



TRANSPORT STATEMENT
PROPOSED BATTERY ENERGY
STORAGE SITE, BEDHAMPTON
WATERWORKS, MEYRICK
ROAD, HAVANT
E101 HUB 4 LTD.

MARCH 2025

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1. INTRODUCTION

INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by E101 Hub 4 Ltd. ('the Applicant') to prepare a Transport Statement (TS) in relation to a proposal for a 150MWh Battery Energy Storage System (BESS) Facility ('the proposed development') on land at Bedhampton Waterworks, Meyrick Road, Havant ('the site'). This Transport Statement has been prepared to assess the transportation, traffic and highways implications of the proposed development.

SITE CONTEXT

- 1.2 The site is located to the immediate south of the existing Bedhampton Waterworks, approximately 1km west of Havant. The site is bound by Meyrick Road to the east, Bedhampton Waterworks to the north, with open greenspace to the south and west.. Access to the site will be via the existing gated access, from Meyrick Road, to the north-east of the site, currently used for access to the waterworks. The site location is illustrated in **Figure 1.1** below, whilst a proposed site layout plan is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

DEVELOPMENT PROPOSALS

- 1.3 The Proposed Development is a 150MWh BESS facility on 1.13ha of land at Bedhampton Waterworks and will primarily consist of:
- Battery Energy Storage containers;
 - Power Conversion System (PCS) units;
 - DNO and Customer Substation Buildings and Point of Connection (POC) infrastructure for grid connection;
 - Access tracks;
 - Security measures (including fencing and CCTV);
 - Underground cabling; and
 - Landscaping and biodiversity enhancements.
- 1.4 It is envisaged that the construction period will last 6 months, with up to 25 staff working on site at peak construction. Working hours during construction are expected to be 07:00-19:00 Monday-Friday and 08:00-13:00 on a Saturday. There will be no construction work on Sundays or public holidays. Extended construction activity hours will allow the contractor to avoid HGVs and staff travelling to/from the site during the expected peak hours of the local highway network and during hours of school drop-off and pick-up.
- 1.5 Once the proposed development is built and operational, the BESS facility will not generate daily vehicle movements. Indeed, the upkeep and maintenance of the BESS facility will be minimal, requiring up to one maintenance vehicle to access the site per month. This will be a van, car, or 4 x 4 type vehicle.

REPORT STRUCTURE

- 1.6 Following this introductory section:
- Section 2** – describes the transport planning policy context within which the proposals will be assessed;
- Section 3** – details the accessibility of the site;
- Section 4** – details the local highway network and provides a summary of local accident data;
- Section 5** – summarises the likely vehicle trip generation associated with the proposals;
- Section 6** – considers the access, parking and servicing arrangements; and
- Section 7** – offers a summary and conclusion.

2. POLICY REVIEW

INTRODUCTION

- 2.1 This section of the Transport Statement identifies the policy context within which the proposed development has been assessed.

NATIONAL POLICY CONTEXT

National Planning Policy Framework (NPPF – DCLG, December 2024)

- 2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. It continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vision-led approach, indeed Paragraph 109 states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places."
- 2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "Any significant impacts from the development on the transport network (in terms of capacity and congestions), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."
- 2.4 Paragraph 116 identifies that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."
- 2.5 This Transport Statement will consider the development proposals, demonstrating that the site is well placed to take advantage of infrastructure to access the site by sustainable modes of travel. It will also demonstrate that the trips to the site can be accommodated safely on the local road network and within the site itself and will not result in a significant traffic impact on the local road network, therefore, satisfying the requirements of NPPF.

LOCAL POLICY

Strategy for South Hampshire 2031 – LTP3 (Transport for South Hampshire, January 2011)

- 2.6 The LTP is underpinned by Hampshire County Council, Portsmouth City Council and Southampton City Council, and sets out the issues and priorities for investment in transport infrastructure, technology and services to support travel by all relevant modes of transport, including walking, cycling, rail, highways, bus, and community transport, with the vision of;
- “A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”*
- 2.7 A Construction Worker Travel Plan will form part of the Construction Traffic Management Plan for the development, demonstrating how the overall number of trips to the site, will be minimised as far as reasonably practicable.

Havant Borough Core Strategy (March 2011)

- 2.8 The Havant Borough Core Strategy was adopted in March 2011. The Local Plan is the most important planning document at the local level, as it provides a framework approach for the growth of the Borough, as well as providing the basis for decisions on planning applications. The policies which directly relate to highways and transport are summarised below:
- 2.9 **DM11 Planning for More Sustainable Travel:** The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:
1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
 2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
 3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
 4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.

5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

2.10 **DM12 Mitigating the Impacts of Travel:** New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
2. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
3. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals

Summary

2.11 This Transport Statement takes into account the overarching themes of both national and local policy guidance, which seek to encourage development that is situated in sustainable locations (and where appropriate, is readily accessible by means other than the private car) as well as ensuring that the residual traffic impact is not severe.

3. ACCESSIBILITY

INTRODUCTION

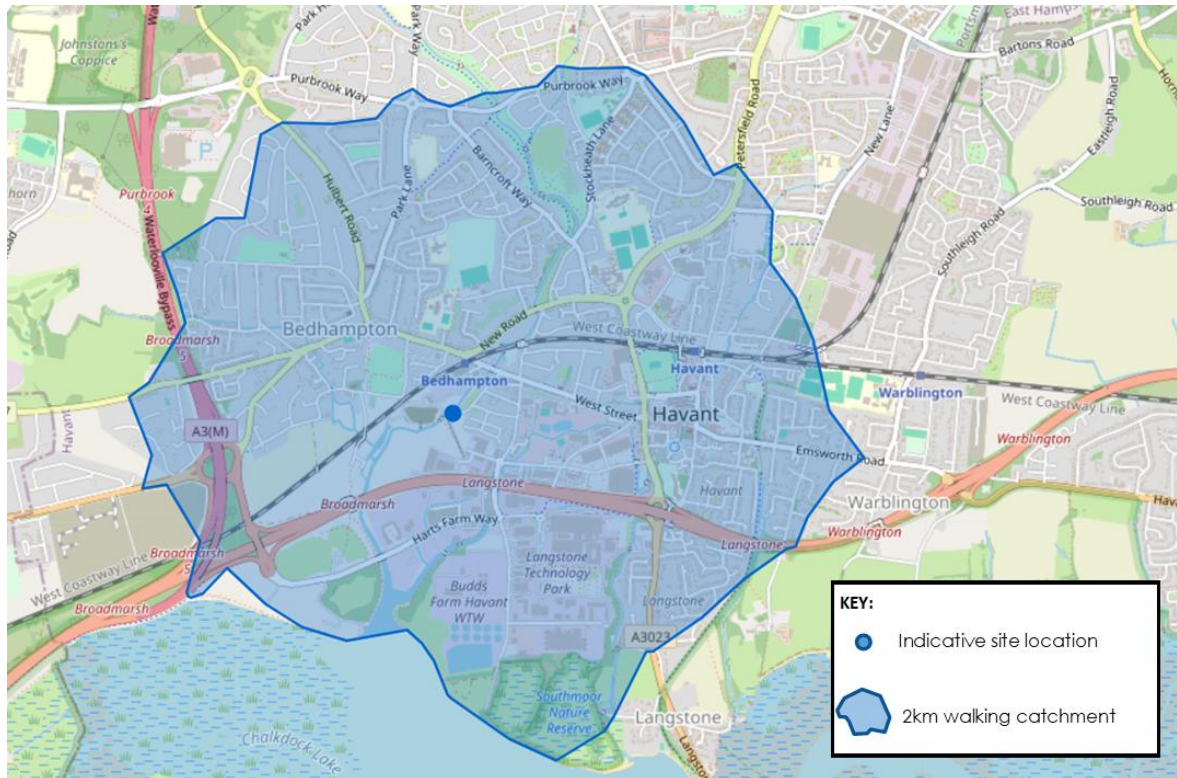
- 3.1 Once operational, the site will generate an average of around one vehicle trip per month. However, during construction, there is the potential to influence how construction workers travel and, therefore, this section sets out the accessibility of the site, by sustainable modes of transport.

SUSTAINABLE MODES

- 3.2 Accessibility for pedestrians is summarised as follows:
- Whilst there are limited pedestrian facilities in the immediate vicinity of the site, these improve approximately 125m north of the site access, at the Knox Road / Meyrick Road T-junction. From this point, footways measuring approximately 2m wide can be found along both sides the of the carriageway, extending north-south towards West Street;
 - The footways feature dropped kerbs across minor junctions, in addition to street lighting throughout its length;
 - As previously mentioned, Meyrick Road forms the minor approach to a priority T-junction with West Street after a distance of 125m. Within the vicinity of the junction, West Street runs broadly east-west between the neighbouring areas of Bedhampton and Havant, for a distance of approximately 800m;
 - To the west, West Street forms the minor approach to a Y-junction with the B2149 Bedhampton Road after a distance of 150m. On approach to the junction, the footway forms part of into the carriageway, separated by a solid white line to facilitate pedestrian movement across the level crossing, in the vicinity of Bedhampton Station.
 - To the east, West Street forms the minor arm to a priority T-junction with B2149 Park Road S after a distance of 650m, where a signalised pedestrian crossing is provided to facilitate pedestrian movements east-west. From the signalised pedestrian crossing, continuing east, West Street becomes a pedestrianised zone, providing a traffic-free route towards Havant town centre; and

- From the proposed development, some amenities can be accessed on foot. **Figure 3.1**, below, shows a 2km walking catchment from the site access point, and covers large parts of Bedhampton and Havant

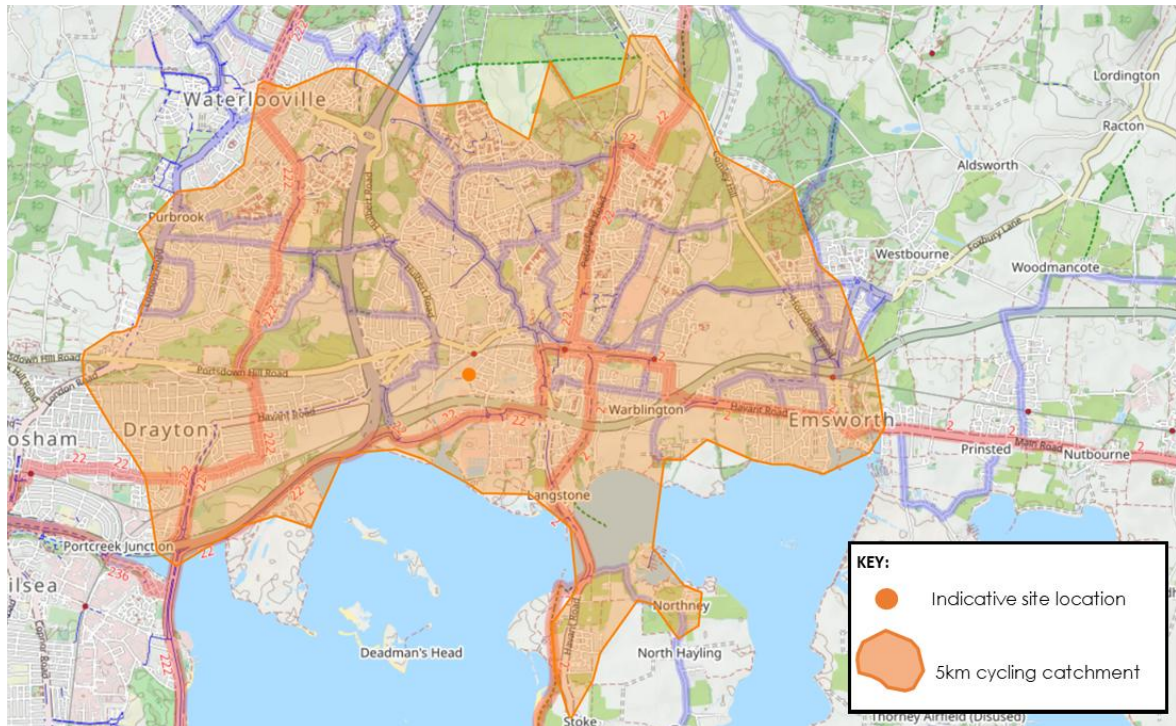
Figure 3.1: 2km Walking Catchment



(Source: Open Street Map)

- 3.3 **Figure 3.2**, overleaf, illustrates a 5km cycle catchment from the Site access point on Meyrick Road. The 5km catchment includes Havant, Bedhampton, Waterlooville and Farlington, and, therefore, cycling offers a sustainable option for staff commuting from these areas, which reduces the need to travel by car/van.

Figure 3.2: 5km Cycling Catchment



(Source: Open Cycle Map)

- 3.4 A number of key amenities can be accessed within a 5-minute cycle of the site, including; Bedhampton Station, Premier Convenience Store, The Lion Pub and Havant town centre. The provision of food/drink facilities within a short walk/cycle of the Site, reduces the need to travel by car/van to access these facilities during the working day.
- 3.5 In addition to this, there is a comprehensive network of National Cycle Network (NCN) routes, accessible within the 5km cycling catchment. Notably, NCN 22 can be accessed approximately 650m east, at the B2149 Park Road, where shared cycle/footways are available on both sides of the carriageway, extending north-south within the immediate vicinity of the junction. Broadly, NCN 22 is a long-distance cycling route that connects several cities in southern England, primarily connecting London and Portsmouth, for a total route length of 162.2km.

Figure 3.3: Bus Stop Locations



(Source: Google Maps)

- 3.6 As can be seen in **Figure 3.3**, above, two bus stops are located within a 550m walk to the west of the Site on B2149 Bedhampton Road; both the east and westbound stops comprise of a pole, flag, hard copy timetable information and a waiting shelter. **Table 3.1** provides a breakdown of the buses serving the stops on the B2149 Bedhampton Road.

Table 3.1: Bus Service Summary

Bus Service		Approximate Frequency per hour	
		Mon-Fri Daytime	Mon-Fri Evening
23	Leigh Park – Southsea	10 mins	20 mins

(Source: Public Transport Operators)

- 3.7 Whilst only a singular service is available, given its high frequency, it could be expected that locally based construction workers could travel to/from the Site by bus, as an alternative to the private car. However, it should be noted that the majority of the construction team is likely to be a group of specialist contractors, who will most likely stay in a nearby hotel for the length of the construction period and travel to the site by minibus.
- 3.8 Moreover, from the site the nearest station to the development is Bedhampton. It is located on West Street, approximately 150m west of the site, and can be accessed in around a 4-minute walk. Bedhampton station is operated and managed by Southern Trains and is

served primarily by commuter services across the south of England, making it an attractive option for locally based construction workers.

- 3.9 **Table 3.2**, below, outlines the key destinations accessible from Bedhampton railway station, along with the frequency of services.

Table 3.2: Bedhampton railway station services

Destination	Approximate Frequency
Portsmouth & Southsea	2 per hour
London Waterloo via Guildford	1 per hour
Littlehampton	1 per day

(Source: National Rail)

- 3.10 As set out in the CTMP, a Construction Worker Travel Plan (CWTP) will be implemented. This will include measures aimed at reducing private vehicle use.

4. HIGHWAY NETWORK

INTRODUCTION

- 4.1 This section of the TS considers the nature of the existing highway network and summarises the historic accident data for the area surrounding the Site.

HIGHWAY NETWORK

- 4.2 A description is provided below of the local highway network in the immediate vicinity of the site; for ease, it is also shown in **Figure 4.1**.

Figure 4.1: Existing Highway Network



- 4.3 The proposed development includes access from the eastern boundary of the site, from Meyrick Road. At the proposed site access, Meyrick Road has an approximate width of 3.2m and runs broadly north-south. The initial section of Meyrick Road, to its junction with Knox Road is used only for access to the waterworks site.
- 4.4 Within the vicinity of the site, Meyrick Road is subject to a 30mph speed limit, with no parking restrictions throughout its entire length. Along Meyrick Road, minor access roads provide access to dwellings set back from the primary access road, however, Meyrick Road also provides direct frontage access to residential properties throughout its length.

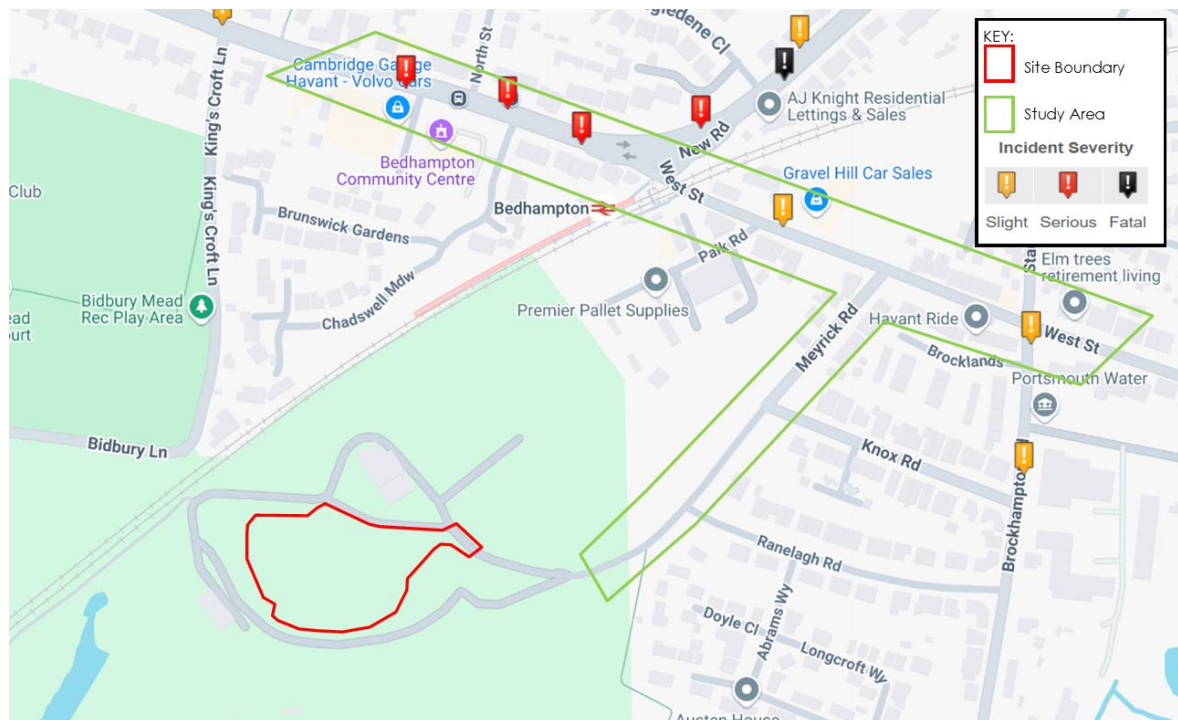
- 4.5 Approximately 240m north of the site access, Meyrick Road forms a minor approach to a priority T-junction with West Street. West Street is subject to a 30mph speed limit and has an approximate carriageway width of 6.75m. It runs broadly east-west for approximately 850m, between B2149 Bedhampton Road to the west, and the B2149 Park Road S to the east.
- 4.6 From the junction of Meyrick Road / West Street, westbound offers the most direct route to the strategic highway network, at A3(M) Junction 5.
- 4.7 It should be noted that, on approach to West Street, there is signage indicating an 7.5t weight restriction "except for loading" throughout its entire length. Given that there is no alternative route, and vehicles are travelling a short distance, along West Street, this is not expected to generate any residual impacts on the highway network.
- 4.8 Back to the Meyrick Road / West Street junction, approximately 200m west, West Street forms the minor approach to a priority T-junction with B2149 Bedhampton Road, Vehicles travelling to the A3(M) are expected to travel westbound for a distance of 800m until such a point the B2149 Bedhampton Road comes to a four-arm roundabout, with a dedicated slip road to extend onto Bedhampton Hill.
- 4.9 From this junction, Bedhampton Hill is a single carriageway measuring approximately 8.5m throughout its entire length. Continuing broadly south-west towards the strategic highway network, the speed limit of Bedhampton Hill increases to 40mph on approach to the 4-arm Bedhampton Roundabout, giving access to the A3(M). Moreover, on approach to Bedhampton Roundabout, the carriageway widens to facilitate dedicated left-turn and straight-ahead lanes.
- 4.10 For vehicles wishing to access the A3(M), vehicles would make use of the dedicated straight-ahead lane, and take the third-exit of the Bedhampton Roundabout to merge onto A3(M) northbound via a slip road.
- 4.11 Alternatively, for vehicles wishing to access southbound, vehicles would make use of the dedicated left-turn lane, onto the A27 Havant Bypass for a distance of 685m, before extending onto the M27 at a signalised crossroads.

ROAD SAFETY

- 4.12 Accident data for the most recent 5-year period (2018 – 2022) has been obtained for the network surrounding the site from www.crashmap.co.uk. Crashmap offers a definitive map

of the official road collision statistics. The locations of the accidents are broken down by junction and by link, as shown in **Figure 4.2**, below, and **Table 4.1**, overleaf.

Figure 4.2: Accident Study Area



(Source: Crashmap)

Table 4.1: Incident Summary

	2019	2020	2021	2022	2023	Total
West Street / B2149 Bedhampton Road						
Slight	1	0	0	1	0	2
Serious	0	1	1	1	0	3
Fatal	0	0	0	0	0	0

(Source: Crashmap)

- 4.13 As can be seen in **Table 4.1**, 5 accidents were recorded across the accident study area, which includes Meyrick Road, West Street and the B2149 Bedhampton Road. Of the five accidents recorded, three were classified serious and two were classified slight.
- 4.14 As demonstrated in **Figure 4.2**, only 2 accidents were recorded on West Street within the most recent 5-year period. In the same period, 3 accidents were recorded on B2149 Bedhampton Road. Across the study area, this equates to an average of 1.2 accidents per year.

- 4.15 No accidents were recorded at the junction where West Street meets Meyrick Road. This suggests there are no existing road safety issues on the highway network within the immediate vicinity of the Site. The proposed development is not expected to have a detrimental impact on this, particularly once operational, as it will result in negligible traffic generation.

5. VEHICLE TRIP GENERATION

INTRODUCTION

- 5.1 This section of the Transport Statement will consider the vehicle trip generation associated with the proposed development.

CONSTRUCTION TRAFFIC TRIP GENERATION

- 5.2 The construction phase is anticipated to approximately 6-months depending on when the proposed development is commenced and factors like weather and Distribution Network Operator scheduling requirements. For the purpose of this Transport Statement, a 6-month period is assumed as the “worst case”. Should the construction phase take longer the same amount of work will be required but would occur at a reduced intensity compared to the 6-month period.
- 5.3 During the construction period, the site will be accessed daily by LGVs and HGVs. **Table 5.1** below sets out the expected vehicles to require access to the Site over the construction period along with their expected function.

Table 5.1: Expected vehicle types

Vehicle	Vehicle Classification	Function
10t tipper trucks	HGV	Delivery of aggregates and taking away excess material
12.5m rigid lorries	HGV	Transporting cable, fencing and other materials
16.5 articulated vehicles	HGV	For delivering plant required for earthworks and forming access road and internal tracks
Skip lorries	HGV	Taking away materials for recycling
Transit Vans or similar	LGV	Delivery of smaller materials and for transporting contractors
Cars/minibuses	LGV	Transporting contractors from accommodation

- 5.4 It is envisaged that the construction phase could generate up to 250 HGVs. When considered across the 6-month construction period, this equates to approximately 42 HGVs per month, as a worst-case scenario (or 84 two-way HGV movements).
- 5.5 When considered across a month, which typically has 25 working days (including Saturdays), this equates to an average of approximately 2 HGVs per day (4 two-way movements). There will be days where HGV movements will be higher than the average, however, this would then result in periods where fewer HGVs require access to the Site.
- 5.6 The scheduling of HGV arrivals and departures will be strictly managed to ensure disruption is kept to a minimum. The temporary construction compound is of sufficient size to provide an area for at least 2 HGVs to be on site at any time, to avoid HGVs leaving and entering at the same time.
- 5.7 It is envisaged that up to 25 construction workers could be on site at any time during peak construction, although average numbers are likely to be lower, approximately 10 per day.
- 5.8 The precise number of movements associated with the construction activities can only be finalised when an Engineering Procurement Construction (EPC) contractor is appointed, whereupon materials supply and worker contracts are finalised, and a construction timetable drawn up.
- 5.9 Working hours at the site would be 07:00-19:00 Monday-Friday and 08:00-13:00 on a Saturday. There will be no site activity on Sundays or public holidays. The extended workday hours are intended to support a worker-travel and HGV booking system that avoids adding traffic to the local network during peak am/pm travel periods for local residents and during the school-run periods in term time.

MAINTENANCE TRIP GENERATION

- 5.10 Once the constructed the BESS facility will not be likely to generate any regular HGV vehicle trips. The operational site will be visited by 1-2 car, van or 4x4 type vehicles a month for technical or groundskeeping maintenance, although this is likely to reduce once landscape measures are securely established.
- 5.11 The proposed development will include at least one electric vehicle (EV) charging point, in a location to be agreed with NPG, to help support the transition to EV and minimise emissions associated with any operational site visits.

6. ACCESS, PARKING AND SERVICING

INTRODUCTION

- 6.1 This section of the Transport Statement considers the proposed access arrangements as well as parking and servicing requirements.

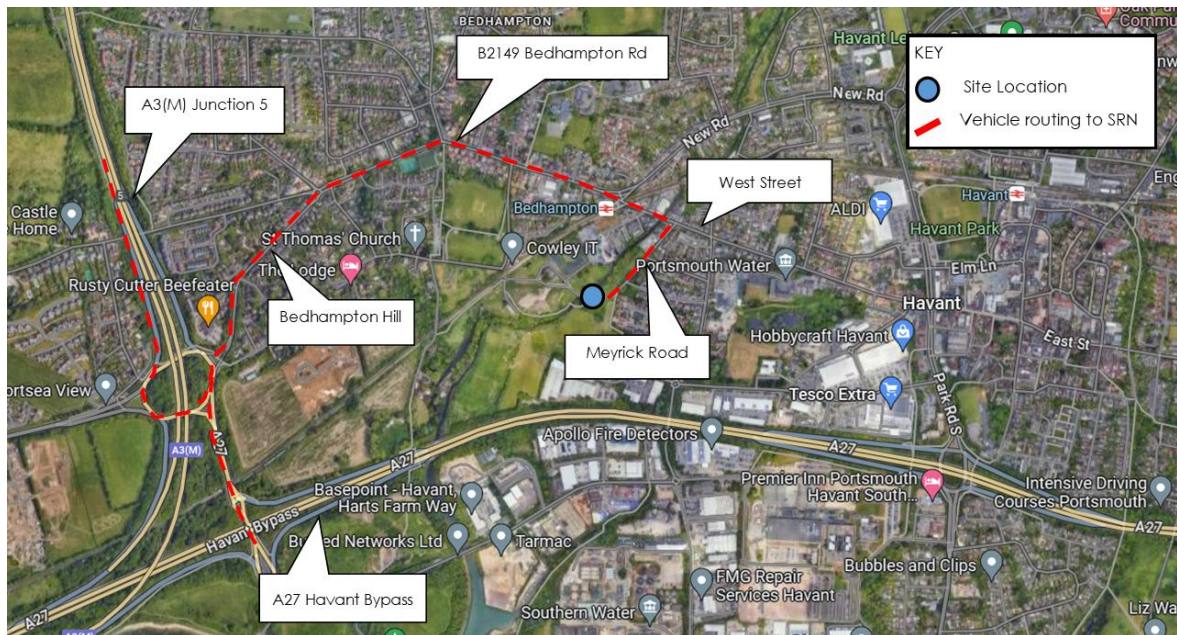
ACCESS

- 6.2 Access to the site is to be taken the existing gated access from Meyrick Road, located along the eastern boundary. Currently the access has carriageway width of approximately 3m and,, therefore can accommodate the swept paths of a max. legal articulated vehicle; the largest vehicle requiring access to the site during the construction phase. It is assumed that vehicles will enter the site in a forward gear, and make use of the turning head provided in order to egress the site, following the existing one-way route. The access is shown on the site layout drawing attached at **Appendix A**.

Construction Traffic Route

- 6.3 The route to the site, from the Strategic Road Network (SRN), comprises Junction 5 of the A3(northbound / southbound), eastbound along Bedhampton Hill, north and eastbound onto B2149 Bedhampton Road, extending onto West Street via a right-turn ghost island, and then right, towards the site. This route is shown on **Figure 6.1**, overleaf.

Figure 6.1: Vehicle routing to SRN



(Source: Google Maps)

- 6.4 HGVs and delivery/supplier LGVs accessing the site will be informed of the above construction vehicle routing from the SRN, avoiding the need to travel through development centres and utilising a route (the A3(M)) which is capable of accommodating HGVs.
- 6.5 For LGVs, associated with worker traffic, routing cannot be pre-determined as the locations from which workers will travel will vary. The EPC contractor will encourage all sub-contractors, labourers, and tradesmen to vehicle share on journeys to and from the site and will provide a minibus for non-local staff temporarily in local accommodation, to minimise the number of vehicle movements involved.

PARKING

- 6.6 There will be sufficient parking space provided during the construction phase to accommodate staff and construction vehicles, as well as the unloading of delivery vehicles within the site. Personnel parking will be fully accommodated within the proposed construction compound and no waiting or overspill parking will take place on the surrounding adopted highway.
- 6.7 When the proposed development is operational, a parking area will not be required due to the minimal movements associated with the maintenance and upkeep of the site. As described above, one maintenance vehicle will access the site per month, negating the

need for a permanent area of car parking, although at least one space for operational vehicles will be provided along with an EV charging point, likely within the larger area of aggregate surfacing adjoining the compound.

7. SUMMARY & CONCLUSIONS

SUMMARY

7.1 TPS has prepared this Transport Statement to accompany a planning application for battery storage facility on land at Bedhampton Waterworks, Havant. The following provides a summary of the key findings of the document:

- The proposals are in keeping with both local and national policy;
- It has been demonstrated that a suitable access can be provided from Meyrick Road. The access has been designed to accommodate the largest construction vehicle likely to require access to the site.
- An assessment of likely vehicle trip generation indicates that the proposals are anticipated to generate an average of around 4 two-way HGVs per day, over a 6-month construction period;
- There are no existing road safety issues that could be exacerbated by the proposals; and
- A CTMP has been prepared in support of the application, which includes additional information for the construction phase and how impact will be mitigated.

CONCLUSION

7.2 Given the above, it is considered that the proposals will not result in a 'severe residual cumulative impact' (the test set out in NPPF). As such, there are no substantive highway grounds as to why the proposed development should not be granted planning consent.



TPS Transport Consultants Ltd

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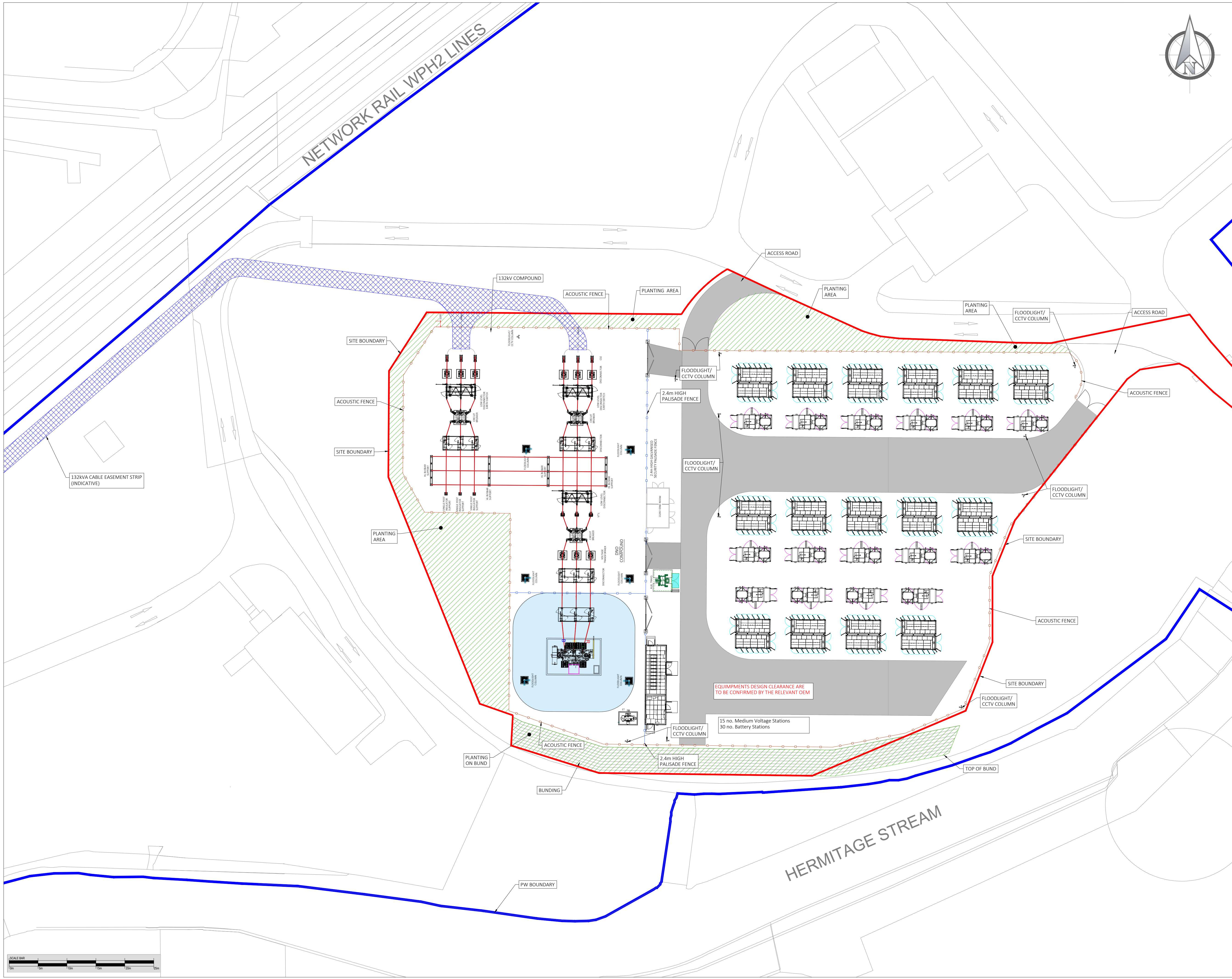
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REPORT APPENDICES

Appendix A

Indicative Site Layout



Notes:

15	-	ARRANGMENT REVISED	ZUA	23-01-25
14	-	ARRANGMENT REVISED AS PER COMMENTS	ZUA	21-10-24
13	-	RED LINE BOUNDARY AND ACOUSTIC FENCE UPDATED	ZUA	16-08-24
12	-	UPDATED TO LILO SCHEME	ZUA	27-06-24
11	-	DETAILS UPDATED	ZUA	20-05-24
10	-	DETAILS UPDATED	ZUA	13-05-24
09	-	DETAILS UPDATED	ZUA	30-04-24
08	-	DETAILS UPDATED	ZUA	23-04-24
07	-	DETAILS UPDATED	ZUA	22-04-24
06	-	- SITE BOUNDARY UPDATED - PW BOUNDARY ADDED - 132kVA EASEMENT STRIP ADDED	ZUA	05-04-24
05	-	MINOR AMENDED	ZUA	02-04-24
04	-	UPDATE TEXT AS PER COMMENT	FA	22-03-24
03	-	REVISED ARRANGEMENT	FA	21-03-24
02	-	REVISED ARRANGEMENT	FA	05-03-24
01	-	REVISED ARRANGEMENT	FA	21-02-24
00	-	FIRST DRAFT	FA	12-02-24
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SITE: BEDHAMPTON 132kV BESS MEYRICK ROAD, HAVANT PO9 3HB			
OS REFERENCE: E: 470557 N: 106315			
ICP NO: SLP_No	DACI NO: 4402	TITLE: GENERAL ARRANGEMENT PLAN	
DRAWING NO: DACI-4402-E01	REVISION: 15	SCALE AT A1: 1:300	
DATE: 23-01-25	DRAWN: ZUA	CHECKED: FA	APPROVED: