

LAND AT GIBSTON FARM, BLACKHILLOCK, SCOTLAND CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PROJECT NO. 23/086 DOC NO. D002

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VERSION: 1.0

CLIENT: BLACKHILLOCK FLEXPWR LTD

Velocity Transport Planning Ltd

www.velocity-tp.com



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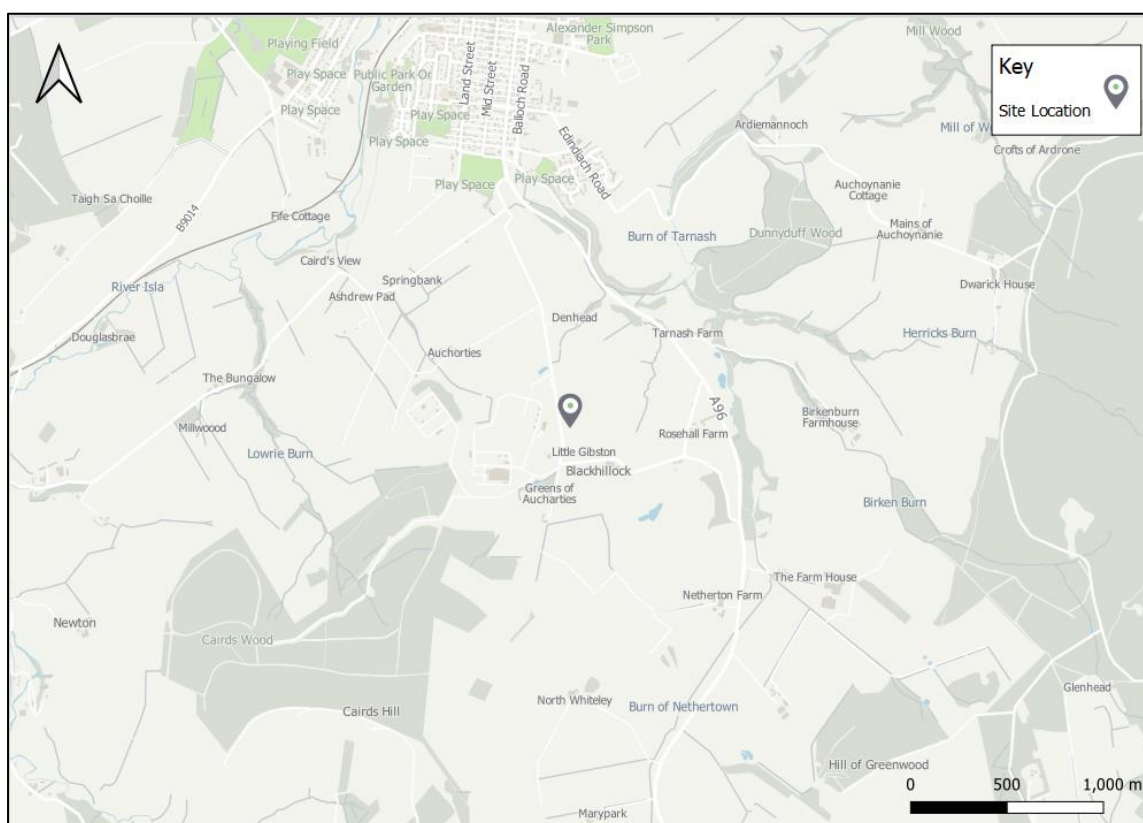


1 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1 Velocity Transport Planning (VTP) have been appointed by Blackhillock Flexpower Ltd (the 'Applicant') to provide transport planning advice in relation to the proposals at Land at Gibston Farm, Blackhillock, Scotland, AB55 5NY (the 'Site').
- 1.1.2 This document details the Outline Construction Traffic Management Plan (oCTMP) for the Land at Gibston Farm, Blackhillock, Scotland, AB55 5NY (hereafter referred to as the 'Proposed Development').
- 1.1.3 The Proposed Development is located within the administrative boundary of Moray Council (MC). Transport Scotland forms the highway authority for the Strategic Road Network (SRN) in close proximity to the Site.
- 1.1.4 The location of the Site is shown in **Figure 1-1**, within the context of Blackhillock.

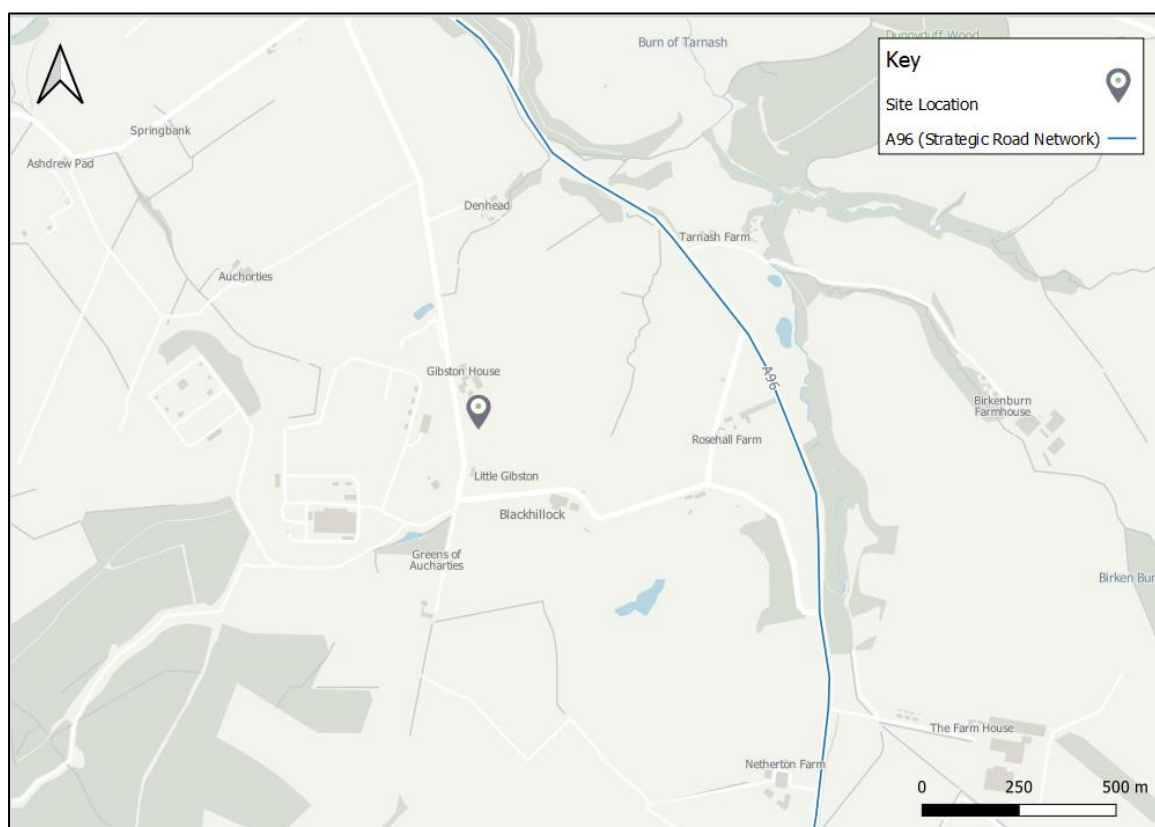
Figure 1-1: Site Location and Local Context Plan (1:20,000)



- 1.1.5 The location of the Site and its proximity to the SRN, the A96 to the northeast, is shown in **Figure 1-2**.



Figure 1-2: Site Location and Proximity to Strategic Road Network (1:10,000)



1.2 CTMP CONTEXT

- 1.2.1 This report will accompany the forthcoming planning application for the Proposed Development to meet the validation requirements of MC. This report will cover construction traffic, the details of which will be secured within the final Construction Traffic Management Plan (CTMP) by way of planning condition.
- 1.2.2 The measures proposed within this report will be agreed prior to commencement of construction works with the relevant stakeholders. The final CTMP will be prepared following the appointment of a principal construction contractor, prior to the start of works and in accordance with this report.
- 1.2.3 The final CTMP will provide mitigation for the traffic generated during the construction phase of the Proposed Development. This will ensure that impact on existing users of the public highway network, or those located close to it, is limited by as much as is practicably possible.
- 1.2.4 This report is intended to be a live document and form the basis of the CTMP, such that modifications and necessary interventions can be made following further information and advice from consultees.
- 1.2.5 The appointed construction contractor will be responsible for working in accordance with the controls documented in this report, pursuant to the conditions of the planning permission. The overall responsibility for implementation of the final CTMP will lie with the appointed contractor as a contractual responsibility to the Applicant, as the Applicant is ultimately responsible for compliance with the conditions of the planning permission.
- 1.2.6 This document does not address measures, or the transport aspects associated with the operational phase or the decommissioning phase.



1.3 OBJECTIVES

1.3.1 The objectives of the Transport Report which focuses on construction traffic are as follows:

- ⦿ Keep freight and construction traffic to a minimum, particularly during local network peaks to reduce the impact on the highway network;
- ⦿ Ensure that the movements of people and materials are achieved in a safe, efficient, timely and sustainable manner; and
- ⦿ Ensure the continued monitoring, review, and subsequent improvement of the final CTMP and mitigation measures proposed.

1.4 CONSULTATION

1.4.1 This report will seek to agree the construction traffic management strategy with officers at Transport Scotland, MC, and other key stakeholders, for incorporation into the final CTMP.

1.4.2 Ongoing engagement with key stakeholders will continue throughout the consultation process as necessary to ensure that the final CTMP seeks to accommodate all stakeholders in the strategy proposed, as far as is practicably possible.

1.5 POLICY REVIEW

1.5.1 A review of relevant policy documents has been undertaken from the following:

- ⦿ National Planning Framework 3 (June 2014);
- ⦿ Scottish Planning Policy (June 2014); and
- ⦿ Moray Local Development Plan (July 2020)

1.6 DOCUMENT STRUCTURE

1.6.1 Following this introduction, this Transport Report is structured as follows:

- ⦿ **Section 2: Proposed Development** - summarises the proposals and construction methodology;
- ⦿ **Section 3: Vehicle Routing and Site Access** - details the construction routing and access strategy from both the strategic and local road network;
- ⦿ **Section 4: Mitigation Measures** - summarises the mitigation strategy and supporting measures that will be implemented;
- ⦿ **Section 5: Implementing, Monitoring and Review** - sets out how the Transport Report will be delivered, monitored, and reviewed; and
- ⦿ **Section 6: Summary & Conclusion** – provides an overview of the sections raised within this report.



2 PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT

2.1.1 The Proposed Development seeks to develop the Site to provide a 349MW Battery Energy Storage System (BESS) at the Site location.

2.1.2 The proposals comprise the provision of approximately 250-300 containers, including the batteries (based on 20ft ISO-Containers) and two super-grid transformers. The proposals will also seek to provide a Switchgear unit that will be installed between the two super-grid transformers.

2.1.3 At this stage, it is considered that the construction works would comprise the following:

- ⦿ Site preparation:
 - Delivery of construction materials, plant, and equipment
 - The establishment of fencing
 - The upgrade of existing tracks and construction of new tracks required
 - Marking out location of the infrastructure
- ⦿ BESS construction:
 - Delivery of Proposed Development components
 - Erection and placement of containers
 - Installation of Distribution Cables
 - Installation of transformers
 - Construction of onsite electrical infrastructure.
 - Testing and commissioning
 - Reinstatement and habitat creation

2.1.4 As the operational flows of the Proposed Development are likely to be minimal and associated primarily with maintenance, the main traffic impacts are associated with construction.

2.2 CONSTRUCTION PROGRAMME

2.2.1 The construction phase is anticipated to take around 18 months; however, this will be subject to the transformer and battery delivery timescales. Subject to being granted planning permission the earliest construction is anticipated to start is 2025.

2.2.2 The final construction programme will be dependent on the final layout design and potential environmental constraints on the timing of construction activities.

2.2.3 The full construction programme and schedule of construction works will be detailed within the final CTMP by the principal contractor.



2.3 WORKING HOURS

- 2.3.1 Core construction hours will run from 08:00 to 18:00 Monday to Saturday, with no work permitted on Sundays or Bank Holidays. Heavy Goods Vehicle (HGV) deliveries to the Site and works likely to generate substantial levels of noise would be limited to daytime hours of 07:00 to 19:00 during weekdays or Saturday mornings (until 13:00 hours), unless otherwise agreed with the local authorities.
- 2.3.2 Working days will be one 12-hour shifts, with employees travelling to and from the Site an hour either side of these times (i.e., between 06:00 and 07:00, and 19:00 and 20:00). Where onsite works are to be conducted outside the core working hours, they will comply with the restrictions pursuant to the consenting process.

2.4 STAFF AND PARKING

- 2.4.1 At present, it is assumed that the construction of the Proposed Development will require a maximum of 35 staff on-site any one point.
- 2.4.2 Subject to the accommodation strategy for staff, a temporary car parking area will be provided within the Site. However, there may also be scope for a shuttle service from the place of accommodation.
- 2.4.3 Further information on the temporary car park arrangement will be confirmed within later iterations of the CTMP once full details are available on staffing numbers.

2.5 CONSTRUCTION EQUIPMENT

- 2.5.1 It is considered that the following vehicles will be required to facilitate construction of the Proposed Development:
- ⊙ Excavators;
 - ⊙ Cranes;
 - ⊙ Ramming machines;
 - ⊙ Telehandlers;
 - ⊙ Cable layers;
 - ⊙ Forklifts;
 - ⊙ Waste vehicles;
 - ⊙ Cable pullers;
 - ⊙ Trenching machines;
 - ⊙ Loaders;
 - ⊙ Graders;
 - ⊙ Compactors; and
 - ⊙ Tractor with trailer.
- 2.5.2 In addition to the vehicles noted above, the Proposed Development will require the movement of Abnormal Indivisible Loads (AIL) to transport the transformers to the Site.
- 2.5.3 The Road Vehicles (Authorisation of Special Types) General Order 2003 sets out the categories of AILs with regard to weight, width, and length. Depending on the size of the plant to be transported different arrangements may be required in terms of temporary traffic management and the management and timing of these movements. These movements will be required to meet the standards and guidelines as set out in the Road Vehicles (Authorisation of Special Types) General Order 2003.
- 2.5.4 For information, the Special Types General Order (STGO) categories are as follows:
- ⊙ STGO Category 1 – maximum gross vehicle weight 46,000kg (5 axles) or 50,000kg (6 axles);



- ⦿ STGO Category 2 – maximum gross vehicle weight 80,000kg; and
- ⦿ STGO Category 3 – maximum gross vehicle weight 150,000kg.

2.5.5 It is anticipated that the Proposed Development would require the delivery of up to three AILs across the construction programme to deliver the transformers.

2.5.6 The AIL license will be agreed with all relevant stakeholders, including Transport Scotland and the Police, to ensure all necessary escorts and closures are in place.

2.6 ESTIMATED VEHICLE NUMBERS

2.6.1 Based on the information currently available by the Applicant, it is estimated that the Proposed Development would require up to 10 daily HGV arrivals as a worst-case.

2.6.2 The maximum of 35 staff would arrive and depart outside of the AM and PM peak hours prior to the shifts starting and ending.



3 VEHICLE ROUTING AND SITE ACCESS

3.1 ROAD NETWORK

3.1.1 At this stage, it is not possible to determine (or fix) the point of arrival for the Proposed Development infrastructure and components. On that basis, an initial feasibility exercise has been undertaken to determine potential access routes along the Local Road Network (LRN) to the Site, from the Strategic Road Network (SRN).

STRATEGIC ROAD NETWORK

3.1.2 In terms of the SRN, the A96, is located approximately 300m east of the Site. This road is under the control of Transport Scotland.

LOCAL ROAD NETWORK

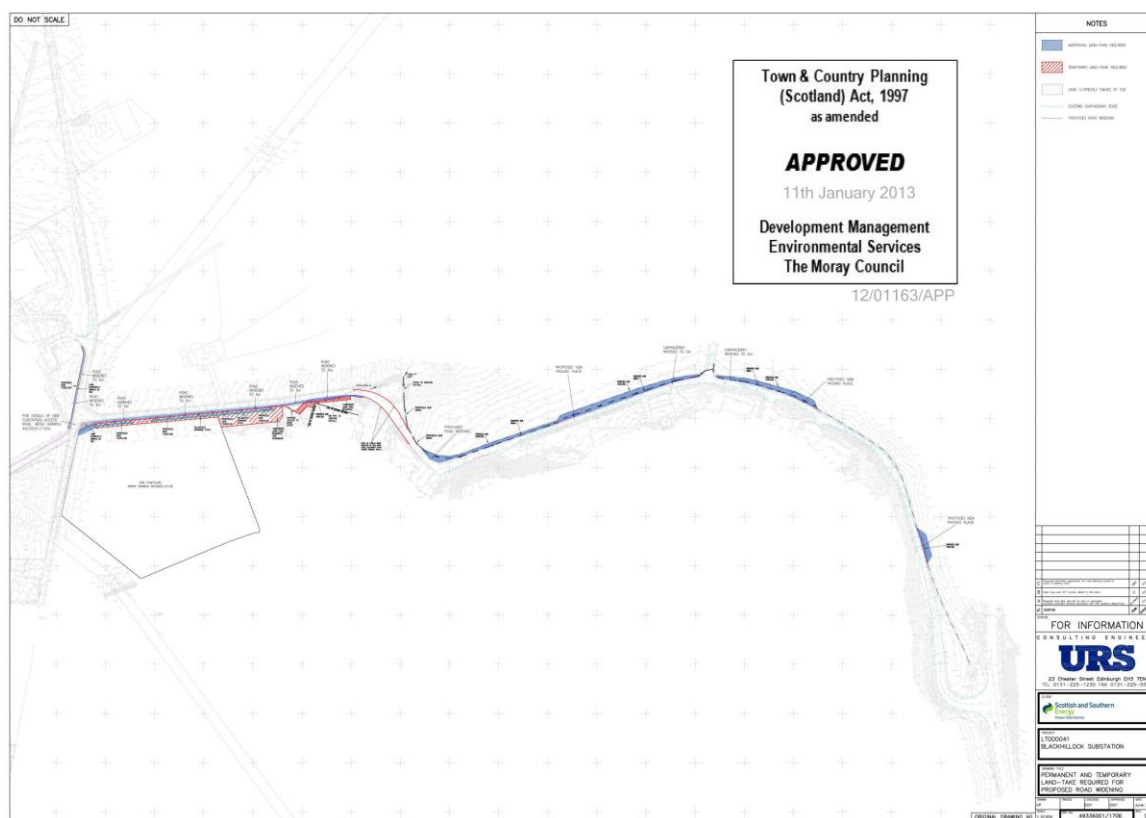
3.1.3 With respect to the LRN, the A96 can also be accessed via the U43H which is located adjacent to the western border of the Site.

3.1.4 The U43H is approximately 9.0m wide at the junction with the A96 to allow for two-way vehicular flows. It is noted that sections of the U43H have been widened as part of the application for the Blackhillock substation, planning ref: 12/01163/APP, in order to facilitate the movement of construction vehicles to and from sites in the local area as part of the adjacent works for the Blackhillock substation and supporting BESS's.

3.1.5 A drawing produced by URS for the approved widening works on U43H, planning ref: 12/01163/APP, is provided in **Figure 3-1** (overleaf) and also at **APPENDIX A**.



Figure 3-1: U43H Widening Works

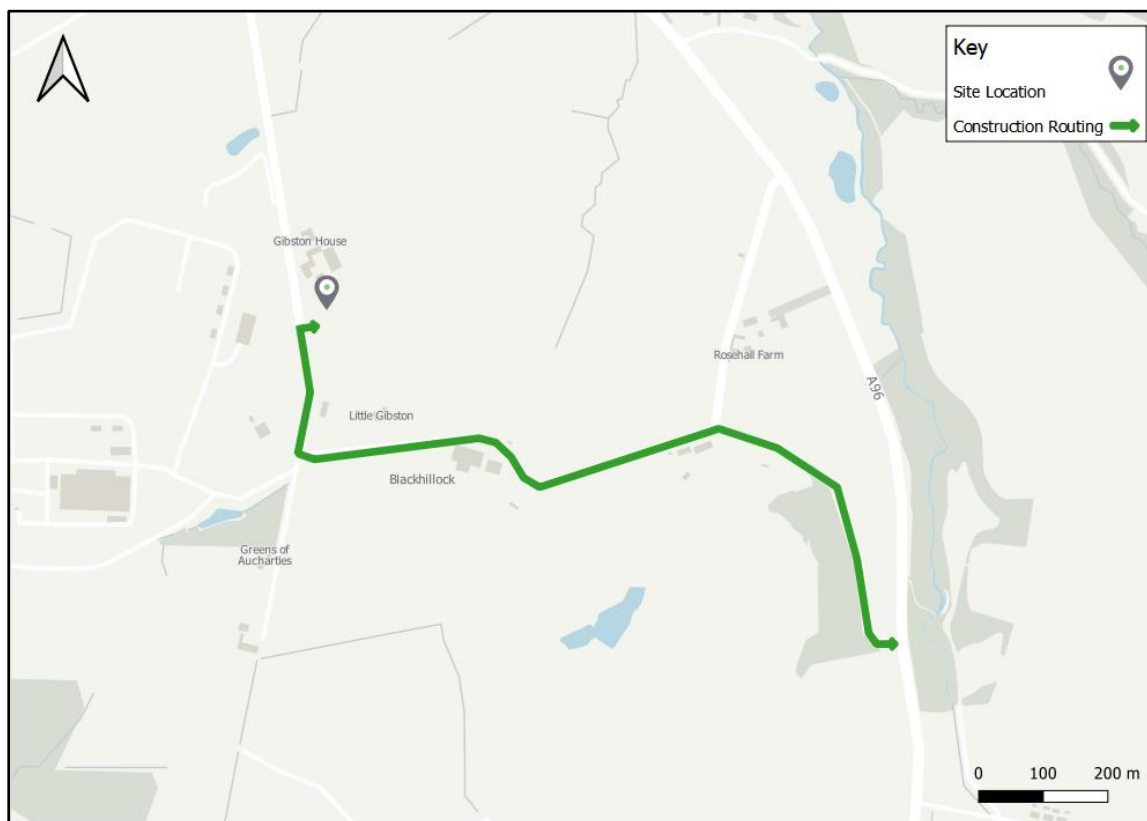


3.2 ACCESS ROUTES

- 3.2.1 For access from the SRN to the Site via the LRN for HGVs, vehicles will route along the A96, before joining onto U43H leading into the Site.
- 3.2.2 An overview of the proposed construction access routes for HGVs is provided in **Figure 3-2**.



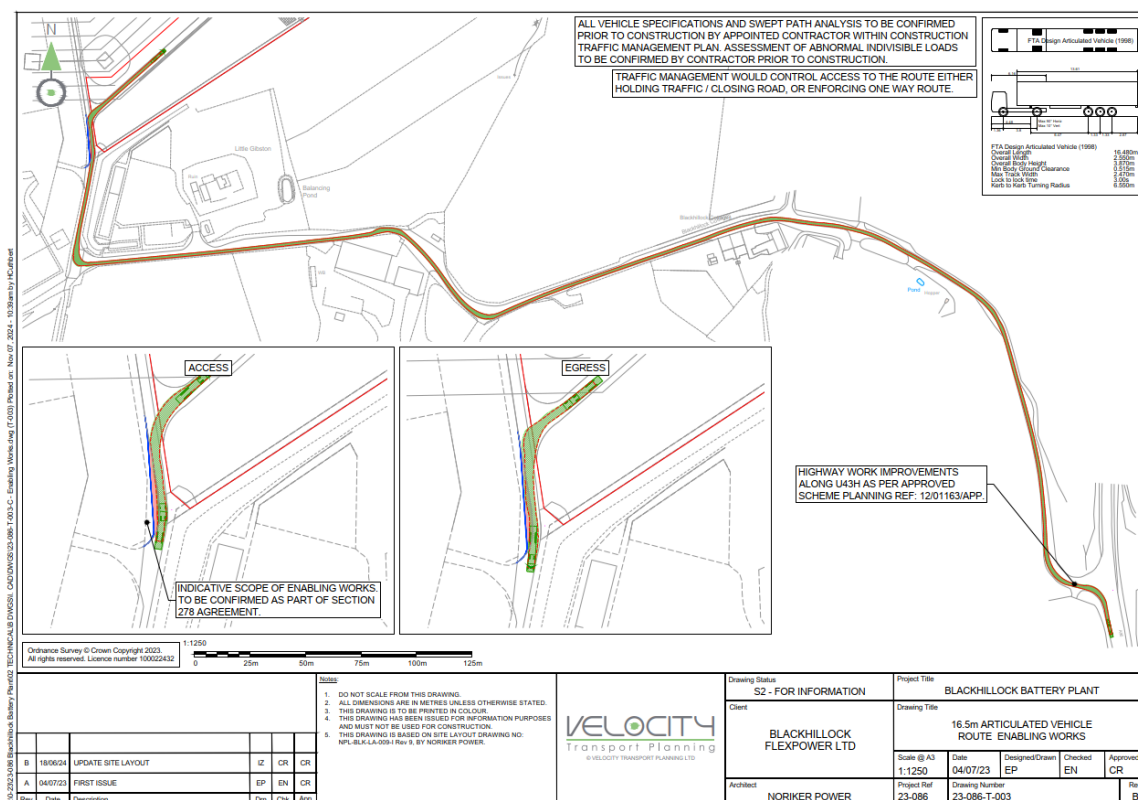
Figure 3-2: Construction Routes Overview



- 3.2.3 To reduce the impact of two-way HGVs on U43H and the SRN, it is proposed for HGVs to be required (unless it is not possible) to access the Site through controlled management and platooning. Platooning is the process of routing multiple HGV deliveries to a site back-to-back to reduce the amount of time the highway network is disrupted by construction vehicles. It further serves to allow for easier communication between trucks and improves fuel economy of the delivery vehicles by reducing drag resistance, thereby lowering costs.
- 3.2.4 Swept path analysis for the largest HGV expected to visit the Site (16.5m articulated lorry, excluding AIL) during construction has been undertaken and is provided in **Figure 3-3** (overleaf) and at **APPENDIX B**.
- 3.2.5 It is assumed that all staff and any LGV trips will be able to access the Site without restriction. This assumption will be reviewed within the final CTMP once the origin(s) of the construction staff has been confirmed.
- 3.2.6 To facilitate access for staff, other measures could be explored such as the creation of a one-way system to avoid any two-way conflicts. The details of this will be set out within the final CTMP.



Figure 3-3: Access Route Swept Path



3.2.7 The areas of the highway that will be needed to be widened to facilitate the proposed Site access junction have been highlighted in the drawing in pink.

3.2.8 Along the U43H, the Proposed Development would also benefit from the widening works carried as part of the approved works implemented for the Blackhillock substation (planning ref: 12/01163/APP) discussed earlier within **Figure 3-1**.

3.3 ACCESS JUNCTION

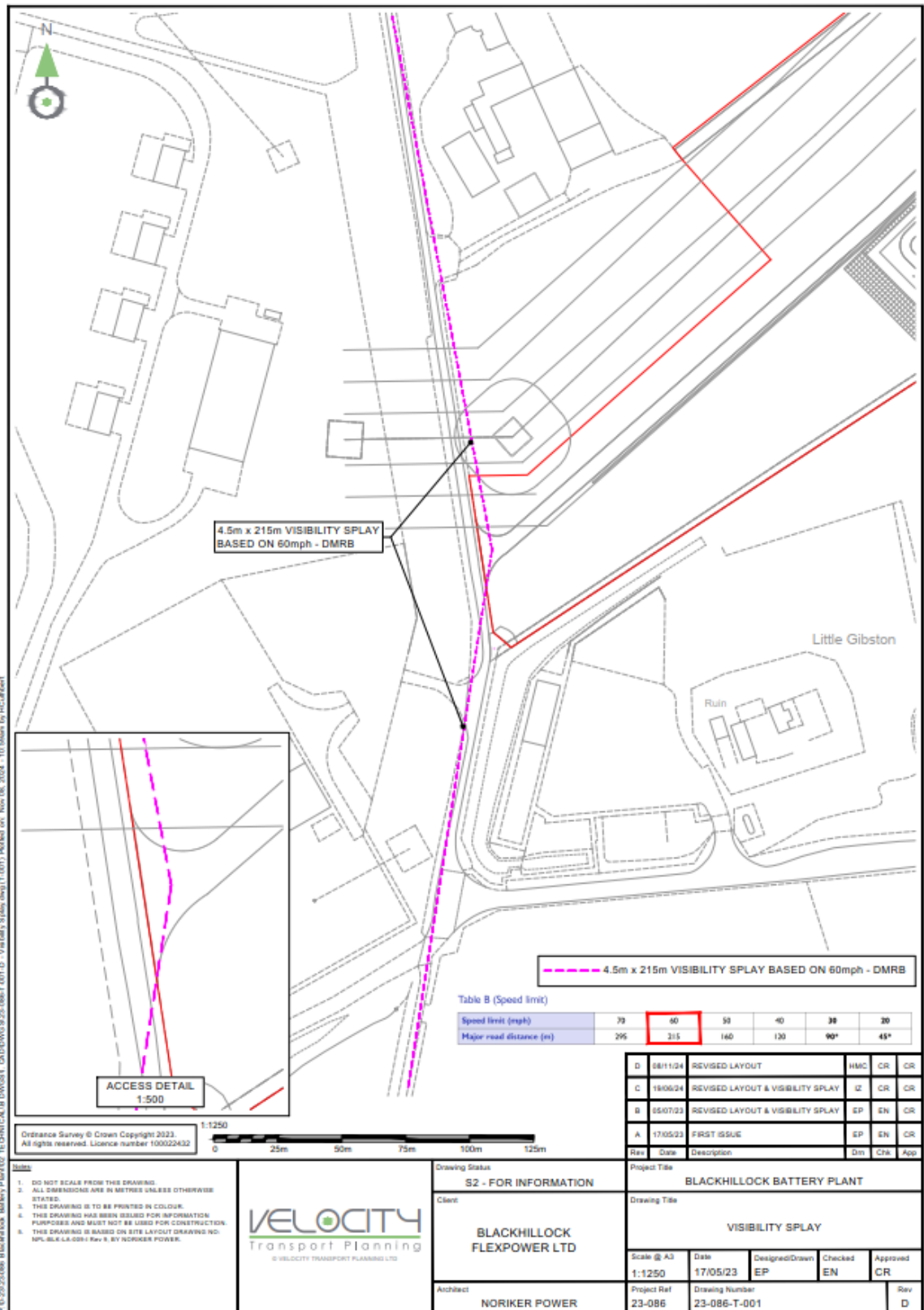
3.3.1 The access visibility splays have been designed in accordance with guidelines set out in the Design Manual for Roads and Bridges (DMRB).

3.3.2 In order to facilitate safe entry and exit of construction vehicles, it will be necessary to relocate and widen the existing field access.

3.3.3 U43H is limited to the national speed limit of 60mph, thus as per DMRB standards the required visibility splay distance is 215m. Whilst vehicles are unlikely to be travelling at this speed, a drawing showing the Site access is presented in **Figure 3-4** and **APPENDIX C**. The land north of the access is under the control of the Applicant.



Figure 3-4: Site Access Visibility Splay



3.4 ABNORMAL INDIVISIBLE LOADS

- 3.4.1 The routing for the movement of Abnormal Indivisible Loads (AIL) will be agreed with the relevant key stakeholders prior to construction. At present, it is assumed that the route presented in **Figure 3-2** will be utilised for the movement of all AILs to and from the SRN to the Site.

3.5 INTERNAL ACCESS TRACKS

- 3.5.1 The layout and key parameters of the internal access tracks will be set out within the final CTMP and confirmed by the contractor prior to construction.

3.6 CABLING

- 3.6.1 As part of the construction works, there may need to for road closures to facilitate the installation of cabling, however the details of this will be agreed with the relevant stakeholders by the Principal Contractor prior to construction once the requirements are confirmed.

3.7 ACCESS ROUTE SIGNAGE

- 3.7.1 Temporary signage will be erected along construction traffic routes to provide access and routing information. These will be placed to ensure that construction vehicles and staff are able to travel directly to the Site from the SRN.
- 3.7.2 Temporary signage will also be provided at key junctions within the vicinity of the Site to provide warnings to other road users of the likely presence of construction vehicles.
- 3.7.3 Locations of the temporary signage will be agreed with the key stakeholders, including MC prior to implementation.
- 3.7.4 Temporary signage will also be erected along the internal haul roads during construction, providing drivers with navigational journey information e.g., distances to turnings, passing bays, or parcels, as well as warning information such as pinch points or areas where there may be vehicle conflict.



4 MITIGATION MEASURES

4.1 OVERVIEW

4.1.1 This section sets out a framework for the proposed mitigation measures to be implemented as part of the final CTMP.

4.1.2 The full details of the mitigation measures to be implemented at the Site will be provided within the final CTMP.

4.2 VEHICLE IDENTIFICATION

4.2.1 It is anticipated that all construction vehicles associated with the Proposed Development will be clearly identifiable through the use of a vehicle marking or tracking scheme. The purpose of this is to assist with the monitoring process of the construction vehicles over the SRN and LRN.

4.2.2 Only the agreed construction routes will be used for all construction vehicle access, as set out within this report.

4.2.3 Where protocols have not been followed or the construction routes have not been followed, unless in exceptional circumstances, the appropriate action will be taken to prevent this occurring again. This may include termination of the contractor contracts or fines.

4.3 FREIGHT OPERATOR RECOGNITION SCHEMES

4.3.1 It is required that all transport/haulage providers of vehicles which are making journeys to the Site are committed to best practice, demonstrated by membership to the Freight Operator Recognition Scheme ('FORS', or equivalent), meeting a minimum level to be agreed with the key stakeholders.

4.3.2 The contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots, to be confirmed at the final CTMP stage.

4.4 DELIVERY TIMING

4.4.1 Where possible, construction traffic movements will be scheduled to occur outside of highway network peak times.

4.4.2 It is anticipated that no HGV movements associated with the Proposed Development will be permitted on the LRN outside of the core working hours, unless otherwise agreed with the relevant stakeholders.

4.4.3 The above restrictions are not proposed to apply to the movements of HGVs on the SRN or as part of any AIL.

4.4.4 The contractors will be informed of the restrictions on delivery timings prior to award of the contract.

4.5 DELIVERY BOOKING

4.5.1 A delivery management and booking system will be used to ensure deliveries to the Site that all deliveries are planned and accounted for. This booking schedule will also form part of and inform the monitoring process of the final CTMP.



4.5.2 Delivery timings will be carefully managed to ensure (as much as possible) that the identified delivery windows are not missed.

4.5.3 HGVs will be held onsite and released in a controlled manner to reduce the potential for two HGVs associated with construction of the Proposed Development to meet each other along the stretch of track road to access the Site, U43H and the A96.

4.6 BANKSMEN

4.6.1 Qualified personnel will be in place at the Site access to guide construction traffic and record arrivals and departures of vehicles against the delivery schedule.

4.7 SPEED LIMIT RESTRICTIONS

4.7.1 It is proposed to limit the speed of construction traffic along U43H to 20mph to reduce any adverse impacts. This will be enforced through an appropriate fleet management system by the contractor, which will also be used to ensure that the agreed construction routes are adhered to.

4.7.2 A plan showing the location of the speed limit restrictions will be provided within the final CTMP once agreed with the local highway authorities.

4.8 INCIDENT MANAGEMENT PLAN

4.8.1 An incident management plan (IMP) will be prepared for inclusion in the final CTMP to set out the procedures should any parts of the LRN, or SRN be impacted by the Proposed Development.

4.9 CLEANING OF VEHICLES

4.9.1 All vehicles exiting from the Site access will incorporate a wheel washing system, with rumble grids to dislodge accumulated dust and mud prior to leaving the Site, where reasonably practicable.

4.10 HIGHWAY CONDITION SURVEYS

4.10.1 Highway condition surveys will be undertaken both before and after construction. The scope of the condition surveys is to be agreed with the local highway authorities in advance of construction.

4.11 TEMPORARY TRAFFIC MANAGEMENT PROCEDURES

4.11.1 Temporary Traffic Management Procedures (TTM) may be required to enhance safety conditions on the LRN and mitigate potential impacts of the construction traffic.

4.11.2 This may also include the need to fully or partially close roads to accommodate the installation of battery containers once the requirements are confirmed.

4.11.3 All TTM measures and implementation plans will need to be agreed with MC prior to implementation.

4.12 FRAMEWORK TRAVEL PLAN

4.12.1 It is anticipated that a Construction Travel Plan (CTP) will be secured by way of condition, which will set out a number of travel planning initiatives including:

- ⦿ Travel planning awareness;



- ⦿ Details of the Travel Plan co-ordinator (TPC);
- ⦿ Details on the shuttle bus for staff and parking arrangements;
- ⦿ Car sharing initiatives;
- ⦿ Modal shift monitoring; and
- ⦿ Mechanisms to monitor, review and update the TP.

4.13 INFORMATION, COMMUNICATION PACKS AND AWARENESS

4.13.1 Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and the Applicant, who will be briefed on the contents. The information packs would include information on the agreed construction routes, the delivery procedures and Site protocols in the event of any incidents.

4.14 ABNORMAL INDIVISIBLE LOADS

4.14.1 Where AIL movements are required, all AIL vehicles will be escorted by a pilot and police car, with the timings being agreed with the Police, Transport Scotland and the relevant local authorities. It is assumed this will take place outside of peak hours and/or during the night.

4.14.2 The local communities affected by the delivery of the AILs will be contacted prior to any movements taking place. It is envisaged that this will include leaflet drops and publication in the local press advising of the AIL movements.



5 IMPLEMENTING, MONITORING AND REVIEW

5.1 OVERVIEW

5.1.1 This section reviews the measures for the implementation, monitoring and review that will be incorporated into the final CTMP.

5.2 IMPLEMENTATION

5.2.1 An individual will be appointed who will oversee the final CTMP and act as a point of contact for all key stakeholders, acting as the Transport Coordination Officer (TCO). The TCO will be responsible for monitoring the final CTMP and ensuring that the mitigation measures are sufficient. Where the mitigation is not deemed to be sufficient, the TCO will seek to implement remedial measures to mitigate any issues.

5.2.2 The Applicant will ensure there are sufficient funds for the TCO to fulfil their role.

TRAFFIC MANAGEMENT WORKING GROUP

5.2.3 The TCO will report all findings to the Traffic Management Working Group (TMWG). The TMWG will consist of, but not be limited to, the following:

- ⊙ Transport Scotland
- ⊙ Moray Council; and
- ⊙ Keith residents.

5.2.4 The TMWG will meet to discuss and review the traffic and transportation elements on the construction phase of the Proposed Development. The meetings will be scheduled at an agreed frequency, allowing for meetings in the event of specific issues being raised and brought to the attention of the TCO.

5.2.5 The role of the TMWG will be to discuss and review the mitigation measures proposed in order to understand whether they are sufficient. The TMWG will also be able to suggest remedial changes to the construction strategy if required.

5.3 MONITORING AND REVIEW

5.3.1 The TCO will be responsible for the ongoing monitoring of the CTMP. The TCO will keep a log of all deliveries, traffic management measures and any incidents.

5.3.2 The TMWG will keep under review the final CTMP. This review will ensure that the final CTMP delivers on the commitments and measures set out within the document.

5.4 COMPLIANCE

5.4.1 The measures set out within the final CTMP will be specified within the contractor's contract. Where these measures are not followed or concerns are raised through the TMWG, the contract of the contractor could be reviewed and terminated if necessary.

5.4.2 The Applicant will agree with the relevant key stakeholders to ensure that a complaints protocol is developed and in place prior to the commencement of any construction works.



6 SUMMARY AND CONCLUSION

6.1 SUMMARY

- 6.1.1 Velocity Transport Planning (VTP) have been appointed by Blackhillock Flexpower Ltd to provide construction traffic advice in relation to the proposals at Land at Gibston Farm, Blackhillock, Scotland, AB55 5NY.
- 6.1.2 The Proposed Development seeks to develop the Site to provide 349MW BESS. The proposals comprise the provision of approximately 250-300 containers, including the batteries (based on 20ft ISO-Containers) and two super-grid transformers. The proposals will also seek to provide a Switchgear unit that will be installed between the two super-grid transformers.
- 6.1.3 A programme of implementation, monitoring and review has been provided within this document to inform the basis of the eventual CTMP, ensuring compliance with the contents of the future CTMP that will be secured by way of condition.
- 6.1.4 Subject to the vehicle routing, mitigation measures and minor areas of enhancement works to the existing road network that have been outlined within this report, it is concluded that there are no transport reasons why the Proposed Development should not be granted approval.



APPENDIX A

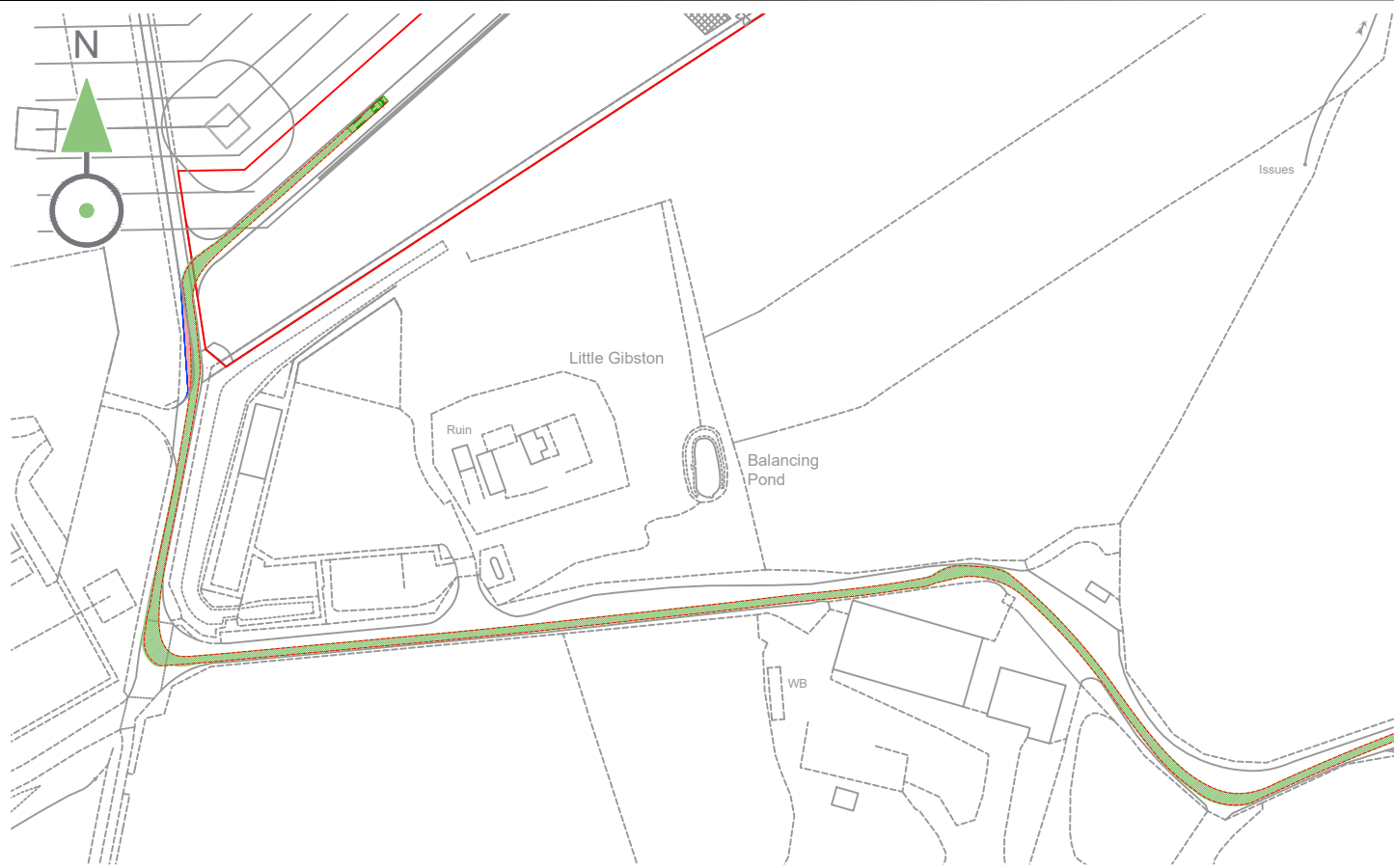
URS APPROVED WIDENING WORKS



APPENDIX B

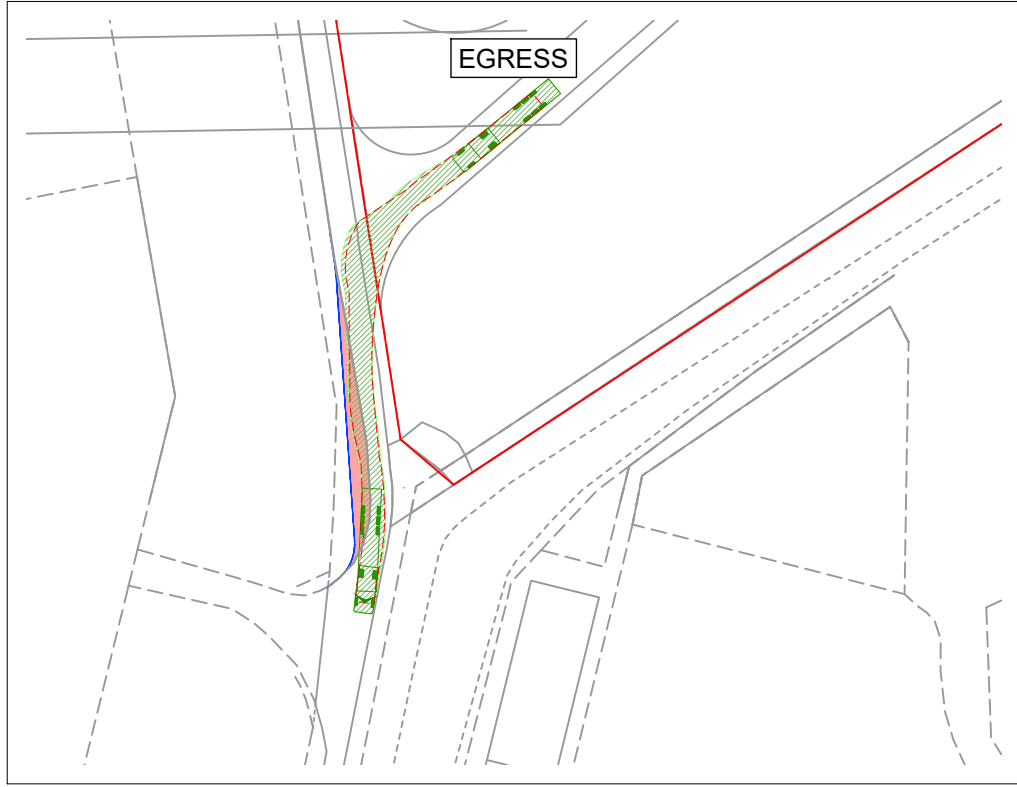
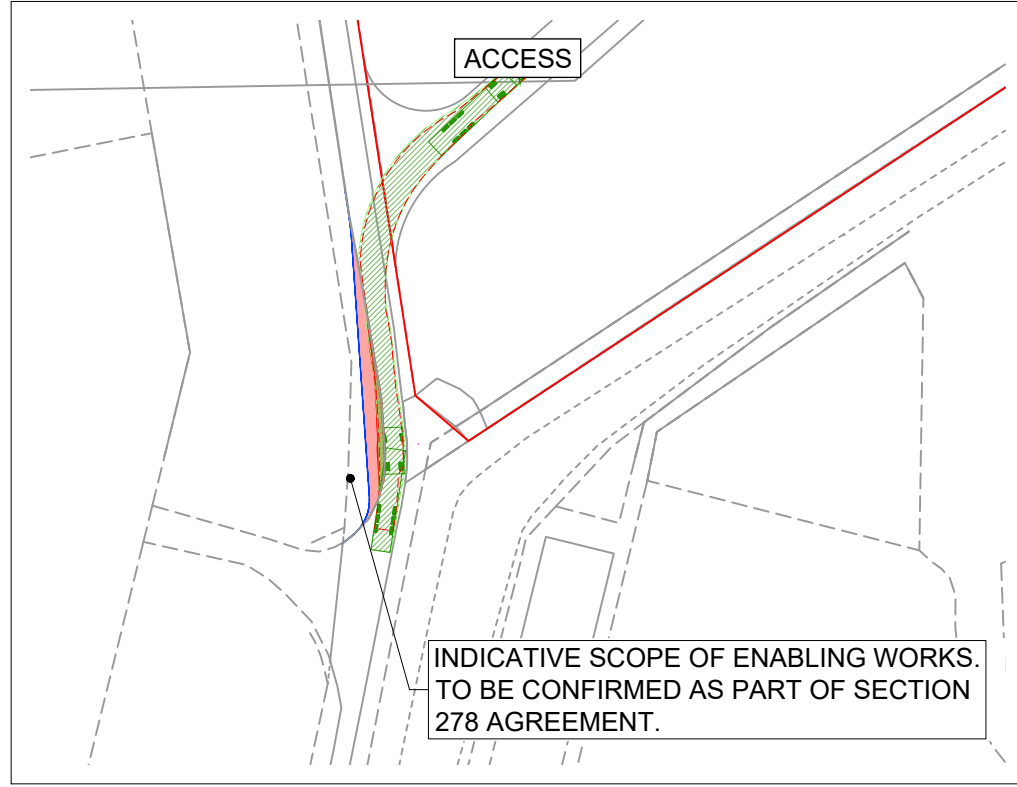
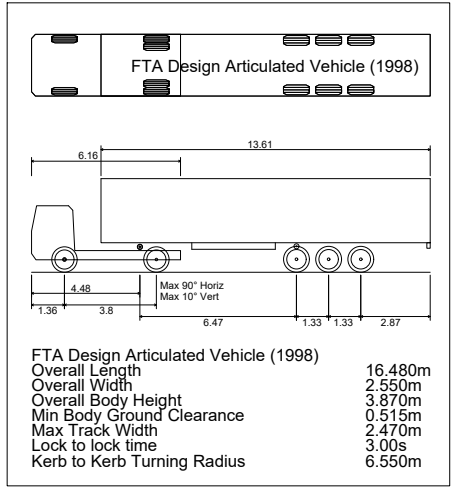
SWEPT PATH ANALYSIS, ACCESS WIDENING AND RELOCATION





ALL VEHICLE SPECIFICATIONS AND SWEEP PATH ANALYSIS TO BE CONFIRMED PRIOR TO CONSTRUCTION BY APPOINTED CONTRACTOR WITHIN CONSTRUCTION TRAFFIC MANAGEMENT PLAN. ASSESSMENT OF ABNORMAL INDIVISIBLE LOADS TO BE CONFIRMED BY CONTRACTOR PRIOR TO CONSTRUCTION.

TRAFFIC MANAGEMENT WOULD CONTROL ACCESS TO THE ROUTE EITHER HOLDING TRAFFIC / CLOSING ROAD, OR ENFORCING ONE WAY ROUTE.



INDICATIVE SCOPE OF ENABLING WORKS. TO BE CONFIRMED AS PART OF SECTION 278 AGREEMENT.

HIGHWAY WORK IMPROVEMENTS ALONG U43H AS PER APPROVED SCHEME PLANNING REF: 12/01163/APP.



Rev	Date	Description	Drn	Chk	App
B	18/06/24	UPDATE SITE LAYOUT	IZ	CR	CR
A	04/07/23	FIRST ISSUE	EP	EN	CR

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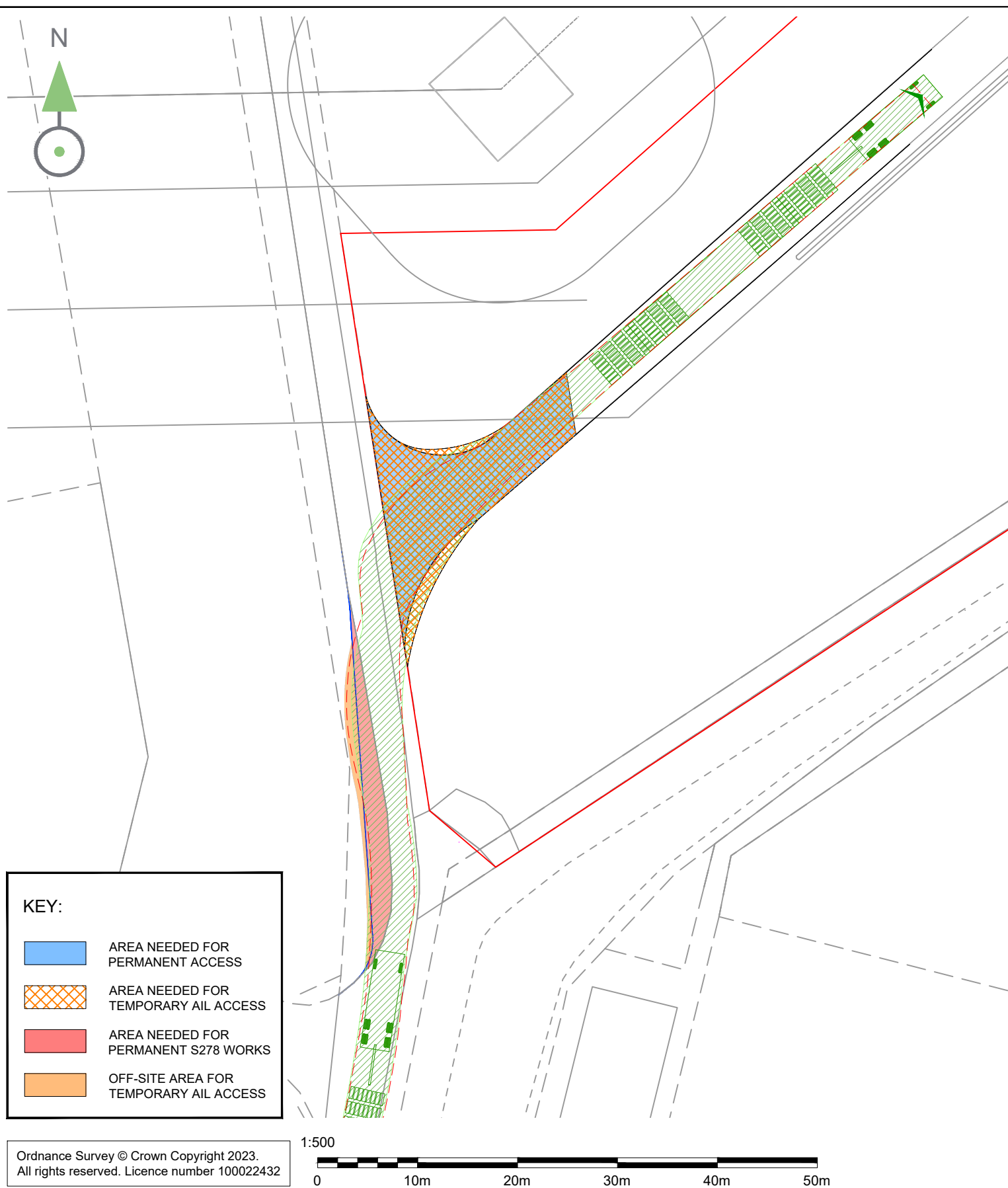


Drawing Status	S2 - FOR INFORMATION
Client	BLACKHILLOCK FLEXPPOWER LTD
Architect	NORIKER POWER

Project Title					BLACKHILLOCK BATTERY PLANT				
Drawing Title					16.5m ARTICULATED VEHICLE ROUTE ENABLING WORKS				
Scale @ A3	Date	Designed/Drawn	Checked	Approved					
1:1250	04/07/23	EP	EN	CR					
Project Ref	Drawing Number		Rev						
23-086	23-086-T-003		B						

P:\10-23123-086 Blackhillock Battery Plant\02 TECHNICAL\B DWGSI. CAD\DWGSI\23-086-T-003-C - Enabling Works.dwg (T-003) Plotted on: Nov 07, 2024 - 10:39am by HCuthbert

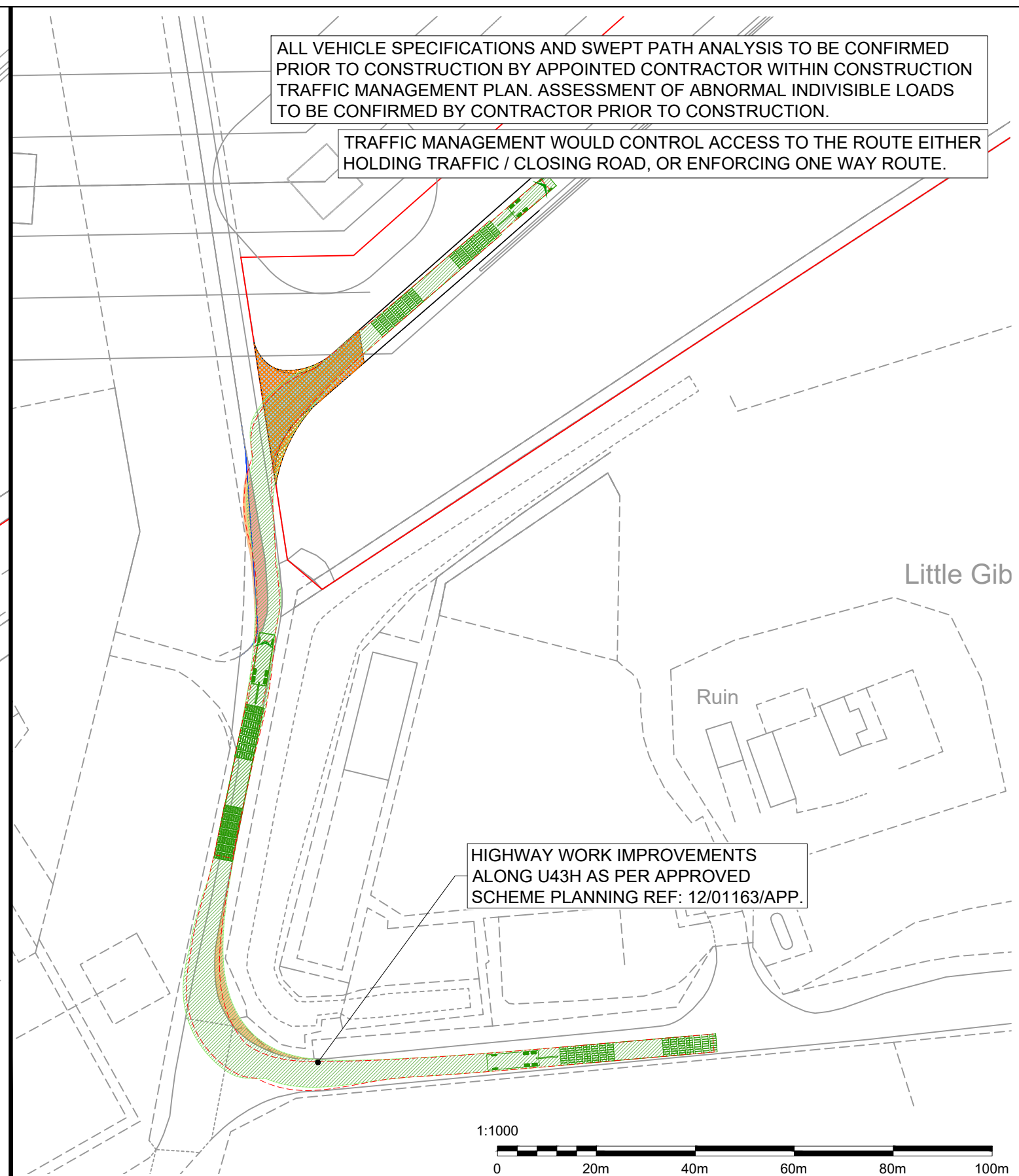
P:\10-23123-086 Blackhillock Battery Plant\02 TECHNICAL\IB DWGSI. CAD\DWGS\23-086-SP-002-C - Swept path analysis of ALL vehicle.dwg (SP-002) Plotted on: Nov 07, 2024 - 10:01am by HCuthbert



KEY:

	AREA NEEDED FOR PERMANENT ACCESS
	AREA NEEDED FOR TEMPORARY AIL ACCESS
	AREA NEEDED FOR PERMANENT S278 WORKS
	OFF-SITE AREA FOR TEMPORARY AIL ACCESS

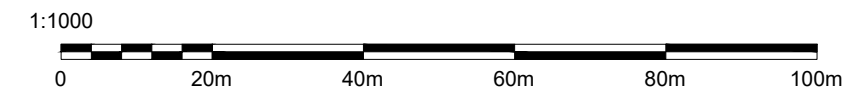
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ALL VEHICLE SPECIFICATIONS AND SWEEP PATH ANALYSIS TO BE CONFIRMED PRIOR TO CONSTRUCTION BY APPOINTED CONTRACTOR WITHIN CONSTRUCTION TRAFFIC MANAGEMENT PLAN. ASSESSMENT OF ABNORMAL INDIVISIBLE LOADS TO BE CONFIRMED BY CONTRACTOR PRIOR TO CONSTRUCTION.

TRAFFIC MANAGEMENT WOULD CONTROL ACCESS TO THE ROUTE EITHER HOLDING TRAFFIC / CLOSING ROAD, OR ENFORCING ONE WAY ROUTE.

HIGHWAY WORK IMPROVEMENTS ALONG U43H AS PER APPROVED SCHEME PLANNING REF: 12/01163/APP.



Rev	Date	Description	Drn	Chk	App
C	07/11/24	UPDATED SITE LAYOUT	HMC	CR	CR
B	19/06/24	UPDATED SITE LAYOUT	IZ	CR	CR
A	09/08/23	FIRST ISSUE	GSF	EN	CR

Notes:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS DRAWING IS TO BE PRINTED IN COLOUR.
- THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.
- THIS DRAWING IS BASED ON SITE LAYOUT DRAWING NO: NPL-BLK-LA-009-1 Rev 9, BY NORIKER POWER.



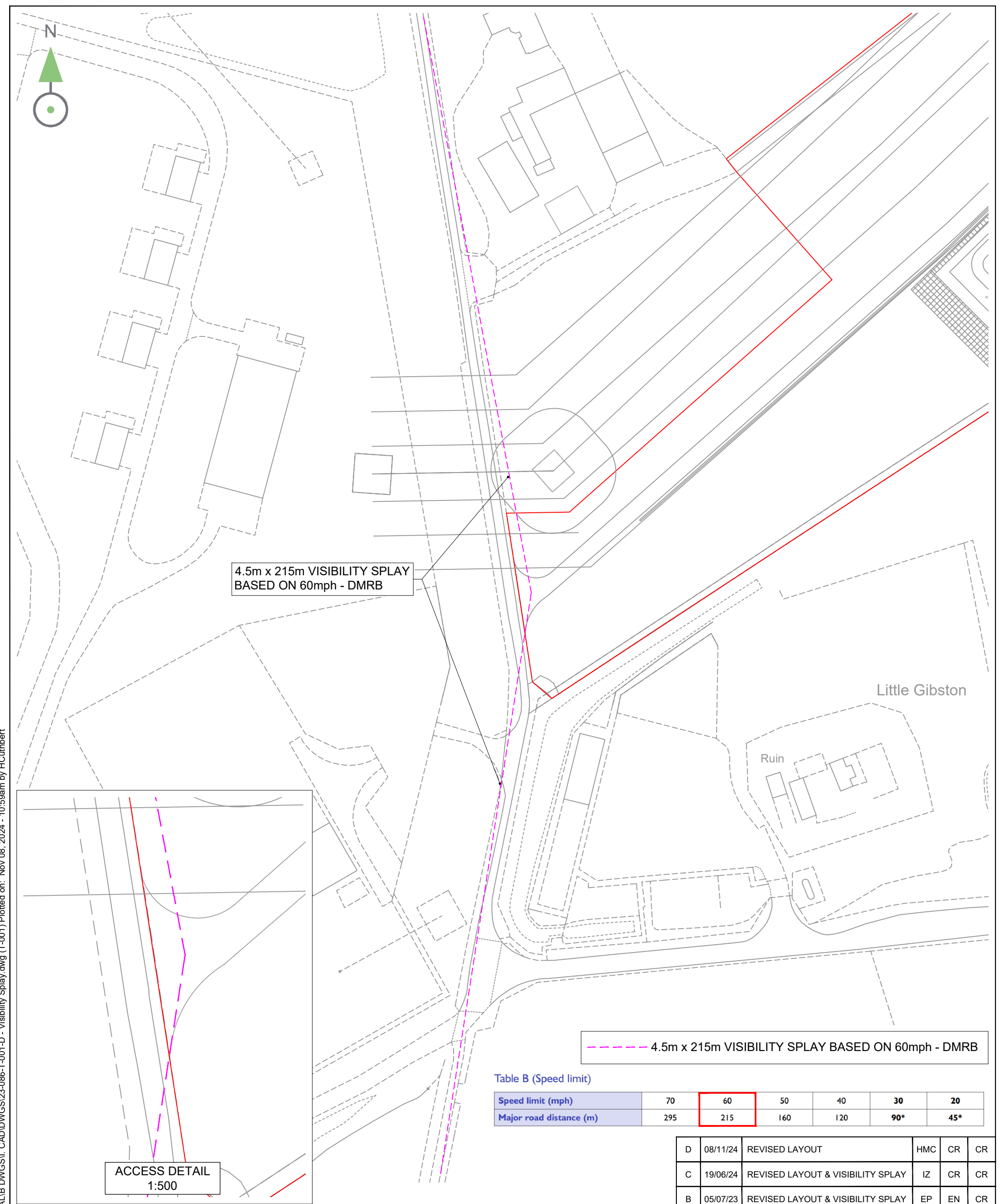
Drawing Status	S2 - FOR INFORMATION
Client	BLACKHILLOCK FLEXPWR LTD
Architect	NORIKER POWER

Project Title					BLACKHILLOCK BATTERY PLANT				
Drawing Title					AL24 GIRDER SET ROUTE ENABLING WORKS				
Scale @ A3	Date	Designed/Drawn	Checked	Approved					
1:1250	09/08/23	GSF	EN	CR					
Project Ref	Drawing Number		Rev						
23-086	23-086-SP-002		C						

APPENDIX C

VISIBILITY SPLAY





4.5m x 215m VISIBILITY SPLAY
BASED ON 60mph - DMRB

Little Gibston

Ruin

ACCESS DETAIL
1:500

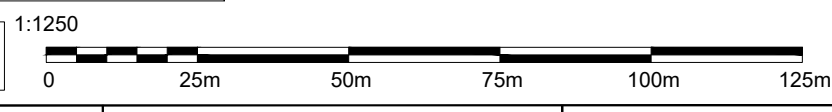
--- 4.5m x 215m VISIBILITY SPLAY BASED ON 60mph - DMRB

Table B (Speed limit)

Speed limit (mph)	70	60	50	40	30	20
Major road distance (m)	295	215	160	120	90*	45*

D	08/11/24	REVISED LAYOUT	HMC	CR	CR
C	19/06/24	REVISED LAYOUT & VISIBILITY SPLAY	IZ	CR	CR
B	05/07/23	REVISED LAYOUT & VISIBILITY SPLAY	EP	EN	CR
A	17/05/23	FIRST ISSUE	EP	EN	CR
Rev	Date	Description	Drn	Chk	App

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- THIS DRAWING IS BASED ON SITE LAYOUT DRAWING NO: NPL-BLK-LA-009-I Rev 9, BY NORIKER POWER.



Drawing Status
S2 - FOR INFORMATION

Client
BLACKHILLOCK FLEXPPOWER LTD

Architect
NORIKER POWER

Project Title
BLACKHILLOCK BATTERY PLANT

Drawing Title
VISIBILITY SPLAY

Scale @ A3 1:1250	Date 17/05/23	Designed/Drawn EP	Checked EN	Approved CR
Project Ref 23-086	Drawing Number 23-086-T-001			Rev D

P:\10-23123-086 Blackhillock Battery Plant\02 TECHNICAL\B DWGS\1. CAD\DWGS\23-086-T-001-D - Visibility Splay.dwg (T-001) Plotted on: Nov 08, 2024 - 10:59am by HCuthbert