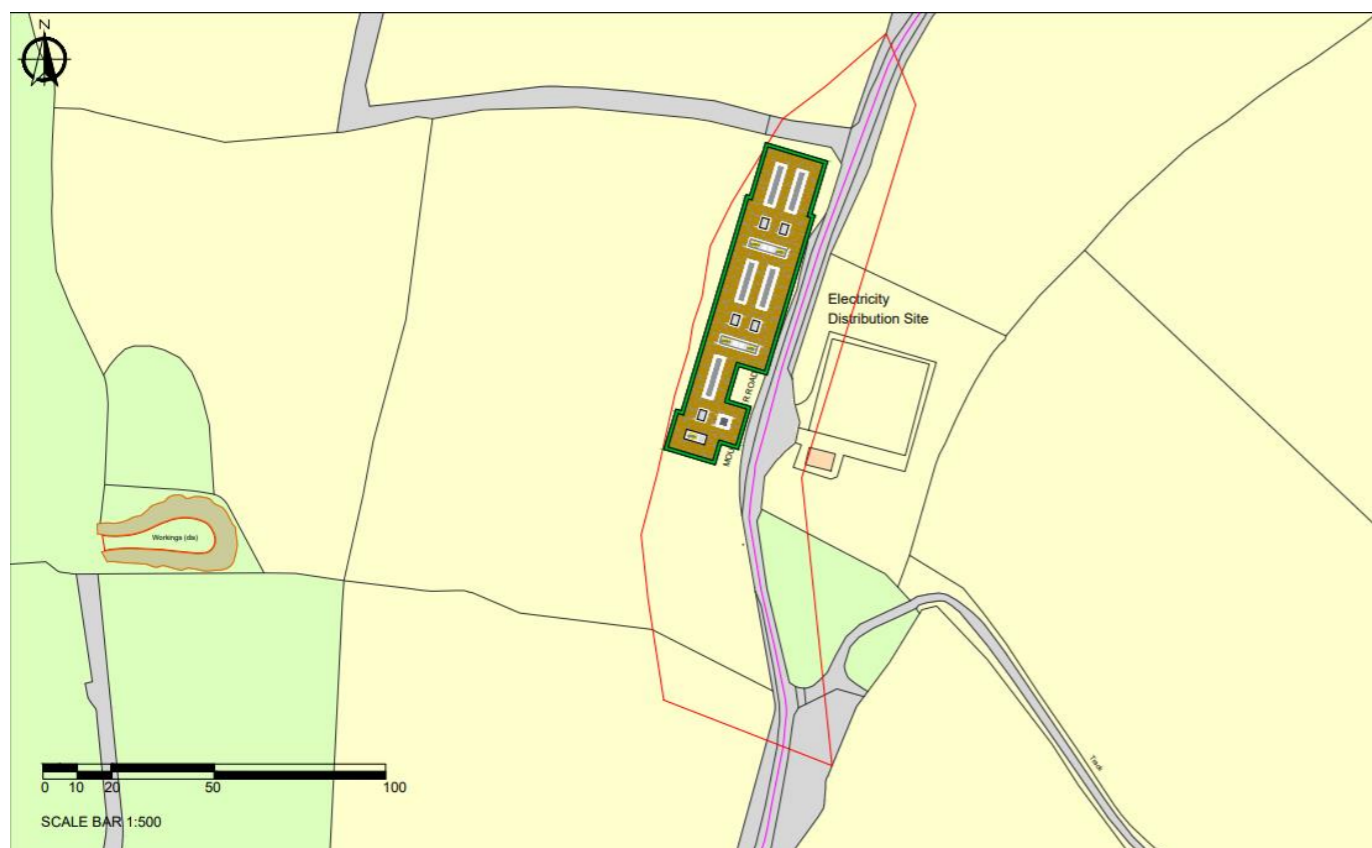


Table 1.1-Site layout

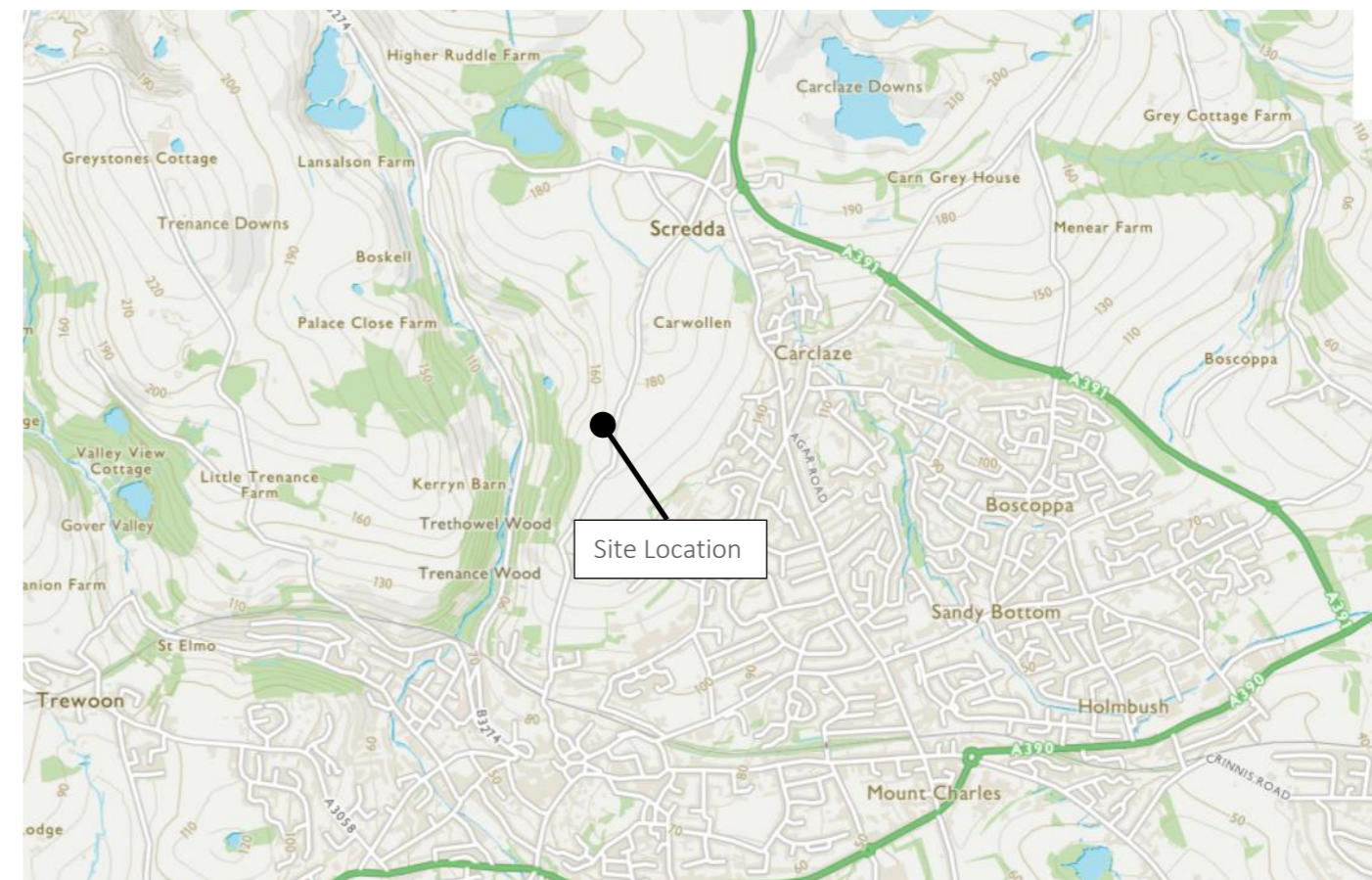


Figure 1.1: Site Location

1.2 Summary

- 1.2.1 This TS demonstrates that the application is acceptable in terms of transportation, highway safety and access and that it is compliant with relevant national and local planning policies. This includes issues associated with accessibility and connectivity, an assessment of the traffic predicted to be generated and the corresponding traffic impact on the surrounding local highway network.
- 1.2.2 In preparing this report, the recent safety record of the local highway network has also been examined, as has the accessibility of the application site by non-car modes of transport.

2. DEVELOPMENT PROPOSALS AND TRAFFIC ATTRACTION

2.1 Uses and Quantum

2.1.1 The proposal sets is for a 0.4-hectare battery storage facility. This will accommodate a battery storage unit, on-site substation and hardstanding to allow for servicing and maintenance operations.

2.1.2 Drawings of the proposed development are included in Appendix A.

2.2 Vehicular Access

2.2.1 The site sits to the north of Mount Stamper Road and will have a purpose-built access, which will be the minor arm of a priority junction with Mount Stamper Road.

2.3 Traffic Attraction

2.3.1 It is understood that maintenance during operation is only occasionally required, as the units are remotely monitored and require very little intervention. Vehicular access to the site will only be irregular and one or two two-way movements would be a robust, worst-case assumption.

2.3.2 The main traffic attraction of the proposals will therefore be during construction. This will be over a very limited period, as the units are largely prefabricated off-site, minimising construction operations on-site and largely limiting them to ground works and connection to the grid.

2.3.3 The construction methodology is that the groundworks are completed first (concrete pad and French drain). This is similar to a conventional construction project. A month is allowed in the project programme for these works, but they typically take place over a shorter period.

2.3.4 Following this, the battery storage unit is delivered. It is made up of prefabricated elements that are linked together on-site. The pre-fabricated elements are delivered on four flat-bed rigid vehicles and are lifted into place via loader cranes incorporated into the same vehicles (typically referred to as Hiabs).

2.3.5 A grid connection is then made; again, this is typical of many construction projects and requires very few vehicle movements.

3. SITE LOCATION AND ACCESSIBILITY

3.1 Site Location and General Description

- 3.1.1 The site occupies 0.4 hectares of land and is located approximately 2.0km north of the centre of St Austell.
- 3.1.2 The site is bounded by Mount Stamper Road to the north and farmland to the south.
- 3.1.3 The site's location in a local context is shown at Figure 3.1.
- 3.1.4 Vehicular access to the site is currently provided via Mount Stamper Road to the north
- 3.1.5 Access to the Strategic Road Network (SRN) is available at the A391 used to travel north approximately 9km to the A30 or 2km south to the A390 and onwards to the A39.
- 3.1.6 Due to the size of the site and no requirement for permanent staff, there will be no adverse impact on traffic movements in the local area.



Figure 3.1: Site Location in local context

3.2 Local Highway Network

3.2.1 Details of roads within the local highway network are provided at Figure 3.3.

3.3 Pedestrian and Cycle Accessibility

3.3.1 Battery storage units do not generally have people working on site, so accessibility is less important than it would be for an employment site. However, it has been examined here for completeness.

3.3.2 The site lies on Mount Stamper Road and is bordered by farmland to the south and east. The local A road is the A391 with B roads in the B3274 also leading to the site.

3.3.3 The following isochrone diagrams (Figure 5) show how the surrounding area which is accessible within 10, 15 and 20-minute walking and cycling times.



Figure 3.3: Pedestrian and Cycle Accessibility

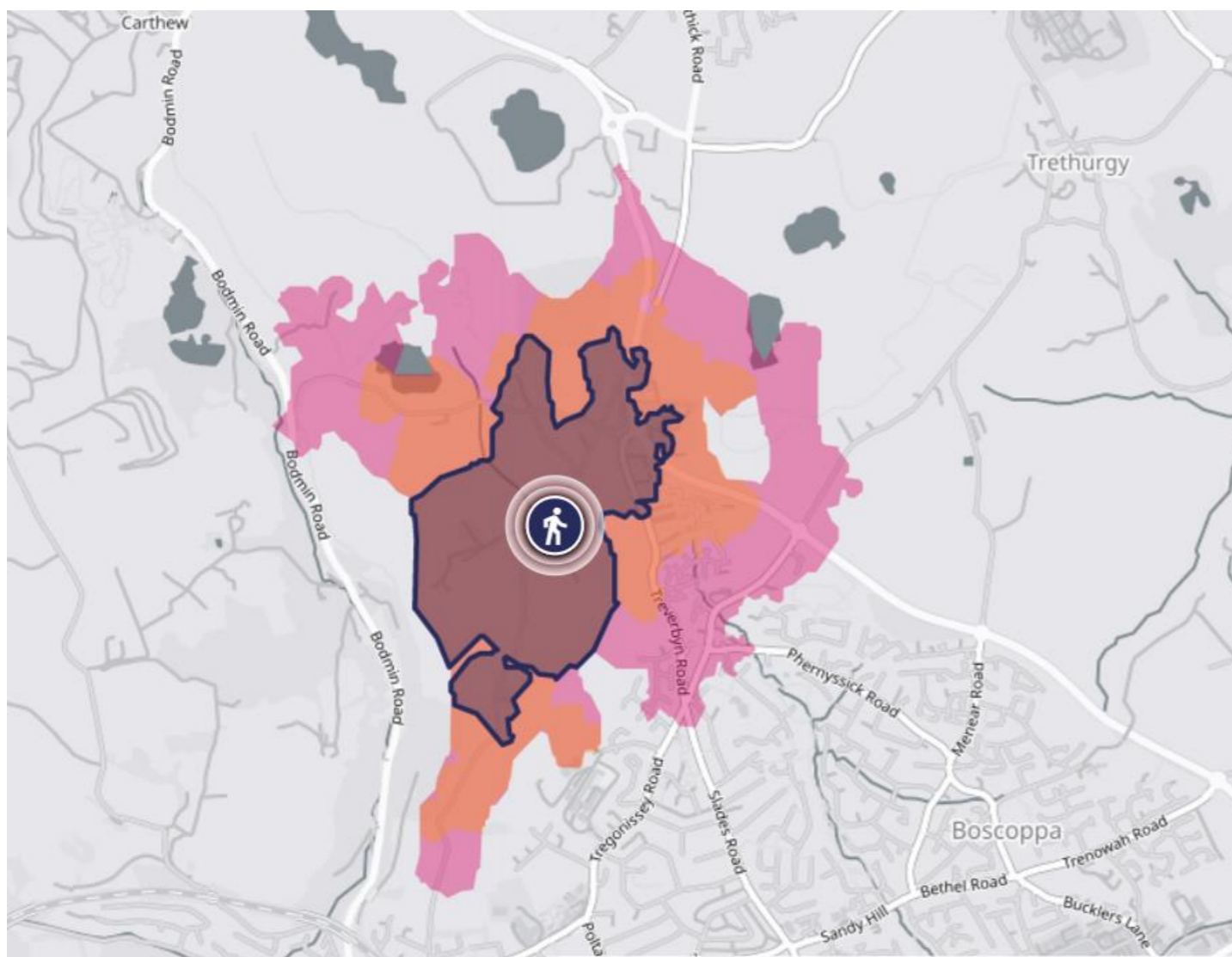


Figure 3.5: Walking Isochrone- 10 / 15 / 20 minutes

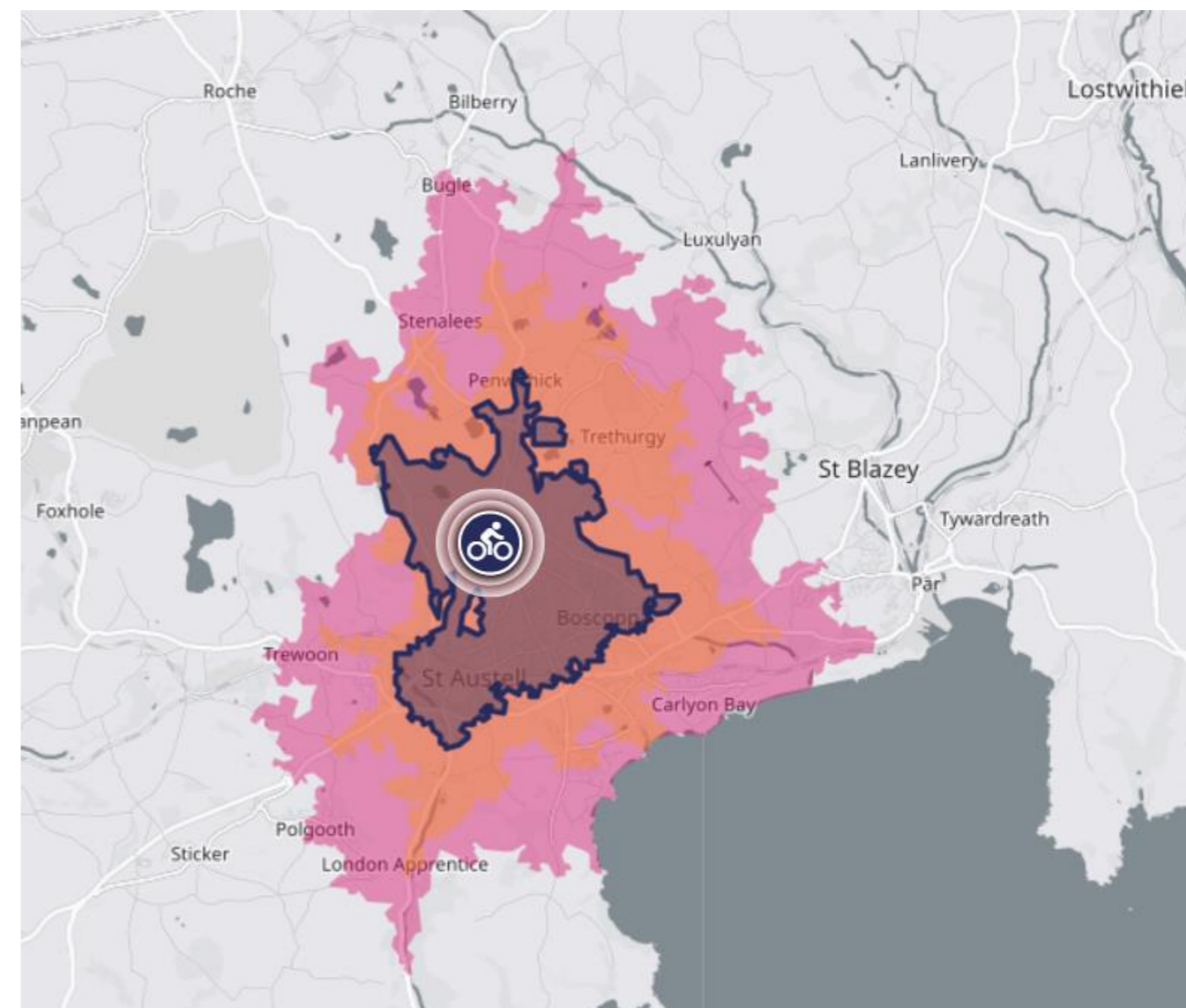


Figure 3.4: Cycling Isochrone- 10 / 15 / 20 minutes

3.4 Local Facilities and Amenities

3.4.1 Guidance on suitable walking and cycling distances to facilities is set out within TA91/05 'Provision for Non-Motorised Users' (2005) and DfT guidance set out in LTN1/20 'Cycle Infrastructure Design' (2020), which suggest that 3.2km and 8km are acceptable distances for walking and cycling respectively. It is worth noting that whilst TA91/05 is superseded by CD143, CD143 is silent in respect of recommended walking and cycling distances. The guidance contained within TA91/05 therefore remains relevant.

3.4.2 A review of local facilities and amenities within a suitable walking and cycling distance of the site has been undertaken, taking into account local pedestrian and cycle routes.

3.4.3 Local facilities in the vicinity of the site are displayed at Figure 3.8, along with walking and cycling distances and times from the site.



Figure 3.6: Local Facilities and Amenities

3.5 Highway Access

- 3.5.1 The site is served from Mount Stumper Road this connects to the A391 approximately 1000m to the northeast of the site via Drummer's Hill and Treverbyn Road.
- 3.5.2 The access to the site is suitable for small numbers of 'heavy vehicles' (those over 7.5 tonnes in gross weight) to connect with the strategic road network.

3.6 Strategic Road Network (SRN)

3.6.1 The SRN within the vicinity of the site is summarised at Table 3.1 below:

Table 3.1: Summary of SRN in Vicinity of Site

Location	Nearest Junction	Distance to Junction	Alignment	Local Destinations
A30	A391	9km	E/W	Bodmin, Redruth, Launceston

3.7 Highway Safety

- 3.7.1 The extent of recorded road traffic collisions in the vicinity of the application site has been established from Crashmap.co.uk¹. Information has been obtained covering the latest available five-year period of Personal Injury Accident (PIA) data available.
- 3.7.2 The extents cover the immediate highway network within proximity to the site denoted by the blue area highlighted in Figure 3.9.
- 3.7.3 Collisions have been categorised into three types; slight, serious and fatal:
 - 5 accidents have been recorded in the highlighted area in the past four years.
 - 4 of the incidents were classified as being 'slight'
 - 1 of the incidents was classified as being 'serious'
- 3.7.4 Although all of these accidents are regrettable, the proposals will have no day-to-day traffic attraction and will therefore have no adverse impact on accident risk.

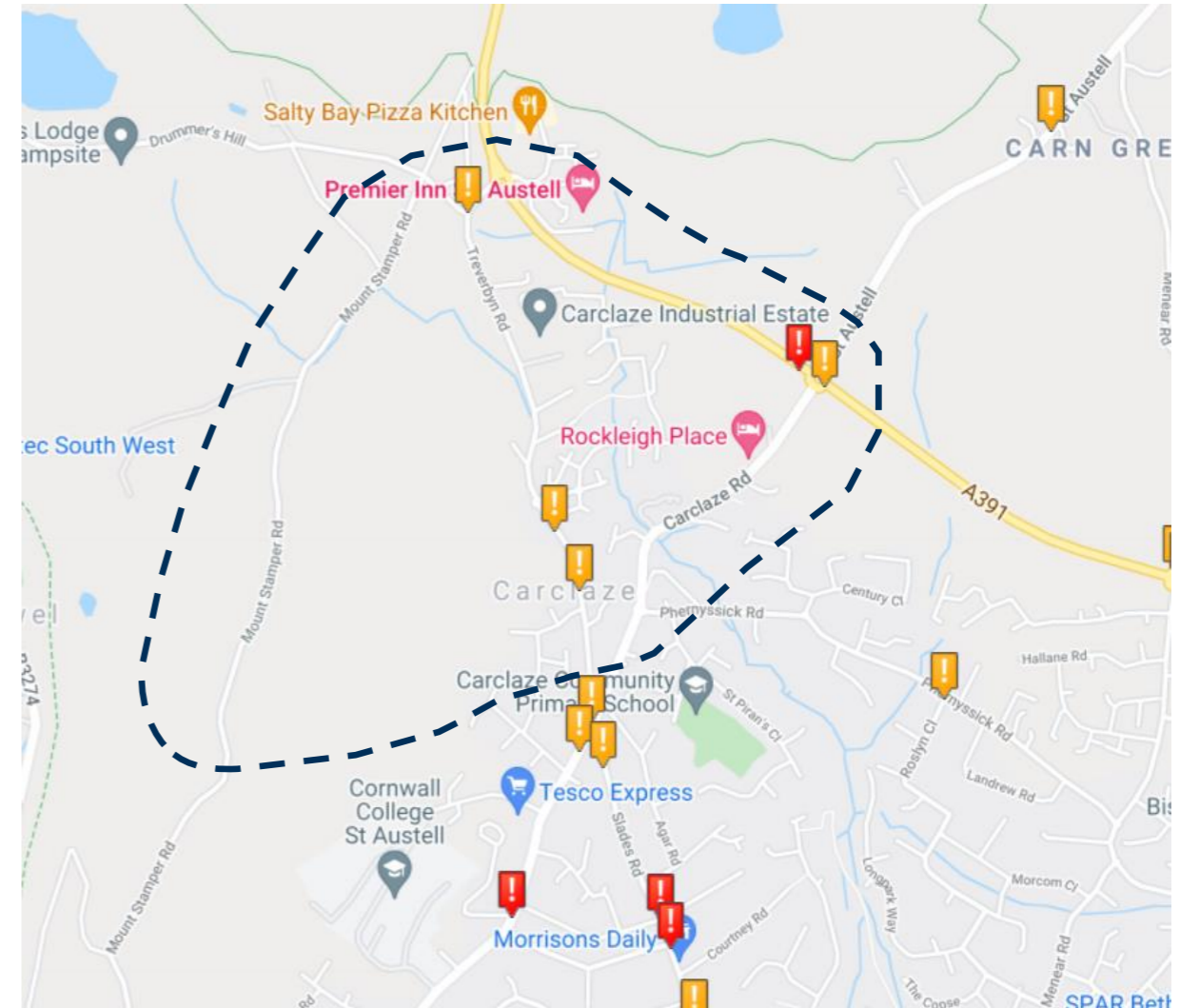


Figure 3.7: PIA Study Area

Year	Minor/Slight	Serious	Fatal
2018	2	0	0
2019	2	1	0
2020	0	0	0
Total	4	1	0

¹ www.Crashmap.co.uk

4. SUMMARY AND CONCLUSIONS

4.1 Summary

4.1.1 This Transport Statement has been prepared by Hydrock on behalf of Aldustria Ltd in support of a planning application for the proposed Battery Storage facility at St Austell, Cornwall.

4.2 Conclusions

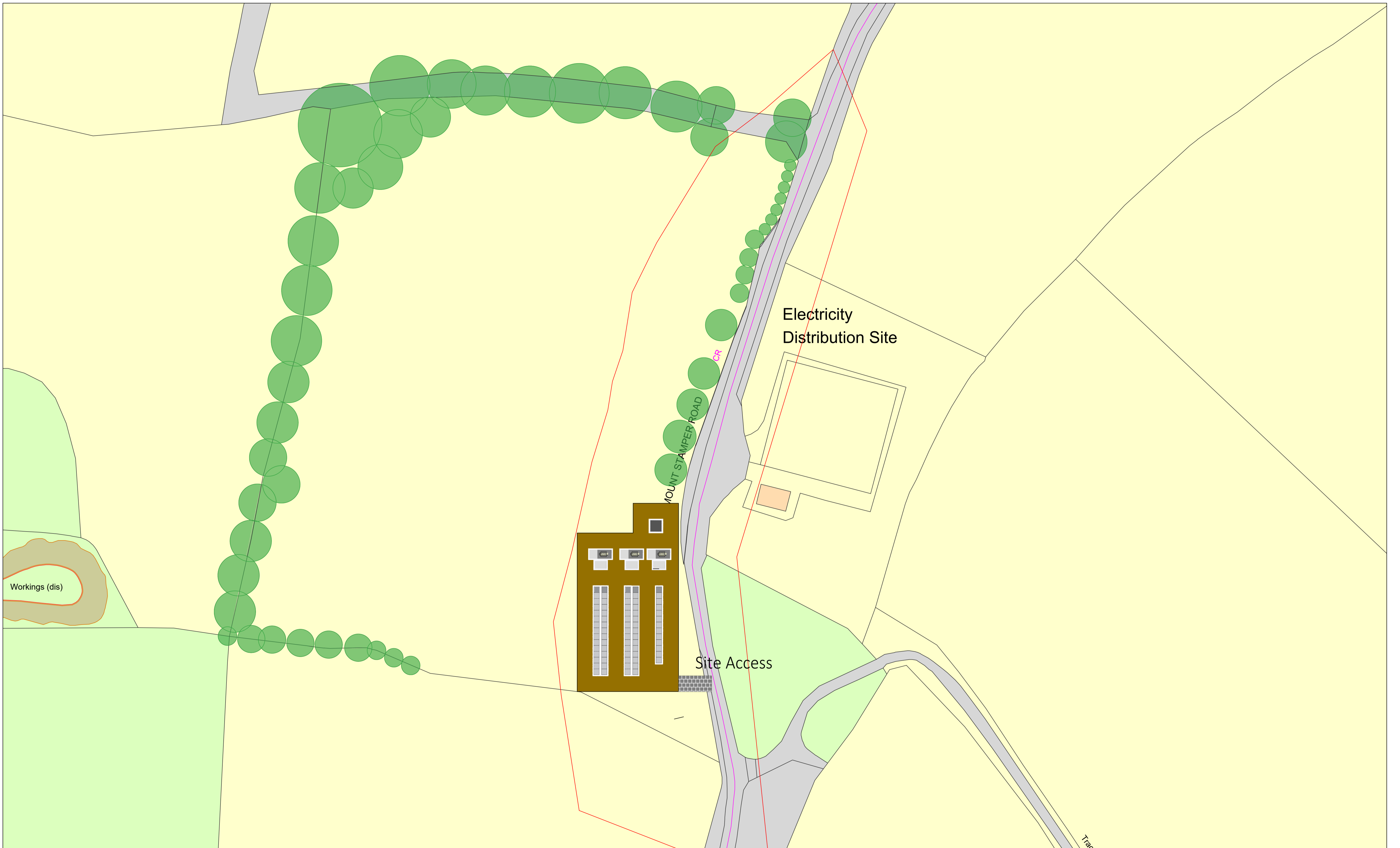
4.2.1 The conclusions of this TS are as follows:

- Day-to-day traffic attraction of the site would be minimal, with only occasional maintenance required.
- PIA data has been examined in the vicinity of the application site and it is unlikely that the development traffic would adversely affect the road safety record.
- Vehicular access will be via a purpose-built access road, with vehicles able to enter and exit the site in forward gear.

4.2.2 As a result of the above, it is considered that the proposed development would not have an material adverse impact upon the operation of the local highway network. Based on the findings within this TS and in the context of the guidelines within paragraphs 108 & 109 of the NPPF, it is considered that there are no transport-related reasons why the development should not be permitted.

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Appendix A Proposed Site Layout



NOTES

SCALE BAR 1:500

REVISIONS (CONTINUED)

- Battery
- PCS
- On site substation
- MV Skid
- Tree/hedgerows

REVISIONS

- Concrete Plinths
- Gravel/ Crushed stones
- Haul Road for construction and maintenance

REV	REVISION NOTES/COMMENTS					
DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE	

TITLE

CLIENT

PROJECT

HYDROCK PROJECT NO. SCALE @ A1
1:500

STATUS DESCRIPTION STATUS

DRAWING NO. (PROJECT CODE-ORIGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER) REVISION