12. Transport Statement & Construction Traffic Management Plan

12. Introduction

12.1. Purpose of the Report

12.1.1. Pell Frischmann has been instructed by Boralex (the Applicant) to produce a combined Transport Statement and Construction Traffic Management Plan (CTMP) to support a planning application for the creation of a Battery Energy Storage System (BESS) and associated development at a site to the north of the A832 and north-west of Corriemoillie Substation, in The Highland Council (THC) administrative area.

12.1.2. The planning application is for a proposed BESS (the Proposed Development). This covers the construction, operation and maintenance of a BESS of up to 50 megawatts (MW) capacity with associated infrastructure, vehicular access, landscaping, substation, perimeter fencing and lighting.

12.1.3. This report provides an overview of the Proposed Development in relation to construction traffic and sets out the proposed mitigation measures for use at the Site. Once operational, the Proposed Development will generate minimal levels of maintenance traffic and no specific traffic measures are required for the operational phase.

12.1.4.

12.2. Report Structure

12.2.1. Following this introduction, the report is structured as follows:

- Section Two describes the Proposed Development, including access arrangements;
- Section Three details the existing transport conditions in the vicinity of the site;
- Section Four details the types of construction traffic likely to be used on the site, including estimated delivery volumes;
- Section Five outlines the proposed construction traffic management measures to be used on the site; and
- Section Six provides a summary of the report.

12.3. Development Description

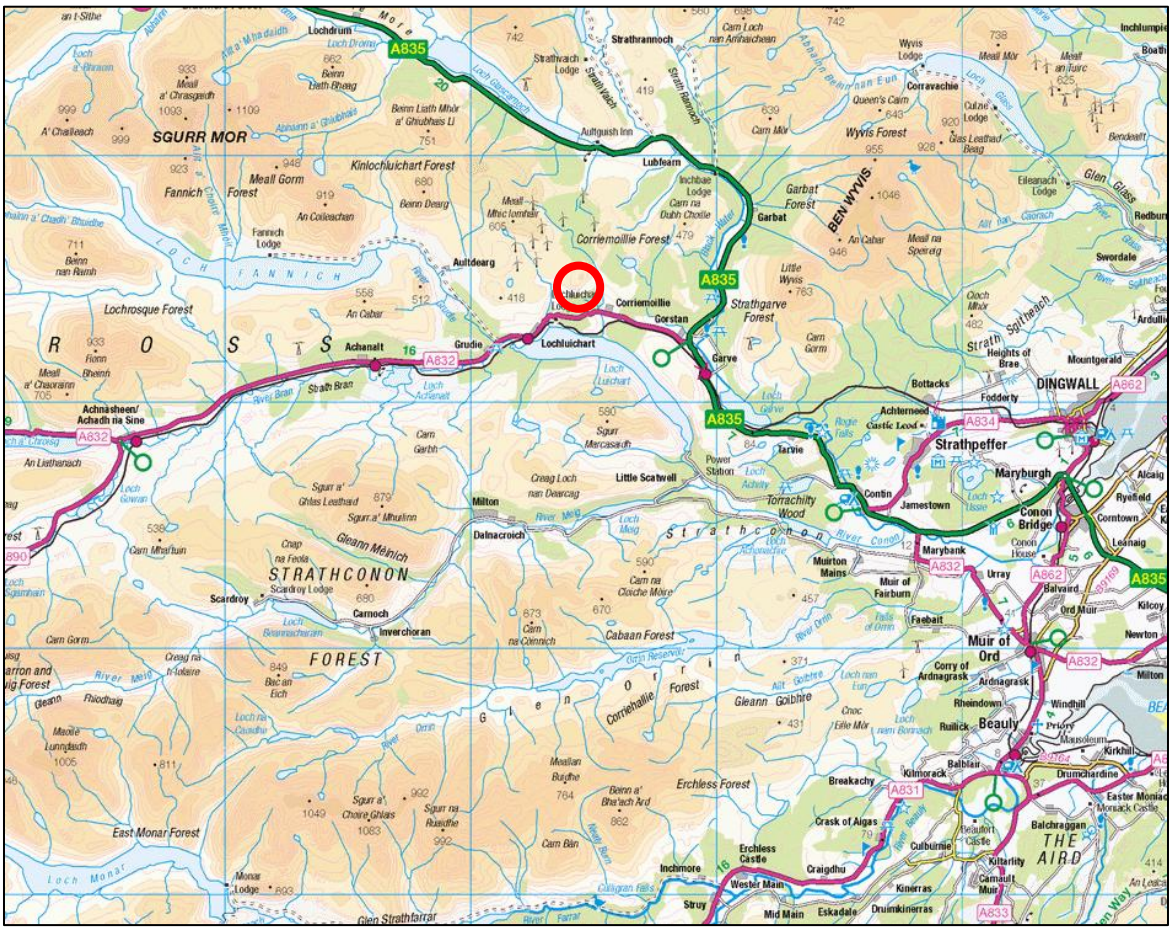
Development Location and Layout

12.3.1. The Proposed Development comprises of a BESS, featuring the following elements:

- Battery storage and their associated electrical connections and switchgear;
- Control facilities and an electrical connection to the nearby existing Corriemoillie Substation (including an underground cable) located to the east of the Proposed Development;
- Access track to the secure BESS compound; and
- Security fencing acoustic fencing (if required) and other features.

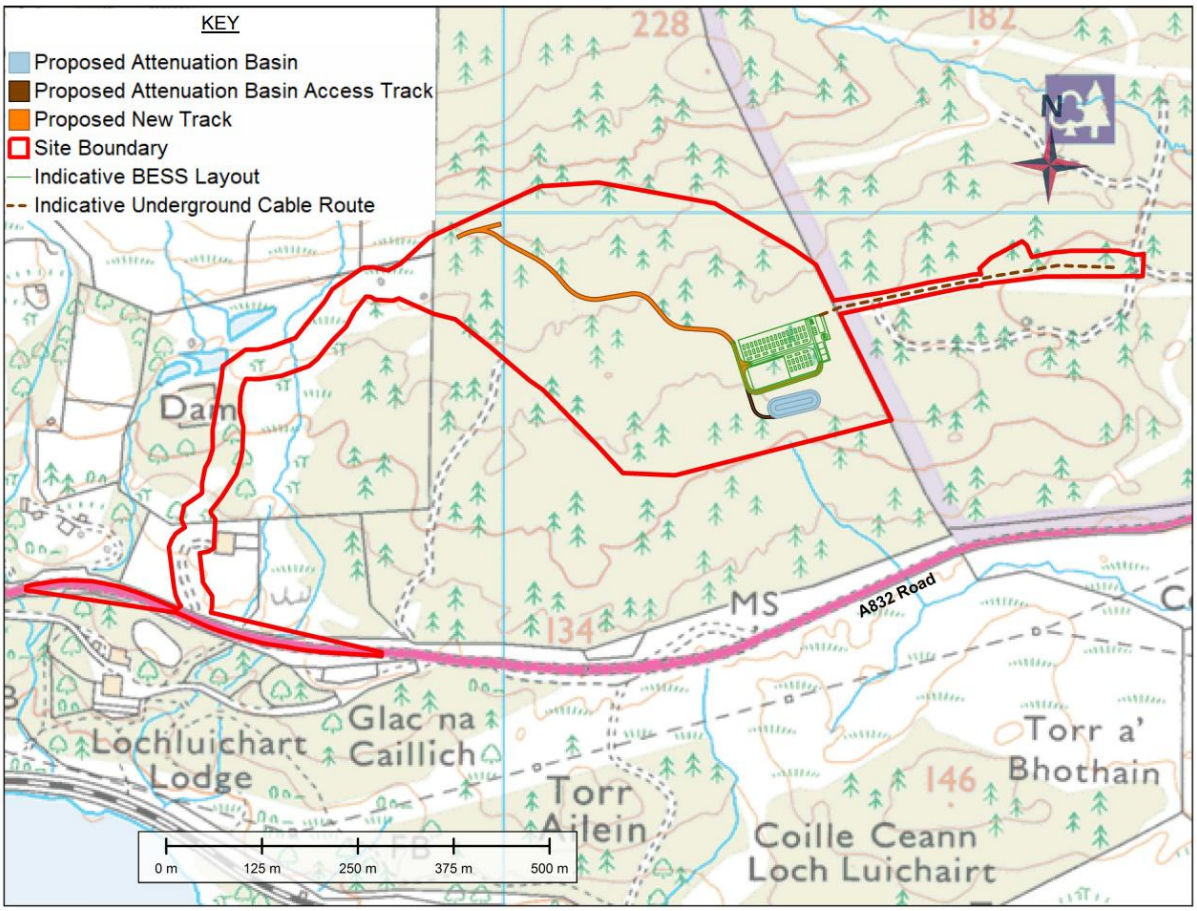
12.3.2. The Proposed Development location is illustrated in **Figure 12.1**.

Figure 12.1 Proposed Development Location



12.3.3. Access to the Proposed Development is to be taken from an existing forestry access junction on the A832. The layout of the Proposed Development is illustrated in **Figure 12.2**. The Site access junctions have been previously designed to accommodate forestry requirements and would provide construction and operational access to the Proposed Development.

Figure 12.2 Proposed Development Layout



12.3.4. Within the Site, access to the Proposed Development will be taken from the west, with an access track leading from the existing access track network. Two points of access into the BESS compound are proposed.

12.3.5. The proposed junction layout, designed by Wardell Armstrong LLP (part of SLR) including swept path analysis, is illustrated in **Appendix A** and is designed to enable the passing of two HGVs entering and exiting the Site.

12.3.6. The existing access junction is used by forestry and agricultural traffic without recorded incident. However, during construction, it is proposed to agree a temporary speed reduction with The Highland Council in the area of the junction. A Road Safety Audit can also be prepared to help illustrate the potential operation of the junction.

12.3.7. Visibility splays of 4.5 metres (m) x 160 m are illustrated (see Figure 'Visibility Splay') and require the removal of trees and earthworks. The Applicant has undertaken an Automatic Traffic Count (ATC) speed survey in the vicinity of the proposed Site access junction and notes that the 85th percentile speed of traffic is 56 miles per hour (mph).

12.3.8. The visibility splay has been designed to minimise the amount of tree and habitat loss in the area and is reflective of the fact that speed restriction measures will be in place during the construction period. Post construction, vehicle movements will be limited to the occasional maintenance, services and security review visit. The proposed access junction is an existing junction and according to the online resource, CrashMap, has not featured a road accident within the last 25 years.

12.3.9. Having engaged with local residents via the Garve and District Community Council, the Applicant understands that there is a desire to see a general speed reduction through the settlement of Lochluichart in the future and would be willing to engage with THC and the community further on this matter. The Applicant would also be willing to help fund a general reduction, if this was supported by the Council.

12.4. Existing Network

Active Travel Network

12.4.1. A review of THC Core Path maps[1] indicates that there are no Core Paths located near to the Proposed Development site. The closest Core Path is located to the north of Garve, located approximately 5 kilometres (km) to the southeast.

12.4.2. The National Cycle Network (NCN) route map[2] of the United Kingdom indicates that there are no NCN routes located close to the Proposed Development.

Existing Road Links

12.4.3. The nearest trunk road to the site is the A835, linking Tore to Ullapool (although the road itself continues northbound to Ledmore Junction as a non-trunk road from Ullapool). The A835 between Tore and Ullapool is operated by Transport Scotland on behalf of Scottish Ministers and is subject to a 60mph speed limit in sections outwith towns and villages on the route.

12.4.4. Access to the Proposed Development from the A835 is via the A832. The A832 provides connections from Garve to Corrieshalloch, via Kinlochewe and Gairloch. The road is of local

[1] https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f
[2] https://explore.osmaps.com/?lat=57.629360&lon=-4.792731&zoom=11.0997&style=Standard&type=2d&overlays=os-ncn-layer

distributor road standard and is maintained by THC. The A832 is considered suitable for Heavy Goods Vehicle (HGV) traffic between the site access junction and the A835.

12.4.5. Access from the A832 is taken from an existing forestry access track. The access junction would be subject to widening works to accommodate the temporary increase in HGV traffic.

Road Network Suitability

12.4.6. The Agreed Timber Route Map[3] has been developed by The Timber Transport Forum who are a partnership of the forestry and timber industries, local government, national government agencies, timber hauliers and road and freight associations. One of the key aims of the forum is to minimise the impact of timber transport on the public road network, on local communities, and the environment and a way of achieving this is to categorise the roads leading to forest areas in terms of their capacity to sustain the likely level of timber haulage vehicles i.e., HGVs. The routes are categorised into four groups, namely; 'Agreed Routes', 'Consultation Routes', 'Severely Restricted Routes' and 'Excluded Routes'.

12.4.7. 'Agreed Routes' are categorised as routes used for timber haulage without restriction as regulated by the Road Traffic Act 1988. A-roads are classified as 'Agreed Routes' by default unless covered by one of the other road classifications. Those links classed as 'Consultation Routes' are categorised as a route which is key to timber extraction, but which are not up to 'Agreed Route' standard. Consultation with the local authority is required, and it may be necessary to agree limits of timing, allowable tonnage, etc. before the route can be used. B-roads are classified as 'Consultation Routes' by default unless covered by one of the other classifications. 'Severely Restricted Routes' are not normally to be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the local authority is required prior to use. Finally, 'Excluded Routes' should not be used for timber transport in their present condition. These routes are either formally restricted, or are close to being formally restricted, to protect the network from damaging loads.

12.4.8. The A835 and A832 form part of the agreed route network used for the extraction of timber and are therefore regularly used by HGV traffic. As such, they are considered suitable for the movement of construction HGV traffic.

Road Safety Review

12.4.9. Personal Injury Accident (PIA) data for the five-year period commencing 01 January 2019 through to the 31 December 2023 was obtained from the online resource CrashMap[4] which

[3] https://timbertransportforum.org.uk/ [Accessed June 2025]
[4] https://www.crashmap.co.uk [Accessed October 2024]

uses data collected by the police regarding road traffic crashes occurring on British roads, where someone is injured.

12.4.10. Transport Assessment Guidance requires an analysis of the accident data on the road network in the vicinity of any development to be undertaken for at least the most recent three-year period, or preferably a five-year period.

12.4.11. The statistics are categorised into three categories, namely "Slight" for damage only incidents, "Serious" for injury accidents and "Fatal" for accidents that result in a death.

12.4.12. A review of the A832 indicates that there has been one accident on the A832 between its junction with the A835 and the Proposed Development within the last five years (2019 – 2023). The accident occurred to the south of Grudie Bridge and was classified as "Slight" and involved one Young Driver in a single vehicle incident, occurring in winter.

12.4.13. Three accidents occurred at the junction of the A832 and A835. Two "Slight" accidents and one accident resulting a fatality were recorded at the junction. The fatal accident involved a motorcyclist colliding with a car in May 2022. The other two accidents were both classed as "Slight" and involved a collision between two cars in one accident. The other involved a HGV and a car at the junction.

12.4.14. Based on the information available, it has been established that there are no specific road safety issues within the immediate vicinity of the Proposed Development that currently require to be addressed or will be exacerbated by construction activities.

Existing Traffic Flows

12.4.15. Data from the Department for Transport (DfT) traffic count database for the A835 from Count Stations 30800 (A835 Garve - Tarvie) and 10797 (A835 Aultguish) was also obtained for 2024 (The Transport Scotland database was offline during the collection of data used for the study). These traffic flows were factored to 2025 traffic flows using National Road Traffic Forecast (NRTF) High Growth factors.

12.4.16. To review the existing traffic flows on the A832, an ATC survey at the site access junction was undertaken in May 2025.

12.4.17. The traffic data allowed the traffic flows to be split into vehicle classes and the data have been summarised into cars / light goods vehicles (LGV) and HGV.

12.4.18. The traffic survey summary is provided in **Table 12.1** below

Table 12.1: 2025 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A832	2,490	66	2,556
A835 North	1,675	181	1,856
A835 South	3,739	255	3,994

12.4.19. Should the Proposed Development be consented, construction works are expected to commence 2027. NRTF High Growth assumptions have been used to provide a factor to convert the 2025 flows to 2027 flows. The NRTF High Growth Factor from 2024 to 2027 is 1.024.

12.4.20. The 2027 baseline flows are provided in **Table 12.2**.

Table 12.2: 2027 Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A832	2,550	67	2,617
A835 North	1,715	185	1,901
A835 South	3,829	261	4,090

Please note that rounding errors can occur

12.5. Committed Developments

12.5.1. A review of planning applications in the area has been undertaken. In line with established practice, the following screening factors of applications has been undertaken to determine those that can be included in the assessment:

- Will the application use the same study area as the Proposed Development?
- Is the application determined, and as such, can be considered as Committed Development?
- If the application results in temporary traffic, will these traffic flows occur at the same time as those for the Proposed Development?
- Does the application provide publicly available traffic data in the relevant traffic classes?

12.5.2. The review suggests that Lochluichart Wind Farm Extension 2 meets the above criteria and as such would be considered as committed development. The traffic flow for this scheme is temporary in nature, however as the exact construction programme has yet to be publicly confirmed, it is assumed that its peak of construction traffic could theoretically coincide with the peak of construction traffic for the Proposed Development. The peak of construction traffic for Lochluichart Wind Farm Extension 2[5] is 46 Car & LGV and 14 HGV movements per day on the A835. These movements have been added to the 2027 daily traffic flows presented with the combined traffic flows presented in **Table 12.3** as the revised 2027 future baseline daily traffic flows. This will be used in the Construction Peak Traffic Impact Assessment.

[5] https://www.lxxwindfarm.co.uk/wp-content/uploads/2019/07/LXX%20vol1/Chapter_7_Traffic_and_Transport.pdf

Table 12.3: 2027 Future Baseline Daily Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A832	2,550	67	2,617
A835 North	1,761	199	1,961
A835 South	3,875	275	4,150

Please note that rounding errors can occur

12.5.3. Should other significant traffic generating developments be consented prior to works commencing on the Proposed Development, the Applicant will liaise with the relevant third parties and THC to agree any common interest traffic management measures.

12.6. Construction Traffic

Trip Generation

12.6.1. The proposed construction works are estimated to take between 9 and 12 months. To provide a robust assessment of traffic flows, it is assumed that a 9 month construction period is used.

12.6.2. The programme has been divided into its component sections and estimates of the likely traffic generation have been made from the material quantities, staff requirements and component deliveries required. The main areas of construction traffic can be subdivided as follows:

- Import of Plant and Machinery;
- Site Establishment Clearance Loads;
- Import of Bulk Materials;
- Import of Ready-Mix Concrete;
- Import of General Building Supplies;
- Delivery of HV Electrical Components;
- Delivery of batteries;
- Delivery of general site materials and supplies;
- Grid and electrical connection works; and
- Arrival and departure of construction and commissioning staff at the site.

12.6.3. The traffic generation during the construction phase has used first principles to establish the volume and tonnage of construction materials. This has then been converted to two-way vehicle movements to create the construction programme illustrated in **Appendix C**.

12.6.4. The peak of construction activity occurs in Month Two of the construction programme.

12.7. Distribution of Construction Trips

12.7.1. Exact material suppliers will be determined through the Balance of Plant (BoP) contract. The supplies anticipated for use in this study however are based upon the following:

- Aggregate and stone: Likely to be supplied from quarries located to the southeast of the site and accessed from the A835 and A832;
- Ready-mix Concrete: Likely to be supplied from suppliers located to the southeast of the site and accessed from the A835 and A832;
- HV electrical equipment and batteries: Likely to be supplied from the Central Belt via the A9, A835 and A832, but to be confirmed upon confirmation of HV supplier;
- General construction and site supplies: Supplied from the southeast via the A835 and A832; and
- Construction Staff: It is assumed that 90% of staff will access the site from the southeast via the A835. 5% are assumed to access the site from the west of the site via the A832, with the remaining 5% accessing from the A835 to the north.

12.7.2. These general distributions have been applied to the peak of construction activities to estimate the likely peak traffic associated with construction activities. The peak construction traffic flows are summarised in **Table 12.4**.

Table 12.4: Peak Daily Construction Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
A832	26	50	76
A835 North	2	0	2
A835 South	24	50	74

Please note that rounding errors can occur

12.7.3. A review of the traffic impact of the construction traffic on the road network has been undertaken and is illustrated in **Table 12.5**.

Table 12.5: 2027 Base + Construction Traffic Flows / Traffic Impact

Description	Cars & LGV	HGV	Total Traffic	Cars & LGV % Impact	HGV % Impact	Total Traffic % Impact
A832	2,576	117	2,693	1.0%	74.1%	2.9%
A835 North	1,763	199	1,963	0.1%	0.0%	0.1%
A835 South	3,899	325	4,224	0.6%	18.2%	1.8%

12.7.4. The peak construction traffic impact level is below the 10% threshold for undertaking a detailed Transport Assessment. The daily flows are therefore not considered significant in traffic terms for the A835 or A832.

12.7.5. The increase in traffic represents an additional 76 vehicle movements (38 inbound and 38 outbound) per day, of which 50 are classified as HGV (25 inbound and 25 outbound). This represents on average 4 additional HGV movements in and out per hour during the peak month.

12.7.6. The impact of this number of HGV movements on the study area road network can be managed by a CTMP to ensure that any disruption and disturbance can be kept to a minimum.

12.8. Abnormal Load Traffic

12.8.1. The Applicant has advised that there are no large electrical transformers associated with the consented development. The largest loads to be used on Site will be the arrival of construction plant, battery units and the erection crane.

12.8.2. The battery units proposed for this development are 6.0 m long x 2.5 m wide and 3.0 m high. These dimensions are below the threshold for Abnormal Indivisible Loads (AIL). At 32.1 tonnes however they are likely to be marginally heavier when loaded on a trailer than the 44 tonne limit defined by the Road Vehicle Construction & Use Regulations 1986.

12.8.3. The proposed battery units will therefore come under the Road Vehicles (Authorisation of Special Types) (General) Order 2003, known as the STGO. Under these regulations, the proposed loads are Category 2 (under 80 tonnes fully loaded).

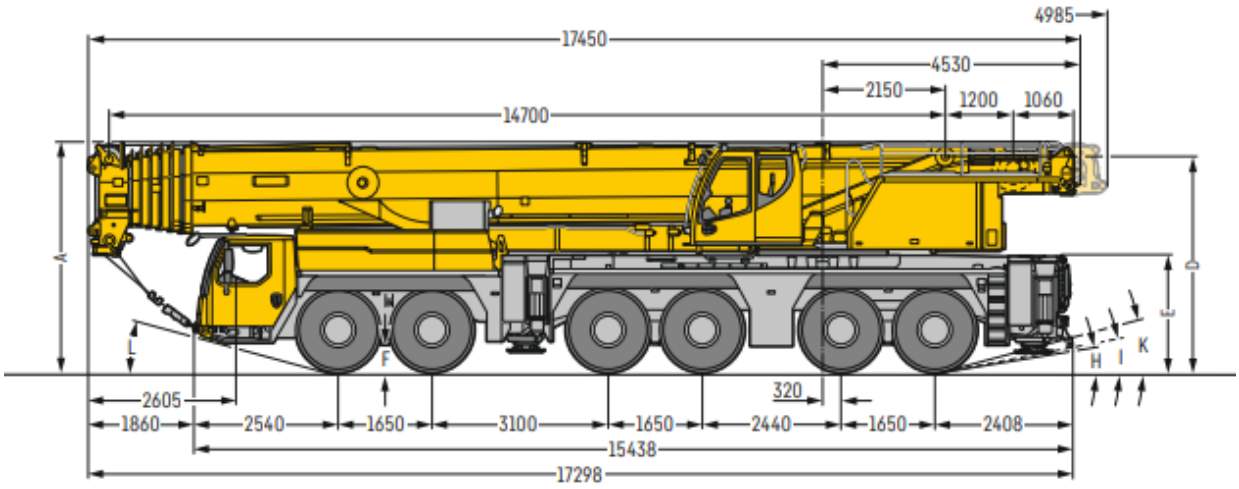
12.8.4. STGO Cat 2 loads require the Applicant to provide 2 working days' notice of the proposed movements to the road authorities and police.

12.8.5. Assuming the use of a four-axle trailer as a worst case scenario, the likely worst case axle load will be 9.7 tonnes with a gross vehicle weight of 64.1 tonnes. The maximum axle load for the tractor unit would be 10 tonnes. The overall length of the load would be similar to a standard 40 foot container HGV.

12.8.6. It is expected that BESS units will be delivered to site from the Port of Invergordon and would use the A9, A835 and A832 to access the site.

12.8.7. The heaviest load accessing the site would be the erection crane. At a total weight of no more than 72 tonnes, the expected axle weight according to details provided by crane manufacturer Leibherr is no greater than 12 tonnes. Vehicle axle spacing is provided in **Figure 12.3** below.

Figure 12.3 Proposed 300tonne Capacity Crane



12.8.8. There are no requirements for offsite road accommodation works for the proposed crane or BESS unit loads.

12.8.9. The BESS units do not legally require the use of an escort vehicle. A civilian escort may accompany the crane to the front and rear of the vehicle, to provide further assistance to the crane driver.

12.8.10. The width of the crane is 3m and would not impede oncoming traffic, including emergency vehicles on the study area road network.

12.9. Operational Traffic

12.9.1. Traffic associated with the operational phase will be minor in nature and restricted to occasional visits for maintenance, servicing and security reviews. It is anticipated that traffic flows associated with this phase of the Proposed Development will be restricted to up to ten vehicle movements (five inbound and five outbound) per month.

12.9.2. This level of traffic is not considered to be significant and as such, no further assessment is proposed

12.10. Construction Traffic Management Proposals

12.10.1. The traffic management proposals in this report will be provided to the Principal Contractor and they will be required to abide by these regulations as part of their commercial contracts with the Applicant. Failure to follow the traffic management measures proposed would be a contractual matter and could result in contractors being dismissed from the site.

12.10.2. Pages with information about the construction of the development will be available on the project website. These will be updated throughout the construction period. If visitors to the Site are unable to find the answer to their question in the webpages, an email address will be provided on the project website to contact the Applicant. In addition, details will also be circulated via a newsletter advising about ongoing activities. A telephone number for the Principal Contractor would be published during operational hours to resolve any traffic management problems that occur, and these calls would be logged and reported to the Applicant on a weekly basis to monitor the situation.

12.10.3. All contractors will be monitored through regular spot-checks to ensure they follow the approved access route(s). Access routes identified will be clearly defined in all sub-contracts and signposted.

12.10.4. The Site access junction will be kept clear at all times during construction and will be monitored by onsite staff to ensure vehicles do not attempt to use the area for parking.

12.10.5. Use of a visible vehicle identification system for HGV deliveries should be employed to ensure compliance with the agreed route and driver behaviour standards. This will allow the public to identify any rogue vehicles to the site office for easy recognition and review.

12.10.6. The Applicant will also create a protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic wherever possible.

12.10.7. The following measures would be provided to assist in managing traffic across the study area road network.

General Measures

12.10.8. Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network.

12.10.9. The following measures would be implemented through this CTMP during the construction phase:

- Contractual requirement in the BoP contract that contractors will only use the agreed access routes;
- Direction signage signposting traffic on the agreed access routes;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Setting out Site staff disciplinary measures for those who ignore the agreed access routes and enforcing these throughout the construction period;
- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;

- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Wheel cleaning facilities will be established at the site entrance. A road sweeper would also be provided at site to ensure that the area of the A832 near the site access is kept clean at during the development platform works and any other works likely to generate material that could be tracked on to the public road network; and
- Site induction for all staff instructing them on what route to site they can use to enter and exit the site and obtaining their acknowledgement that there is only one approved access route. The induction would include:
  - A tool box talk safety briefing;
  - The need for appropriate care and speed control;
  - A briefing on driver speed reduction agreements (to drive slowly through villages and settlements on the access route) and to be aware of pedestrian, cyclist and equestrian traffic in these areas; and
  - Identification of the required access route and access junction operation and the controls to ensure no departure from these routes.

Wear & Tear Agreement

12.10.10. An agreement is suggested to cover the cost of any abnormal wear and tear on the A832. This would be agreed with the Council subject to the granting of planning approval.

12.10.11. The wear & tear agreement will address concerns about possible damage to the public road, verges and structures. It will be based upon condition surveys of the road to ensure that the condition of the road does not deteriorate as a result of the construction works.

12.10.12. Video footage of the pre-construction phase condition of the agreed area covered by the condition survey would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This High Definition (HD) baseline review would inform any change in the road condition during the construction stage of the Proposed Development as it notes the existing condition of the road surface and features and details current condition.

12.10.13. The condition survey would feature still images for the survey and would measures specific defects to monitor their progression. Locations of points would be accurately logged using a GPS tracker.

12.10.14. To agree the current state of the road, the report would be agreed with the Council prior to construction works commencing.

12.10.15. Any immediate necessary repairs would be coordinated with the Council. Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.

12.10.16. During construction activities, a general road wear and tear review would be undertaken with the Council every three months during construction. Interim reviews will be undertaken by the principal contractor on a regular basis and the progress reports issued to the Applicant.

12.10.17. Any damage to road infrastructure caused directly by construction traffic would be made good, and street furniture that is removed on a temporary basis would be fully reinstated.

12.10.18. There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the initial months of construction activity, until the construction junction and immediate access track works are complete.

12.10.19. Where defects occur, the principal contactor will ensure that they maintain a stockpile of road repair material on site to undertake repair works quickly and efficiently, when authorised by the Council to undertake interventions.

12.10.20. Upon completion of construction activities, a follow-on condition review will be undertaken around the site access junction and a defects list prepared. Works required to reinstate the road back to its original condition would be undertaken at the Applicant's expense follow a review by the Council.

12.10.21. There are cases where defects will need to be undertaken quickly and the contractor will have arrangements in place to respond to serious and significant defects within agreed hours.

Turning Facilities & Banksmen

12.10.22. For safety reasons, both onsite and for other road users, the Site has been designed so all vehicles can enter and exit the Site in a forward gear at both junctions. No vehicle shall reverse onto unmanaged public roads and shall only enter / exit the site using forward gear only.

12.10.23. A banksman will be provided at the Site access to help guide traffic within the site and to ensure health and safety access for the Site. The banksman will be in radio contact with the wider site compound to advise of movements to and from the Site.

12.10.24. The Site construction compound will be sized to ensure that staff can park safely in the appropriate areas and that no parking occurs near the A832 site access junction.

Site Access Junction

12.10.25. The proposed visibility splays will be developed prior to works commencing on Site to ensure the safety of all road users. Engagement with THC on a temporary speed limit will be undertaken prior to works commencing.

12.11. Summary

12.11.1. This combined Transport Statement & Construction Traffic Management Plan has considered the likely impact of traffic generated by the Proposed Development on the local road network.

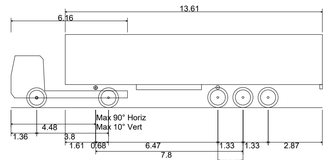
12.11.2. A review of the type and volume of vehicles associated with the construction programme has been provided and the peak of construction activities identified. This peak in traffic has been used to review the likely impact that construction activities would have.

12.11.3. Construction of the Proposed Development will generate approximately 76 movements vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month Two), 50 two-way HGV movements per day will occur per day. A further 26 car / LGV trips would be created by construction staff travelling to and from the Site.

12.11.4. Traffic management procedures have been proposed within this report which would ensure the safe operation of the approach route to the Site during construction. Determination of the final details of these traffic management measures will occur once the contractor has been appointed.

12.11.5. As the Proposed Development will not be manned, operational traffic is expected to be minimal and would be conducted by smaller vehicles. The impact of this on the wider road network will be negligible.

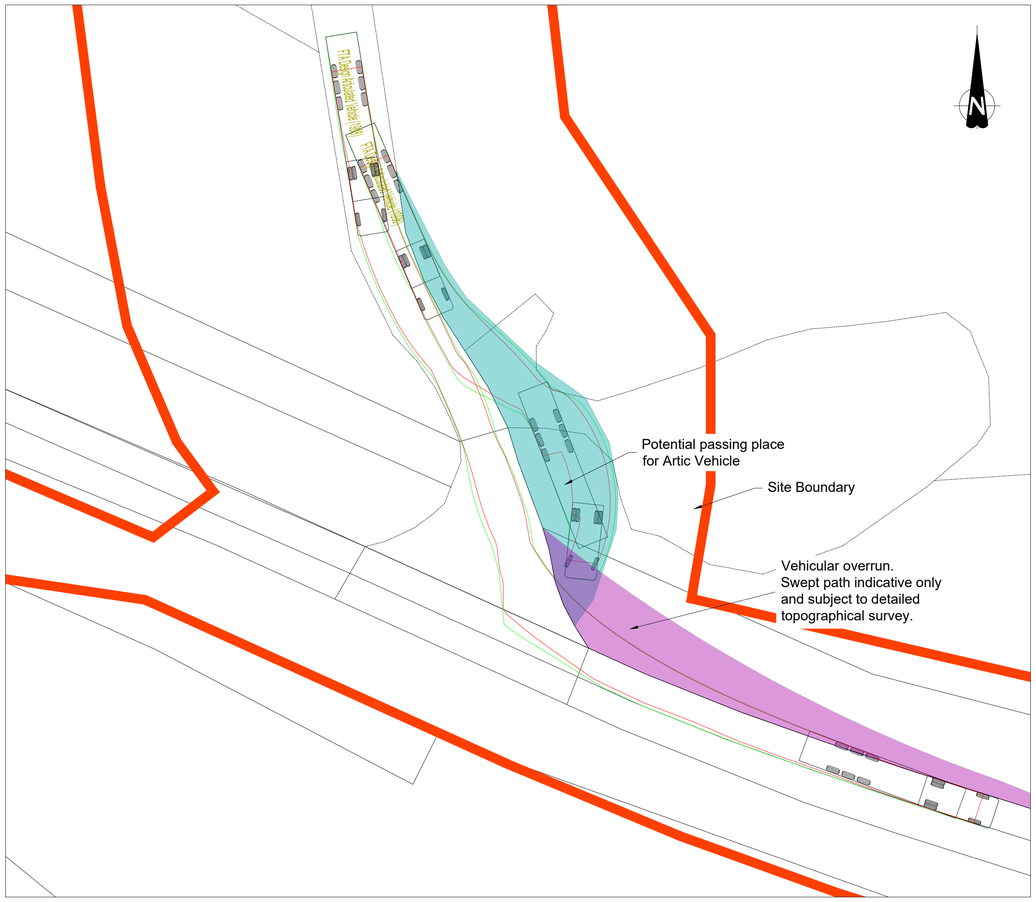
Appendix A: Site Access Junction Layout & Swept Path Analysis



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

ARTIC VEHICLE INGRESS (WITH EGRESS FROM PASSING PLACE)
SCALE: 1:250



ARTIC VEHICLE EGRESS
SCALE: 1:250

DO NOT SCALE FROM THIS DRAWING

GENERAL NOTES

1) THIS DRAWING IS TO READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS ISSUED BY THE ENGINEER AND ARCHITECT.

2) ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED OF ANY DISCREPANCIES PRIOR TO COMMENCEMENT OF WORK.

3) ALL SWITCHED OFF, FROZEN, OR NOT SCHEDULED TO PRINT LAYERS WITHIN ELECTRONIC ISSUES OF THIS DRAWING SHOULD BE DISREGARDED.

4) ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS ARE IN METRES.

5) SWEPT PATHS AT SITE ACCESS BASED ON OS MAP WHICH DOESN'T FULLY REPRESENT CONDITIONS ON SITE. FURTHER UPGRADES TO JUNCTION MAY BE REQUIRED (SUBJECT TO SWEPT PATH CONFIRMATION FOLLOWING TOPO SURVEY).

LEGEND

TRACK WIDENING

PASSING PLACE

REVISION	DETAILS	DATE	DRAWN	CHK'D	APP'D
B	TRACK WIDTH UPDATED TO REFLECT DRAWING 3112	24/07/25	ED	CS	AH
A	FIRST ISSUE	24/06/25	ED	CS	AH

CLIENT

BORELEX LTD

PROJECT

LOCHLUICHART BESS

DRAWING TITLE

ACCESS JUNCTION
ARTIC VEHICLE
SWEPT PATH

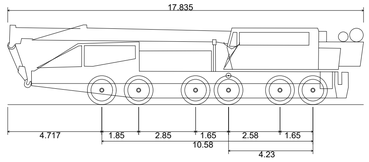
DRG No.	REV	SUIT. CODE
ED14475-C-3110	B	

DRG SIZE	SCALE	DATE
A1	AS NTD	23/06/2025

DRAWN BY	CHECKED BY	APPROVED BY
ED	CS	AH

wardell armstrong PART OF SLR

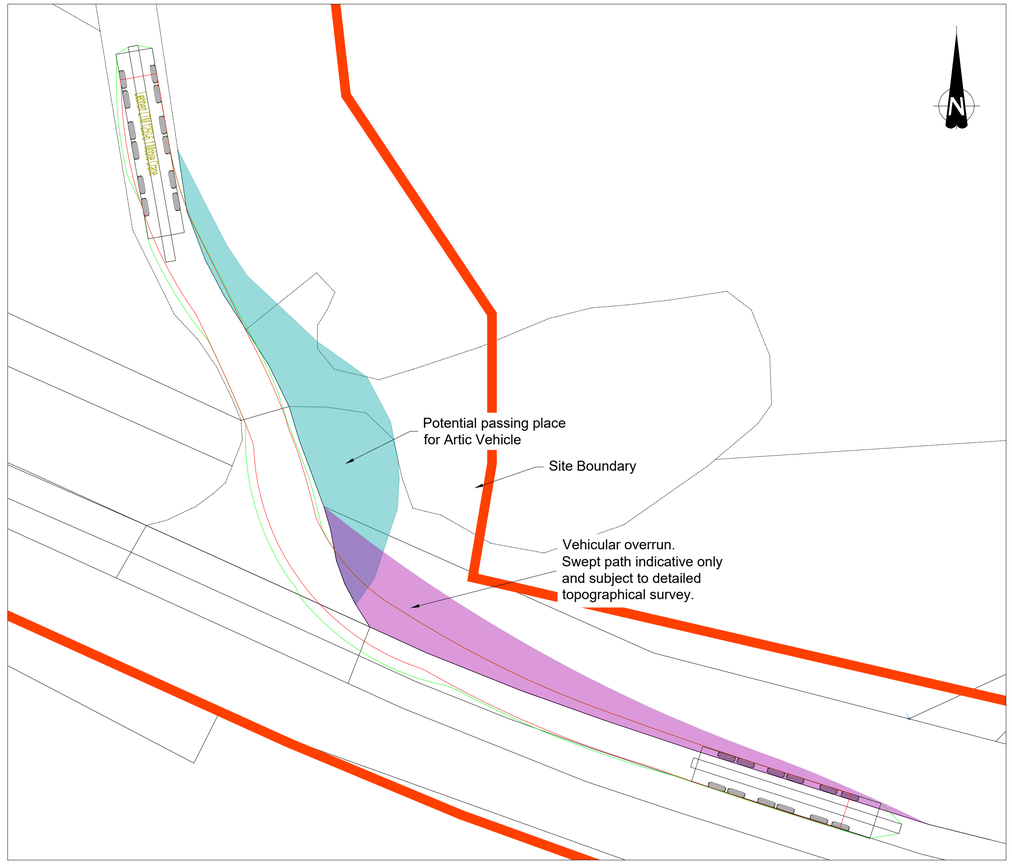
N:\ED\ED14475 - LOCHLUICHART BESS\03 - DESIGN\AUTOCAD\SCRATCH\PA\ED14475-C-3110-3111-3112-3113 ACCESS JUNCTION SWEPT PATH ANALYSIS (WIP).DWG



Liebherr LTM 1250-6.1 Mobile Crane

Overall Length	17.835m
Overall Width	3.000m
Overall Body Height	4.000m
Min Body Ground Clearance	0.330m
Track Width	3.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.624m

CRANE VEHICLE INGRESS
SCALE: 1:250



CRANE VEHICLE EGRESS
SCALE: 1:250

DO NOT SCALE FROM THIS DRAWING

GENERAL NOTES

1) THIS DRAWING IS TO READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS ISSUED BY THE ENGINEER AND ARCHITECT.

2) ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED OF ANY DISCREPANCIES PRIOR TO COMMENCEMENT OF WORK.

3) ALL SWITCHED OFF, FROZEN, OR NOT SCHEDULED TO PRINT LAYERS WITHIN ELECTRONIC ISSUES OF THIS DRAWING SHOULD BE DISREGARDED.

4) ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS ARE IN METRES.

5) SWEPT PATHS AT SITE ACCESS BASED ON OS MAP WHICH DOESN'T FULLY REPRESENT CONDITIONS ON SITE. FURTHER UPGRADES TO JUNCTION MAY BE REQUIRED (SUBJECT TO SWEPT PATH CONFIRMATION FOLLOWING TOPO SURVEY).

LEGEND

TRACK WIDENING

PASSING PLACE

REVISION	DETAILS	DATE	DRAWN	CHKD	APPD
A	FIRST ISSUE	24/07/25	ED	CS	AH

CLIENT

BORELEX LTD

PROJECT

LOCHLUICHART BESS

DRAWING TITLE

ACESS JUNCTION
CRANE
SWEPT PATH

DRG No. ED14475-C-3112		REV A	SUIT. CODE
DRG SIZE A1	SCALE AS NTD	DATE 23/07/25	
DRAWN BY ED	CHECKED BY CS	APPROVED BY AH	

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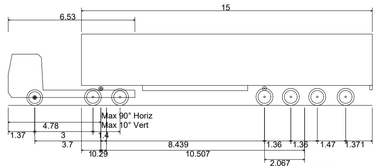

Max Legal Length (UK) Articulated Vehicle (MAIN RIG)

Overall Length	18.780m
Overall Width	2.730m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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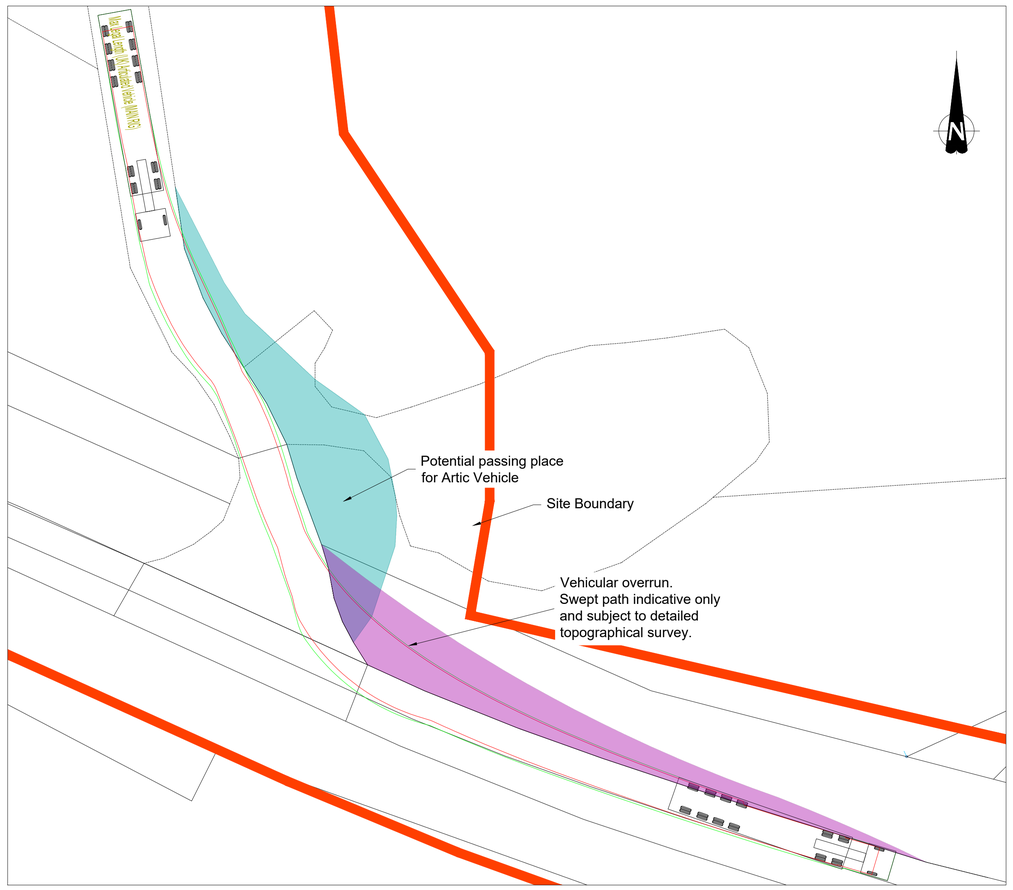
LEGEND

TRACK WIDENING

PASSING PLACE

FOUR AXLE TRAILER VEHICLE INGRESS
SCALE: 1:250



FOUR AXLE TRAILER VEHICLE EGRESS
SCALE: 1:250

REVISION	DETAILS	DATE	DRAWN	CHKD	APPD
A	FIRST ISSUE	24/07/25	ED	CS	AH

CLIENT: BORELEX LTD

PROJECT: LOCHLUICHART BESS

DRAWING TITLE: ACESS JUNCTION FOUR AXLE TRAILER SWEPT PATH

DRG No.	REV	SUIT. CODE
ED14475-C-3113	A	

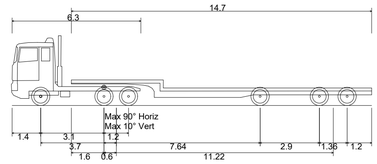
DRG SIZE	SCALE	DATE
A1	AS NTD	23/07/2025

DRAWN BY	CHECKED BY	APPROVED BY
ED	CS	AH

wardell armstrong PART OF SLR

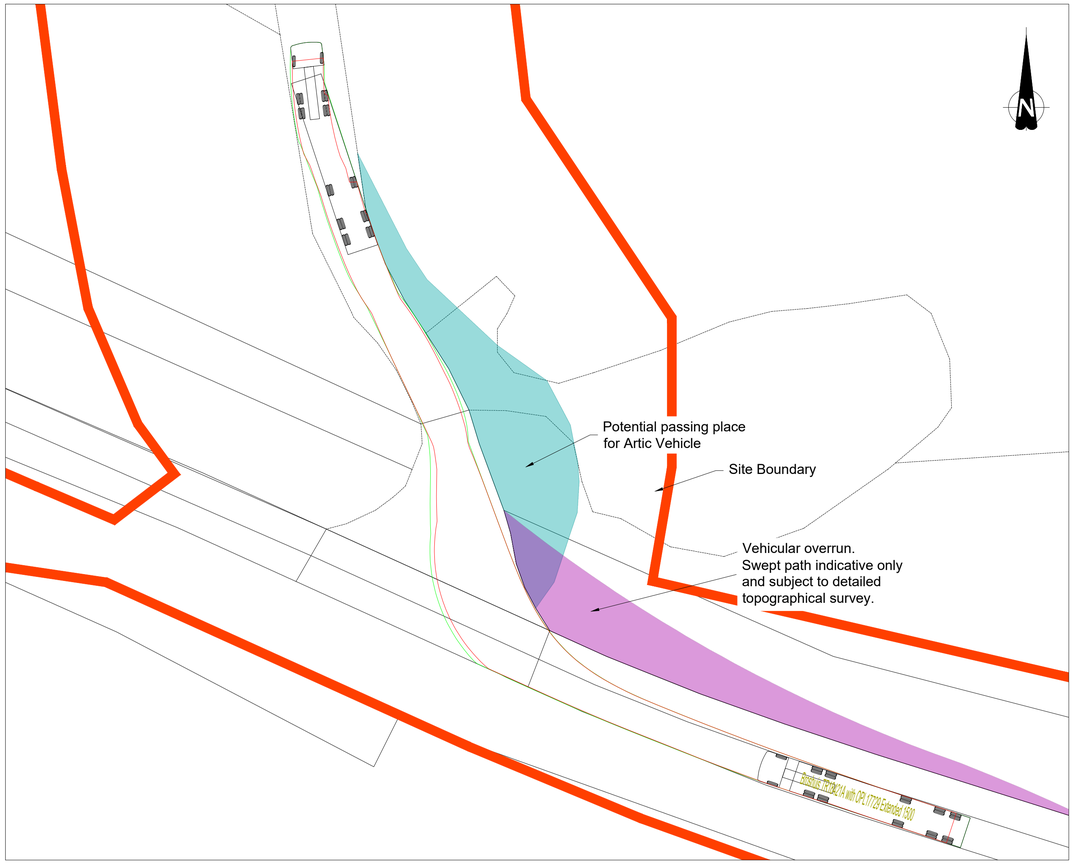
N:\ED\ED14475 - LOCHLUICHART BESS\03 - DESIGN\AUTOCAD\SCRATCHPAD\ED14475-C-3110-3111-3112-3113 ACCESS JUNCTION SWEPT PATH ANALYSIS (WIP).DWG

Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

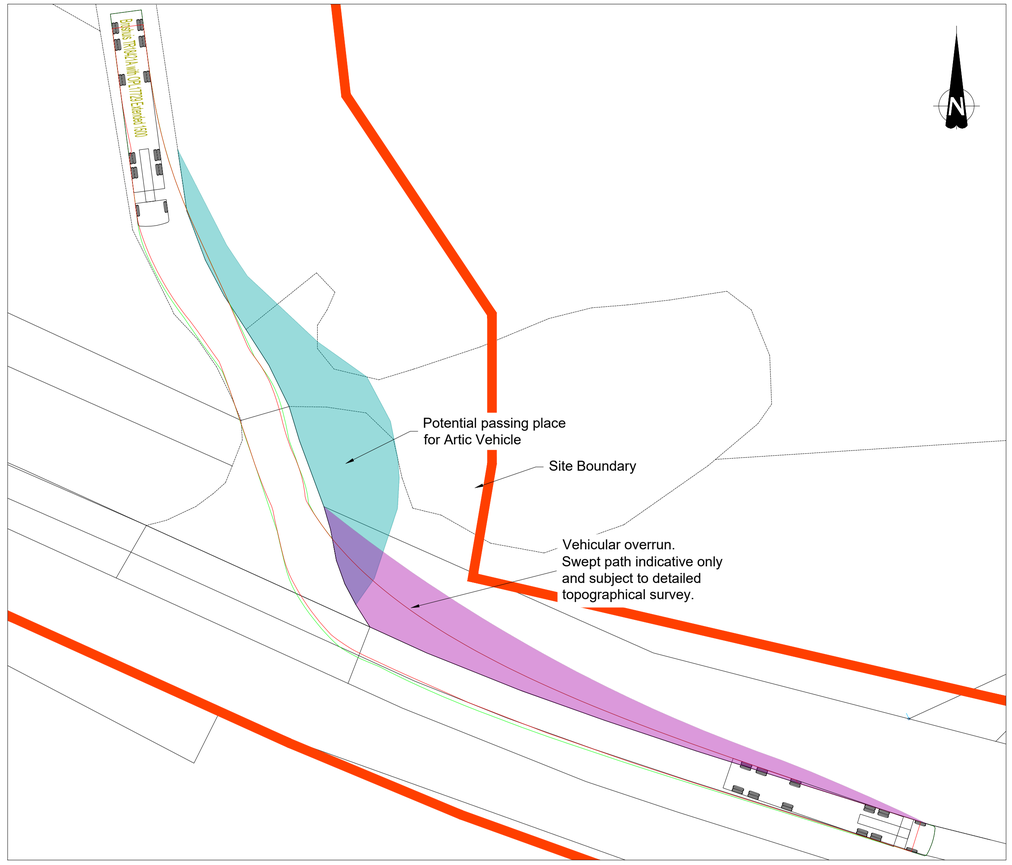


Broshuis TR18421A with OPL17729 Extended 1500

Overall Length	17.600m
Overall Width	2.550m
Overall Body Height	3.417m
Min Body Ground Clearance	0.341m
Track Width	2.550m
Lock to lock time	6.00s
Wall to Wall Turning Radius	12.500m



LOW LOADER VEHICLE INGRESS
SCALE: 1:250



LOW LOADER VEHICLE EGRESS
SCALE: 1:250

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LEGEND

TRACK WIDENING

PASSING PLACE

REVISION	DETAILS	DATE	DRAWN	CHKD	APPD
B	TRACK WIDTH UPDATED TO REFLECT DRAWING 3112	24/07/25	ED	CS	AH
A	FIRST ISSUE	24/06/25	ED	CS	AH

CLIENT
BORELEX LTD

PROJECT
LOCHLUICHART BESS

DRAWING TITLE
ACESS JUNCTION
LOW LOADER
SWEPT PATH

DRG No.	REV	SUIT. CODE
ED14475-C-3111	B	

DRG SIZE	SCALE	DATE
A1	AS NTD	23/06/2025

DRAWN BY	CHECKED BY	APPROVED BY
ED	CS	AH

wardell armstrong PART OF SLR

N:\ED\ED14475 - LOCHLUICHART BESS\03 - DESIGN\AUTOCAD\SCRATCHPAD\ED14475-C-3110-3111-3112-3113 ACCESS JUNCTION SWEPT PATH ANALYSIS (WIP).DWG

DO NOT SCALE FROM THIS DRAWING

EXISTING JUNCTION
SCALE: 1:250

JUNCTION WIDENING
SCALE: 1:250

REVISION	DETAILS	DATE	DRAWN	CHK'D	APP'D
A	FIRST ISSUE	31/07/25	ED	CS	AH

CLIENT

BORELEX LTD

PROJECT

LOCHLUICHART EAST BESS

DRAWING TITLE

JUNCTION IMPROVEMENT FIGURE

DRG No.	REV	SUIT. CODE
ED14475-C-3114	A	

DRG SIZE	SCALE	DATE
A1	AS NTD	31/07/2025

DRAWN BY	CHECKED BY	APPROVED BY
ED	CS	AH

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N:\ED\ED14475 - LOCHLUICHART BESS\03 - DESIGN\AUTOCAD\SCRATCHPAD\ED14475-C-3114 JUNCTION IMPROVEMENT FIGURE.DWG

Appendix B: Construction Programme and Delivery Profile

Construction Programme

Element	Vehicle									
Month		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Site Establishment / Reinstatement	HGV	100								100
General Deliveries	HGV	88	88	88	88	88	88	88	88	88
Site Clearance, Timber Extraction & Preparation	HGV	428	428							
Access Tracks	HGV		205	205						
Geotextile	HGV	3		3						
Development Platform	HGV		352	352	352	353				
Foundation Steel	HGV				3					
Foundation Concrete	HGV					45	45			
Cabling	HGV					8				
Cable Sand	HGV					54				
EV Gear & Switchgear	HGV							14		
Cranes	HGV					4			4	
Buildings	HGV							110		
Fencing, Landscaping & Security	HGV								20	
Battery & Inverter Delivery	HGV							110		
Commissioning	LGV								88	88
Staff	LGV	308	572	572	572	572	572	572	572	308
Total		927	1645	1219	1015	1123	705	894	772	584
Total HGV		619	1073	647	443	551	133	322	112	188
Total LGV		308	572	572	572	572	572	572	660	396
Total HGV / Day		***28***	***49***	***29***	***20***	***26***	***6***	***15***	***5***	***9***
Total LGV / Day		***14***	***26***	***26***	***26***	***26***	***26***	***26***	***30***	***18***
Total per Day		***42***	***75***	***55***	***46***	***52***	***32***	***41***	***35***	***27***

Please note that rounding errors may occur