LAND AT GIBSTON FARM, BLACKHILLOCK

TRANSPORT STATEMENT

PROJECT NO. 23/86 DOC NO. D002

DATE: NOVEMBER 2024

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1 INTRODUCTION

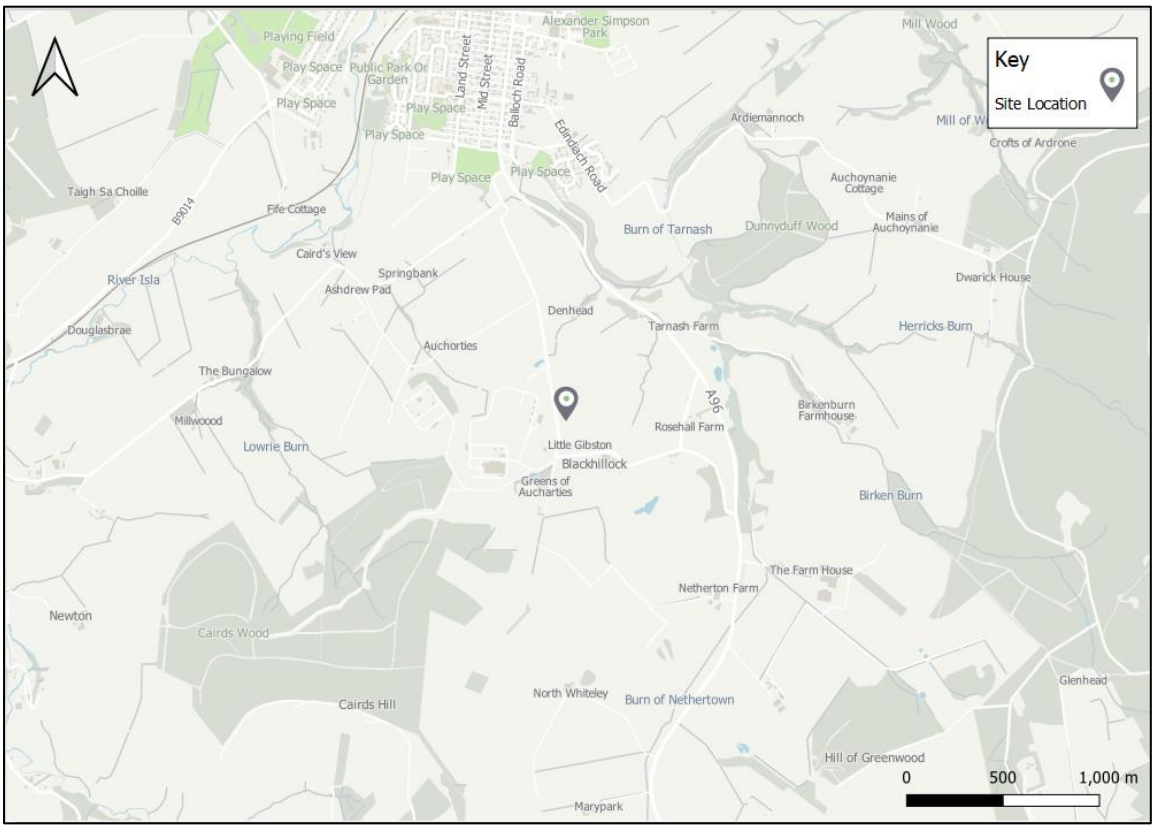
1.1 OVERVIEW

1.1.1 Velocity Transport Planning (VTP) has been appointed by Blackhillock Flexpower Ltd (the Applicant) to prepare this Transport Statement (TS) in relation to the proposals at Land at Gibston Farm, Blackhillock, Scotland, AB55 5NY (the 'Proposed Development').

1.1.2 The Proposed Development is located within the administrative boundary of Moray Council (MC), who form the local planning authority and local highway authority. Transport Scotland forms the highway authority for the Strategic Road Network (SRN) in close proximity to the Proposed Development.

1.1.3 The location of the Proposed Development is shown in **Figure 1-1** within the context of Blackhillock.

Figure 1-1: Site Location and Local Context Plan (1:35,000)



1.2 CONSULTATION

1.2.1 Pre-app discussions were held with MC highways officers and the feedback received from the 25th of May 2023 (23/00744/PEMAJ) has been used to inform the preparation of this TS.

1.2.2 MC highway officers made specific mention of:

- Details of the proposed construction traffic route(s) between the site and the A96;
- Anticipated vehicle numbers once operational;

- Anticipated vehicle numbers (HGV's) during construction;
- Outline construction programme;
- Details of any road improvements;
- Sites access design including visibility splats and details of any gating/fences fronting onto the public road; and
- Details of any abnormal indivisible load requirements.

1.3 REPORT PURPOSE

1.3.1 This TS has been prepared to set out the transport strategy for the Proposed Development, including an assessment of the relevant transport impacts and where appropriate, suitable mitigation.

1.3.2 This TS is supported by an Outline Construction Traffic Management Plan (oCTMP) that has been prepared by VTP and is submitted as part of the planning application.

1.3.3 Due to the nature of the Proposed Development where there is a negligible amount of transport activity associated with the operational use, it is considered that the primary transport impacts are associated with the construction phase.

1.4 DOCUMENT STRUCTURE

1.4.1 Following this introduction, the remainder of this TS is structured as follows:

- **Section 2 –** Planning Policy;
- **Section 3 –** Baseline Conditions;
- **Section 4 –** Proposed Development;
- **Section 5 –** Transport Impacts; and
- **Section 6 –** Summary & Conclusion.

2 PLANNING POLICY

2.1 POLICY CONTEXT

2.1.1 This TS has been produced in accordance with the following policy documents:

- National Planning Framework 4 (2023);
- Scottish Planning Policy (June 2014);
- Moray Local Development Plan (July 2020); and
- Moray Local Transport Strategy (2011).

2.2 NATIONAL PLANNING FRAMEWORK 4

2.2.1 The fourth National Planning Framework, adopted in February 2023 forms become part of the statutory development plan and will directly influence planning decisions within Scotland. Part 2 sets out the proposed national developments that support the spatial strategy with emerging policy 13 concerning sustainable transport.

2.2.2 Within emerging policy 13 *'Sustainable transport'* the policy intent is defined:

"To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably".

2.2.3 The following policy outcomes have been listed:

- *"Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.*
- *More, better, safer and more inclusive active and sustainable travel opportunities.*
- *Developments are in locations which support sustainable travel".*

2.2.4 Policy 13 further states that development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- *"Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;*
- *Will be accessible by public transport, ideally supporting the use of existing services;*
- *Integrate transport modes;*
- *Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;*
- *Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles; and*
- *Adequately mitigate any impact on local public access routes".*

Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertake in accordance with the relevant guidance.

Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.

Development proposals which are ambitious in terms of low/no car parking will be supported.

Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact".

2.3 SCOTTISH PLANNING POLICY (2014)

2.3.1 The Scottish Planning Policy (SPP) was adopted in June 2014 with its purpose being to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land.

2.3.2 Within the *'Promoting Rural Development'* section, the following policy principles are listed which state that the planning system should:

- *"In all rural and island areas promote a pattern of development that is appropriate to the character of the particular rural area and the challenges it faces; and*
- *Encourage rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality".*

2.3.3 With regards to renewable energy, paragraph 79 states that plans should set a spatial strategy which:

- *"Promotes economic activity and diversification, including, where appropriate, sustainable development links to renewable energy developments (amongst others), while ensuring the distinctive character of the area, the service function of small towns and natural cultural heritage are protected and enhanced".*

2.3.4 Paragraph 80 sets out that development on prime agricultural land or land of lesser quality that is locally important should not be permitted except where it is essential:

- *"For the generation of energy from a renewable source".*

2.3.5 Planning can play an important role in improving connectivity and promoting more sustainable patterns of transport and travel as part of the transition to a low carbon economy. The planning system should support patterns of development which:

- *"Optimise the use of existing infrastructure;*
- *Reduce the need to travel; and*
- *Enable the integration of transport modes*".

2.3.6 Development plans and development management decisions should take account of the implications of development proposals on traffic, patterns of travel and road safety. Within *'Development Management'* paragraphs 286 and 287, it is stated that:

"Where a new development or a change of use is likely to generate a significant increase in the number of trips, a transport assessment should be carried out. This should identify any potential cumulative effects which need to be addressed.

Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car".

2.4 MORAY LOCAL DEVELOPMENT PLAN (2020)

2.4.1 Moray Council formally adopted its Local Development Plan (LDP) on the 7th of July 2020. The plan sets out a spatial strategy which explains the overall view of where development should go and the principles behind that. It identifies what developers are required to do when designing and delivering development, emphasising the need for masterplans, infrastructure and quality placemaking.

2.4.2 The Adopted LDP sets out the development strategy, key policies and proposals that provide the land use planning framework to guide development in Moray up to 2030.

2.4.3 LDP policy *'DP1: Development Principles* states that:

"This policy applies to all development, including extensions and conversions and will be applied reasonably taking into account the nature and scale of a proposal and individual circumstances.

The Council will require applicants to provide impact assessments in order to determine the impact of a proposal. Applicants may be asked to determine the impacts upon the environment, transport network, town centres, noise, air quality, landscape, trees, flood risk, protected habitats and species, contaminated land, built heritage and archaeology and provide mitigation to address these impacts"

2.4.4 With regards to transport specifically, DP1 continues:

a) *"Proposals must provide safe entry and exit from the development, including the appropriate number and type of junctions, maximise connections and routes for pedestrians and cyclists, including links to active travel and core path routes, reduce travel demands and ensure appropriate visibility for all road users at junctions and bends. Road, cycling, footpath and public transport connections and infrastructure must be provided at a level appropriate to the development and connect people to education, employment, recreation, health, community and retail facilities.*

b) *Car parking must not dominate the street scene and must be provided to the side or rear and behind the building line. Maximum (50%) parking to the front of buildings and on street may be permitted provided that the visual impact of the parked cars is mitigated by hedging or low stone boundary walls. Roadways with a single carriageway must provide sufficient off road parking to avoid access routes being blocked to larger service vehicles and prevent parking on pavements.*

c) *Provide safe access to and from the road network, address any impacts on road safety and the local road, rail and public transport network. Any impacts identified through Transport Assessments/ Statements must be identified and mitigated. This may include but would not be limited to, passing places, road widening, junction improvements, bus stop infrastructure and drainage infrastructure. A number of potential mitigation measures have been identified in association with the development of sites and the most significant are shown on the Proposals Map as TSP's.*

d) *Provide covered and secure facilities for cycle parking at all flats/apartments, retail, community, education, health and employment centres.*

e) *Garages and parking provision must be designed to comply with Moray Council parking specifications.*

f) *The road layout must be designed to allow for the efficient mechanical sweeping of all roadways and channels, paviors, turning areas and junctions. The road layout must also be designed to enable safe working practices, minimising reversing of service vehicles, with hammerheads minimised in preference to turning areas such as road stubs or hatchets, and to provide adequate space for the collection of waste and movement of waste collection vehicles.*

g) *The road and house layout in urban development should allow for communal refuse collection points where the design does not allow for individual storage within the curtilage and / or collections at kerbside. Communal collection points may either be for the temporary storage of containers taken by the individual householder or for the permanent storage of larger containers. The requirements for a communal storage area are stated within the Council's Kerbside Collection Policy, which will be a material consideration.*

h) *Road signs should be minimised designed and placed at the back of footpaths to reduce street clutter, avoid obstructing pedestrian movements and safeguarding sightlines;*

i) *Within communal parking areas there will be a requirement for electric car charging points. Parking spaces for car sharing must be provided where a need is identified by the Transportation Manager."*

2.4.5 LDP policy *'DP9: Renewable Energy'* states that:

"All renewable energy proposals will be considered favourably where they meet the following criteria:

i. *They are compliant with policies to safeguard and enhance the built and natural environment;*

ii. *They do not result in the permanent loss or permanent damage of prime agricultural land; T*

iii. *They avoid or address any unacceptable significant adverse impacts including:*

- *Landscape and visual impacts.*
- *Noise impacts.*
- *Air quality impacts.*
- *Electromagnetic disturbance.*
- *Impact on water environment.*
- *Impact on carbon rich soils and peat land hydrology.*
- *Impact on woodland and forestry interests.*
- *Traffic impact -mitigation during both construction and operation.*
- *Ecological Impact.*
- *Impact on tourism and recreational interests"*

2.5 MORAY LOCAL TRANSPORT STRATEGY (2011)

2.5.1 The purpose of the Moray Local Transport Strategy (LTS) is to set out a framework for taking forward transport policy and infrastructure within Moray.

2.5.2 The LTS outlines a list of key objectives provide a framework for progress at a local level and provide a basis for the LTS itself. The key objectives are as follows:

K1. "Support and enable economic development through a sustainable transport infrastructure;

K2. Promote safer, inclusive and affordable travel for all:

K3. Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network:

K4. Improve accessibility to jobs, services and facilities:

K5. Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health; K6: Promote integration across different modes, policies and land-use planning."

2.6 POLICY SUMMARY

2.6.1 Overall, the Proposed Development is considered to be in accordance with the National, Regional and Local policy requirements, by embedding transport mitigation into the design and not leading to adverse impacts on highway safety.

3 SITE BASELINE AND ACCESSIBILITY

3.1 ACCESSIBILITY

3.1.1 Due to the rural nature of the Proposed Development, there is a limited provision of footways alongside the majority of roads in the vicinity of the Proposed Development, including the A96 to the south.

3.1.2 The nearest footpath is located at the northern end of Denwell Road where it forms a junction with the A96. This footpath connects Denwell Road to Keith, north of the Proposed Development.

3.1.3 Excluding the town of Keith, there is limited provision for pedestrians as most roads lead to agricultural land and fields. Therefore, outside of recreational use, it is unlikely that the area would experience a high level of pedestrian activity.

3.1.4 Provision for cyclists in the area is also very limited as there are no nearby cycle lanes of infrastructure. However, due to the presence of Keith to the north, both rail services and bus services can be accessed within close vicinity of the Proposed Development.

3.1.5 As per the review of collision data within later this section, there is not considered to be a significant accident risk to cyclists, as there is no evidence of collisions with cyclists taking place over the latest 3-year period.

3.2 LOCAL HIGHWAY NETWORK

3.2.1 The location of the Proposed Development and its proximity to the SRN, the A96 to the northeast, is shown in **Figure 3-1**.

Figure 3-1: Proposed Development Location and Proximity to Strategic Road Network (1:10,000)

3.2.2 A description of the roads which make up the surrounding highway network is provided below.

A96

3.2.3 The A96, is the nearest main road, approximately 300m to the east of the Proposed Development. A single carriageway road that runs in a general northeast to northwest direction from Aberdeen in northeast Scotland to Iverness in northwest Scotland. It is noted that the A719 does not feature any footway provision within the vicinity of the Proposed Development.

U43H

3.2.4 The U43H is the sole access road to the Proposed Development, running adjacent to the western border of the Proposed Development in a north to south direction. It is a single lane track road subject to the national speed limit of 60mph, at its northern end it joins Denwell Road by its junction with the A96, whilst at its southern end it ends abruptly in between agricultural fields.

3.2.5 The U43H connects to the A96 southeast of the Proposed Development where they form an approximately 9.0m wide junction and it is noted that this route has previously been used as a construction access route for the adjacent Blackhillock substation, planning ref: 12/01163/APP.

3.2.6 Due to its rural nature, U43H does not feature any pedestrian footways or infrastructure along its entire length and is devoid of street lighting.

DENWELL ROAD

3.2.7 Denwell Road is approximately 1.2km to the north of the Proposed Development. It is a short, approximately 200m, single lane road that acts a connecting route from the A96 to the agricultural track roads to the west such as the U43H. The road runs in a general east to southwest alignment. It is noted that there are no footways and only the provision of grass verges.

UNNAMED ROADS

3.2.8 Within the vicinity of the Proposed Development there are a number of unnamed single lane track roads that act as access routes to the various agricultural fields in the area and the properties within them.

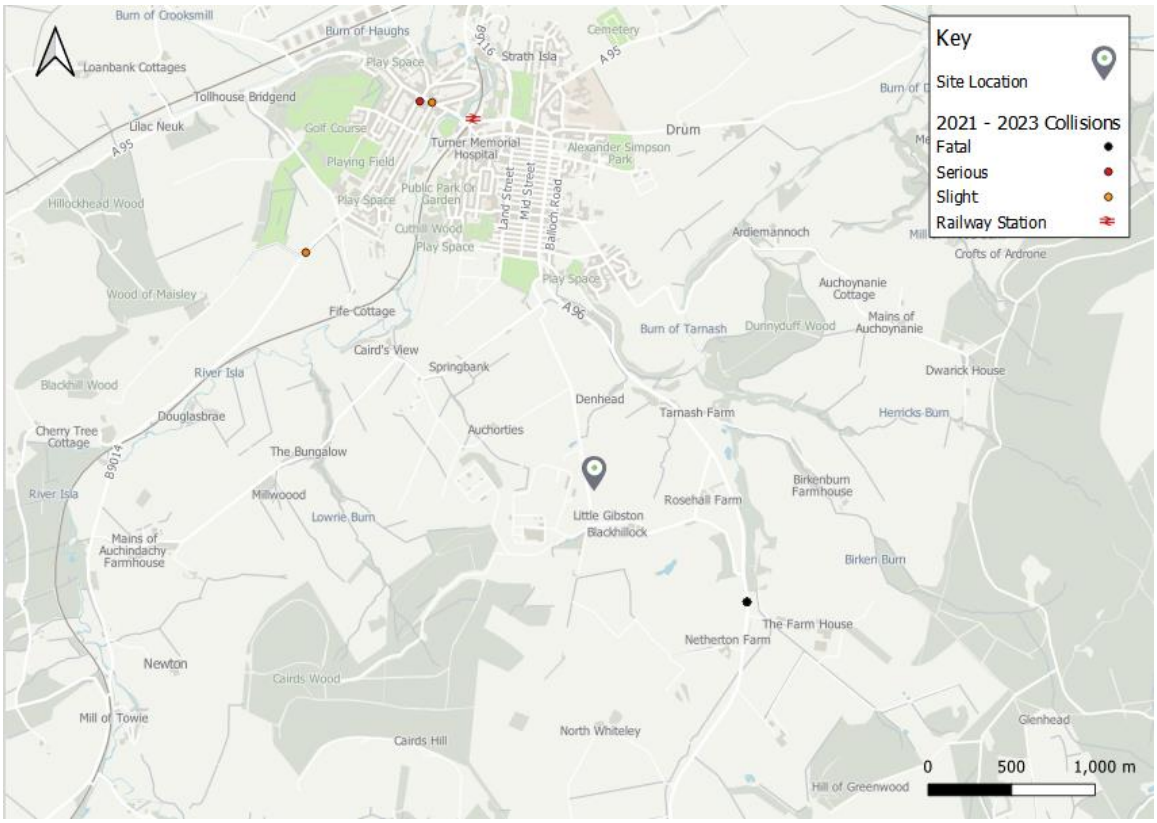
3.2.9 All of these roads are devoid of pedestrian footpaths and infrastructure.

3.3 COLLISION DATA REVIEW

3.3.1 A review of collision data for the most recent three-year period (2021-2023) has been undertaken. Accidents have been reviewed within the vicinity of the Proposed Development which covers all major junctions.

3.3.2 The scope of the collision data review area is shown in **Figure 3-2.**

Figure 3-2: Collision Data Review 2018-2020



3.3.3 The review of the collision data found one fatal collision occurred on the A96 within the reviewed three-year period. This fatal collision occurred a few metres north of the junction between the A96 and the Simmers Contracts access road.

3.3.4 As only one collision has been recorded in proximity to the site on the A96 within the reviewed period, it is considered that there are no existing highway safety concerns present that increase the likelihood for any collisions to occur.

SUMMARY

3.3.5 In conclusion, the review of the collision data suggests that there are no existing highway safety concerns that would result in an increased propensity for collisions to take place.

3.3.6 On that basis, it is not considered that the Proposed Development would result in any adverse impacts on collisions or driver safety given the minimal uplift in traffic.

4 PROPOSED DEVELOPMENT

4.1 OVERVIEW

4.1.1 The Proposed Development seeks to develop the site to provide a 349MW Battery Energy Storage System (BESS) that will link to the existing Blackhillock Substation.

4.1.2 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.

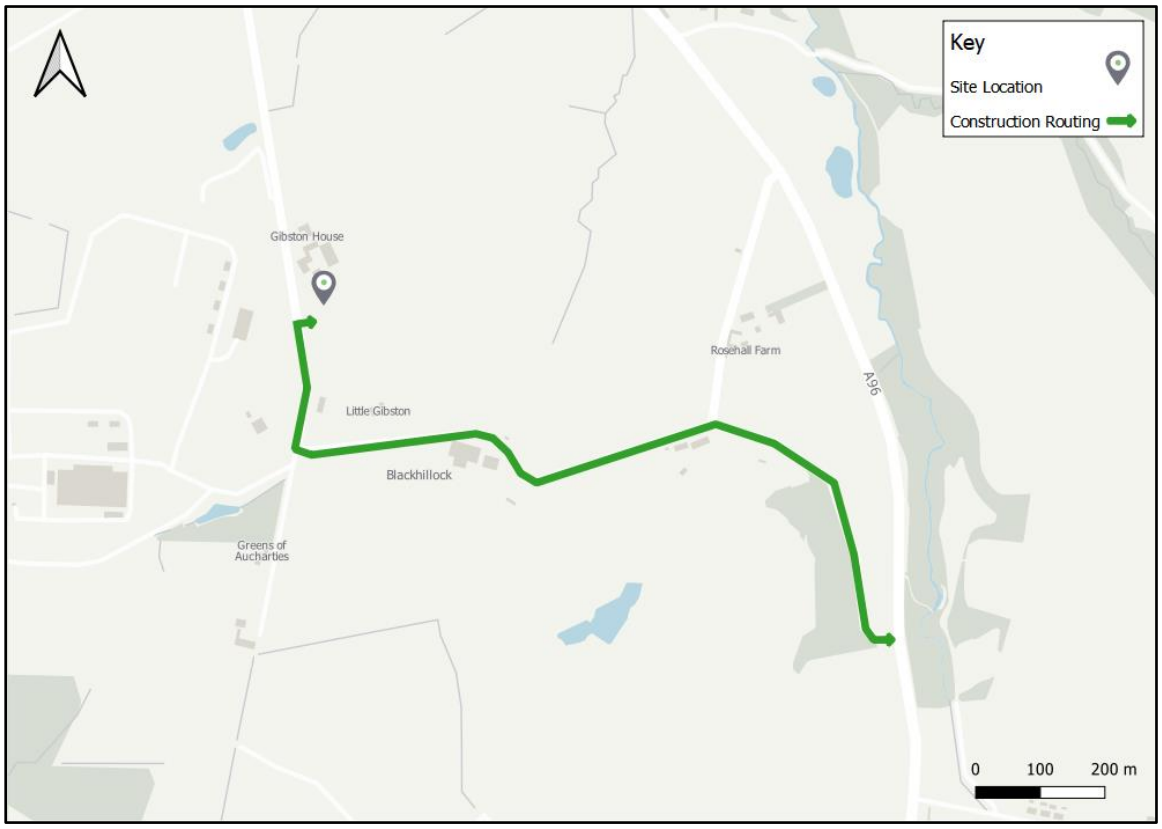
4.1.3 As the operational flows of the Proposed Development are likely to be minimal and associated primarily with maintenance (which would only take place on an ad-hoc basis), the main traffic impacts are considered to be associated with construction vehicles.

4.2 SITE ACCESS

4.2.1 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 Proposed Development.

4.2.2 An overview of the proposed construction access routes for HGVs is provided in **Figure 4-1**.

Figure 4-1: Construction Routes Overview



4.2.3 To reduce the impact of two-way HGVs on U43H and the SRN, it is proposed for HGVs to be required to access the Proposed Development through controlled management and platooning.

4.2.4 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. This approach also ensures that vehicles will only leave/depart from the Proposed Development in one direction.

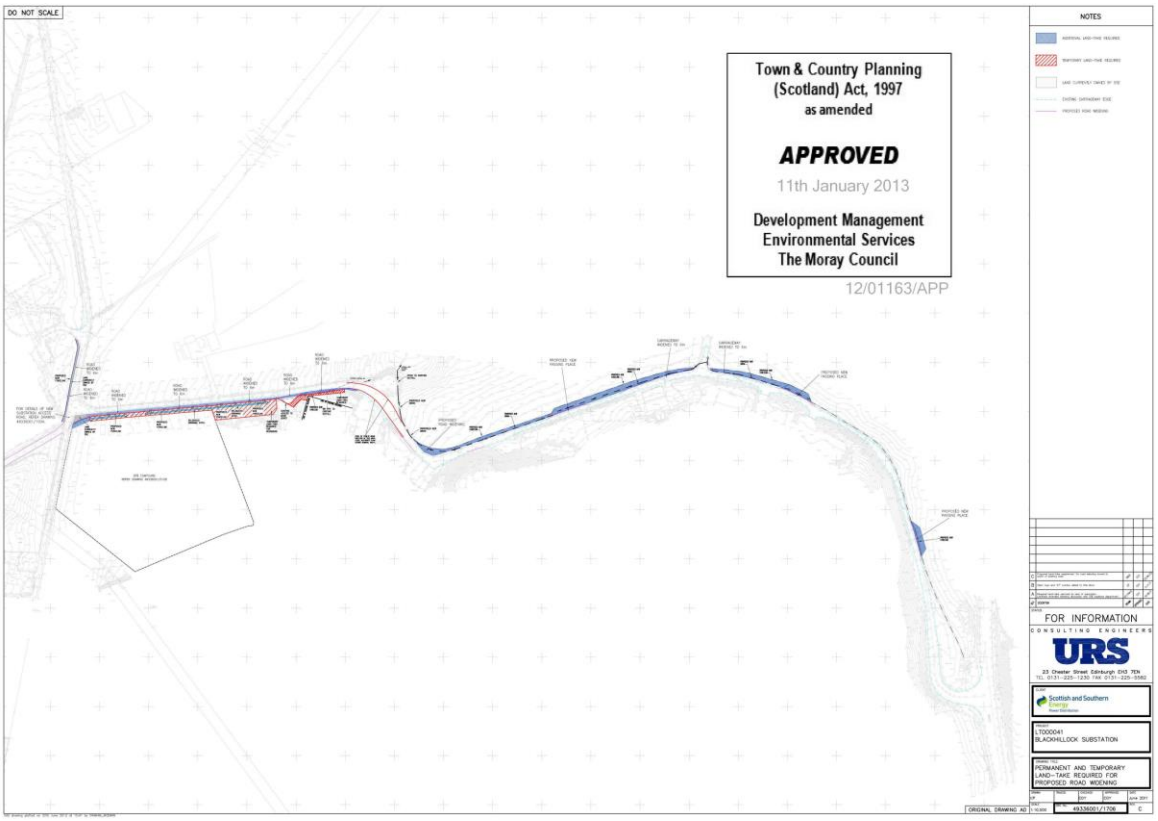
4.2.5 During pre-app discussions MC highway officers highlighted the need to widen the access road to 6.5m to facilitate two-way HGV movements during construction, however, it is considered that due to the low number of construction vehicles anticipated at the site and the use of platooning to control the movement of construction vehicles to the site, that widening the highway to accommodate two-way flows will not be necessary as at no point are construction contra-flows expected.

WIDENING WORKS

4.2.6 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.

4.2.7 A drawing produced by URS for the approved widening works on U43H, planning ref: 12/01163/APP, is provided in **Figure 4-2** and also at **APPENDIX A**.

Figure 4-2: U43H Widening Works

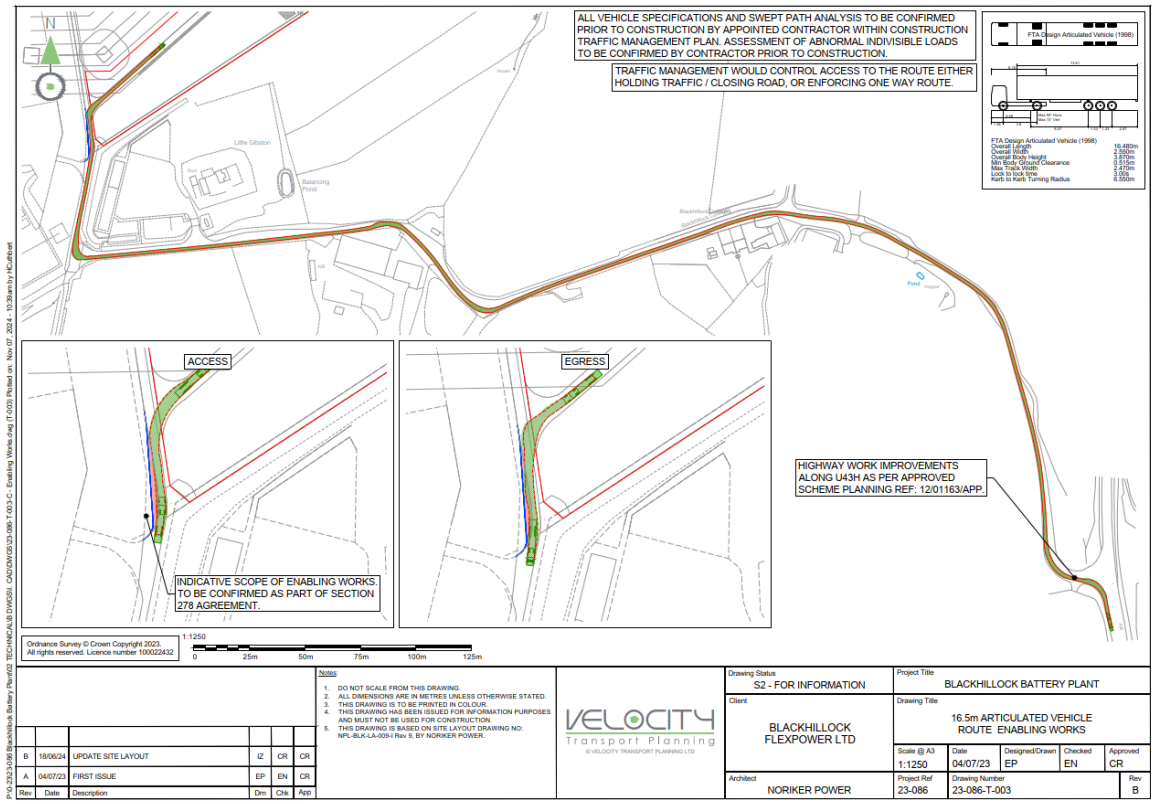


4.2.8 The access junction is proposed to be reconfigured to accommodate the expected construction traffic.

4.2.9 Swept path analysis for the largest HGV expected to visit the Proposed Development (16.5m articulated lorry, excluding AIL) during construction has been undertaken and is provided in **Figure 4-3** (overleaf) and at **APPENDIX B.**

4.2.10 The plan shows the indicative extent of permanent widening to accommodate access for 16.5m vehicles into the site.

Figure 4-3: Access Route Swept Path



4.3 VISIBILITY

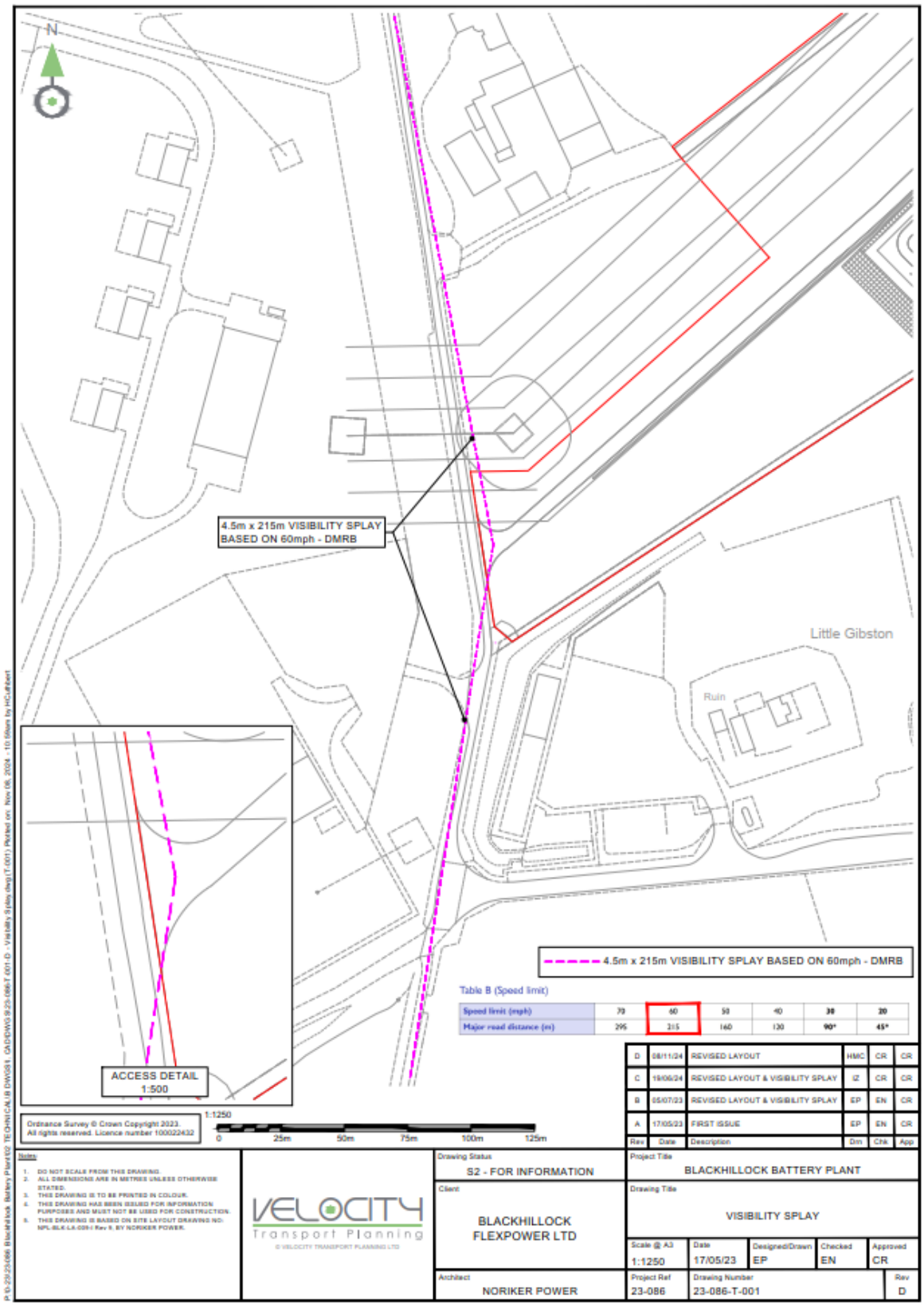
4.3.1 The access visibility splays have been designed in accordance with guidelines set out in the Design Manual for Roads and Bridges (DMRB).

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

4.3.3 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 Proposed Development access and visibility splays is presented in **Figure 4-4** and **APPENDIX C**.

4.3.4 It is noted that in the pre-application comments received from MC, the required visibility splays were 4.5m x 70m to the left and 4.5m x 90m to the right. The proposed visibility splays exceed this requirement and are therefore considered to be acceptable.

Figure 4-4: Proposed Development Access Visibility Splay



4.4 ABNORMAL INDIVISIBLE LOADS

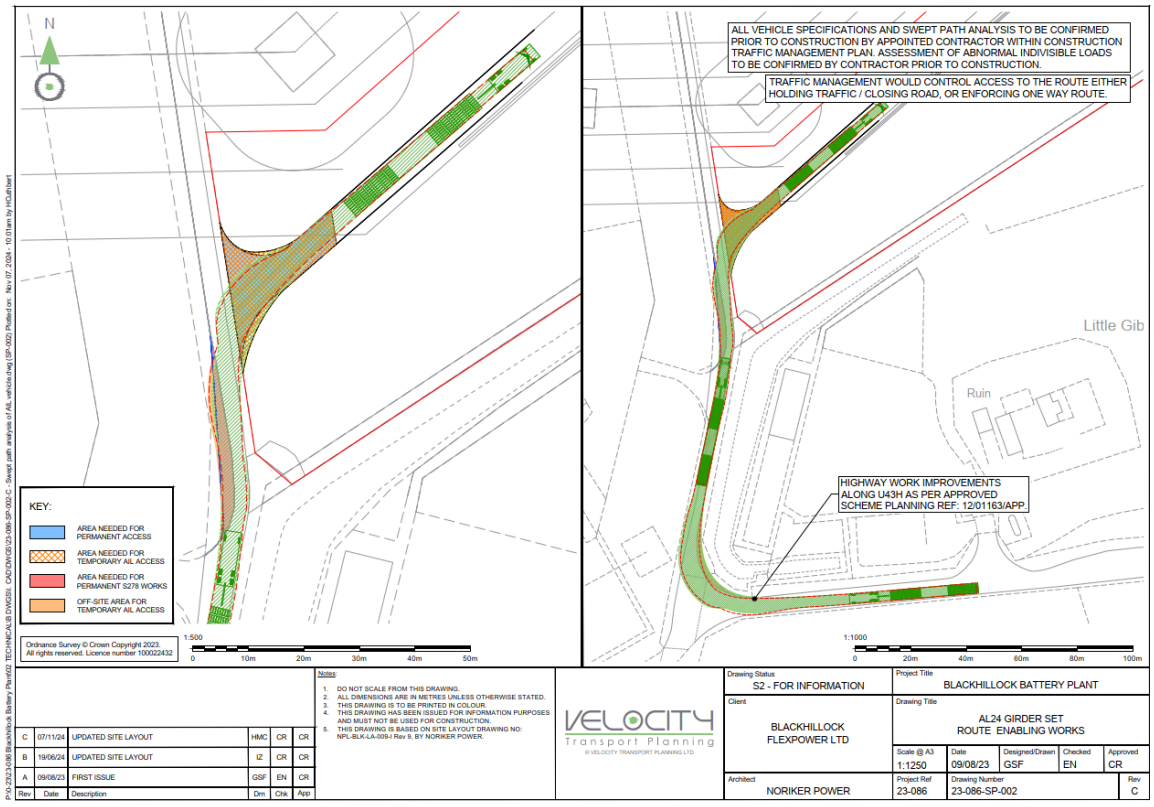
4.4.1 The routing for the movement of Abnormal Indivisible Loads (AIL) will be agreed with the relevant key stakeholders prior to construction. At present, it is assumed that the route presented in **Figure 4-1** will be utilised for the movement of all AILs to and from the SRN to the Proposed Development.

4.4.2 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.

4.4.3 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.

4.4.4 Initial swept path analysis has been undertaken for the AIL and demonstrates that the vehicle is able to access the site without issue, provided some temporary widening works are undertaken on the access road to facilitate entry and exit, as shown in **Figure 4-5**. Further details on the AIL requirements will be provided in the final CTMP, secured by condition.

Figure 4-5: Swept Path Analysis of AIL Vehicle



4.4.5 Further details of any proposed road improvements or alterations, both temporary and/or permanent will be provided as part of the detailed CTMP to be submitted as part of the wider application.

ACCESS ROUTE SIGNAGE

4.4.6 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 Proposed Development from the SRN.

4.4.7 Temporary signage will also be provided at key junctions within the vicinity of the Proposed Development to provide warnings to other road users of the likely presence of construction vehicles.

4.4.8 Locations of the temporary signage will be agreed with the key stakeholders, including MC prior to implementation.

4.5 INTERNAL ACCESS TRACKS

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

4.6 CAR PARKING

4.6.1 At present, it is assumed that the construction of the Proposed Development will require a maximum of 35 staff on-site at any one point.

4.6.2 Subject to the accommodation strategy for staff, a temporary car parking area will be provided within the Proposed Development during construction. However, there may also be scope for a shuttle service from the place of accommodation.

4.6.3 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 and the strategy for housing.

4.6.4 Once operational, trips and parking requirements will generally be limited to maintenance. The internal layout provides sufficient areas for maintenance vehicles to access adjacent to the equipment.

4.7 CABLING

4.7.1 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.

4.8 DRAINAGE

4.8.1 Any drainage works necessary as part of the construction will be handled by way of a section 278 agreement prior to the commencement of works.

4.9 MANAGEMENT PLANS AND SUPPORTING MEASURES

4.9.1 To support the Proposed Development, an oCTMP is initially provided to accompany the planning application, which (subject to planning permission) will be updated into a final CTMP.

4.9.2 As impacts of the Proposed Development primarily relate to the construction effects, the measures within the supporting CTMP will be secured by way of condition, which will be updated into a detailed version prior to construction.

5 TRANSPORT IMPACTS

5.1 DEVELOPMENT IMPACTS

5.1.1 The Proposed Development comprises two phases including:

- Construction
- Operational

5.1.2 The relevant transport aspects and impacts of each phase are discussed below.

5.2 OPERATIONAL

5.2.1 As the operational flows of the Proposed Development are likely to be associated primarily with maintenance activity, the traffic flows associated with the operational flows are considered to be negligible and non-significant on the network.

5.3 CONSTRUCTION

5.3.1 It is anticipated that the construction phase will require a maximum of 35 staff arriving and departing outside of the AM and PM peak hours, which will take place prior to the shifts starting and ending.

5.3.2 At this stage, it is not possible to determine (or fix) the point of arrival within the United Kingdom for the battery containers and two super-grid transformers and other components of the Proposed Development. On that basis, an initial feasibility exercise has been undertaken to determine the potential access route along the LRN to the Proposed Development, from the SRN.

5.3.3 For access from the SRN to the Proposed Development via the LRN for HGVs, vehicles will need to route along the A96, before joining onto the U43H access road leading to the Proposed Development.

5.3.4 Based on the information currently provided by the Applicant based on other similar project experience, it is estimated that the Proposed Development would require up to 10 daily HGV arrivals as a worst-case.

5.3.5 It is not anticipated that 10 daily HGV trips is significant enough to result in any adverse highways safety impacts along this route.

5.3.6 Nonetheless, further information on the construction impacts of the Proposed Development, including measures to mitigate construction, are included within the supporting oCTMP.

6 SUMMARY AND CONCLUSION

6.1 OVERVIEW

6.1.1 This document provides the Transport Statement (TS) in relation to the proposals at Land at Gibston Farm, Blackhillock (the 'Proposed Development').

6.2 PROPOSED DEVELOPMENT

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

6.2.2 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.

6.2.3 In transport terms, the main impacts associated with the Proposed Development are primarily associated with construction and associated construction vehicles.

6.3 POLICY

6.3.1 Overall, the Proposed Development is considered to be in accordance with the National, Regional and Local policy requirements, by embedding transport mitigation into the design and not leading to any potential adverse highway impacts.

6.4 CONNECTIVITY AND ACCESS

6.4.1 The Proposed Development benefits from being in close proximity to the Strategic Road Network, in the form of the A96 to the east.

6.4.2 A review of the access route for construction vehicles to the Proposed Development has been undertaken, with it considered that vehicles will need to route along the A96, before joining onto the U43H access road leading to the Proposed Development.

6.4.3 Sections of the U43H have been widened previously 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.

6.4.4 It is further noted that additional widening alterations to the highway (U43H) will be necessary to facilitate the movement of construction vehicle into and out of the Proposed Development, which are proposed to be undertaken as part of the access works to the site.

6.5 HIGHWAY IMPACTS

6.5.1 Subject to the vehicle routing, mitigation measures that have been outlined within this report and the CTMP, it has been deemed that the proposed development would not lead to any adverse impacts on highway safety.

6.6 TRIP IMPACT

6.6.1 The Proposed Development will generate up to 10 daily HGV arrivals as a worst-case scenario.

6.6.2 There will be limited peak hour traffic impacts associated with the Proposed Development and as such there is no need to undertake any detailed junction capacity assessments. Staff will also arrive prior to the morning peak and depart after the PM peak.

6.6.3 The transport impacts of the Proposed Development, which is primarily associated with construction traffic, will be mitigated further through the provision of a CTMP that has been submitted as part of the planning application. This will be secured by way of condition and updated into a final CTMP by the appointed principal contractor.

6.7 CONCLUSION

6.7.1 In conclusion, there are considered to be no prevailing highways or transport reasons present that mean the Proposed Development should not be granted permission.

APPENDIX A

APPROVED U43H WIDENING WORKS

DO NOT SCALE

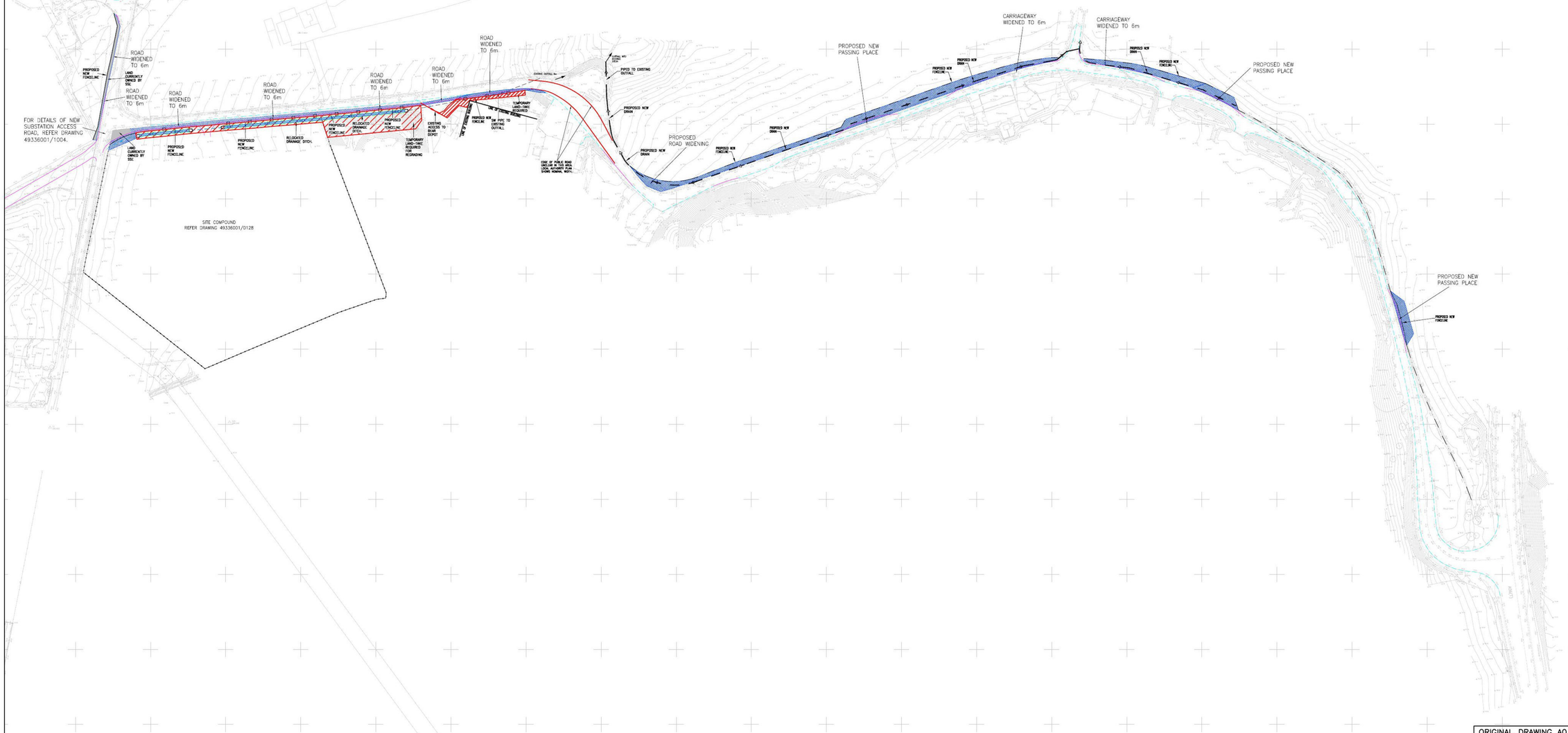
Town & Country Planning
(Scotland) Act, 1997
as amended

APPROVED

11th January 2013

Development Management
Environmental Services
The Moray Council

12/01163/APP



NOTES

- ADDITIONAL LAND-TAKE REQUIRED
- TEMPORARY LAND-TAKE REQUIRED
- LAND CURRENTLY OWNED BY SSE
- EXISTING CARRIAGEWAY EDGE
- PROPOSED ROAD WIDENING

NO	DESCRIPTION	DRAWN	APPROVED	DATE
C	Proposed land-take requirement for road widening moved to south of existing road	CMHL	CGY	12.06.12
B	Client logo and "LT" number added to title block	EP	CGY	11.11.11
A	Required land-take removed to east of substation. Landtake amended following discussion with SSE wayleave department	EP/CMHL	CGY	05.05.11

STATUS
FOR INFORMATION

CONSULTING ENGINEERS

URS
23 Chester Street Edinburgh EH3 7EN
TEL: 0131-225-1230 FAX: 0131-225-5582

CLIENT
Scottish and Southern Energy
Power Distribution

PROJECT
LT000041
BLACKHILLOCK SUBSTATION

DRAWING TITLE
PERMANENT AND TEMPORARY LAND-TAKE REQUIRED FOR PROPOSED ROAD WIDENING

DRAWN	TRACED	CHECKED	APPROVED	DATE
EP		CGY	CGY	June 2011

SCALE	DRG No.	REV.
1:10,000	49336001/1706	C

ORIGINAL DRAWING A0

CAD drawing plotted on 20th June 2012 at 15:41 by GRAHAM_MCEWAN

APPENDIX B

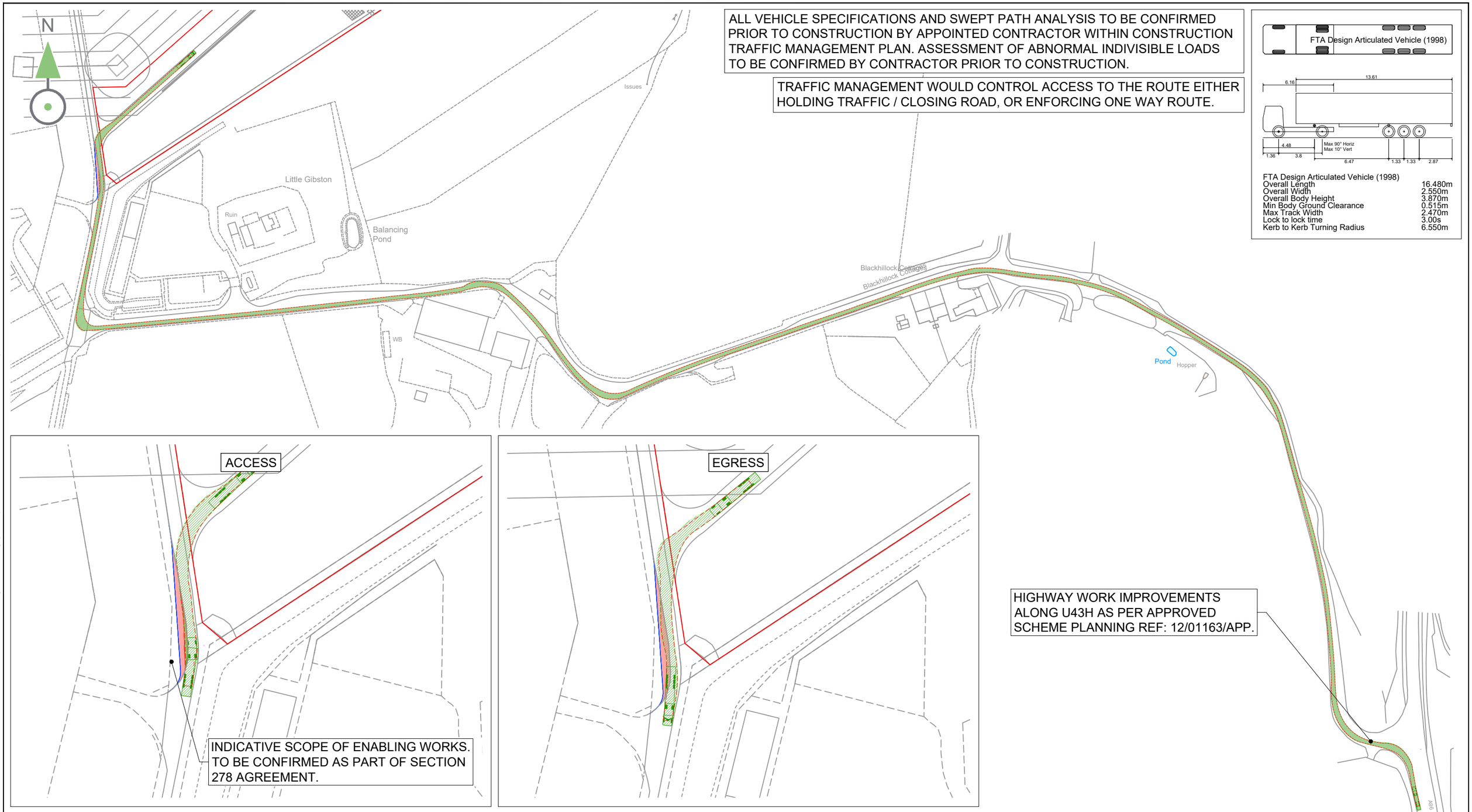
ACCESS SWEPT PATH ANALYSIS DRAWING

ALL VEHICLE SPECIFICATIONS AND SWEPT 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.

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m



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1:1250

0 25m 50m 75m 100m 125m

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

Notes:

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

VELOCITY Transport Planning

© VELOCITY TRANSPORT PLANNING LTD

Drawing Status: S2 - FOR INFORMATION

Client: BLACKHILLOCK FLEXPOWER 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:\0-23\23-086 Blackhillock Battery Plant\02 TECHNICAL\B DWGS\I. CAD\DWGS\23-086-T-003-C - Enabling Works.dwg (T-003) Plotted on: Nov 07, 2024 - 10:39am by HCuthbert

APPENDIX C

VISIBILITY SPLAY

N

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*

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1:1250

0 25m 50m 75m 100m 125m

Rev	Date	Description	Drn	Chk	App
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

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.
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VELOCITY Transport Planning

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Drawing Status: S2 - FOR INFORMATION

Project Title: BLACKHILLOCK BATTERY PLANT

Client: BLACKHILLOCK FLEXPOWER LTD

Drawing Title: VISIBILITY SPLAY

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:1250	17/05/23	EP	EN	CR

Architect: NORIKER POWER

Project Ref	Drawing Number	Rev
23-086	23-086-T-001	D

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