



Transport Statement

Holmston Farm Energy Storage Project

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Revision History

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1 Introduction

This Transport Statement has been prepared to support the development of the Holmston Farm Energy Storage Project. 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.

1.1 Description of the Site

The Holmston Farm Energy Storage Facility comprises 36 battery containers, associated PCSs and transformers, a substation building and ancillary plant and infrastructure on land off Holmston Farm, Ayr, KA6 5JJ.

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

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:

- It's likely that the M77 will be utilised, heading south, until it turns into the A77. The A77 will be followed south alongside the city of Newton on Ayr.
- Roughly 200m after crossing the River Ayr from the north is a left hand turning, this is the existing entrance to the site which will be utilised to access the project.
- Follow the on-site access track roughly 200mm through the Christmas tree field heading south-east to the energy storage compound situated to the eastern side of the site.

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

There will be a 'no right turn' rule for all construction traffic entering/leaving the site. To reduce impacts on the A77, all construction traffic approaching from the south of the site will be required to continue north on the A77, rather than turning right across the double lane of southbound traffic on the A77. Instead, all construction traffic must continue north for c.2km until reaching the Whitletts Roundabout, at which point the roundabout will be utilised to turn around, heading back down the A77, and accessing the site from the north, turning left into site. Similarly, there will be a strict 'no right turn' policy when exiting the site for the same reason.

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

2.2 Strategic Road Network Assessment

The proposed battery storage site sites on the land to the east of Holmston Roundabout, which connects the A70 and A77.

2.2.1 M77

The M77 is a motorway in Scotland, beginning in Glasgow at the M8 motorway, and terminating at Fenwick where it becomes the A77 dual carriageway. It forms the most northerly part of the A77 trunk road which links Glasgow to Stanraer in the South-West of Scotland.

2.2.2 A70

The A70 road is a major road in Scotland. It runs a total of 74.3 miles from Edinburgh to Ayr. It begins as Dalry Road at the Haymarket, Edinburgh junction with the A8, passing near but not through Lanark and ending as Miller Road in Ayr. Between Edinburgh city centre and Lanark it passes through the Edinburgh suburbs of Slateford, Juniper Green, Currie and Balerno; then Carnwath (where the A70 joins the A721 for three miles), Carstairs (where the two roads separate again), and Ravenstruther, while between Lanark and Ayr it passes through Hyndford Bridge, Rigside, Douglas, Muirkirk, Smallburn, Cumnock, Ochiltree, and Coylton. It is a single carriageway for most of its length.

2.2.3 A77

The A77 road is a major road in Scotland, running in a south-westerly direction from the city of Glasgow to the village of Portpatrick on the Irish sea. It has full trunk road status from the terminus of the M77 motorway at Fenwick to the junction with the A75 in Stranraer. The A77 is an important link from Glasgow to one of its major airports.

2.2.4 Access Track

The access track utilised in accessing the site begins at the existing site entrance, off the A77, which is currently used for the commercial Christmas Tree business existing on site. This is an existing on-site grassed track. Once inside the site entrance, the access track will head southeast, extending approximately 200m from the site entrance to the energy storage compound.

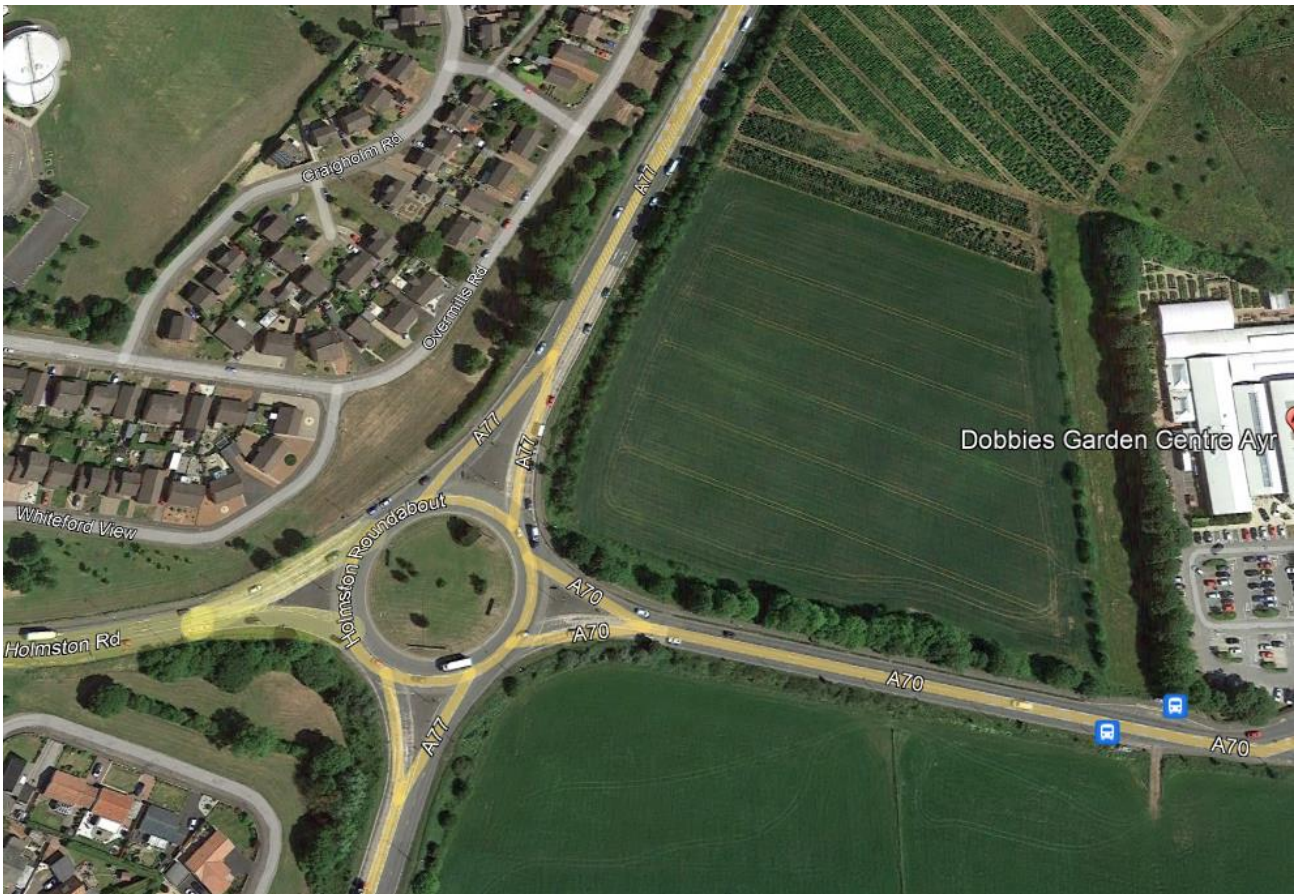


Figure 1 -Birds eye view of Holmston Roundabout

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 there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff), on site. HGV movements are expected to be most intense throughout the first few weeks of construction whilst car/van movements are expected to be constant throughout. The table below shows the estimated number of deliveries and movements for the main infrastructure.

Vehicle movement	Estimate total return trips over a twelve-month construction period	Indicative spread of vehicle movements during the construction phase	Maximum daily return trips
Site Welfare Setup	10	Month 1	5
Tipper truck (stone delivery)	600	Months 1 - 3	20
Onsite battery containers, PCS and transformer unit delivery.	80	Months 4 - 9	5
Battery delivery	75	Months 6 - 9	10
Electrical equipment delivery	20	Months 6 - 9	5
Substation equipment delivery	5	Months 6 - 9	2
Cable delivery	20	Months 6 - 10	5
Concrete delivery	30	Months 3 - 5	8
Duct / cable ladder delivery	40	Months 3 - 6	5
Temporary Fence delivery	30	Month 1	5
Permanent Fence delivery	30	Month 10	5
Spares container delivery	1	Month 10	1
Construction personnel	6000	Months 1 - 12	30

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 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 South Ayrshire Council.

3.4 Programme of Works

The programme of works is anticipated to take place over approximately a 12-month period. An initial indication of the programme of works is provided below.



	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12
Setup site welfare	■											
Construct site entrance	■											
Construct site tracks and hardstandings	■	■										
Construct drainage works		■	■									
Construct foundations			■	■	■							
Install battery enclosures					■	■						
Install batteries and PCSs						■	■	■	■			
Onsite cable works						■	■	■	■			
Substation installation							■	■	■			
Grid connection works									■	■		
Energisation									■	■	■	
Commissioning										■	■	
Testing											■	
Handover												■

Table 2 - Indicative Programme of Works

4 Construction Activity

4.1 Site Access and Entrance Work

The access track utilises the existing grassed track to the west of the site, leading directly from the A77, north of Holmston Roundabout. It is a short path, running c.200m from the site entrance to the A77.

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 public highway 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.

Appendix A

Figure 1



Figure 2

