

P e l l F r i s c h m a n n

Neilston Greener Grid Park – Section 36 Application

Transport Statement & Construction Traffic Management Plan

June 2024

10109339

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Report Ref.		240822 Neilston S36 Ctmp				
File Path		https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/10109339 TNEI Neilston GGP/01 - WIP/Reports/240822 Neilston S36 CTMP.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
01		Draft	16/06/2024	G Buchan	Elaine Moran	G Buchan
02		Issue	22/08/2024	G Buchan	Elaine Moran	G Buchan

Ref. reference. Rev revision. Suit suitability.

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1 Introduction

Pell Frischmann has been instructed by TNEI, on behalf of Statkraft UK Limited (the Applicant) to produce a combined Transport Statement and Construction Traffic Management Plan (CTMP) in support of a Section 36 application for the creation of an expanded Green Grid Park (GGP) at a site 400 metres (m) north-west of Sergeantlaw, Gleniffer Road, Paisley.

The application is for an expanded Greener Grid Park (the Proposed Development) which includes associated access infrastructure, electrical grid connections and soft and hard landscaping features, located adjacent to a current facility that is being constructed.

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.

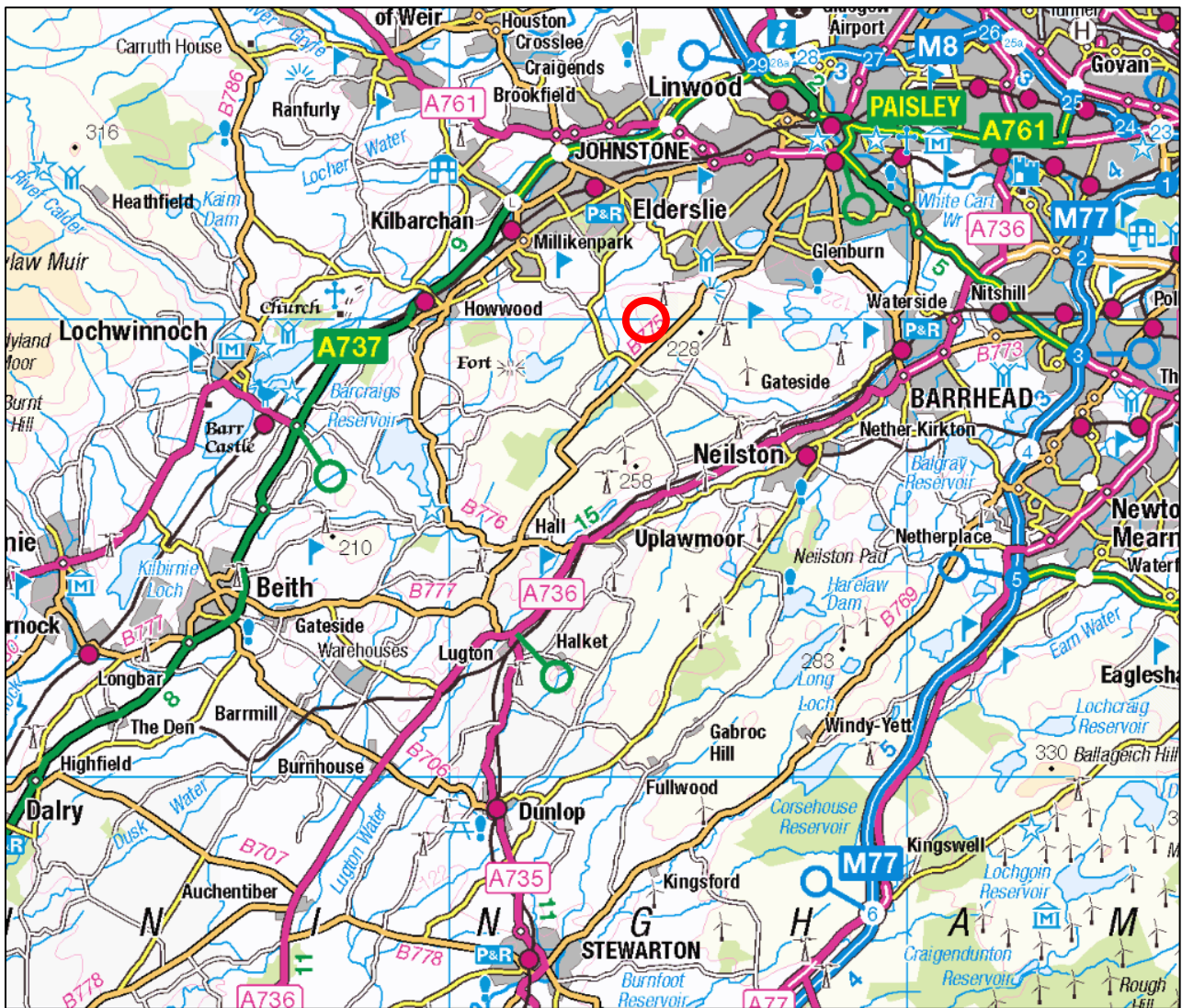
2 Development Description

2.1 Development Location and Layout

The Proposed Development comprises of a Greener Grid Park, featuring up to 750MW Battery Storage Facility, comprising up to 88 battery storage container blocks and associated infrastructure, welfare, diesel generators, CCTV and lighting columns and associated access, internal access roads, hard and soft landscaping, SuDS Basin, perimeter fence and underground grid connection cable.

The Proposed Development location is illustrated in Figure 1.

Figure 1 Development Location



Access to the Proposed Development is to be made via an access junction that will feature 215m x 4.5m visibility splays in either direction.

The layout of the Proposed Development as consented is illustrated in Figure 2.

3 Existing Network

3.1 Active Travel Network

A review of the Renfrewshire Council Core Path maps indicates that there are two Core Paths that will potentially interact with construction traffic. These are:

- Core Path GB/24, running from Gleniffer Road to the east of the existing substation and proceed northbound; and
- GB/17, running to the south of Gleniffer Road to the northeast of the site.

Route GB/17 is an aspirational route at present. A copy of the Core Path Plan is provided in Appendix A for information.

The National Cycle Network (NCN) route map of the United Kingdom indicates that there are no NCN's located along the site frontage or in close proximity to the Proposed Development.

Renfrewshire Council's transport officers have published walking and cycling maps for the Council. Route 10, "All Around Renfrewshire" uses Gleniffer Road, along the frontage of the Proposed Development. Accommodating cyclists will be included in determining the proposed traffic management measures.

3.2 Existing Road Links

The closest trunk road forming part of the strategic road network to the Development is the M77, located to the southeast. The M77 is operated by Transport Scotland and provides strategic connections between Ayrshire and Glasgow.

The Proposed Development is accessed from B775 Gleniffer Road. The B775 is operated by Renfrewshire Council and is a 60 miles per hour (mph) local distributor road, although the speed limit reduces when travelling through urban areas. The road is of good standard and can accommodate heavy goods vehicle (HGV) traffic.

3.3 Road Safety Review

A review of the online accident database, www.crashmap.co.uk, indicates that there have been two "Serious" accidents (i.e. an injury accident) on the B775 within 1 kilometre (km) of the proposed access junction of the development site. No accidents were recorded at the existing substation location, with the accidents occurring at the junction with Caplaw Road to the southwest of the site or on the bends to the north east of the site.

In the last three years, no accidents were recorded within 1km of the proposed access junction.

A young driver was involved in one accident at the Caplaw Road junction. No "Fatal" accidents were recorded in the most recent five year period.

3.4 Baseline Traffic Flows

Baseline traffic flows have been obtained from the Department for Transport (DfT) database for roads within the assumed study network. Traffic data from 2019 was obtained to ensure that results were not impacted by Covid 19 travel restrictions and is broken down in to Car / Light Goods Vehicles (LGV) and HGVs.

The baseline traffic flows for 2019 are illustrated in Table 1.

Table 1: 2019 Baseline 24-hour Average Traffic Data

DfT Ref	Description	Cars & LGV	HGV	Total Traffic
930173	B775, NE of Substation	3,213	67	3,280

3.5 Future Baseline Traffic Flows

Construction work is expected to commence in 2025, should the Proposed Development be consented. To provide a future year baseline, the 2019 surveys were factored using National Road Traffic Forecast (NRTF) Low Growth factors (1.038) to create 2025 flows.

The future year baseline traffic data is illustrated in Table 2.

Table 2: 2025 Baseline 24-hour Average Traffic Data

Description	Cars & LGV	HGV	Total Traffic
B775, NE of Substation	3,335	70	3,405

A review of the Renfrewshire Council planning portal did not reveal any significant planning applications in the immediate vicinity of the Proposed Development site, with the exception of a Grid Stability Development located to the southwest of the substation. This development, proposed by WP Grid Services Limited does not appear to have a Transport Statement available in public view. The committee report does note that during its operation, the site would be visited eight times a month. This level of traffic generation is very low and as such would not need to be included.

No specific committed development traffic flows have been included. The use of NRTF growth factors however provides some provision for future planning decisions with respect to network growth.

4 Construction Traffic

4.1 Trip Generation

The proposed construction works are estimated to take up to 24 months.

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 into:

- 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 abnormal loads;
- Delivery of general site materials and supplies;
- Grid and electrical connection works; and
- Arrival and departure of construction and commissioning staff at the site.

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 B.

The peak of construction activity occurs in Month 16 of the construction programme. In this month, 25 HGV and 116 Car / LGV movements are predicted.

The initial consented phase of the GGP development will be complete prior to works commencing on the Proposed Development. It is assumed that the abnormal loads associated with that development will be of a similar scale to that for the Proposed Development and that no further assessment is required.

Should this change in the detailed design phase, the Applicant will advise the Council in writing and will provide a Route Survey Report for the Council's consideration. This report would detail any mitigation works required to access the site.

4.2 Distribution of Construction Trips

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, stone and readymix concrete: Supplied from Tarmac's Highcraig Quarry, located to the northwest of the site and accessed from the south of the B775;
- HV electrical equipment: Supplied from the north on the B775 via Paisley and Glasgow;
- General construction supplies: Supplied from the north on the B775 via Paisley;
- General site deliveries: Supplied from the north on the B775 via Paisley; and
- Construction Staff: Accessing the site from the local area, with 70% based in Paisley (access from the north) and the remainder in Johnston (accessing from the B775 from the south).

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 3.

Table 3: Peak Construction Traffic Flows

Description	Cars & LGV	HGV	Total Traffic
B775 North of the Access Junction	81	25	107
B775 South of the Access Junction	35	0	35

The impact of peak construction traffic represents an increase of 3.1% on the B775 to the north of the site and 1% to the south. The greatest increase in HGV traffic occurs to the north of the junction where a 36.2% increase is predicted.

The level of traffic impact is not considered significant, especially as the proposed construction traffic is temporary in nature and can be managed via a CTMP.

5 Construction Traffic Management Proposals

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.

Pages with information about the construction of the grid park 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.

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

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

Use of a visible vehicle identification system 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.

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.

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

5.1 General Measures

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

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 route;
- Construction staff parking provision will be made within the site. No parking on the public road verge will be permitted;
- A Contractor Travel Plan will be developed to encourage the use of crew buses and to reduce single occupancy car trips to the site;
- Direction signage signposting traffic on the agreed access route;
- Identification numbers of HGV and vans to allow easy recognition;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Using GPS trackers to allow the monitoring of bulk delivery vehicle movements;
- Setting out site staff disciplinary measures for those who ignore the agreed access route 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 B775 is kept clean at the site access junction; 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 slow site traffic at sensitive locations through towns and villages on the route); and
 - Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

A temporary works compound is to be provided within the site and allows for parking in ten marked out parking spaces. Site rules will prevent staff parking on Gleniffer Road or its verges.

5.2 Road Signage

A junction signage strategy will be prepared and agreed with Renfrewshire Council prior to works commencing. The strategy will include the following:

- Site access signage to advise other road users of increased movements at the junction;
- Chapter 8 (Traffic Signs Manual) “Slow Down” and “Heavy Plant Crossing” signage along at the B775 within 500m of the site access junction; and
- “New Junction Ahead” signage at the site entrance.

Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure that verge vegetation does not obscure them.

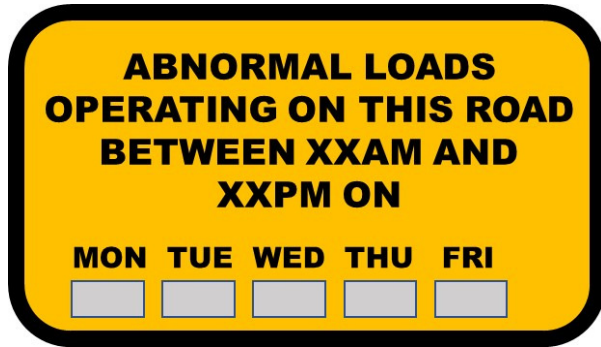
In addition to the statutory road signage noted around the site access junctions, further information signage would be provided to assist road users especially during Abnormal Indivisible Load (AIL) deliveries associated with the delivery of transformer loads. Advance warning signs would be installed on the B775 at locations agreed with the Council.

Information signage could be installed to help assist drivers and an example is illustrated in Figure 3. Flip up panels (shown in grey) would be used to mask over days where convoys would not be operating. When no convoys are moving, the sign would be bagged over by the Traffic Management contractor.

This signage will assist in helping improve driver information and allow other road users to consider alternative routes or times for their journey (where such options exist).

Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure that verge vegetation does not obscure them.

Figure 3 Example Information Sign



5.3 Wear & Tear Agreement

An agreement is suggested to cover the cost of any abnormal wear and tear on the B775 in the vicinity of the access junction. This would be agreed with the Council subject to the granting of planning approval.

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. It is proposed that the condition review will extend 250m in either direction from the site access junction.

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.

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

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

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.

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

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.

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.

Where defects occur, the principal contractor 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.

Upon completion of construction activities, a follow on condition review will be undertaken 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

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.

5.4 Turning Facilities & Banksmen

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. No vehicle shall reverse onto unmanaged public roads and shall only enter / exit the site using forward gear only.

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.

Upon completion of construction works, a gate will be provided on the access track at its junction into the proposed Development. The gate will be set back from the public road to ensure that any future HGV vehicles can stop at the gate without blocking back onto the track.

5.5 Non-Motorised Road Users

5.5.1 Pedestrians and Cyclists

The principal contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors.

Signage will be installed on the site exit that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area, noting the Core Path and cycle route. This will also be emphasised in the weekly tool box talks.

Warning signs advising of construction works would be placed at the start of Core Path GB/24 and asking path users to be aware of nearby construction activities.

5.5.2 Equestrians

The British Horse Society has previously made recommendations on the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

The British Horse Society recommends the following actions that will be included in the site training for all HGV staff. These will be added to tool box talks and the general staff induction:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;

- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

5.6 AIL Traffic Management Measures

Any AIL movements associated with the site will be escorted by the Police. In these events, it is expected that at least one private escort and a minimum of two police escort vehicles are likely to be required (exact requirement will be confirmed with the police). The likely deployment of escorts will be as follows:

- The first police escort vehicle will be the advance escort and will be located sufficiently ahead of the convoy, to advise the convoy in good time of traffic stoppages, constraints and oncoming hazards;
- The second police escort will provide support to the first escort at junction closures and would be located at the front of the lead vehicle; and
- The civilian escort will be located behind the last vehicle to protect the rear of the convoy and ensure that following vehicles do not attempt dangerous overtaking manoeuvres. This escort will also assist with direction during constrained turning manoeuvres.

Before the convoys depart the Port of Entry (PoE), the Lead Driver should check weather and traffic conditions and ensure this information is included within the daily toolbox talks.

Within the route, there are locations where general traffic flows will need to be stopped to allow the safe manoeuvre of the loads. In these circumstances the advance escorts will ensure that the traffic is stopped before the convoys enters the affected section. The advance escorts will confirm through radio contact that the area is clear and safe for transit. Should general traffic fail to observe the request to stop, the advance escort will advise the convoy to immediately halt and will then proceed to remove the rogue traffic. The convoy must not start without approval from the advance escort.

In areas where the load is likely to, or is close to straddling the centre line, the advance escort should be positioned to give advance warning to the convoy such that evasive action can be taken. In constrained areas and other locations where verges are potentially soft the drivers must exercise care to ensure the trailer wheels do not leave the road surface as this may result in adverse load stability conditions.

Urban areas along the route pose different challenges for the abnormal loads. Whilst the vehicle speeds will be less than those in the rural sections of the route, there are more potential conflicts with other road users to be aware of. These include:

- Pedestrians and cyclists;
- Local vehicular traffic;
- Parked vehicles;
- Side junctions; and
- Street furniture.

Within urban areas, the convoy escorts will need to be aware of all road and footway users at turn sections within the route. At these locations there is potential for load over-sail and reference to the swept path assessment drawings is considered essential to identify these areas. It is important to note that only the Police have the power to request that vehicles and pedestrians move.

Within urban areas there is a higher chance of parked vehicles along the route and a possibility that parked cars will restrict available road width. Whilst these areas will not impede the loads they do create a further zone where the load drivers and escorts will need to take care of conflicts that include restricted road widths, car doors opening and pedestrians crossing the road between parked vehicles.

Information relating to AIL movements will be provided directly to residents living in the immediate vicinity of the access route. Information on the movement of the abnormal load convoys would also be provided to local media outlets by the Principal Contractor (or their appointed AIL delivery contractors) to help assist the public. Information would be provided to local newspapers and radio stations.

The project website will also be used to help advise of movements. Information would relate to expected vehicle movements on the route. It is hoped that this level of information will make residents aware of convoy movements and help reduce any conflicts.

5.7 AIL Convoy Health & Safety Measures

All staff working on the project will be inducted before entering the site. This will be undertaken prior to the commencement of AIL movements.

A daily Tool Box Talk for all convoy staff to be held at the start of each working day and carried out by the appointed Transport Co-ordinator or Appointed Lead Driver. A detailed record of the talk should be kept and filed once the convoy has arrived at the site.

The Tool Box Talks will cover a minimum of the following matters:

- The current version of the CTMP to be carried by all convoy vehicles;
- Identification of any updates since the previous version of the CTMP;
- Requirement to have a CB radio (fixed or portable), with fully charged batteries;
- Anticipated transport restrictions in each section of the route;
- Driver instructions on incident reporting;
- Driver instructions on trailer steering methodology, and availability of assistance;
- Instructions on areas requiring traffic stoppage, and methodology for convoy passing through these areas;
- The welfare arrangements for drivers;
- A summary of the predicted weather, traffic and road conditions; and
- Any questions on the contingency plans.

Each of the convoy vehicles must be suitably equipped with hazard warning devices to warn all other road users. All the tractor, trailer and escort vehicles operating on the project must have the following:

- Tractor units to have beacon bars on the roof and 3M reflective markings on both sides;
- All vehicle warning signage to be in English;
- Trailer units to have amber beacons on the rear with 3M reflective markings on both sides;
- All escort vehicles will have beacon bars on the roof, with 360 degree motion for all round visibility, and 3M reflective markings;
- Fire extinguisher and first aid kit; and
- Certified cargo lashing straps are to be used at all times. Certification must be carried and made available for inspection, kept within the cab.

All hazard warning equipment must be checked and cleaned at the start of each day. Additional cleaning of the warning equipment may be required throughout the day and must be undertaken when required.

All relevant personnel must have the appropriate Personal Protective Equipment (PPE). All PPE clothing must be 'CE' marked to show it meets current standards and should be appropriate for use in trunk road situations (i.e. must be full coats with reflective bands on the arms).

5.8 Emergency & Contingency Plan

To ensure access for emergency service vehicles, a coordination protocol will be established with the blue light emergency services. As the AIL convoys are escorted by the Police, the Police will be aware of potential access issues for ambulances and fire service vehicles and can take appropriate action on the route to pull to the side of the road or mount a verge to allow emergency vehicles past.

The civilian escort vehicles carry equipment to make running repairs to vehicles in the unlikely event of a breakdown. Further spares and equipment can also be based at the site for faster responses in case of mechanical issues.

The haulier will establish contracts with local suppliers to attend to any punctures and tyre issues, to minimise any stoppage time on the route.

6 Summary

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.

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.

Construction of the Proposed Development will generate approximately 142 movements vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month 16), 25 two-way HGV movements per day will occur per day. A further 116 car / LGV trips would be created by construction staff travelling to and from the site.

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 Balance of Plant contractor has been appointed.

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 Core Path Plan



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MAP 6 Core Paths Plan

Department of Planning & Transport

- Core Path
- Aspirational route
- ▲ Access point on National Cycle Route
- Water Access Point
- Continues as core path across council boundary
- Continues as non core path across council boundary



Appendix B Construction Programme

Construction Programme

Element	Vehicle																									
Month		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Site Establishment / Reinstatement	HGV	150	50																					50	100	
General Deliveries	HGV	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
Site Clearance & Preparation	HGV		932	932	932	932																				
Emergency Access Junction	HGV											14														
Geotextile	HGV		2	2	2																					
Development Platform	HGV					911	911	911	911	911	911															
Foundation Steel	HGV										10	10		10		10										
Foundation Concrete	HGV											421	421	421	421	421	421									
Cabling	HGV														16											
Cable Sand	HGV																49	49	49							
EV Gear & Switchgear	HGV																	20								
Cranes	HGV															4			4	2				2		
Batteries & Invertors	HGV																			192	192	192	192	192		
Buildings	HGV																			23	23	23	23			
Fencing	HGV				13	13																				
Fit Out	HGV																				20	20	20			
Landscaping	HGV																					50	50			
Commissioning	LGV																						44	44		
Staff	LGV	1279	1279	1535	1535	1535	1535	1535	1535	2046	2046	2046	2558	2558	2558	2558	2558	2558	2558	2558	2558	2046	1535	1535	1023	
Total		1517	2350	2569	2569	3465	2533	2533	2533	3045	3055	2579	3067	3077	3083	3081	3116	2715	2699	2862	2880	2419	1953	1717	1211	
Total HGV		238	1072	1035	1035	1930	999	999	999	1009	533	509	519	525	523	558	157	141	305	323	373	375	138	188		
Total LGV		1279	1279	1535	1535	1535	1535	1535	1535	2046	2046	2046	2558	2558	2558	2558	2558	2558	2558	2558	2046	1579	1579	1023		
Total HGV / Day		11	49	47	47	88	45	45	45	45	46	24	23	24	24	24	25	7	6	14	15	17	17	6	9	
Total LGV / Day		58	58	70	70	70	70	70	70	93	93	93	116	116	116	116	116	116	116	116	93	72	72	47		
Total per Day		69	107	117	117	157	115	115	115	138	139	117	139	140	140	140	142	123	123	130	131	110	89	78	55	

