



# Transport Statement

## Corshellach Energy Storage Project

---

Ref 04876-5497129

---

### Revision History

Issue	Date	Name	Latest changes
01	09/04/2024	Milo Amsbury-Savage	First Created

---



# Table of Contents

1	Introduction .....	4
1.1	Purpose of the Report .....	4
1.2	Policy Context .....	4
1.3	Site Location .....	4
1.4	Project Description .....	5
2	Transport Route.....	7
2.1	Description of the Route to Site.....	7
2.2	Strategic Road Network Assessment .....	7
2.2.1	A96 .....	7
2.2.2	A940 .....	7
2.2.3	U89, U892U89,U89 Half Davoch Road .....	7
2.2.4	Private Access Road .....	7
2.2.5	Site Access Track .....	7
3	Construction Traffic .....	8
3.1	Delivery Vehicles .....	8
3.1.1	Civil Engineering Construction .....	8
3.1.2	Large Component Deliveries .....	8
3.1.3	Miscellaneous Equipment .....	8
3.1.4	Staff/Workforce .....	8
3.2	Vehicle Movements .....	8
3.3	Traffic Management .....	9
3.4	Timing Restrictions .....	9
3.5	Programme of Works .....	9
4	Construction Activity.....	10
4.1	Site Access and Entrance Work.....	10
4.2	Construction Working Areas .....	10
4.3	Mud Prevention Measures .....	10
4.4	Pollution Control .....	10
4.5	Emergency Services.....	10
4.6	Local Services.....	10
5	Operational Activity .....	11
5.1	Routine Operational Phase Traffic.....	11



5.2 Non-Routine Operational Phase Traffic ..... 11

6 Decommissioning Activity ..... 12

Appendix A..... 13

# 1 Introduction

## 1.1 Purpose of the Report

This Transport Statement has been prepared to support the development of an Energy Storage Project near Forres by Renewable Energy Systems Ltd (RES). Its principal objective is to provide details of the proposed transport management arrangements during the construction of the project and to provide details of transport movements during construction and operation of the project.

## 1.2 Policy Context

An overview of relevant national and local transport planning policies has been undertaken and listed below.

- National Planning Framework 4 (NPF4)
- Planning Advice Note (PAN) 75
- Transport Assessment Guidance (2012)

During pre-application consultation with Moray Council (reference: 23/00239/PEMAJ), Moray Council identified that using the road formerly used for the construction of Berryburn Windfarm would be the preferred access to the A940, this preferred access has been chosen. As per the pre-application information request, the route to site will leave the A940 at the junction located at grid reference point (GR) 302068E 853927N (see Appendix A).

## 1.3 Site Location

The site is located on agricultural land, approximately 11 km South of Forres. The location of the proposed development is within Moray Council and is shown in *Figure 1*.



*Figure 1 - Site Location Shown as Point A*

## 1.4 Project Description

The Corshellach Energy storage project comprises battery enclosures, associated foundations, transformers, inverters, electrical infrastructure, security infrastructure, access track, crane hardstanding, and storage containers on land directly adjacent to Berryburn Electrical Substation, the nearest postcode is IV36 2QH.

During construction, temporary construction facilities will include site offices, welfare areas, parking and storage areas for plant and materials.

There are three phases of the life of the proposed development. All three phases have been considered in this assessment and are as follows:

- The Construction Phase;
- The Operational Phase; and
- The Decommissioning Phase.



Of all the three phases, the construction phase is considered to have the greatest impact in terms of transport. Construction plant, bulk materials and electrical equipment will be transported to site, potentially increasing traffic.

The operational phase is restricted to occasional maintenance operations which generate significantly lower volumes of traffic that are not considered to be in excess of daily traffic variation levels on the public road network.

The decommissioning phase involves fewer trips on the public road network than the construction phase, as minor elements of infrastructure are likely to be left in place, adding to local infrastructure that can potentially be used for further agricultural or leisure uses in the future.

## 2 Transport Route

### 2.1 Description of the Route to Site

It is proposed that all equipment deliveries shall take the following route to site:

- Deliveries will start from the A96, heading south onto the A940 at Forres.
- Turn off the A940 onto the U89E Half Davoch Road at GR 302068E 853927N.
- Turn off U89E Half Davoch Road onto private access road at Tomnamoon.
- Turn off private access track onto site access track at GR 304235E 846953N and then continue to site compound.

In the event of any road closures on the proposed delivery route, all vehicles will follow the designated diversion route.

An indicative transport route can be seen in the Appendix A.

### 2.2 Strategic Road Network Assessment

The proposed development site sits on the land immediately west of Berryburn Electrical Substation, approximately 3.4 km southeast of Dunphail and approximately 11 km south of Forres, Scotland.

#### 2.2.1 A96

The A96 is a major road in the north of Scotland. It generally runs west/north-west from Aberdeen and terminating at the A9 outside Inverness. It is 164 km long, and bypasses Blackburn, Kintore, Inverurie, Huntly, Fochabers, and Dorres. It runs through Keith, Eling, and Nairn.

#### 2.2.2 A940

The A940 is an A road in Scotland and is 23 km long. It starts in Forres, leading from the A96, and terminates south where it meets the A939.

#### 2.2.3 U89E Half Davoch Road

The U89E Half Davoch Road is a road is a single-track road in Scotland approximately 9 km long. It starts at a junction with the A940 (GR 302068E, 853927N) and ends at a junction with the A940 (GR 301370E, 848335N). Vehicles will utilise existing signposted passing places to avoid unduly impacting other road users

#### 2.2.4 Private Access Road

The private access road is an unbound gravel single track road, approximately 4 km long, that runs from the junction at Tomnamoon with the U89E Half Davoch Road to a junction with the U88E Divieside Road located at GR 303983E 846818N.



### 2.2.5 Site Access Track

The access track is 100 m long stretching from the site to the private access road.



## 3 Construction Traffic

### 3.1 Delivery Vehicles

#### 3.1.1 Civil Engineering Construction

On site hardstanding areas, tracks and equipment foundations shall be constructed using stone and concrete. The majority of deliveries at this stage will use tipper lorries, concrete trucks and flatbed trucks. Plant required for the works will also be delivered on low loaders or other suitable transportation vehicles.

#### 3.1.2 Large Component Deliveries

These components shall be delivered using articulated lorries. Associated goods such as smaller components, tools and other equipment will be delivered on flatbed trucks and low loaders. The majority of deliveries will fall under the UK Standard Vehicle Regulations. Large components will typically be installed by mobile crane.

The scope of the construction project does not entail any abnormal loads being delivered subject to supplier confirmation. Should the need for an abnormal load or STGO vehicle(s) be identified during the development of the final delivery solution and confirmation of the final supplier, the route will be fully assessed, and suitable measures implemented e.g. the use of escort vehicles, as required by law.

#### 3.1.3 Miscellaneous Equipment

Electrical and communications cables, fencing panels, drainage materials and other such miscellaneous materials will be delivered to site on flatbed trucks or low loaders. Occasional deliveries of small packages will also take place with vans and other light goods vehicles.

Site offices, welfare facilities and equipment storage containers will be delivered on flatbeds and low loaders and will be maintained on an ad-hoc basis.

Regular deliveries of fuel and water for the site plant will be made using a mini tanker and removal of chemical toilet waste will be made using a mini tanker.

#### 3.1.4 Staff/Workforce

The daily commute of workers in cars, vans and small trucks will form a large proportion of the site traffic. However, the chosen Contractor will encourage all sub-contractors, labourers and tradesmen to car/van share for their journeys to and from the site to reduce the number of vehicle movements involved. Parking for the workforce will be fully accommodated on site. Parking on, or near to, the adopted highway will not be required.

### 3.2 Vehicle Movements

Throughout the construction phase HGVs will complete numerous deliveries and movements to aid the construction of the BESS compound. HGV movements are expected to be most intense throughout the first few weeks of construction. The table below shows the estimated number of deliveries and movements for the main infrastructure.

Movement	Class	Estimated Number of Vehicles	Movements
Site Mobilisation/Demobilisation	HGV	30	60
Temporary Fence Delivery	HGV	15	30
Site Welfare Maintenance	HGV	24	48
General Site Deliveries	HGV	24	48
Imported Stone	HGV	506	1012
Concrete Delivery	HGV	55	110
Onsite Battery containers, PCS and Transformer Unit Delivery	HGV	80	160
Electrical Equipment Delivery	HGV	20	40
Substation Equipment Delivery	HGV	5	10
Cable and Ducting Delivery	HGV	30	60
Permanent Fence Delivery/CCTV	HGV	20	40
Spare Container Delivery	HGV	1	2
Total		810	1620

Table 1 - Guideline Vehicle Movement Numbers and Timing

Vehicle movements can vary depending on site conditions, programming, weather restrictions, etc., and therefore these numbers should be treated as a guideline only.

The expected HGV volumes are based on best estimates of trips generated for similar sized battery storage facilities and will be subject to amendments based on local conditions, working practices and timing of works.

Sufficient time will be provided between deliveries to allow for any delays (such as loading / unloading taking longer than expected) and to avoid any vehicles waiting.

### 3.3 Traffic Management

Details of the potential traffic management arrangements during the construction phase will be agreed with Moray Council. Any operations will be performed in accordance with local and national standards and specifications.

### 3.4 Timing Restrictions

It is anticipated that all traffic movements will be carried out between 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in advance with Moray Council.

### 3.5 Programme of Works

The programme of works is anticipated to take place over approximately a 12-month period. A detailed programme of works will be produced prior to construction commencing.



## 4 Construction Activity

### 4.1 Site Access and Entrance Work

The access track to the site from the private access road to the site compound will be a newly constructed stone track 100 m in length.

### 4.2 Construction Working Areas

During construction, a temporary construction working area will be set up within the wider field for construction works and temporary facilities. The temporary facilities will include site offices, welfare areas, parking, a turning area for vehicles, and storage areas for plant and materials. Once construction of the site is completed, all portacabins, machinery and equipment will be removed from site.

Vehicles will drive into the site forwards, turn around on site and exit forwards. Measures shall be in place to manage the timing of the delivery of material and plant to the site; if the site has insufficient space to accommodate a delivery (e.g., due to an ongoing delivery or obstructive site works), the delivery vehicle will be instructed to wait in a safe location, remote from site if necessary, until suitable space is available.

### 4.3 Mud Prevention Measures

During the works, measures shall be in place to ensure that mud and debris is not spread onto the adjacent public highway. The immediate area of the junction between the public highway and private access road will be regularly inspected, and any deposited debris or mud will be dealt with immediately by means of a road sweeper.

### 4.4 Pollution Control

Best practice measures will be implemented to minimise pollution due to construction. These measures are detailed in the Construction Environmental Management Plan (CEMP) which forms a separate document to this.

### 4.5 Emergency Services

The Police, Fire and Ambulance service will be given written notice of the construction works and invited to site for an additional briefing.

### 4.6 Local Services

RES will make every reasonable effort to ensure that there is no disruption to local services e.g., bin collections and school buses.



## 5 Operational Activity

### 5.1 Routine Operational Phase Traffic

Once operational, the facility will be remotely controlled and as such will be unmanned. There will however be a visit to the site approximately once a month by a car, van or light goods vehicle, to carry out regular inspections and route maintenance. Parking for these visits will be accommodated on site.

### 5.2 Non-Routine Operational Phase Traffic

It is possible that one or more medium or large components may require replacement during the operational life of the facility. The nature of the traffic associated with such works will be similar to that used in the construction phase of the project but will be present for a much shorter duration. Should the scale of the works be such that traffic management measures would be required to manage vehicle movements to and from the site, the necessary permissions shall be sought from the local authority in line with due process.



## 6 Decommissioning Activity

The traffic effects during the decommissioning phase can only be fully assessed closer to that period. As elements of the Proposed Development are likely to remain in-situ, the traffic flows associated with the decommissioning works will be lower than those associated with the construction phase. The construction phase therefore represents a worst-case assessment and as such, no further assessment of the decommissioning phase has been considered at this point. No potential significant decommissioning effects are predicted as part of the Proposed Development.

# Appendix A

