



# Transport Statement

## Contullich Energy Storage Project

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Ref 05196-7044928

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### Revision History

Issue	Date	Name	Latest changes
01	21/12/2023	William Miskelly	First Created
02	04/06/2024	William Miskelly	Sections 2.2.3 & 2.3.3 updated to include access track changes.

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# 1 Introduction

This Transport Statement has been prepared to support the development of the Contullich 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 Contullich Energy Storage Facility comprises 64 battery storage enclosures, associated power conversion systems (PCSs) and transformers, a substation building and ancillary plant and infrastructure on land at Contullich, Alness, Highland, IV17 0YA.

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:

- Travel North along the A9 until turn off onto the Struie Road (B9176).
- Travel North along Struie Road (B9176) for approximately 3.5km until the site entrance is reached.

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

### 2.2 Strategic Road Network Assessment

The proposed battery storage site sits on the land to the East of Struie Road, which connects to the A9.

#### 2.2.1 A9

The A9 is a single carriageway in Scotland, beginning at junction 11 (Keir roundabout) of the M9 motorway, and terminating at the port of Scrabster.

#### 2.2.2 Struie Road (B9176)

Struie road is a rural single carriageway road that runs from the junction with the A9 to the junction with A836 its length is approximately 14 miles.

#### 2.2.3 Access Track

The site access utilises the existing access from the B9176 Struie Road, which is currently used for agricultural purposes. Between Struie Road and the access track there will be an asphalt apron of approximately 10m in length. The remainder of the access track will be made from stone.

Following engagement with The Highland Council and Transport Officer (ref: 23/05999/FUL) the route of the access track has been adjusted, now taking a more direct route to site. In addition to this, anti-glare fencing has been added to the northern edge of the access track. The track no-longer runs parallel to the B9176 Struie road, this will reduce the potential for traffic on the B9176 Struie road to interpret vehicles on the access track as oncoming traffic.

In line with the National Fire Chiefs Council Grid Scale Battery energy Storage System planning guidance, a secondary access track has also been added. This will utilise the same access point on the B9176 Struie Road, heading southeast towards the compound. More information on the purpose of this access track can be found in the Fire Risk Statement which forms a separate document to this.

### 2.3 Site Access Point

#### 2.3.1 The Highland Council Guidance

The access point to the site has been chosen following engagement with The Highland Council and their transport officer (Highland Council Reference number: 23/03585/PREMAJ). The transport officer has stated

that the access point must meet The Highland Council guidance (Roads and Transport guidelines for new developments). In table 5.4 of the guidance, it states that the visibility splay should be 2.4m in the X Direction and 215m in the Y direction. Figure 1 demonstrates these directions.

Section 5.7.2.2 of the guidance has also been taken into consideration when choosing an access point, this section states,

*“The eye level of a driver can vary from 1.05m above the road surface, when in a typical car, to approximately 2.0m for a commercial vehicle. To allow drivers to see each other across summits, across bends and at junctions, it is essential that unobstructed forward visibility is at least provided within these heights above the road surface, in terms of Full Overtaking Sight Distance.”*

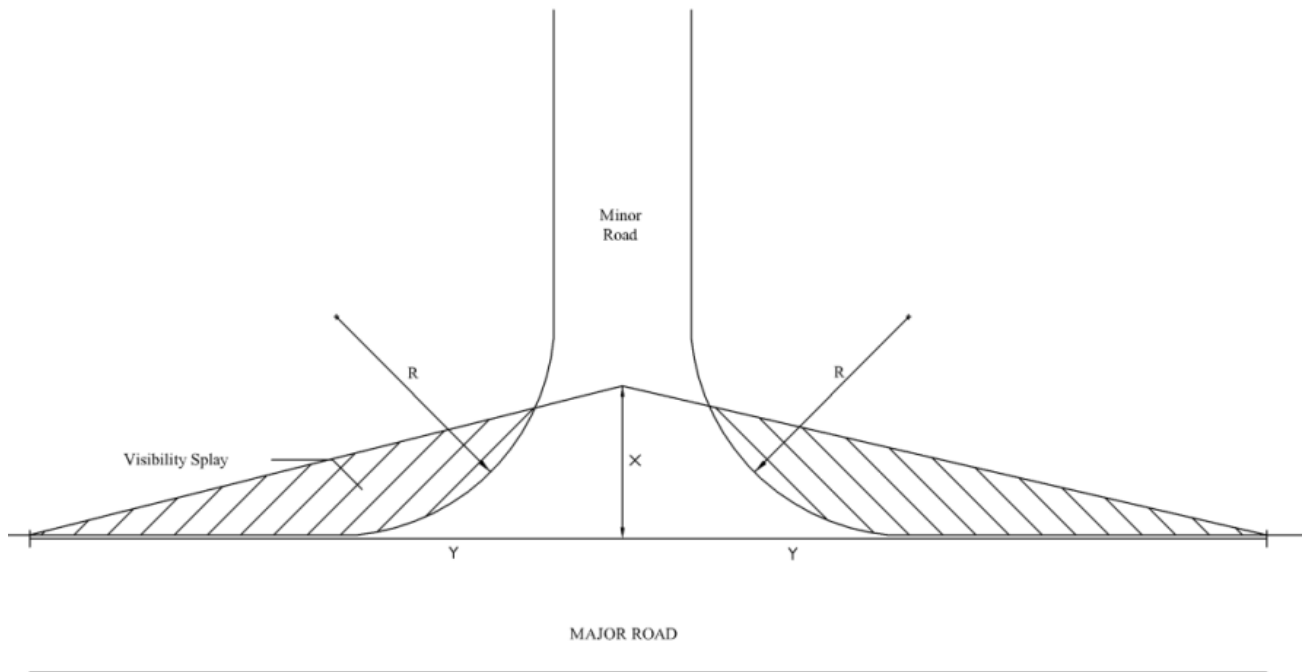


Figure 1

### 2.3.2 Substation Access

The transport officer stated a preference to use the existing substation access. On further review of this access point it was observed that the vertical alignment of the road to the north where it enters the tree line results in a potentially obstructed view (shown in figure 2) and achieving the required visibility splays would be challenging at this location. Additionally, the substation access is also shared with other recreational users (dog walkers, joggers, people looking to fish that Averon river etc). Avoiding this access reduces any potential negative impact on these users.



Figure 2 - Existing Substation Access View North

### 2.3.3 Existing Field Access

The existing field access on the B9176 Struie Road will be used for the project. This has been confirmed as acceptable by the Transport Officer at The Highland Council. The existing field access shown in figure 3 & 4 was investigated. The sightlines shown in these figures and in the visibility splay drawing (appendix B) demonstrate that the access point sits above any potential obstructions to meet the vertical requirements and has an unrestricted view in both directions to meet the horizontal requirements therefore The Highland Council visibility splay guidance is met. The land required for these splays sits entirely within RES's control therefore will be kept clear of obstructions throughout the lifecycle of the project.





Figure 3 - Purposed Access View North



Figure 4 - Purposed Access View South



## 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.

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 an eighteen-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)	1000	Months 1 - 5	30
Onsite battery storage enclosures, PCS and transformer unit delivery.	88	Months 6 - 14	10
Electrical equipment delivery	10	Months 9 - 14	5
Substation building deliveries	5	Months 6 - 14	5
Substation equipment delivery	5	Months 9 - 14	2
Cable delivery	20	Months 10 - 16	5
Concrete delivery	40	Months 5 - 8	8
Duct / cable ladder delivery	40	Months 5 - 9	5
Temporary Fence delivery	30	Month 1	5
Permanent Fence delivery	30	Month 16	5
Spares container delivery	1	Month 16	1
Construction personnel	8000	Months 1 - 18	50

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

#### 3.3.1 Weekends & Public Holidays

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.

#### 3.3.2 Adjacent Battery Energy Storage Site

There is a battery energy storage being constructed adjacent to this site, where necessary or reasonably practicable coordination of construction schedules and deliveries will be coordinated to minimise impact.



### 3.4 Programme of Works

The programme of works is anticipated to take place over approximately a 18-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	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	
Setup Site Welfare	█																		
Construct Site Entrance	█	█																	
Construct Site Tracks and Hardstandings	█	█	█	█	█														
Construct Drainage Works			█	█	█	█	█	█											
Construct Foundations					█	█	█	█	█	█	█	█	█	█	█				
Install Battery Enclosures								█	█	█	█	█	█	█	█	█			
Install PCS's											█	█	█	█	█	█	█		
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 site access utilises the existing site entrance point to the West of the site, this existing access point leads directly onto Struie Road. It will be a short distance of approximately 350m along the newly constructed stone track from the battery energy storage compound to Struie Road. The existing access point onto Struie Road will also be upgraded to support the loads and frequency of the site traffic entering and leaving the site.

Further detail of the proposed site access can be seen in Appendix B (05196-RES-ACC-DR-PT-001).

### 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 - Route to site

Figure 5 shows the route to site from the A9. The blue route is the delivery route from the A9 to the site (shown by the red line boundary). The access point location has also been shown in figure 5.

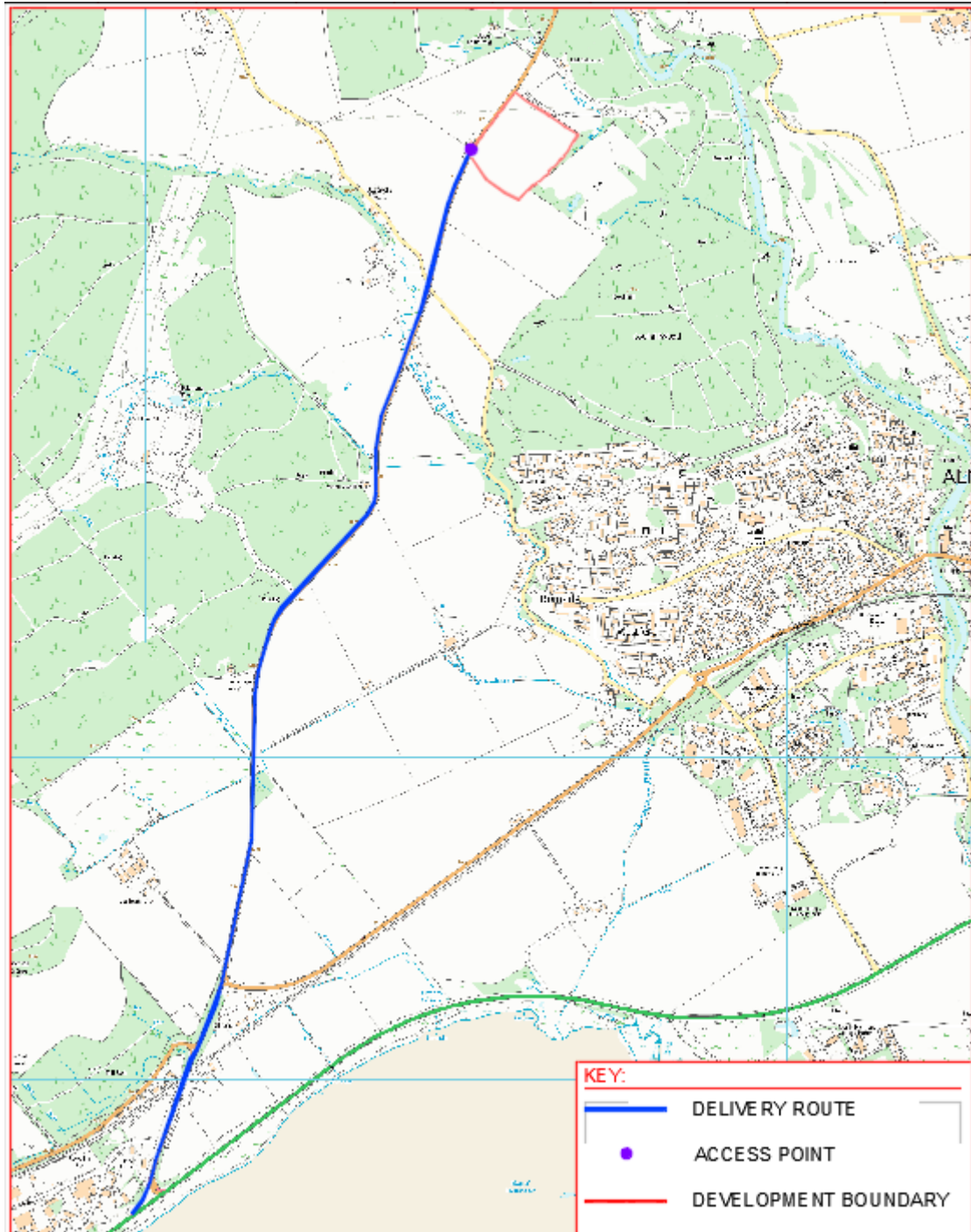


Figure 5





## Appendix B - Access Point Visibility Splay Drawing