

Transport Statement

Branxton Energy Storage Facility

Client: EastCoastGridServices Ltd.

Reference: B5728-948

Version 1

May 2023

Transport Statement

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Report Prepared for:

EastCoastGridServices Ltd.

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1 Introduction

Green Cat Renewables Ltd. (GCR) has been commissioned by EastCoastGridServices Ltd. to produce a Transport Statement (TS) for the development of Branxton Energy Storage Facility (BESF) as shown in Figure 1.1.

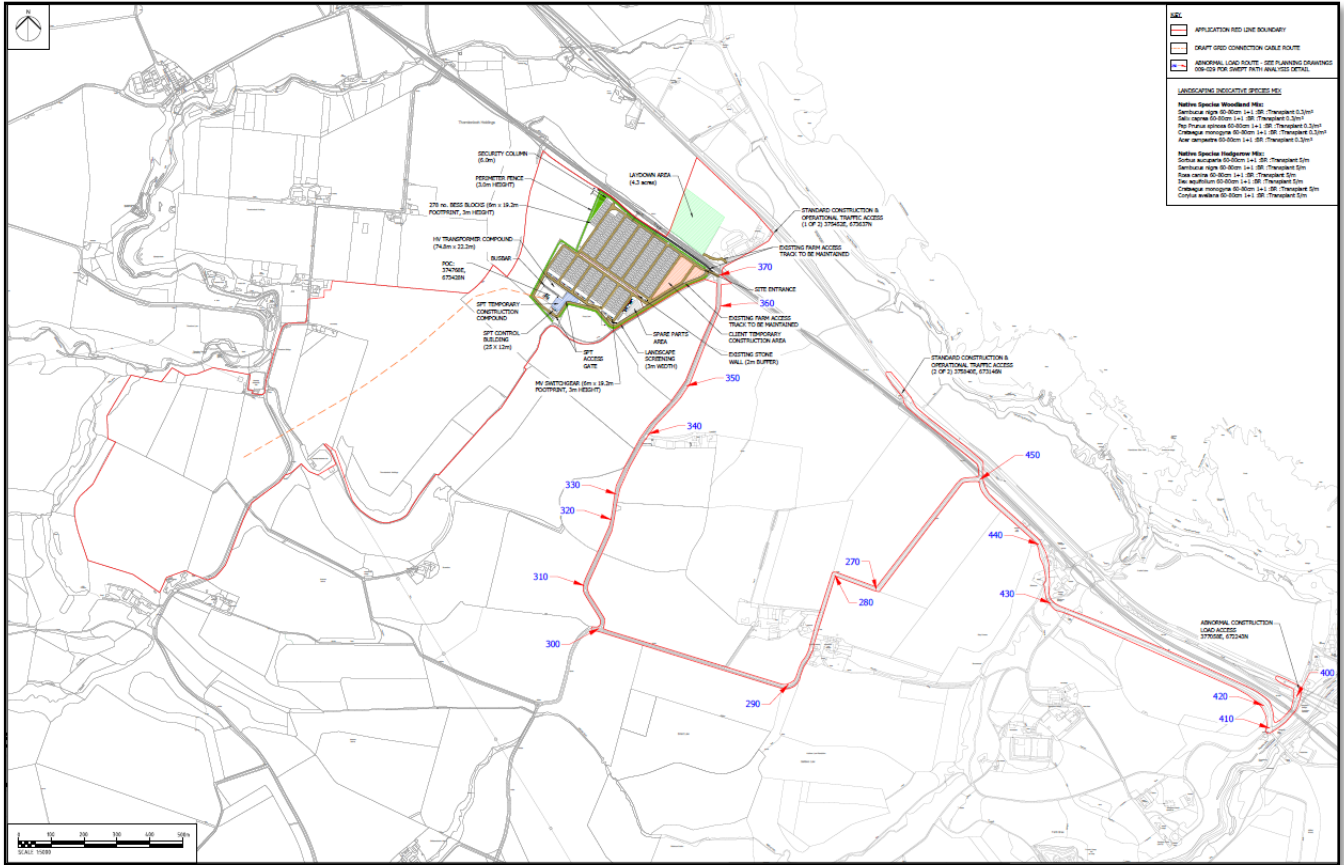


Figure 1.1 – Branxton BESF Site Location and Layout

1.1 The Site

The Site is located east and south of Thorntonloch, 1.7 km east of Innerwick and 8 km south-east of Dunbar centre. The Site sits in close proximity to both the A1, on the U219 Lawfield Road, and the East Coast Main Line (ECML) railway line in the north eastern section. The Site is primarily made up of agricultural land, with areas nearby of shrubbery and associated farm buildings.

1.2 Objective

In developing the TS, special consideration has been given to the comments received from East Lothian Council (ELC) on 28th April 2023 via email correspondence. The TS has been developed to provide an initial high-level assessment and response to the following key items highlighted by ELC:

- Estimated levels of traffic;
- The impact of project-related construction traffic on the local roads;
- More detailed consideration of the proposed construction route(s) to include:

- Clear plans showing proposed construction routes;
 - Consideration regarding how safe vehicular access to and from the A1 will be achieved, noting that we have significant concerns over any uplift in traffic at the sub-standard A1/Oldhamstocks priority and A1/Bilsdean/Dunglass/Oldhamstocks priority junctions;
 - Safe operation for all traffic on the proposed construction route(s), especially if construction traffic is to be two way;
 - Safety of pedestrians, cyclists and horse riders, particularly at the A1/Bilsdean junction and on the surrounding roads which include a signed cycle route;
 - How Abnormal Indivisible Loads (AIL) traffic will use the route between Cockburnspath roundabout and the junction for Branxton at the railway overbridge.
- Swept path assessments for HGVs;
 - Clarity on the proposed AIL routing;
 - Approach to Framework Construction Management Plan.

1.3 Approach

A Section 36 planning application has been submitted to the Scottish Government Energy Consents Unit for the Branxton Energy Storage Facility, and if consented, the project would look to commence construction in 2026/2027. Battery energy storage systems are a relatively new technology and the equipment manufacturers worldwide are continually improving and developing their products which includes changing the shape, size and number of battery storage units needed to deliver a given capacity. As a result, we expect that the final site layout and number of container units in the design will change between this time and when final contracts for equipment are placed. Consequently, the site layout submitted as part of the planning application, and the studies based on it, represent a conservative design and it is expected that a final design will be submitted for approval to the planning authorities prior to the commencement of the development on site.

Given the above, this TS has been prepared using appropriate numbers of construction traffic and AIL's for the submitted site design which at this stage are only approximate and are subject to change.

The approach of the TS is as follows:

- Estimate the levels of traffic;
- Identify, assess, design and implement any special procedures or control measures to protect the local road network;
- Outline the content of the Construction Traffic Management Plan (CTMP) to be produced as part of a pre-commencement planning condition, which will eventually replace the TS in full. Once fully developed the CTMP will include fine details of how construction will be managed throughout the project;
- Produce an outline Monitoring Plan for the CTMP. This Monitoring Plan will detail how the impact of traffic on the local road network will be reviewed and updated through the development.

1.4 Structure

The TS is made up of four subsidiary sections which are listed below:

- Overview of Route to Site:
 - This section summarises the routes to site that will be used by construction traffic throughout the development.

- General Traffic Management Measures:
 - This section describes the “best practise methods” that will be employed during the construction of the Branxton BESS Facility.
- Construction Traffic Management Plan:
 - This section provides an overview of the content that will be included in the CTMP that will be produced to satisfy a pre-commencement planning condition.
- Monitoring Plan
 - This section covers the protocols for monitoring that will be implemented during the development to ensure the procedures employed within the CTMP are appropriate for use.

1.5 Scope

As discussed above in Section 1.3, the TS is at present an indicative report and will be complimented by a full CTMP following receipt of statutory consultee responses and planning conditions information, as well as revisions when the final project design is completed.

Prior to the commencement of works the TS/CTMP will be used to inform the development of site-specific documents employed by contractors throughout the project delivery phase, which will include the following:

- Construction Method Statement;
- Construction Phase Plan;
- Construction Environmental Management Plan.

The TS has been written for the pre-construction and construction phases of the development. During the operational phase of the development the facility is unmanned and only requires weekly visits from service and maintenance personal and these do not cause any significant traffic issues. This TS does not cover the decommissioning phase of the project at the end of its 40-year life and we would expect a future TS/CTMP or planning condition to deal with transport issues relevant to this phase.

1.6 Limitations

GCR have produced this TS, for Branxton BESS facility, with all the information made available to them at the time of preparation to identify the most suitable access route for construction traffic, the key risks associated with this traffic and the key methods which should be employed to minimise the risks.

2 Overview of Route to Site

An initial desk survey of the area was carried out using 1:50,000, and 1:25,000 OS maps. This survey highlighted a clear route for construction traffic to gain access to the Branxton BESS Facility project entrance, however the abnormal loads would have to access the site via a different route from standard construction traffic.

These routes, along with their key issues and mitigation measures, have been outlined in the following sections. The routes identified have been selected to minimise disruption and disturbance to the local traffic network, but more specifically to maximise safety for all road users, public and construction alike.

2.1 Construction Traffic Restrictions

From the outset, it has been identified that irrespective of the routes being used by all construction traffic, the following three points must be enforced for the duration of the development to avoid vehicles crossing oncoming traffic:

- All site traffic in the wider East Lothian area approaching the project from the North and travelling Southbound on the A1 must first travel further South to circumnavigate the Cockburnspath Roundabout before heading North to turn left off the A1 onto the U220 Bilsdean Dunglass Road;
- All project traffic wishing to travel South after visiting site must join the A1 heading North to Spott Roundabout before circumnavigating the roundabout to head South;
- Any project traffic exiting onto the A1 from any side roads in the vicinity of the project site, must turn left joining the Northbound flow of traffic on the A1.

Since the U219, Lawfield Road, immediately outside the project site entrance and the C120 Bilsdean to Oldhamstocks Road are both single track and do not have suitable passing places on the final approach to the site entrance, all regular public traffic, along with any project construction traffic will follow a one-way system to ensure no two-way traffic during the construction period. The one-way system is shown in Figure 2.1 and the drawing, ECGS-GCR-TS-GA-DR-C-0001 - Access Routes, in Appendix 1. Precise details of the one-way system traffic control signage will be provided at a later date.

Finally, Branxton BESS and the Principal Contractor for the development will ensure detailed Traffic Management Plans are produced by a specialist Traffic Management Consultant. These plans will indicate locations of temporary and permanent signage for the project and the surrounding delivery routes. Specifically in relation to the signage required for the construction traffic restrictions as highlighted above.

2.2 Abnormal Loads

The current project design anticipates twelve large grid transformer deliveries to site which would be classified as abnormal loads. All abnormal loads accessing site will make use of the orange route before joining the blue route identified in Figure 2.2 below. The mitigation measures outlined in this section also aim to satisfy the comments received by Transport Scotland (Appendix 3) who have been consulted prior to the production of the TS.

The exit from the A1 onto the orange route is via an existing, unused exit from the A1 that is currently blocked off to any traffic, and would therefore need re-opened exclusively for the abnormal load deliveries.

It is expected that these vehicles will then exit the project site and follow the same route back to the A1, and would be assisted by police and escort vehicles slowing traffic on the trunk road in advance to allow the slower moving abnormal load vehicle to join the A1 safely.

It is intended that the abnormal load deliveries will be timed to arrive out-with peak hours to ensure minimal disruption to the local road network; exact timings will be dictated by the availability of Police Scotland who will

be escorting the abnormal load delivery vehicles. Personnel and small vehicles accompanying the abnormal loads shall access using the same route.

Any reinforcement and/or street furniture removal works will be completed in advance of the planned delivery dates to ensure an efficient delivery process.



Figure 2.1 – Abnormal Load Delivery Route

The delivery hauliers are specialists in undertaking abnormal load deliveries and will notify all the local planning authorities, police divisions, the highways and bridge authority, and other infrastructure stakeholders as well as the local residents through the project Community Liaison Group and other community organisations, prior to the deliveries. The hauliers appointed for the project will also ensure a Temporary Traffic Regulation Order (TTRO) is in place for the period required to deliver the Abnormal Loads.

All abnormal vehicle deliveries will have a minimum of one civilian escort vehicle per abnormal load. In addition, Police Scotland will provide an escort, it is anticipated that this will comprise a number of vehicles, potentially utilising marked cars and /or motorbikes.

It is intended that all abnormal load deliveries will be scheduled outside of peak traffic times. There will be sufficient space on site to park any abnormal loads, ensuring that all vehicles can leave the public road on arrival to site to ensure that no significant delays are caused to traffic on the public road beyond the time required to traverse the route to site.

Swept Path Analysis drawings have been provided in Appendix 2 for this Abnormal Load Route.

2.3 Construction Traffic

All construction traffic will make use of the blue route as shown in the plan below. When leaving the site, traffic will be instructed to exit left, following the remainder of the blue route, and rejoin the A1 heading North. This will form a one-way system for all construction traffic to eliminate any issues with large vehicles passing each other.

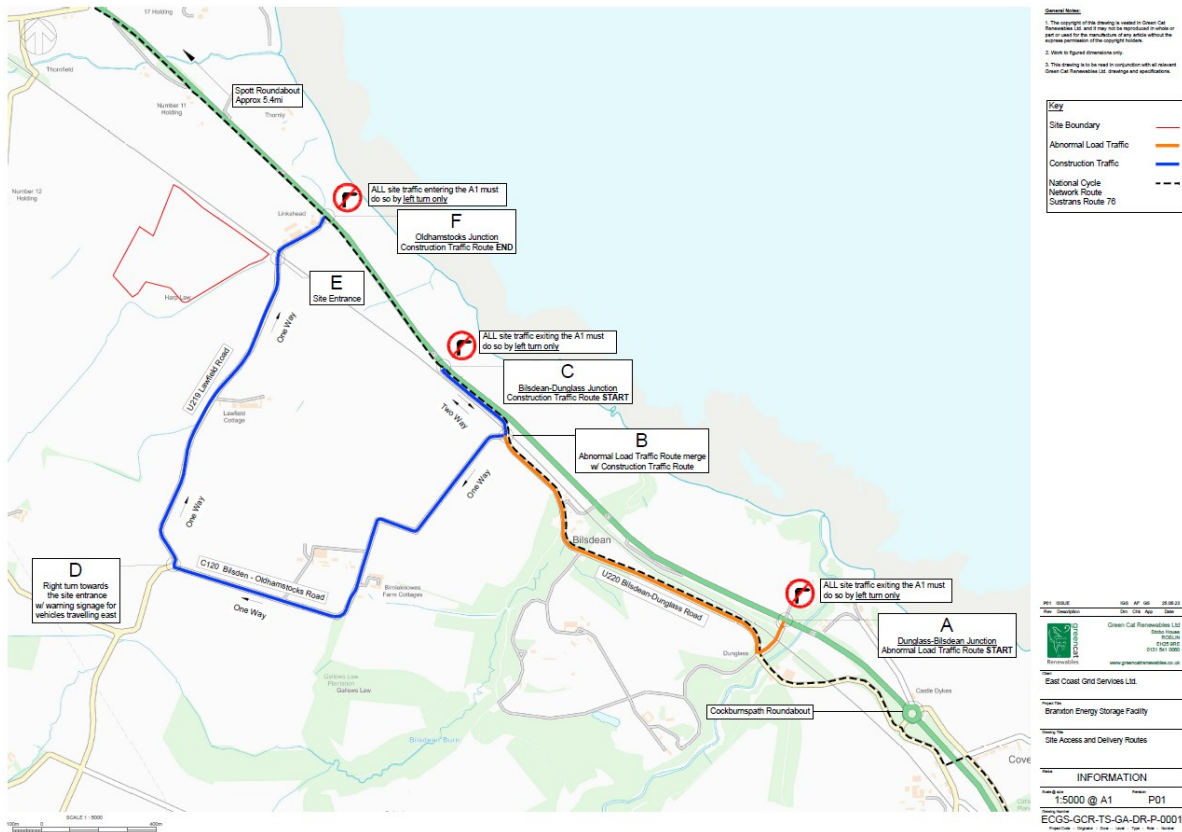


Figure 2.2 – Construction Traffic Delivery Route

Construction of the Branxton Energy Storage Facility is likely to take place over approximately a 12-month period. This work entails the construction of a permeable gravel access tracks, concrete plinth foundations, grid transformers and battery storage containers and ancillary buildings to facilitate the delivery and commissioning of the BESS Facility. It is assumed that none of the material will be excavated from on-site borrow pits and all aggregates will be delivered from off-site quarries.

All aggregates used in the construction of the access tracks will be imported from a local supplier. All aggregates deliveries will access the site using the route detailed above. To avoid vehicles reversing, instructions will be given, by the onsite banksmen to the HGV drivers to give way to loaded HGVs coming into the site before leaving.

2.4 Public Traffic

The local road network will need to be managed closely to ensure that construction traffic causes minimal disruption and to ensure the safety of the residents and other road users.

Consideration will be given to all road users in the area, however specific attention will be given to the following key road users:

- Residents;
- Agricultural Activities;

- Cyclists.

Construction traffic will be warned of the location of the National Cycle Network Route, Sustrans Route 76, to ensure the continued operation of the cycle path.

It is anticipated that these key items will be discussed on a monthly basis at construction meetings (as highlighted in Section 5). In addition, care will be taken to liaise with any other construction sites, specifically energy developments, in the area to coordinate transport movements to the site in order to minimise any cumulative detrimental effects that may develop within the local traffic network.

This will be achieved by communicating directly with the other renewable energy projects and also with the Community Liaison Group set up for the Branxton project who will attend these meetings.

2.5 Traffic Volumes

The programme for the Branxton BESS Facility will have multiple construction phases, each with different traffic load implications. Table 2.1 describes the typical construction phases and associated traffic for a project of this size.

Table 2.1 – Expected Traffic Volumes

Phase	Duration	Traffic Load
Site Preparation and Mobilisation	2 weeks	<ul style="list-style-type: none"> ● 3no. deliveries with cabins/welfare facilities (hiab lorries) ● 7no. plants deliveries (low loaders lorries) ● 2no. delivery of terram/geogrid (standard HGV)
Client Temporary Construction Area	3 weeks	<ul style="list-style-type: none"> ● Aggregates delivered from offsite quarries: <ul style="list-style-type: none"> ○ 65no. aggregate deliveries
Upgrading and Constructing Access Tracks	3-4months	<ul style="list-style-type: none"> ● Aggregates delivered from offsite quarries: <ul style="list-style-type: none"> ○ 1950no. aggregate deliveries
Material Delivery for construction of Site Boundary Fencing and Security Columns	1month	<ul style="list-style-type: none"> ● 1510m of fencing with 10no. deliveries (hiab lorries) ● 12no. Security columns with 4 no. deliveries (hiab lorries)
SPT Temporary Construction Compound	4 weeks	<ul style="list-style-type: none"> ● Aggregates delivered from offsite quarries: <ul style="list-style-type: none"> ○ 55no. aggregate deliveries
Material delivery for construction of Client Control Building, Client Engineering Building and SPT Control Building	6 weeks	<ul style="list-style-type: none"> ● 45no. concrete deliveries for foundation pours ● 12no. deliveries for other construction materials (hiab lorries)
Material delivery for construction of battery foundations	6 months	<ul style="list-style-type: none"> ● 1000no. concrete deliveries for foundation pours
MV Switchgear Deliveries	4 weeks	<ul style="list-style-type: none"> ● 36no. deliveries (hiab lorries)
Battery Container Deliveries	6-8 months	<ul style="list-style-type: none"> ● 550no. 20-foot containers on standard HGV's
Grid Transformers	2 months	<ul style="list-style-type: none"> ● 12 no. deliveries. Abnormal loads with escort vehicles and police escort assistance

Note: Concrete deliveries are based on 8m³ concrete wagons and aggregate deliveries are based on 20t tippers. The vehicles used for Battery Container Deliveries may vary depending on the manufacturer selected during the detailed design phase of the project.

3 General Traffic Management Measures

The majority of deliveries can be categorised into groups in line with the various construction phases. The following are general traffic management measures which will be employed. Details will be sent to suppliers / contractors ahead of mobilisation to site. Non-compliance will be dealt with locally by the Site Manager, with disciplinary actions taken at his/her discretion. The type of sanctions will be dependent on the severity of the non-compliance and if it is repeated. If the non-compliance is deemed unacceptable by the Site Manager, the driver or subcontractor involved will be banned from site.

Below are general measures which will be followed when developing the detailed transport plan which will be included in the final CTMP. This will incorporate consultation and advice from two other important sources:

- First, local residents and community groups to benefit from their local knowledge and to minimise disruption to their environment and activities and to maximise safety;
- Secondly, there are several other electricity infrastructure projects which are likely to be in various stages of development/construction in the local area. Branxton BESS will work together with them to coordinate transport plans again to minimise disruption to their local communities and to maximise safety.

3.1 Hours of Deliveries

HGV deliveries during the construction of the BESS Facility will be restricted to between the hours of 7:00 am to 7:00 pm Monday to Friday and between 7:00 am to 4:00 pm on Saturdays and at no time on Sundays and National Public Holidays. Care will be taken to avoid local refuse collection, school start and finish times, and local public events where practicable in order to minimise the impact on the local road network.

3.2 Site Compound

A temporary site compound comprising site offices, parking, storage and welfare facilities will be established on site. Any building materials used in the construction phase will be stored within the site compound or contained on site.

3.3 Loading and Unloading of Vehicles

All loading and unloading of vehicles will take place within the site boundary. There will be no requirement to use the public highway at any point for loading/unloading.

3.4 Temporary Warning Signage

On-site signage will consist of construction site signage at the site entrance displaying the name of the site and contractor. Temporary advance warning signage will be placed near the site entrance to warn road users, cyclists, pedestrians, and equestrians of the nearby construction works. A sign prohibiting turning right will be placed at the start of each access route to prevent construction traffic from entering or exiting the site in the incorrect manner, in line with the route's outlines in Section 2. General directional signage will be placed at regular interval and at key junctions along the construction access routes to provide guidance to construction vehicles.

3.5 Debris/Dust Control

All vehicles exiting the site shall be checked, by the Principal Contractor, for excess dirt and where necessary wheels will be hand cleaned. The adjacent road shall be periodically inspected for debris on the public highway. Should a surplus of debris be noted, the Contractor will endeavour to actively clean the road to ensure that the public highway is kept clear throughout construction. This may include the use of a mechanical road sweeper.

If excessive quantities of dust are consistently arising from the development, dust suppression will be achieved by spraying water over the working areas.

3.6 Good Practice

In addition, the following good practice traffic management measures will be implemented throughout the development.

3.6.1 Vehicle Identification

Where practicable all vehicles will be clearly identifiable, showing the name of the site and company they are working for. In addition, a telephone number should also be displayed for the general public to report instances of bad driving or complaints. A record of all complaints received, and actions taken shall be kept.

3.6.2 Roadworthiness

All vehicles will be kept in safe and efficient operational order, complying with the Roads Traffic Act Construction and Use Regulations. Special attention should be paid to the following requirements:

- All lights must function correctly and be clean, including indicators, brake lights, flashing beacons, reversing lights (and alarms where fitted);
- Steering and brakes must operate correctly and efficiently;
- Tyres must be undamaged and have adequate tread depth remaining;
- All mirrors must be correctly fitted, adjusted and unbroken;
- Suspension is maintained to a standard where noise (particularly when travelling empty) is minimised;
- Exhaust emissions should comply with all legal requirements;
- The vehicle is to be kept clean by regular washing;
- Vehicles should contain a first aid kit and fire extinguisher at all times.

Any Escort Vehicles are to carry 6 x cones, 2 x emergency triangles and beacons. The regional police, who are anticipated to escort the abnormal loads, will also have a provision of lights and cones in case of an emergency.

3.6.3 Driver Conduct

The Road Traffic Regulations and the advice given in the Highway Code will be included within site health and safety documentation and distributed to all parties. A summary of key aspects is given below:

- Driving to conditions
 - Speed will always be adjusted to varying road and weather conditions. Allowances will also be made for the potential poor driving standards of other road users.
- Speed
 - Under no circumstances will the speed limit be exceeded. Extra care should be taken when passing villages and built-up areas. To further minimise the impact of heavy vehicles on the local population, speed restrictions on the site should be adhered to.
- Driving etiquette
 - Care will be taken to drive considerately, minimising the impact on other road users.
- Convoying

- Where practicable grouping of HGVs will be avoided to ensure room for smaller vehicles to overtake easily without having to pass multiple vehicles at once. Where significant queues of traffic are accumulated behind delivery vehicles, drivers are encouraged to pull over to allow traffic to pass.
- Reduce Noise
 - Efforts will be made to minimise noise from engines, suspensions, and tipper bodies, particularly in villages and built-up areas, especially in the early morning and late at night. Tailgates should be locked when running empty.
- Parking
 - Overnight parking will be off public highways, so it does not inconvenience members of the general public.
- Work Legally
 - All drivers shall adhere to Hours Legislation and to the Tacho-graph Regulations.
- Routing
 - Approved routes to and from the delivery point will be used, and the use of narrow and hilly routes which are unsuitable for large vehicles should be avoided where practicable. Where the route restrictions are breached, penalties shall be applied at the Site Manager's discretion.
- Safety
 - Reflective high-visibility jackets/waistcoats will be worn at all times at the site, at delivery points, or at the scene of a vehicle accident/breakdown.
- Accidents and Breakdowns
 - Site and delivery vehicles will carry details of breakdown procedures, and contacts to be used in the event of an emergency. At the scene of a road traffic accident (or vehicle breakdown), wherever possible, approaching traffic should be warned of the potential danger by the use of warning triangles and traffic cones. Details (names and addresses) of any witnesses will be obtained and emergency services should be contacted.

3.6.4 Weather Conditions and Winter Maintenance

Should conditions on route to site be deemed unsuitable due to ice or snow, contact will be made with the Roads Authority. Remedial action will be discussed with the Roads Authority and carried out as agreed.

3.6.5 Emergency Service Access

The compound will be suitably designed to provide adequate parking for the anticipated volume of vehicle parking required. The site will be designed to ensure the access track roads remain clear during all phases of construction. Throughout the construction programme, the Site Manager will ensure access to the site is not impeded and congestion does not occur. This will ensure traffic is not backed onto the main road and access is kept clear for emergency service use.

3.6.6 Other Local Works

Throughout the construction programme, care will be taken to liaise with any other construction sites, specifically energy developments, in the area to coordinate transport movements to the site in order to minimise any cumulative detrimental effects that may develop within the local traffic network.

4 Construction Traffic Management Plan

The following section summarises the key items expected to be covered in the site specific CTMP which will be prepared prior to the commencement of construction works. The exact content may vary depending on the wording of planning conditions associated with the development.

- Detailed Overview of the Route to Site
 - This section should include all information noted in Section 2.1 and 2.2 of this report and be updated accordingly to align with any design or technology changes that occur between now and the commencement of the works.
- Construction Phases, Traffic Volumes, Access Routes and Management
 - This section should include all information noted in Section 2.3 of this report and be updated accordingly.
 - A detailed construction programme should also be provided to help capture the durations and quantities of deliveries more accurately. Specific attention should be given to the timings of deliveries of abnormal loads.
- Construction Traffic Management and Banksman
 - Detailed Traffic Management Plans produced by a specialist Traffic Management Consultant. These plans will indicate locations of temporary and permanent signage for the project and the surrounding delivery routes.
 - A detailed site-specific plan should be developed by the Principal Contractor for the use of Banksman and on-site traffic management.
 - This should include quantities of appointed personnel.
- Communication with Other Developments
 - This section will include details of expected development timelines for other construction sites, specifically renewable energy projects, in the area and identify times where deliveries can be made to minimise the impact on the local road network.
 - Details will also be provided to ELC regarding the frequency of meetings with the Community Liaison Group and outline how the information and feedback from this consultation will be integrated into the practises adopted by the Branxton BESS Facility.
- Operational Traffic Management
- Decommissioning Traffic Management

5 Monitoring Plan

5.1 Communication

At all times there will be good communications between all parties on the site and during both the design and construction works. The Principal Contractor will be responsible for all contractors on the site and any issues/conflicts should be brought to their attention in the first instance.

The overall project programme is the responsibility of the Project Manager in consultation with the Principal Contractor and the Client. Any wider technical and programme issues will be managed by the Project Manager.

5.1.1 Project Phases

Throughout the post-planning and construction phase of the project there will be various meeting between parties to ensure that good communication is achieved. These meeting will follow the following format:

- Post-Planning Phase
 - Weekly Client and Project Manager Meetings. These will include the Principal Contractor and other sub-contractors as necessary.
- Construction phase
 - Daily Toolbox Talks/Briefings on site. These will be chaired by the appointed Principal Contractors Site Manager and all stakeholders and sub-contractors working on the site as necessary;
 - Weekly Client and Project Manager Meetings;
 - Monthly Balance of Plant Progress Meetings.

5.1.2 Monthly Progress Meeting Agenda

The Monthly Balance of Plant Progress Meetings will be used to cover all aspects of the project and will look at the following structure:

- Review of Outstanding Actions;
- Health and Safety;
- Security;
- Environmental;
- 3rd Party Interfaces including Consents;
- Design, Quality Assurance and Testing;
- Site Progress, Programme and Look Ahead;
- Grid Connection and Comms;
- Access;
- Any other business.

The following key items, which directly link to the CTMP, will be reviewed in detail:

- Inspection Reports;
- Monitoring Results and Reports;

- Mitigation measures being employed and their suitability;
- Incidents and Near Misses;
- Impact on and Feedback from Key Users:
 - Residents;
 - Agricultural Activities;
 - Cyclists.
- Permits, Licenses and Consents;
- Introduction of new works, new working methods and operational procedures.

5.1.3 Community Liaison Group Meetings

Through the proposed Community Liaison Group, the Branxton BESS Facility will attend monthly Balance of Plant meetings and provide insight into the key factors influencing the renewable energy projects in the local area and their impact on the local road network.

Where feedback is received it will be taken on board by the Principal Contractor and the Client and integrated to the CTMP.

5.2 Condition Surveys

Condition surveys of the proposed construction access route and abnormal load route will be carried out to ensure the quality of the public road is monitored throughout the development.

These visual inspections will occur at the following frequencies:

- Once no later than 1 month prior to the commencement of works;
- Once per month during construction works;
- Once no later than 1 month following completion of construction works.

The results of these inspections shall be recorded and shared with ELC Transport department for info.

5.3 On-Site Meetings / Inspections

On site meetings / inspections will be carried out as necessary to confirm the appropriate use of mitigation measures identified within the Construction Traffic Management Plan. These meetings / inspections will highlight any further issues / measures which may be relevant either prior to commencement or during the works.

Regular checks of plant and equipment will be undertaken by the Contractor to identify any oil or fuel leaks. Records will be kept of all inspections / findings by the Contractor for review by the appointed Project Manager for discussion during regular meetings.

All records will be kept for inspections carried out by the Contractor. These records will be kept on site for internal or external monitoring as required. The records will detail the date, location, frequency, and findings of each inspection along with persons notified and identified actions as appropriate.

6 Appendices

Appendix 1

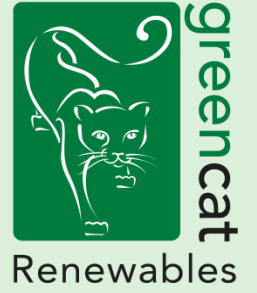
- Access Route Drawing

Appendix 2

- Swept Path Analysis for Abnormal Loads

Appendix 3

- Transport Scotland Consultation Response - 28th April 2023



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