LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

TRANSPORT REPORT

PROJECT NO. 22/216 DOC NO. D005

DATE: NOVEMBER 2022

VERSION: 0.4

CLIENT: SCOT STABILITY LTD

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
Transport Planning

DOCUMENT CONTROL SHEET

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Notes

The document reference number, revision number and date are given on the footer of each page

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1 INTRODUCTION

1.1 INTRODUCTION

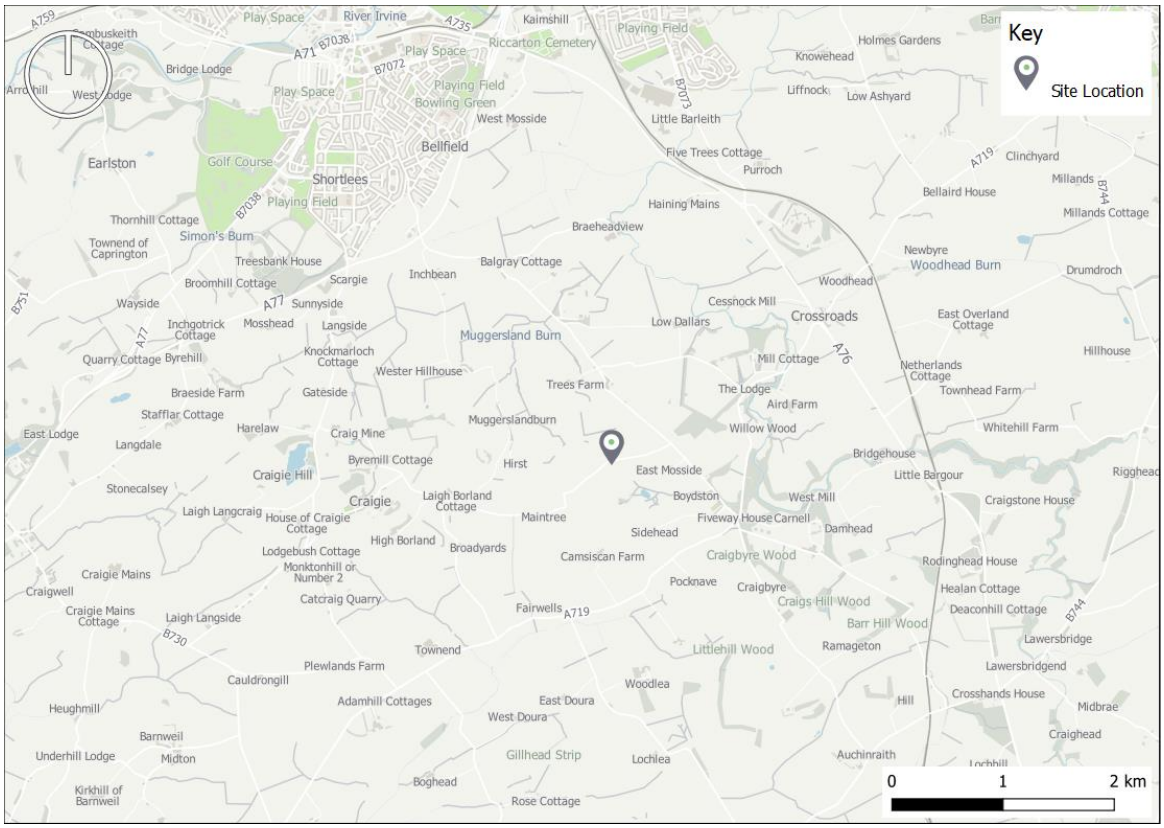
1.1.1 Velocity Transport Planning (VTP) have been appointed by Scot Stability Ltd. (the Applicant) to provide transport planning advice in relation to the proposals at Land at Camsiscan Farm, Craigie, Kilmarnock South, KA1 5JT (the site).

1.1.2 This document provides the Transport Report for the Land at Camsiscan Farm, Craigie, Kilmarnock South project (hereafter referred to as 'the Proposed Development').

1.1.3 The Proposed Development falls on the edge of the administrative boundary of South Ayrshire Council (SAC), with East Ayrshire Council (EAC) located immediately to the northeast. Transport Scotland form the highway authority for the Strategic Road Network (SRN) in close proximity to the site.

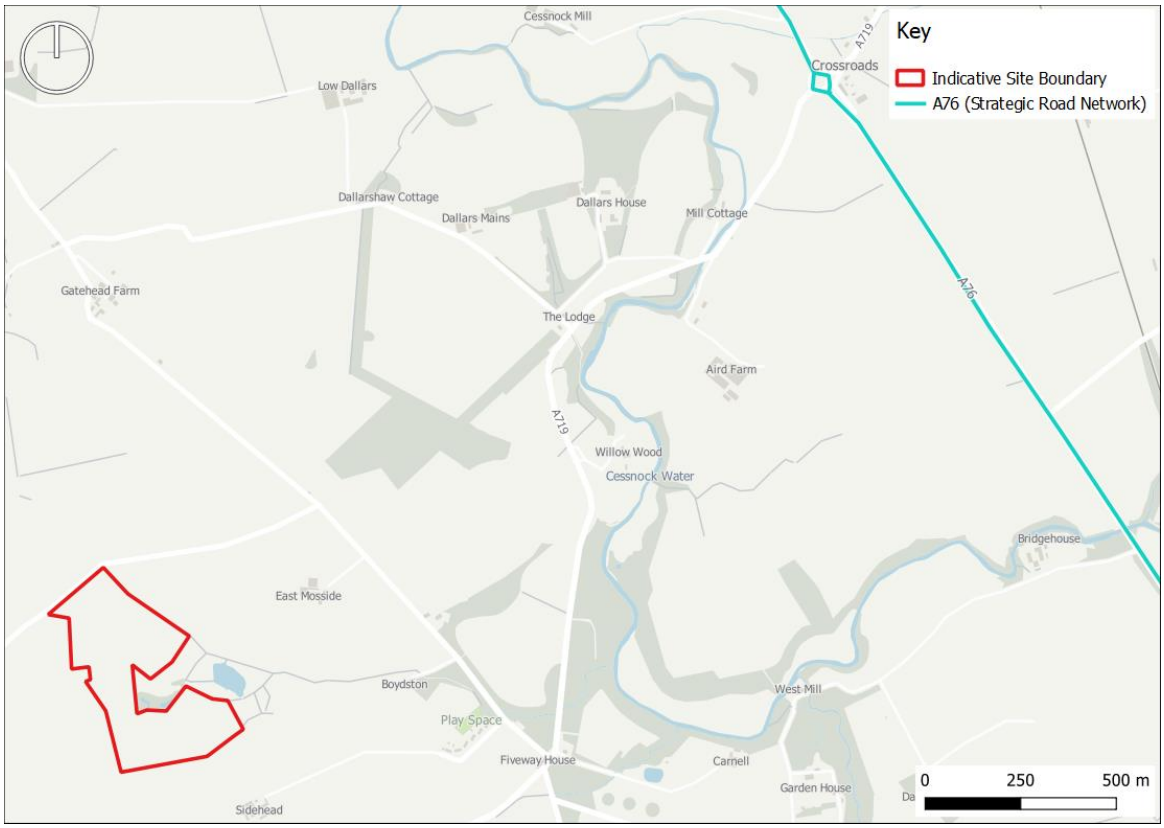
1.1.4 The location of the site is shown in **Figure 1-1** within the context of Kilmarnock, located to the north.

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



1.1.5 The location of the site and its proximity to the Strategic Road Network (SRN), the A76 to the northeast, is shown in **Figure 1-2**.

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



1.2 CTMP CONTEXT

1.2.1 This report will accompany the forthcoming planning application for the Proposed Development to meet the validation requirements of SAC. This report will cover construction traffic, the details of which will be secured within the final Construction Traffic Management Plan (CTMP) by way of planning condition.

1.2.2 The measures proposed within this report will be agreed prior to commencement of construction works with the relevant stakeholders. The final CTMP will be prepared following the appointment of a principal construction contractor, prior to the start of works and in accordance with this report.

1.2.3 The final CTMP will provide mitigation for the traffic generated during the construction phase of the Proposed Development. This will ensure that impact on existing users of the public highway network, or those located close to it, is limited by as much as is practicably possible.

1.2.4 This report is intended to be a live document and form the basis of the CTMP, such that modifications and necessary interventions can be made following further information and advice from consultees.

1.2.5 The appointed construction contractor will be responsible for working in accordance with the controls documented in this report, pursuant to the conditions of the planning permission. The overall responsibility for implementation of the final CTMP will lie with the appointed contractor as a contractual responsibility to the Applicant, as the Applicant is ultimately responsible for compliance with the conditions of the planning permission.

1.2.6 This document does not address measures, or the transport aspects associated with the operational phase or the decommissioning phase. A separate Decommissioning Traffic Management Plan (DTMP) will be produced and agreed with the relevant authorities and stakeholders prior to the commencement of the works to this phase.

1.3 OBJECTIVES

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

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

1.4 CONSULTATION

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

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

1.5 POLICY REVIEW

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

- National Planning Framework 3 (June 2014);
- Scottish Planning Policy (June 2014);
- South Ayrshire Local Development Plan (September 2014);
- South Ayrshire Local Development Plan 2 (August 2022);
- East Ayrshire Local Development Plan (February 2017); and
- East Ayrshire Local Development Plan 2 (Emerging Plan).

1.6 DOCUMENT STRUCTURE

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

- **Section 2: Proposed Development** - summarises the proposals and construction methodology;
- **Section 3: Vehicle Routing and Site Access** - details the construction routing and access strategy from both the strategic and local road network;
- **Section 4: Mitigation Measures** - summarises the mitigation strategy and supporting measures that will be implemented;
- **Section 5: Implementing, Monitoring and Review** - sets out how the Transport Report will be delivered, monitored and reviewed; and

- **Section 6: Summary & Conclusion** – provides an overview of the sections raised within this report.

2 PROPOSED DEVELOPMENT

2.1 PROPOSED DEVELOPMENT

2.1.1 The Proposed Development seeks to develop the site to provide a 350MW BESS that will seek to link to the existing substation, which is located to the northeast of the site.

2.1.2 The proposals comprise the provision of approximately 322 Battery Containers (based on 20ft ISO-Containers) and two super-grid transformers. The proposals will also seek to provide a Switchgear unit that will be installed between the two super-grid transformers.

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

- Site preparation:
  - Delivery of construction materials, plant and equipment
  - The establishment of fencing
  - The upgrade of existing tracks and construction of new tracks required
  - Marking out location of the infrastructure
- Land at Camsiscan Farm, Craigie, Kilmarnock South 350MW (Megawatt) BESS (Battery Energy Storage System) construction:
  - Delivery of Proposed Development components
  - Erection and placement of containers
  - Installation of Distribution Cables
  - Installation of transformers
  - Construction of onsite electrical infrastructure.
  - Testing and commissioning
  - Reinstatement and habitat creation

2.1.4 A plan showing the Proposed Development arrangement is included at **APPENDIX A**.

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

2.2 CONSTRUCTION PROGRAMME

2.2.1 The construction phase is anticipated to take around 18 months; however, this will be subject to the transformer and battery delivery timescales. Subject to being granted planning permission the earliest construction is anticipated to start is 2024.

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

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

2.3 WORKING HOURS

2.3.1 Core construction hours will run from 08:00 to 18:00 Monday to Saturday, and no working on Sundays or Bank Holidays. Heavy Goods Vehicle (HGV) deliveries to the site and works likely to generate substantial levels of noise would be limited to daytime hours of 07:00 to 19:00 during weekdays or Saturday mornings (until 13:00 hours), unless otherwise agreed with the local authorities.

2.3.2 Working days will be one 12-hour shifts, with employees travelling to and from the site an hour either side of these times (i.e., between 06:00 and 07:00, and 19:00 and 20:00). Where onsite works are to be conducted outside the core working hours, they will comply with the restrictions pursuant to the consenting process.

2.4 STAFF AND PARKING

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

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

2.4.3 Further information on the temporary car park arrangement will be confirmed within later iterations of the CTMP once full details are available on staffing numbers.

2.5 CONSTRUCTION EQUIPMENT

2.5.1 It is considered that the following vehicles will be required to facilitate construction of the Proposed Development:

- Excavators;
- Cranes;
- Ramming machines;
- Telehandlers;
- Cable layers;
- Forklifts;
- Waste vehicles;
- Cable pullers;
- Trenching machines;
- Loaders;
- Graders;
- Compactors; and
- Tractor with trailer.

2.5.2 In addition to the vehicles noted above, the Proposed Development will require the movement of Abnormal Indivisible Loads (AIL) to transport the transformers to the site.

2.5.3 The Road Vehicles (Authorisation of Special Types) General Order 2003 sets out the categories of AILs with regard to weight, width and length. Depending on the size of the plant to be transported different arrangements may be required in terms of temporary traffic management and the management and timing of these movements. These movements will be required to meet the standards and guidelines as set out in the Road Vehicles (Authorisation of Special Types) General Order 2003.

2.5.4 For information, the Special Types General Order (STGO) categories are as follows:

- STGO Category 1 – maximum gross vehicle weight 46,000kg (5 axles) or 50,000kg (6 axles);

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

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

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

2.6 ESTIMATED VEHICLE NUMBERS

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

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

3 VEHICLE ROUTING AND SITE ACCESS

3.1 ROAD NETWORK

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

STRATEGIC ROAD NETWORK

3.1.2 In terms of the SRN, the A76, which connects Kilmarnock in the north to Dumfries in the south, is located approximately 3.6km east of the site. This road is under the control of Transport Scotland.

LOCAL ROAD NETWORK

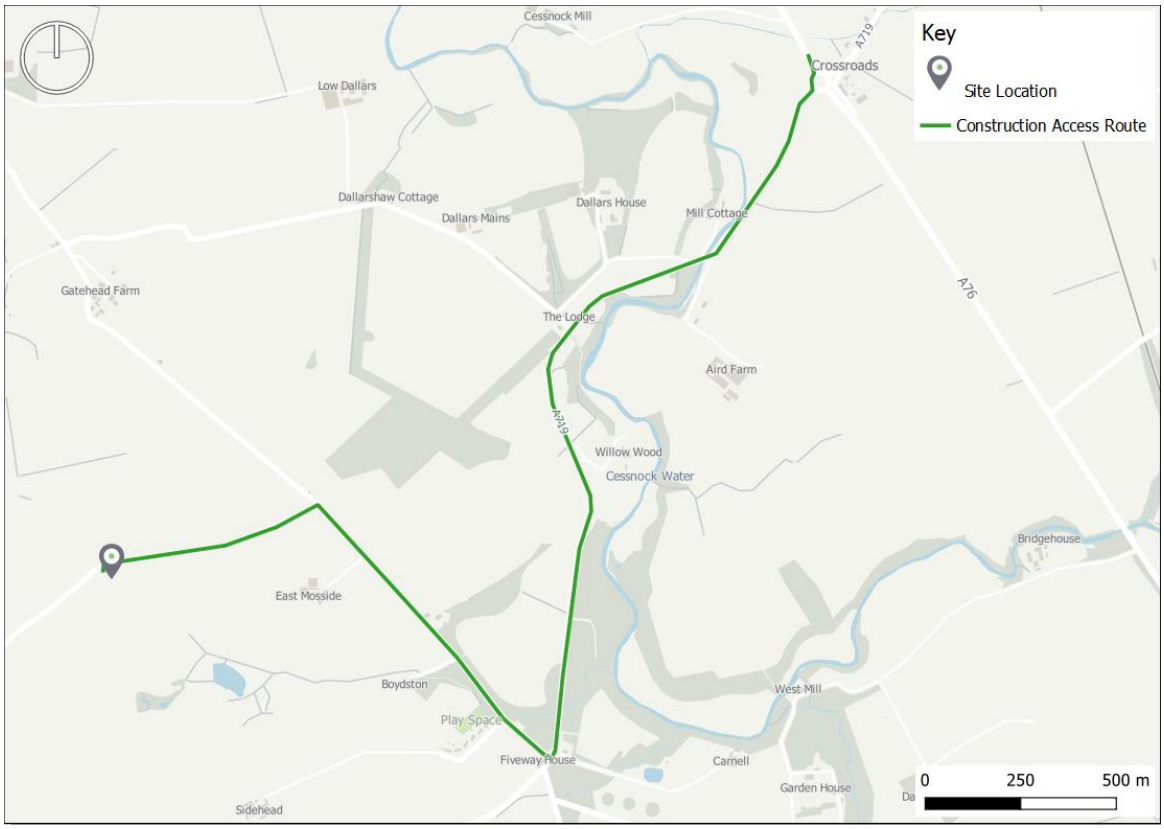
3.1.3 With respect to the LRN, the A76 can also be accessed via the A719, which is located approximately 1.5km south of the site, which provides a vehicular link between the M77 via Galston to the east and Ayr to the west.

3.2 ACCESS ROUTES

3.2.1 For access from the SRN to the site via the LRN for HGVs, vehicles will need route along the A179 and Sidehead Terrace, before joining onto the unnamed access road leading onto the site.

3.2.2 An overview of the proposed construction routes for HGVs is provided in **Figure 3-1**.

Figure 3-1: Construction Routes Overview



3.2.3 To reduce the impact of two-way HGVs on Sidehead Terrace and the LRN, it is proposed for HGVs to be required (unless it is not possible) to access the site through controlled management and platooning. This could also involve the use of temporary traffic signals and banksmen along Sidehead Terrace to facilitate these deliveries.

3.2.4 It is assumed that all staff and any LGV trips will be able to access the site without restriction. This assumption will be reviewed within the final CTMP once the origin(s) of the construction staff has been confirmed.

3.2.5 To facilitate access for staff, other measures could be explored such as the creation of a one-way system to avoid any two-way conflicts. The details of this will be set out within the final CTMP.

3.2.6 Swept path analysis for the largest HGV expected to visit the site (16.5m articulated lorry, excluding AIL) during construction has been undertaken and is included at **APPENDIX B**.

3.3 ABNORMAL INDIVISIBLE LOADS

3.3.1 The routing for the movement of Abnormal Indivisible Loads (AIL) will be agreed with the relevant key stakeholders prior to construction. At present, it is assumed that the route presented in **Figure 3-1** will be utilised for the movement of all AILs to and from the SRN to the site.

3.3.2 An initial review of the AIL deliveries has been undertaken, with swept path analysis contained within **APPENDIX C**.

3.4 INTERNAL ACCESS TRACKS

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

3.5 CABLING

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

3.6 ACCESS ROUTE SIGNAGE

3.6.1 Temporary signage will be erected along construction traffic routes to provide access and routing information. These will be placed to ensure that construction vehicles and staff are able to travel directly to the site from the SRN.

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

3.6.3 Locations of the temporary signage will be agreed with the key stakeholders, including SAC and EAC prior to implementation.

3.7 HAUL ROAD SIGNAGE

3.7.1 Temporary signage will also be erected along the internal haul roads during construction, providing drivers with navigational journey information e.g., distances to turnings, passing bays, or parcels, as well as warning information such as pinch points or areas where there may be vehicle conflict.

4 MITIGATION MEASURES

4.1 OVERVIEW

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

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

4.2 VEHICLE IDENTIFICATION

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

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

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

4.3 FREIGHT OPERATOR RECOGNITION SCHEMES

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

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

4.4 DELIVERY TIMING

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

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

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

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

4.5 DELIVERY BOOKING

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

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

4.5.3 HGVs will be held onsite and released in a controlled manner to reduce the potential for two HGVs associated with construction of the Proposed Development to meet each other along the stretch of track road to access the site, Sidehead Terrace and the A719.

4.6 BANKSMEN

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

4.7 SPEED LIMIT RESTRICTIONS

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

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

4.8 INCIDENT MANAGEMENT PLAN

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

4.9 CLEANING OF VEHICLES

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

4.10 HIGHWAY CONDITION SURVEYS

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

4.11 TEMPORARY TRAFFIC MANAGEMENT PROCEDURES

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

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

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

4.12 FRAMEWORK TRAVEL PLAN

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

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

4.13 INFORMATION, COMMUNICATION PACKS AND AWARENESS

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

4.14 ABNORMAL INDIVISIBLE LOADS

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

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

5 IMPLEMENTING, MONITORING AND REVIEW

5.1 OVERVIEW

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

5.2 IMPLEMENTATION

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

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

TRAFFIC MANAGEMENT WORKING GROUP

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

- Transport Scotland
- South Ayrshire Council;
- East Ayrshire Council; and
- Craigie and Boydston residents.

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

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

5.3 MONITORING AND REVIEW

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

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

5.4 COMPLIANCE

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

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

6 SUMMARY AND CONCLUSION

6.1.1 Velocity Transport Planning (VTP) have been appointed by Scot Stability Ltd. (the Applicant) to provide transport planning advice, covering construction traffic, in relation to the proposals at Land at Camsiscan Farm, Craigie, Kilmarnock South, KA1 5JT (the site).

6.1.2 The Proposed Development seeks to develop the site to provide a 350MW BESS that will seek to link to the existing substation, which is located to the northeast of the site.

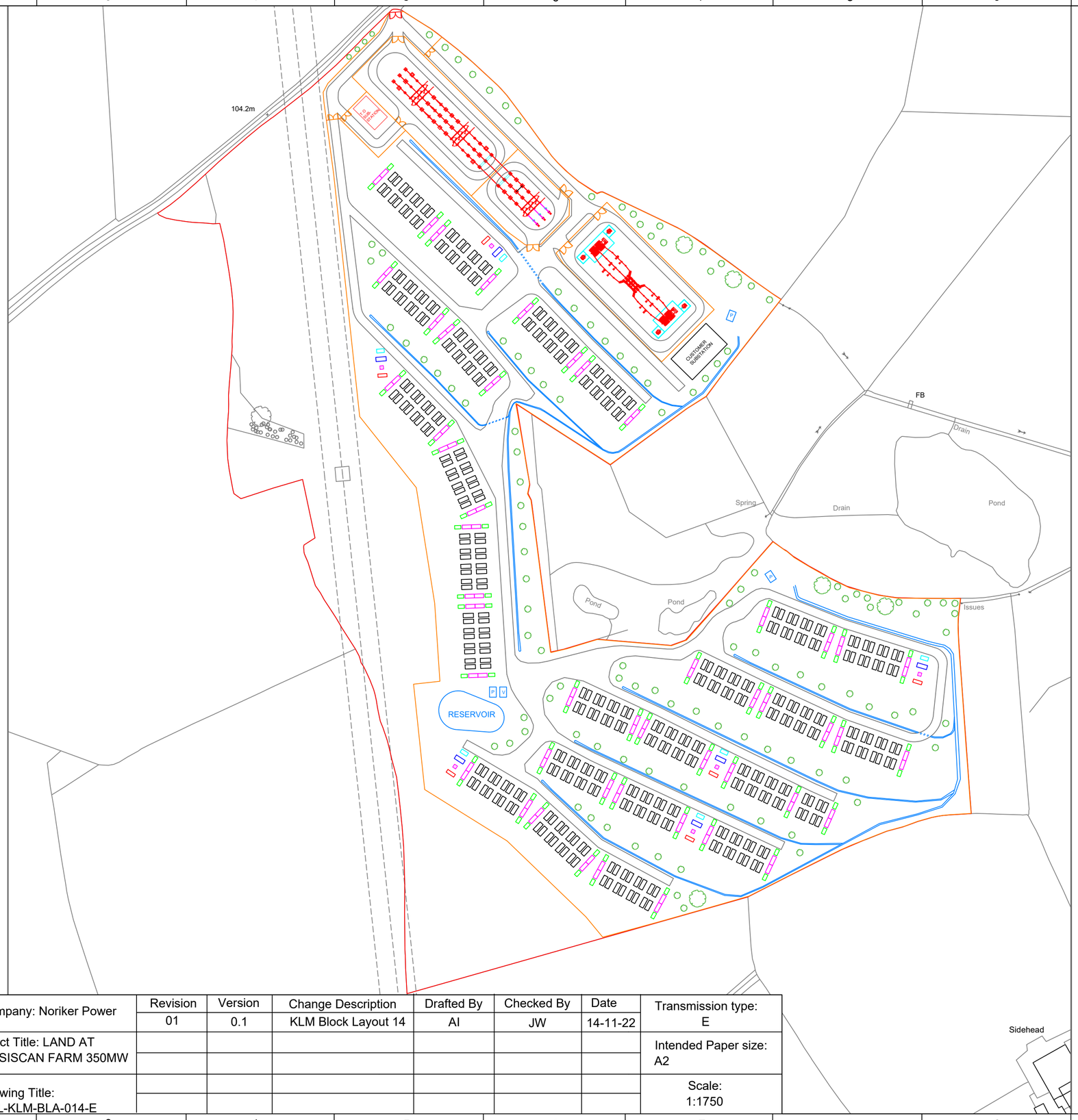
6.1.3 The proposals comprise the provision of approximately 322 Battery Containers (based on 20ft ISO-Containers) and two super-grid transformers. The proposals will also seek to provide a Switchgear unit that will be installed between the two super-grid transformers.

6.1.4 Subject to the vehicle routing, mitigation measures and minor areas of enhancement works to the existing road network that have been outlined within this report, it has been deemed that the proposed development would have minimal harm to highway safety.

6.1.5 A programme of implementing, monitoring and review has been provided within this document to inform the basis of the eventual CTMP, ensuring compliance with the contents of the future CTMP that will be secured by way of condition.

APPENDIX A

PROPOSED DEVELOPMENT LAYOUT



Legend:

- Site Boundary
- Perimeter Fences
- Overhead Lines
- Internal Road
- Water Drainage Run
- P / V — Water Pump Room / Valve Room
- Battery Container
- Inverter
- Transformer
- Back-up Generator
- T — Auxiliary Transfomer
- LV and Control Container
- Switchgear Container
- Tree To Plant
- Existing Tree

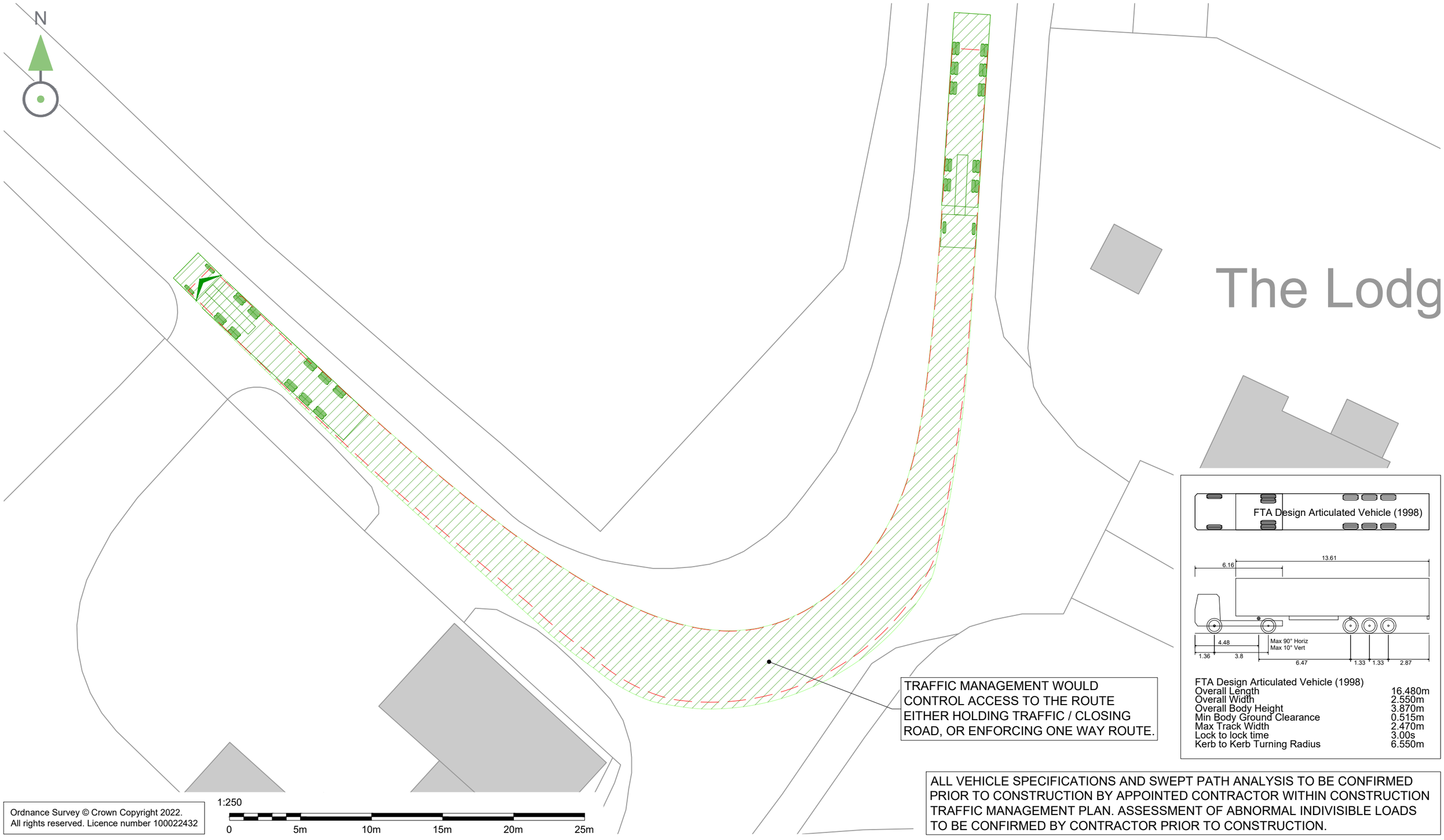
Notes:

NORIKER POWER

Company: Noriker Power	Revision	Version	Change Description	Drafted By	Checked By	Date	Transmission type: E
	01	0.1	KLM Block Layout 14	AI	JW	14-11-22	
Project Title: LAND AT CAMSISCAN FARM 350MW							Intended Paper size: A2
Drawing Title: NPL-KLM-BLA-014-E							Scale: 1:1750

APPENDIX B

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

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

Notes:

1. DO NOT SCALE FROM THIS DRAWING.
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Rev	Date	Description	Drn	Chk	App
A	16/11/22	FIRST ISSUE	EP	CR	CR

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION F 16.5m ARTIC - SWEPT PATH ANALYSIS

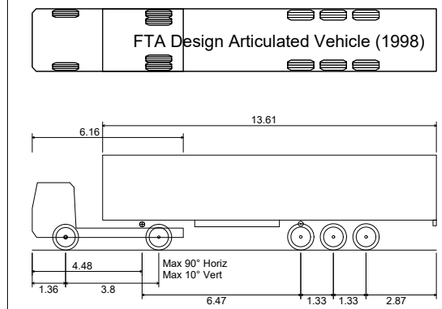
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
22-216	22-216-SP-012	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:52pm

N

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



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1:250

0 5m 10m 15m 20m 25m

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Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION G 16.5m ARTIC - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
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22-216	22-216-SP-011	A

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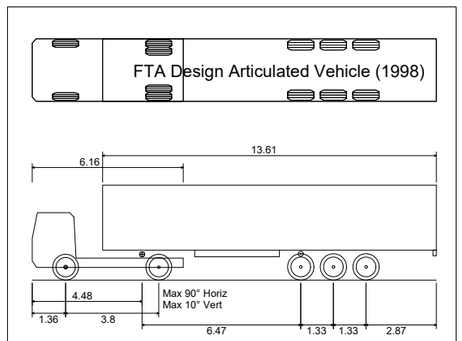
N

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

VEHICLE SITE ACCESS



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

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

1:250

0 5m 10m 15m 20m 25m

Rev	Date	Description	Drn	Chk	App
A	16/11/22	FIRST ISSUE	EP	CR	CR

Notes:

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION H 16.5m ARTIC - SWEPT PATH ANALYSIS

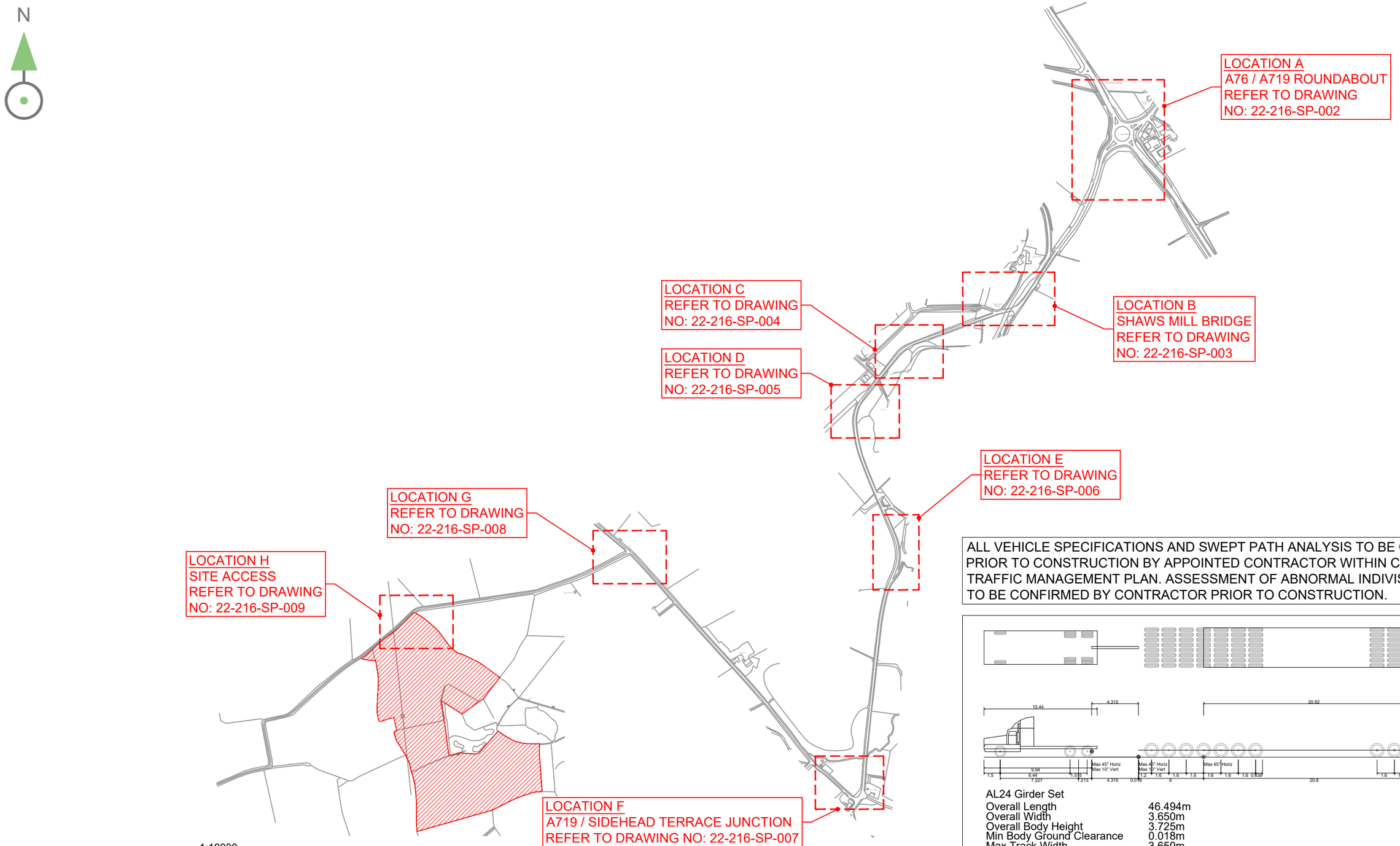
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
22-216	22-216-SP-010	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:54pm

APPENDIX C

AIL SWEPT PATH ANALYSIS



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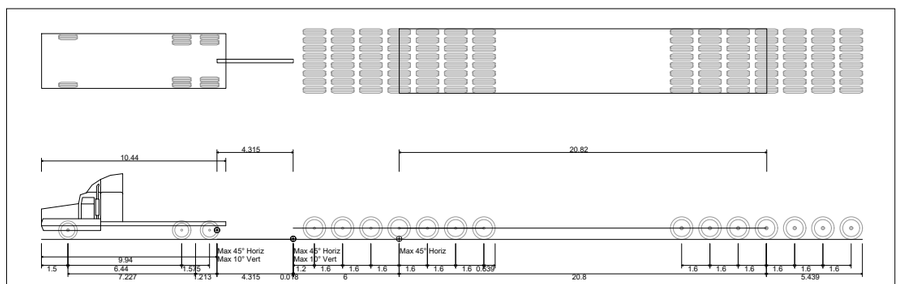

AL24 Girder Set

Overall Length	46.494m
Overall Width	3.650m
Overall Body Height	3.725m
Min Body Ground Clearance	0.018m
Max Track Width	3.650m
Lock to lock time	6.00s
Wall to Wall Turning Radius	31.150m

Notes:

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A	16/11/22	FIRST ISSUE	EP	CR	CR

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

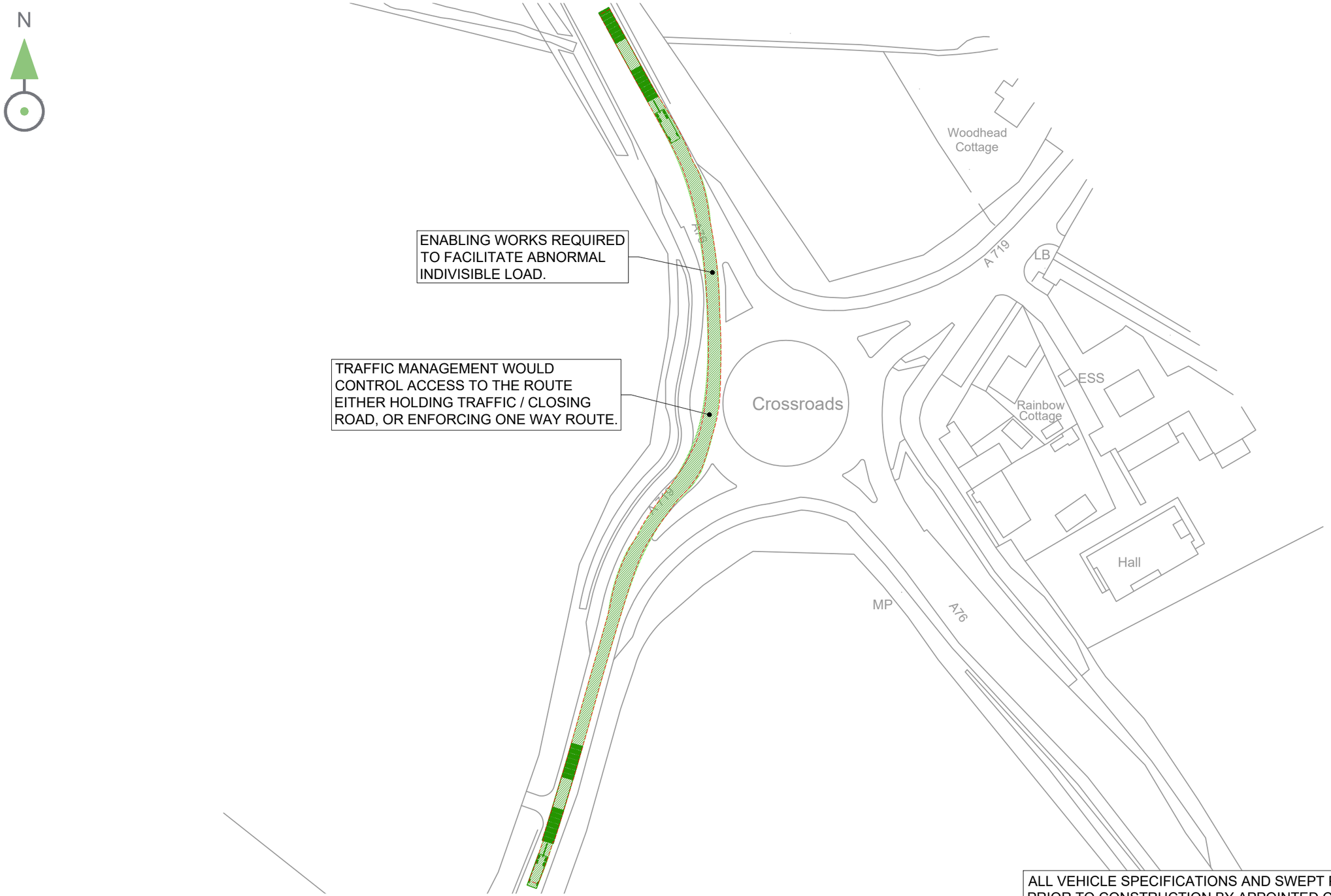
Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:10000	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
22-216	22-216-SP-001	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:47pm



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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION A AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
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Project Ref	Drawing Number	Rev
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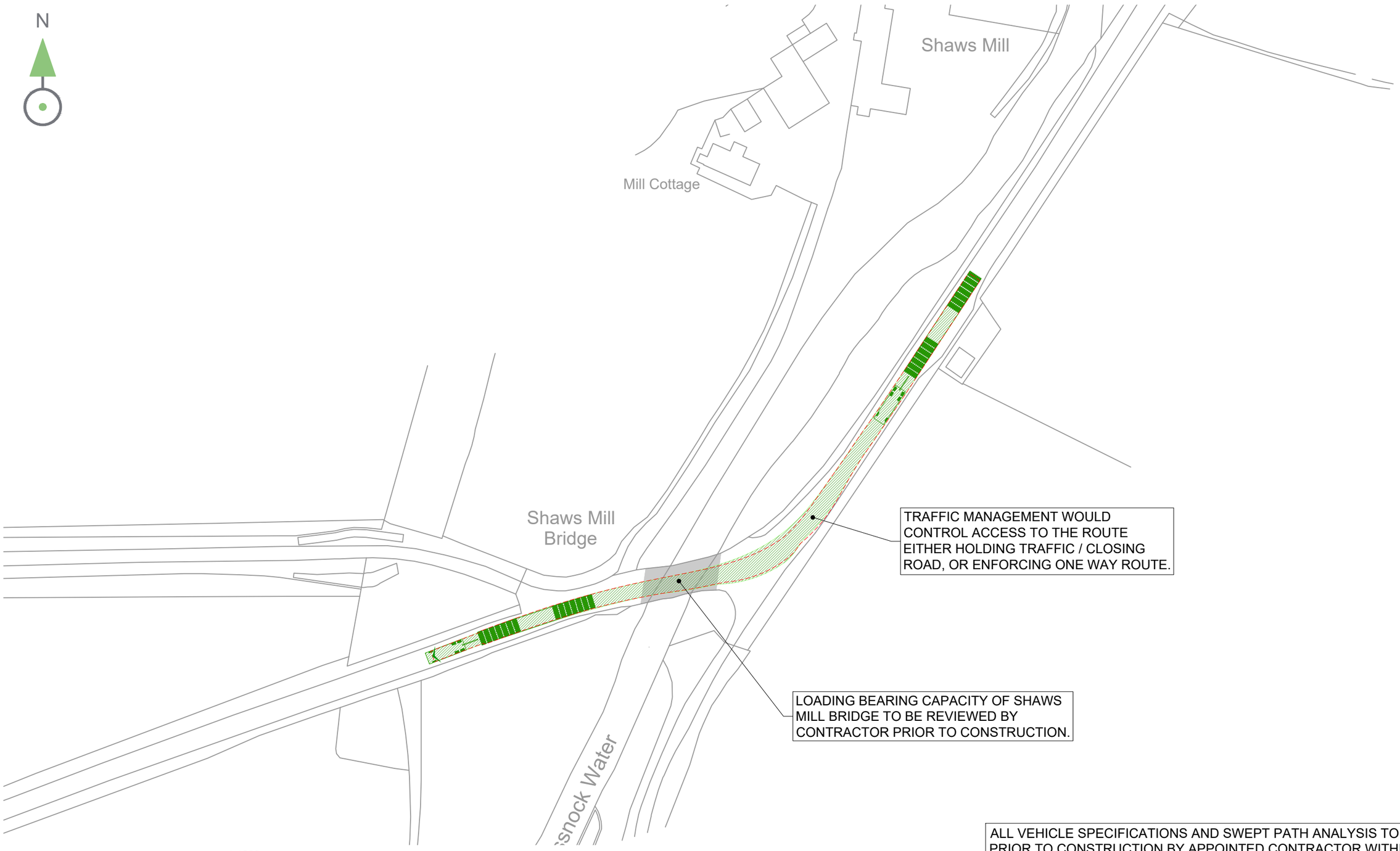
Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:47pm



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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION B AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
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Project Ref	Drawing Number	Rev
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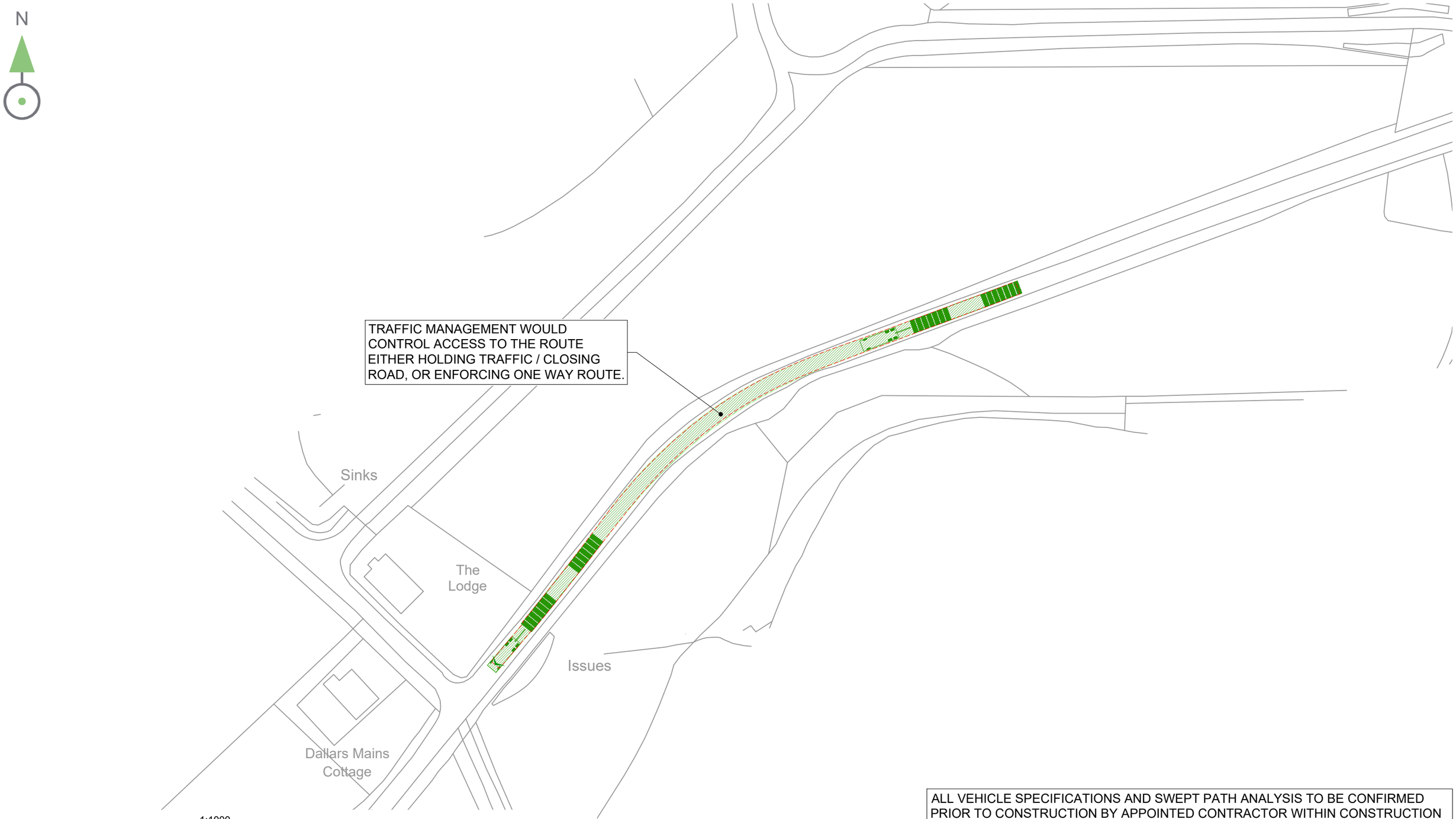
Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:48pm



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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION C AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:1000	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
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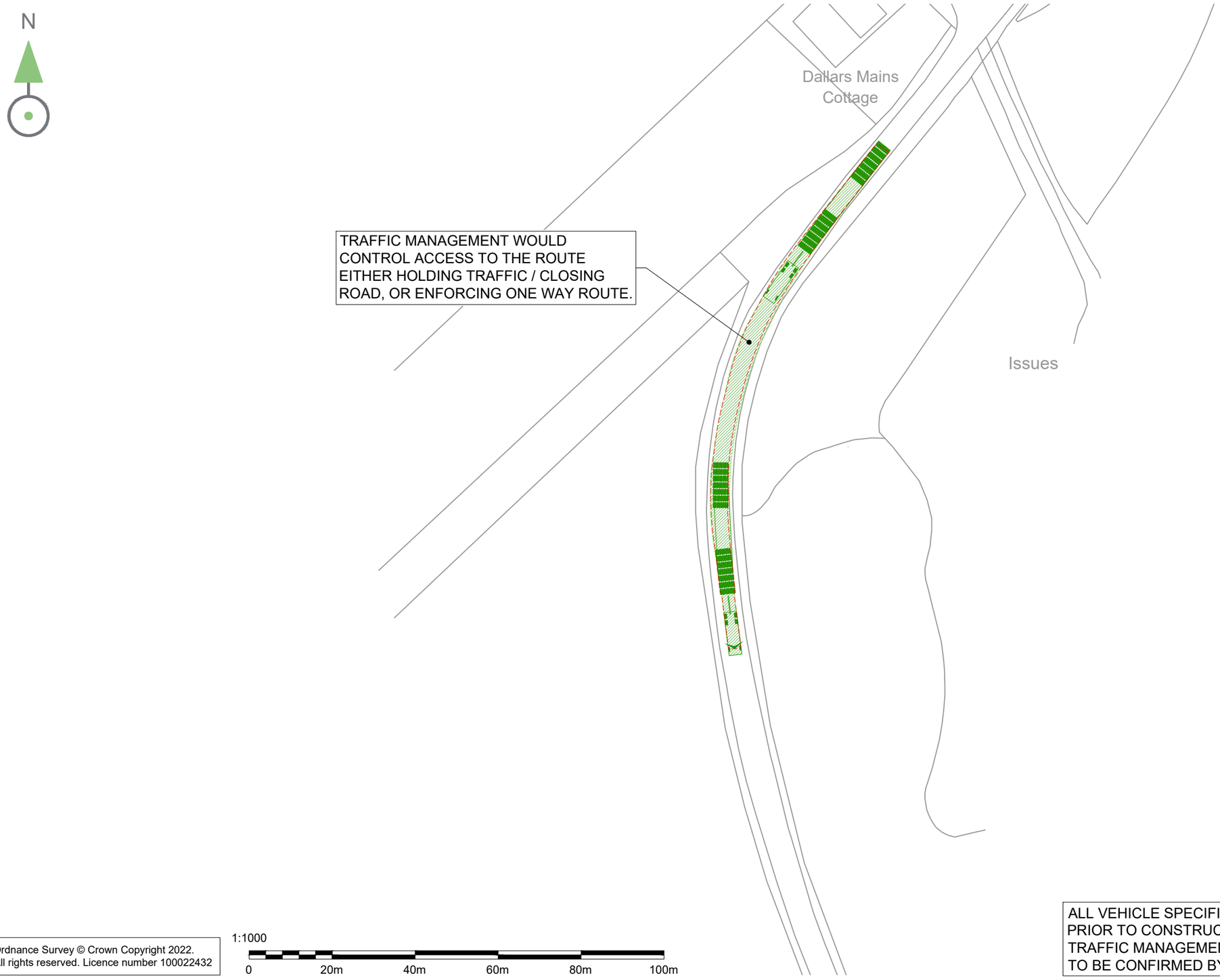
Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:48pm



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VELOCITY Transport Planning

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Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION D AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
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Project Ref	Drawing Number	Rev
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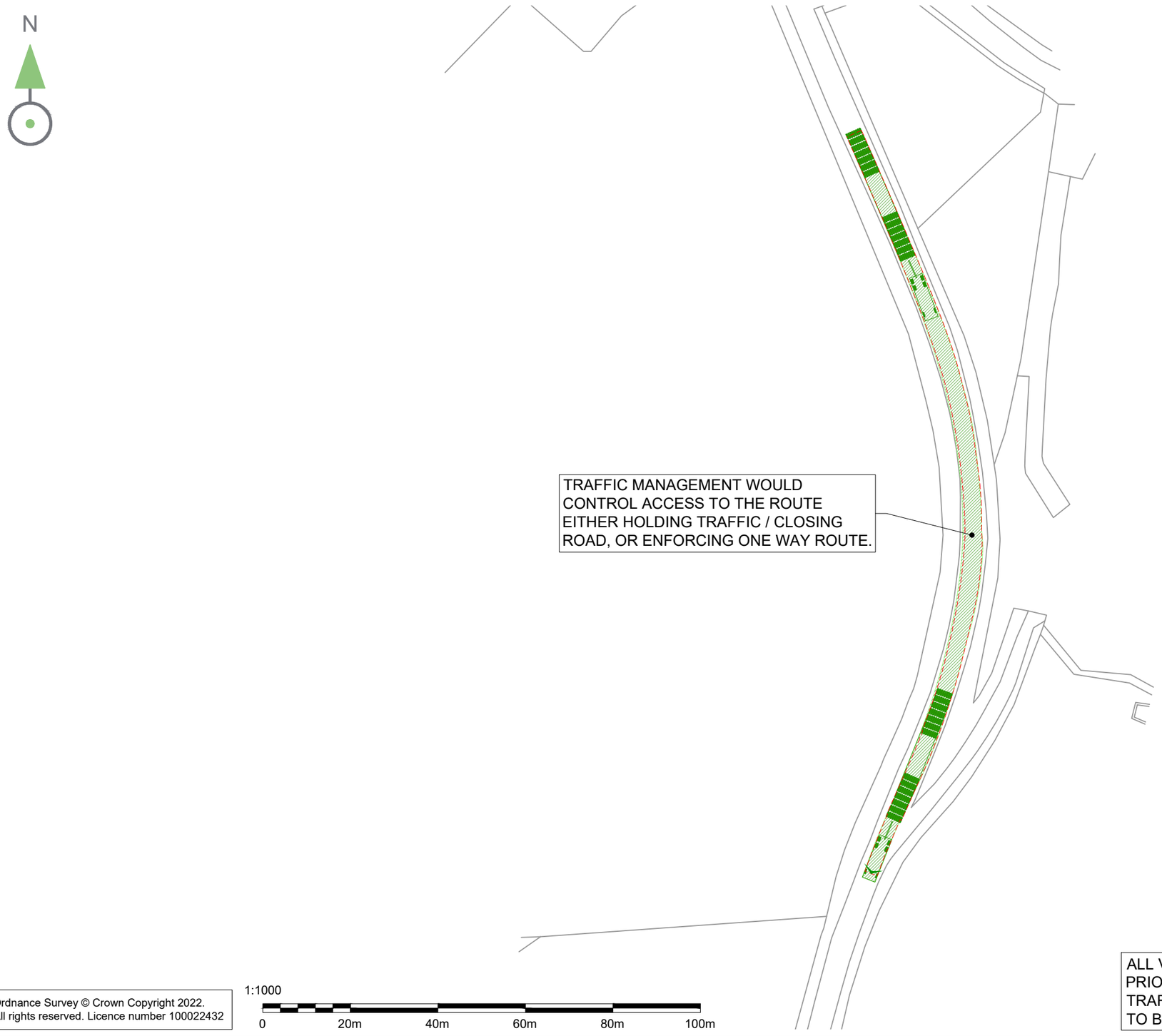
Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:48pm



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VELOCITY Transport Planning

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Client: SCOT STABILITY LTD.

Architect:

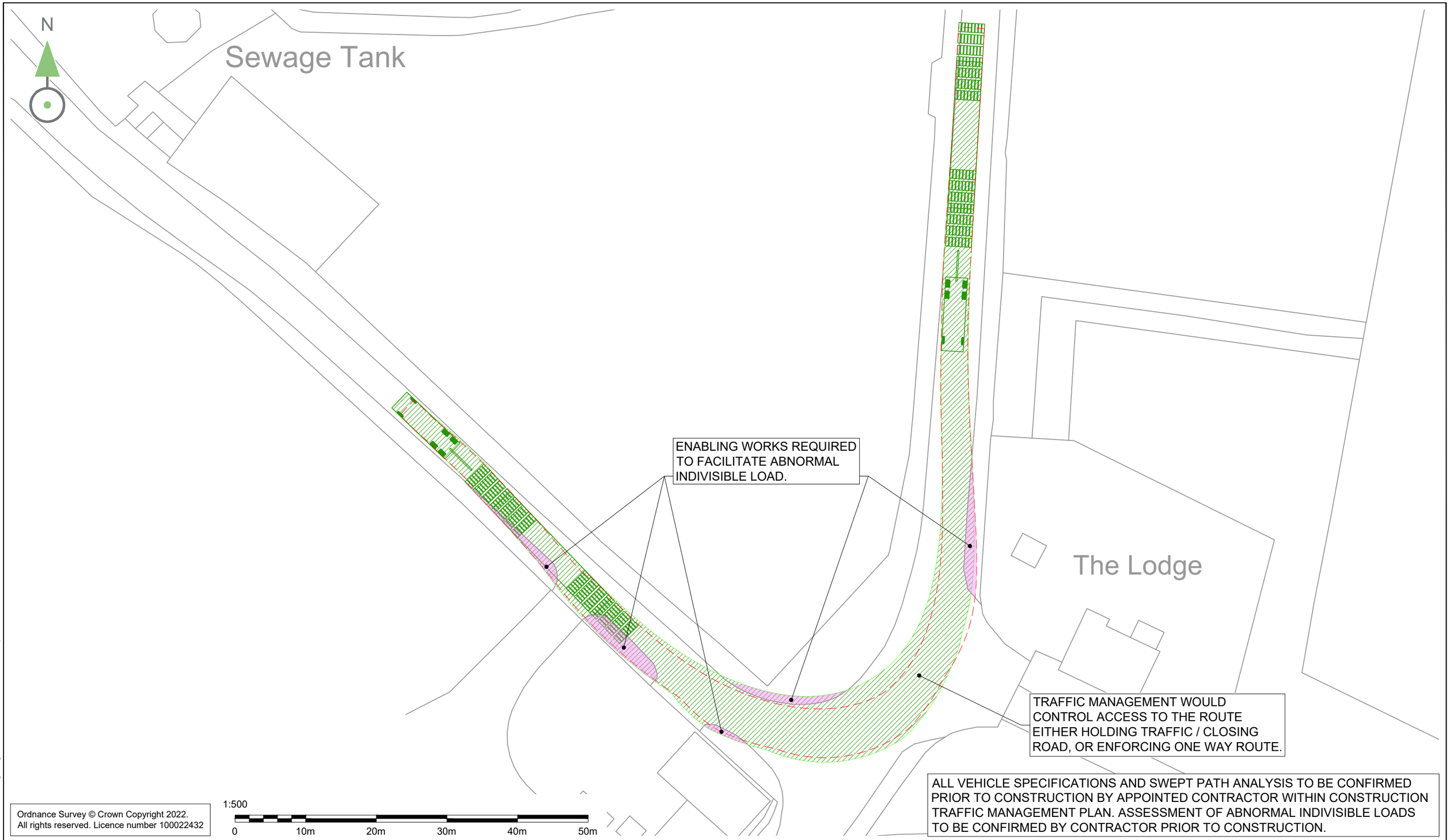
Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION E AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:1000	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
22-216	22-216-SP-006	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:48pm



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A	16/11/22	FIRST ISSUE	EP	CR	CR

VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION F AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
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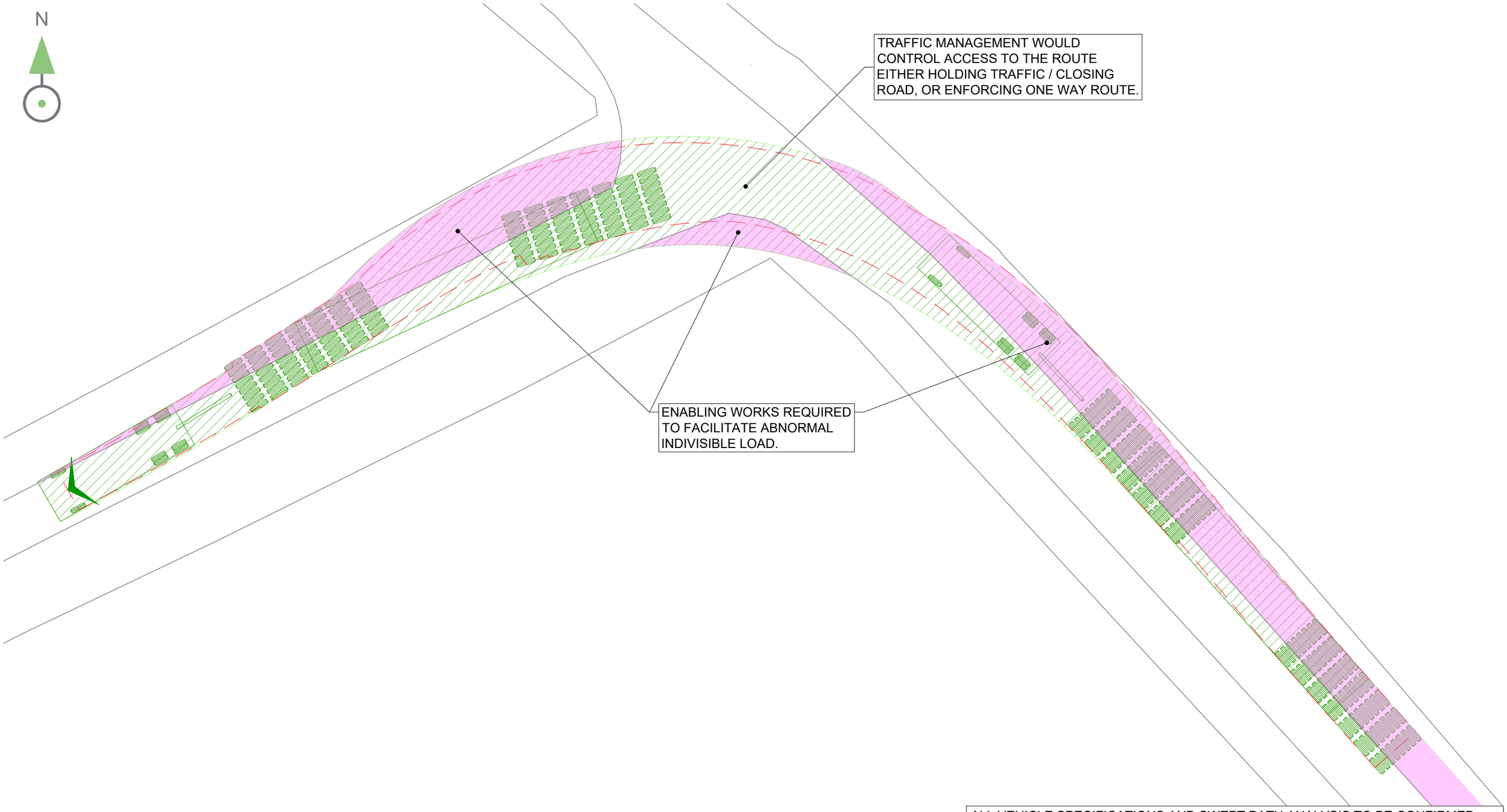
22-216	22-216-SP-007	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:48pm



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VELOCITY Transport Planning

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Client: SCOT STABILITY LTD.

Architect:

Project Title: LAND AT CAMSISCAN FARM, CRAIGIE, KILMARNOCK SOUTH

Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION G AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
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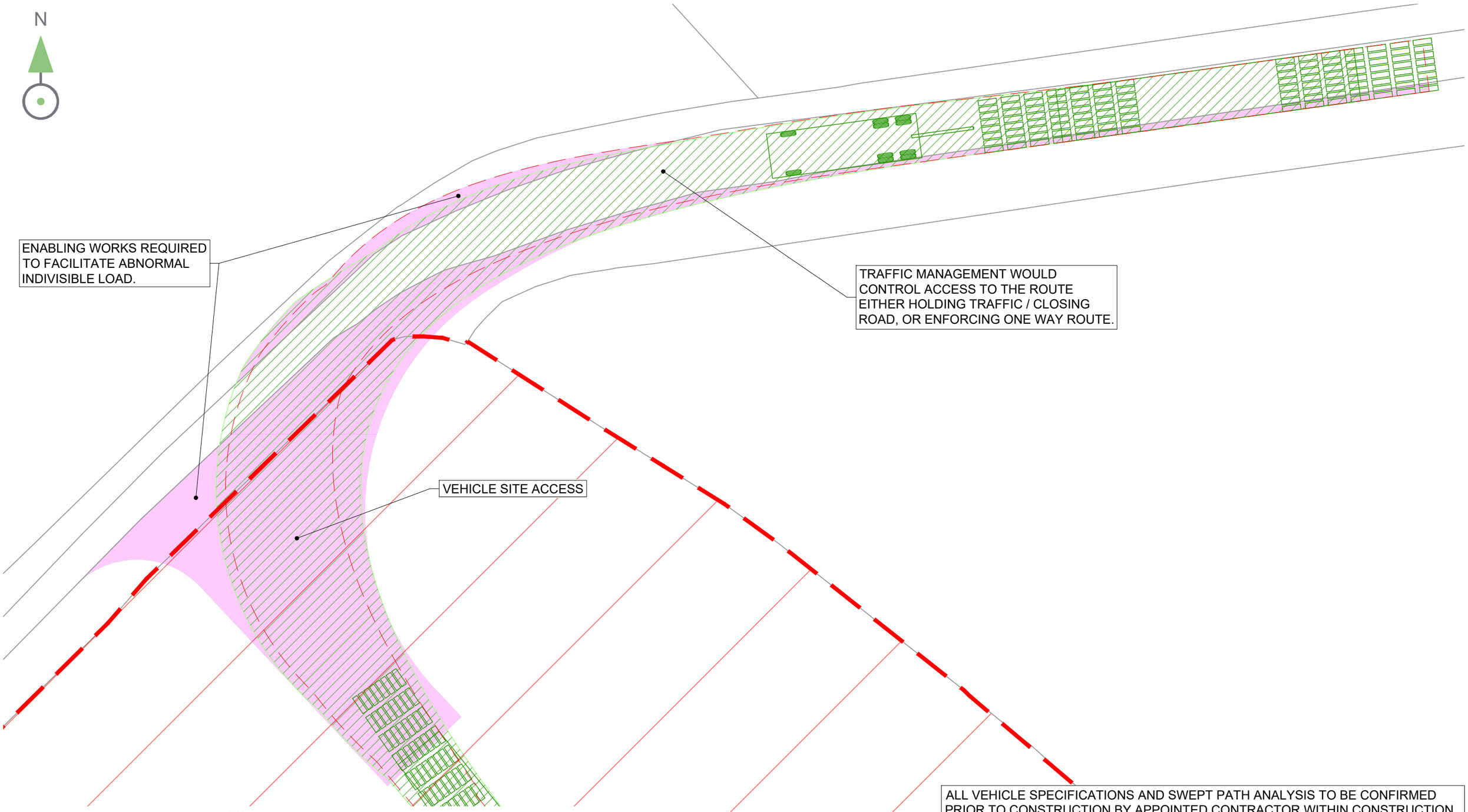
Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:49pm



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Drawing Title: CONSTRUCTION TRAFFIC MANAGEMENT TRANSFORMER DELIVERY ROUTE - LOCATION H AL24 GIRDER SET - SWEPT PATH ANALYSIS

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	16/11/22	EP	CR	CR

Project Ref	Drawing Number	Rev
22-216	22-216-SP-009	A

Drawing file: 22-216-SP-001-012 - AL24 Girder Set Tracking.dwg Date: Nov 16, 2022 - 12:50pm