West Springfield Solar

Transport Statement

TRIO West Springfield Solar LLP

Uk House, 5th Floor, 164-182 Oxford Street, London, United Kingdom, W1D 1NN

Prepared by:

SLR Consulting Limited

The Tun, 4 Jackson's Entry, Edinburgh, EH8 8PJ

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Revision Record

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Basis of Report

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1 Introduction

Background

1.1 TRIO West Springfield Solar LLP intends to submit a Section 36 application to the Scottish Government's (SG's) Energy Consents Unit (ECU) for the construction of a solar (PV) and Battery Energy Storage System (BESS) development on land to the west and north west of Springfield in the Fife Council (FC) area. The location of the Proposed Development, to be known as West Springfield Solar, is shown in **Figure 1.1.**

This Report

1.2 Pre-Application Advice received from FC in October 2022 stated that a Transport Statement should be submitted with the planning application for the Proposed Development. This report forms the stated Transport Statement and considers the transport aspects of the Proposed Development. The Transport Statement comprises the following chapters:

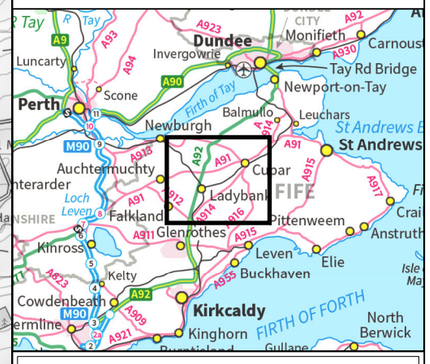
- **TS Chapter 2** – describes the existing transport network around the Proposed Development.
- **TS Chapter 3** – describes the transport infrastructure that would be provided with the Proposed Development, presents and comments on estimates of the demand for transport that could arise from the Proposed Development and cross-refers the information in this report with the pre-application transport-related advice received from FC.
- **TS Chapter 4** – presents our conclusions.

327000 330000 333000 336000 339000

717000 714000 711000 708000

LEGEND

Site Boundary



trio

SLR

WEST SPRINGFIELD SOLAR FARM & BESS

ENVIRONMENTAL IMPACT ASSESSMENT

SITE LOCATION

FIGURE 1.1

Scale 1:50,000 @ A3

Date APRIL 2025

0 2.5 5 Kilometres

428.013383.00001.0007.0 Site Location

2 Existing Transport Network

Introduction

2.1 This chapter describes the Site location and the surrounding existing transport network. The transport network has been described following the hierarchy in National Planning Framework (NPF) 4[1], namely walking, wheeling, cycling, public transport, taxis and shared transport and private car.

Site Location

2.2 The Site of the Proposed Development is bounded to the north by woodland and Rankeilour Mains. To the east, it is bounded in part by the C13 Main Street and by open farmland. To the south, it is bounded by open farmland and in part by the railway line linking Edinburgh and Aberdeen. To the west it is bounded by woodland and the U105 road.

2.3 FC's Local Development Plan (LDP) – FIFEplan – shows that the location of the Proposed Development is outwith the settlement boundary of Springfield. FC's online planning portal shows no relevant planning applications on the Site of the Proposed Development other than 03/02494/EFULL at Peterhead Farm Steading, towards the southwestern corner of the Site. That application sought consent for "*Change of use, extension and alterations to steading to form malt whisky distillery, provision of car park and visitor facilities, including function room, dining room and two bonded warehouses*." The application was approved in 2005 although does not appear to have been implemented.

Walking, Wheeling and Cycling

2.4 There is a footway on the western side of the C13 Main Street where it forms the eastern boundary of the Proposed Development. This footway terminates at around the northern boundary of the Proposed Development where it fronts the C13 Main Street. This footway forms part of Core Path R159 in FC's Core Path network and is illustrated in Photo 2:1.

2.5 There are dropped kerbs on this footway where it terminates at its northern end. These provide access to a footpath which runs from the eastern side of, and perpendicular to, the C13 Main Street. This footpath also forms part of Core Path R159 and part of a longer route to Cupar to the east. It would be around a 20-minute cycle to the Proposed Development from central Cupar[2]. This footpath is illustrated in Photo 2:2.

2.6 A footway starts on the eastern side of the C13 Main Street at around the southern boundary of the Proposed Development (in that area). This footway, and the footway on the western side of the C13 Main Street continue southwards for around 500m into the settlement of Springfield. The footway on the western side stops around that point, but that on the eastern side continues for around another 1.4km to where the C13 (by that point named Station Road) meets the A914 and the footways on the two roads meet.

[1] https://www.gov.scot/publications/national-planning-framework-4/

[2] OpenStreetMap

Photo 2:1: Footway on Western Side of C13 Main Street

2.7 The footways on the C13 within Springfield link with the footways on the various roads leading from the C13 and these provide access to the various homes served by those roads. These footways also provide access to Springfield railway station, which would be around a 20-minute walk from the Proposed Development's boundary onto the C13 Main Street[3].

2.8 Core Path R166 starts on Muir Road in Springfield (around 20m south of the C13 Main Street) then runs along the eastern part of southern boundary of the Proposed Development. It then crosses to the southern side of the Edinburgh – Aberdeen railway line and emerges onto the eastern side of the U105 road.

2.9 There are no footways on the U105 in the vicinity of the Proposed Development, although sections of it south of the railway line are designated as R167 and R180 in FC's Core Path network. Core Paths R167 and R180 form part of a route linking Springfield with Ladybank to the west. Ladybank would be within around a 25-minute cycle of the Proposed Development[4].

[3] OpenStreetMap

[4] OpenStreetMap

Photo 2:2: Footpath Forming Part of Core Path R159 to East of C13 Main Street

Public Transport

2.10 There are bus stops on each side of the C13 Main Street in Springfield, within around a four-minute walk (around 300m) from the boundary of the Proposed Development with the C13 Main Street. At the time of writing, these are served by Moffat & Williamson's 64 service which links Springfield with St Andrews, Cupar, Ladybank, Falkland and Glenrothes and operates typically hourly in each direction Monday to Saturday.

2.11 Springfield railway station is served by train services linking Edinburgh and Dundee and, at the time of writing, there are typically four services each weekday in each direction.

Road Network

2.12 The C13 Main Street is a single carriageway road with one lane in each direction and links the A914 in the south with the A91 in the north. The speed limit on the C13 Main Street changes approximately midway along the Proposed Development's frontage. The speed limit is 60mph to the north and 20mph to the south. There is a 4.1m height restriction where the C13 Main Street passes underneath the Edinburgh – Aberdeen railway line at the southern edge of Springfield.

2.13 There is a traffic island and speed cushion approximately 40m south of where the speed limit changes. This traffic island narrows the carriageway to one lane and southbound vehicles are required to give way to northbound vehicles. An access on the C13 Main Street around

160m to the north of the Proposed Development provides access to Rankeilour Mains. There is an existing access to a field forming part of the Site of the Proposed Development at the southern end of the Proposed Development's frontage onto the C13 Main Street.

2.14 The U105 is a single carriageway road, generally wide enough to allow two opposing-direction cars to pass. It is subject to a 60mph speed limit along most of its length in the vicinity of the Proposed Development. It is subject to a 7.5 tonne weight restriction, but with an 'except for access' exemption. It crosses the Edinburgh – Aberdeen railway line via a barrier-controlled level crossing.

2.15 The C13 Main Street and U105 meet the A91 at priority junctions. The A91 is a single carriageway road with one lane in each direction and is subject to a 40mph speed limit in the vicinity of its junction with the U105 and a 50mph speed limit in the vicinity of its junction with the C13 Main Street.

2.16 SLR commissioned traffic surveys of the A91, C13 Main Street and U105. These surveys were conducted by Automatic Traffic Counters (ATC) and recorded speeds, vehicle types and vehicle numbers for a week from Thursday 27 February 2025. The surveys were located on the:

- A91, around 200m east of its junction with the C13 Main Street;
- C13 Main Street around 180m north of the northern edge of Springfield; and.
- U105 at the southern edge of the frontage of Jenniston House.

2.17 The data from those surveys is summarised in Table 2.1 below.

Table 2.1: Summary of ATC Data

Location	Average Weekday 0700 – 1900		85th Percentile Speed (mph)
	Number of Vehicles	Number of HGVs	
C13 Main Street	1,241	163	• Northbound: 44.3 • Southbound: 44.1
A91	7,452	1,226	• Eastbound: 50.6 • Westbound: 51.8
U105	299	41	• Northbound: 39.6 • Southbound: 40.4

2.18 Data from the Crashmap website shows no injury-causing accidents on the C13 Main Street in the vicinity of the Proposed Development during the five years to the end of 2023 (the last year for which data is available at the time of writing). The following injury-causing accidents occurred at the junction of the A91 and C13 Main Street during that period:

- An accident on 05 March 2021 involving two vehicles and causing injuries categorised as slight. The accident is described as "*V1 was travelling eastbound at locus. V2 was travelling westbound. On attempting to turn right at Hammerhead Toll* [i.e. from the A91 to the C13 Main Street]*, V1 turned into the path of and collided with V2. Thereafter, V2 struck the nearside verge, flipping over onto its roof and coming to rest in the middle of the road.*"

- An accident on 06 August 2022 involving two vehicles and causing injuries categorised as slight. The accident is described as "*V1 travelling east on A91 and attempted to turn right onto unclassified road leading to Springfield* [i.e. from the A91 to the C13 Main Street] *and turned into path of V2 that was travelling west on A91*."

2.19 Drawing 013383-SLR-HGN-PLN-DR-CH-0002 P01 in Appendix A shows that a visibility splay of around 2.4m by 180m can currently be achieved at this junction.

2.20 Only one injury-causing accident was recorded on the U105 in the vicinity of the Proposed Development. That accident occurred on 20 May 2020 around 100m west of the junction of the U105 and the access to Pitlair Park, caused injuries categorised as serious and involved one vehicle. The accident is described as "*Veh1 was moving forward northbound at a slow crawl, approaching a blind corner of an unclassified road when a cyclist approached from the opposite direction and failed to stop before colliding with the front drivers* [sic] *wing and door of Veh 1.*"

3 Transport Aspects of Proposed Development

Introduction

3.1 This chapter describes the transport infrastructure that would be provided with the Proposed Development and presents and comments on estimates of the demand for transport that could arise from the Proposed Development. This chapter also cross-refers the information in this report with the pre-application transport-related advice received from FC.

Transport Infrastructure

3.2 A drawing showing the layout of Proposed Development is in Appendix A. The drawing shows that a new access would be constructed onto the C13 Main Street at the northeastern corner of the Proposed Development. A drawing showing an indicative layout of this access is provided in drawing 013383-SLR-HGN-PLN-DR-CH-000 in Appendix A. The access has been positioned such that it would not interfere with access to the section of Core Path R159 to the east of the C13 Main Street.

3.3 Drawing 013383-SLR-HGN-PLN-DR-CH-000 shows that visibility splays of 6m by 210m can be provided, in accordance with the guidance in the document 'Fife Council Transportation Development Guidelines (August 2018) – Appendix G Regional Variations to SCOTS National Roads Development Guide'[5].

3.4 The proposed access from the C13 Main Street shown in drawing 013383-SLR-HGN-PLN-DR-CH-000 would be the only access used during the construction of the Proposed Development. A suitable crossing of the Rankeilour Burn (which bisects the Site of the Proposed Development on an approximate north – south route) would be provided during construction allowing vehicles to access all parts of the Proposed Development from internal tracks accessed from the proposed access onto the C13 Main Street.

3.5 Sufficient temporary vehicle parking would be provided within the Site of the Proposed Development as it was being constructed to cater for likely demand. Suitable temporary turning areas would be provided within the Proposed Development during construction to allow vehicles to turn around within the Site and enter and exit the public road in forward gear. Wheel washing facilities would be provided during construction to reduce the risk of mud or debris being deposited on the public road.

3.6 The access from the C13 Main Street would also be the main access when the Proposed Development was operational, but operational access would also be provided from the U105 at the existing access on the U105 to Peterhead Farmhouse (as shown on the Proposed Development layout drawing in Appendix A). No alterations are proposed to this existing access.

3.7 In addition to the operational accesses from the C13 Main Street and U105, two additional emergency-only accesses would be provided. One would be provided from the C13 Main Street, using an existing field access at the southeastern corner of the Proposed Development's frontage onto the C13 Main Street. The second would be provided from the

[5] Microsoft Word - Appendix G August 2018 Final 280818

existing private access to Rankeilour Mains. Both these accesses are shown on the Proposed Development layout drawing in Appendix A.

3.8 No works would be undertaken at these additional emergency-only accesses other than connecting them to the internal track network within the Proposed Development. Gates would prohibit access to the Proposed Development via these additional emergency-only accesses during non-emergency operation.

3.9 A suitable crossing of the Rankeilour Burn would also be provided during operation. This crossing would allow operational vehicles to access all parts of the Proposed Development from the accesses onto the C13 Main Street and the U105 and allow emergency vehicles to access all parts of the Proposed Development from those two accesses and the two additional emergency-only accesses referred to in paragraph 3.7 above.

3.10 The Scottish Fire and Rescue Service (SFRS), although not a statutory consultee, advise that they follow the National Fire Chiefs' Council's guidance for BESS. Regarding vehicle access, that guidance says that "*Suitable facilities for safely accessing and egressing the Site should be provided*" and that this should include "*At least two separate access points to the Site to account for opposite wind conditions/direction*". The two operational accesses and two additional emergency-only accesses to the Proposed Development would exceed the requirements of the guidance.

Transport Demand

3.11 The applicant advises that construction of the Proposed Development is expected to take up to 12 months. The applicant also provided estimates of vehicle movements that they expect to be generated during the construction of the Proposed Development and these are shown in Table 3.1 below. All construction materials and components are expected to be delivered on Heavy Goods Vehicles (HGVs) complying with the Road Vehicles (Construction and Use) Regulations 1986 and no Abnormal Indivisible Load Vehicles (AILVs) are expected to be required.

3.12 The estimates in Table 3.1 below include estimates of staff-related car and van movements and these have been calculated on the basis that 30% of staff would arrive at and depart from the Proposed Development alone, while the remainder would arrive in shared vehicles.

3.13 The estimates in Table 3.1 below also include estimates of daily vehicle movements. These have been calculated on the basis of there being 20 working days per month. Most months have more than 20 working days and in those months the average number of daily vehicle movements would be lower than the estimates presented in Table 3.1 below.

3.14 All the vehicle movement estimates shown in Table 3.1 below would use the proposed new access to the Proposed Development on the C13 Main Street and all vehicles would be instructed to route between that access and the A91 to the north. All vehicles would be instructed not to use the C13 Main Street to the south of the Proposed Development.

3.15 The data in Table 3.1 below shows that the peak month for vehicle movements during the construction of the Proposed Development would be month three, when 173 vehicle movements could be expected per working day (i.e. an average of around 86 vehicles arriving and the same number departing). On average over the entire 12 months of the

construction programme, an average of 97 vehicle movements could be expected each working day.

Table 3.1: Construction Vehicle Movement Estimates

Activity	Vehicle Type	Number of Vehicle Movements (Sum of Arrivals and Departures) by Month											
		1	2	3	4	5	6	7	8	9	10	11	12
Site Establishment	HGV	60	10									10	60
Ground Works	HGV	410	410	410	410								
Compound	HGV	202	202										
Site Tracks	HGV	958	958	958									
Geotextiles	HGV	2	2	2									
Solar Array Works	HGV			43	43	43	54	54	54				
Cabling & Cabling Sand	HGV			130	130	130	130						
Concrete Deliveries	HGV			18									
Internal HV Works & Buildings	HGV						24	24					
Site Restoration & Fencing	HGV											55	55
General Deliveries	HGV	44	44	44	44	44	44	44	44	44	44	44	44
Commissioning	Car/LGV											88	88
Staff Movements	Car/LGV	924	1,408	1,848	1,848	1,848	1,848	1,848	1,848	924	924	924	396
Total Vehicle Movements		2,600	3,034	3,453	2,475	2,065	2,100	1,970	1,946	968	968	1,121	643
Total Car/LGV Movements		924	1,408	1,848	1,848	1,848	1,848	1,848	1,848	924	924	1,012	484
Total HGV Movements		1,676	1,626	1,605	627	217	252	122	98	44	44	109	159
Total Vehicles Movements per Day		130	152	173	124	103	105	99	97	48	48	56	32
Total Car/LGV Movements per Day		46	70	92	92	92	92	92	92	46	46	51	24
Total HGV Movements per Day		84	81	80	31	11	13	6	5	2	2	5	8

3.16 The applicant will prepare a Construction Traffic Management Plan (CTMP) for the Proposed Development, the submission and approval of which could be made a condition of any planning consent issued for the Proposed Development. The exact matters to be covered in the CTMP will be agreed with FC in due course, but typically similar documents cover:

- Project Information -
  - Details of type and number of vehicle movements expected to and from the Proposed Development.
  - Details of the routes expected to be taken by HGVs travelling to and from the Proposed Development.
- Physical measures -
  - Arrangements for temporary parking areas during the construction of the Proposed Development.
  - Arrangements for temporary traffic signs.
- Communication measures -
  - Arrangements for communicating with interested parties, including elected representatives and community councils.
  - Arrangements to agree protocol with emergency services.
  - Arrangements for disseminating project information, including weekly updates of expected vehicle movements.
- Enforcement measures -
  - Measures to encourage compliance with the identified routes.
  - Timing of deliveries to avoid any sensitive times (e.g. school start and finish times).
  - Code of conduct for HGV drivers.
  - A requirement that all HGVs operated by the Principal Contractor must have Global Positioning System (GPS) trackers, allowing their speed and routeing to be recorded.
  - Contingencies for unobstructed access for emergency services.
  - Procedures for dealing with non-compliance with the CTMP.
- Maintenance measures -
  - Arrangements for liaison with FC regarding winter maintenance.
  - Arrangements for cleaning any sections of public road affected by material deposited from vehicles related to the construction of the Proposed Development.
- Management of CTMP -
  - Arrangements for monitoring and updating the CTMP.
  - Confirmation of a named person with responsibility for implementation of the CTMP (including contact details).

3.17 There would be no permanent staff at the Proposed Development once operational and it is expected that there would be no more than the occasional vehicle movement to and from as staff visit to inspect or undertake maintenance. Such activities are unlikely to generate more than a handful of vehicle movements each month. Most of those would likely use the

proposed new access from the C13 Main Street, but some may elect to access or egress the Proposed Development from U105 using the existing access to Peterhead Farmhouse

FC Pre-Application Transport-Related Advice

3.18 FC provided pre-application advice in October 2022 on an earlier version of the Proposed Development (reference 22/02458/PREAPP). The transport-related comments in that advice are reproduced in Table 3.2 below, along with our response.

Table 3.2: FC Pre-Application Transport-Related Advice

FC Advice	Response
"In view of the size of the Proposed Development, the developer shall submit a Transport Statement in support of the Proposed Development. The TS shall follow the Transport Scotland "Transport Assessment Guidance". The TS shall concern itself with person trips, not car trips and cover access by all modes of transport - walking, cycling, public transport and private cars, to show how the Site is being developed to encourage the use of sustainable modes of transport. However, the significant vehicle trip generation would occur during the construction and eventual decommissioning of the proposed solar farm. I would assume that trip generation after the solar farm becomes operational would be minimal."	This document forms the Transport Statement and covers the requested topics.
"Visibility splays 6 metres x 210 metres shall be provided and maintained clear of all obstructions exceeding 600mm in height above the adjoining road channel level, at the junction of the vehicular access and the Q64, in accordance with the current Fife Council Transportation Development Guidelines. The visibility splays shall be retained through the lifetime of the development. Justification for a reduced visibility splay would have to supported by a speed survey over one week to establish the 85th %ile speed on the Q64."	No new access is proposed on the Q64, which has been reclassified as the U105 since FC provided their advice.
"However, my Transportation Development management colleagues have concerns with the use of the Q64 as a construction traffic route. Between the proposed Site access and the A91 to the north, the road is subject to the national speed limit of 60mph; the carriageway is narrow with no passing places; and forward visibility is restricted. The Q64/A91 junction is within a 40mph speed limit but the junction visibility is restricted. There is a 7.5T weight restriction on the Q64 between its junctions with the A91 and the Q65 (which lies south of the proposed Site access). Construction traffic meeting on the Q64 would result in the verges and carriageway edges being badly damaged as the vehicles pass each other."	No construction access will be provided on the U105 and construction-related vehicles will be instructed not to use it.

FC Advice	Response
"The Q64 between its junctions with the Q65 and A914 would generally allow two vehicles to pass each other. However, the 7.5T weight restriction on the Q64 between its junctions with the proposed Site access and the Q65. In addition, there is a level crossing of the railway to the south of the Site access. Network Rail shall be consulted on the possible short-term increase in construction traffic crossing it. I am waiting for a response from Traffic Management colleagues to establish the reason for the 7.5T weight restriction."	
"Visibility splays 2.4 metres x 25 metres shall be provided and maintained clear of all obstructions exceeding 600mm in height above the adjoining road channel level, at the junction of the vehicular access and the C13 Main Street, in accordance with the current Fife Council Transportation Development Guidelines. The visibility splays shall be retained through the lifetime of the development."	Vehicle access at the time of this advice was envisaged from the C13 Main Street at the southern edge of the Proposed Development (at the location of the existing field access referred to in paragraph 2.13). The now-proposed access provides appropriate visibility splays as described in paragraph 3.3.
"The C13 between the proposed Site access and the A91 has a carriageway width of some 6 metres and is suitable as a construction vehicle route. The C13/A91 junction is located within a 50mph speed limit. The junction visibility splay should be 4.5 metres x 180 metres. The actual visibility splay available shall be checked. The C13 between the proposed Site access and the A914 would not be acceptable as the construction route as the route is through Springfield and there is a low bridge (4.1 metres) and tight S-bend to be negotiated."	The available visibility splay at the junction of the C13 Main Street and A91 is shown in drawing 013383-SLR-HGN-PLN-DR-CH-0002 P01 in Appendix A and is estimated as 2.4m by 180m. Although the 2.4m distance is lower than the 4.5m requested in FC's pre-application advice, there is no evidence that the existing visibility at this junction is contributing to an atypically-high accident rate at this junction. Furthermore, the increase in vehicle movements at this junction arising from the Proposed Development would be temporary and it would not be considered reasonable for the Proposed Development to require any improvements at this junction.
"The existing field access from the C13 Main Street shall be relocated northwards clear of the adjacent cul-de-sac junction bellmouth, which may require the build-out on Main Street to be relocated."	The existing field access is not proposed to be used for vehicle access to the Proposed Development other than as an emergency-only vehicle access. Accordingly, there is no need for it to be relocated.
"Off street parking, including visitor parking spaces, being provided in accordance with the current Fife Council Parking Standards contained within Making Fife's Places PPG and the current Fife Council Transportation Development Guidelines (Appendix G)."	Off-street parking will be provided.
"In conclusion, Transportation Development Management has no objections in principle to the Proposed Development subject to the above comments and concerns being satisfactorily	FC's comments have been addressed (where relevant).

FC Advice	Response
addressed within a planning application submission."	

4 Conclusions

4.1 This Transport Statement has demonstrated that the Proposed Development:

- is capable of being accessed by a range of transport modes;
- can be provided with a satisfactory vehicle access; and
- could be expected to generate a modest number of vehicle movements during its construction and far fewer during its operation.

Appendix A Drawings

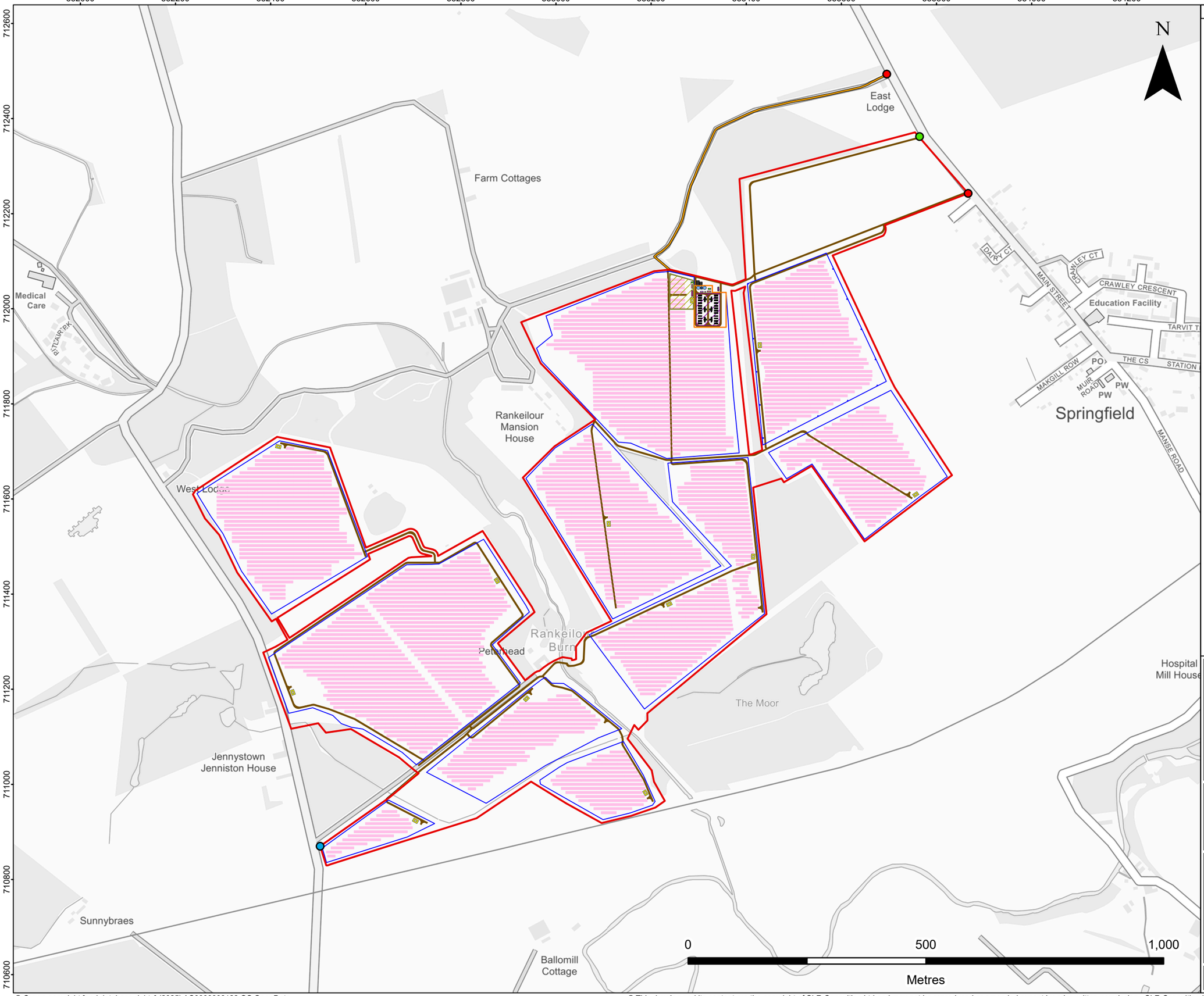
West Springfield Solar

Transport Statement

TRIO West Springfield Solar LLP

SLR Project No.: 428.013383.00001

7 April 2025



LEGEND

- Site Boundary
- Proposed Solar Array
- Proposed Battery Energy Storage System (BESS)
- Proposed Power Conversion System (PCS)
- Proposed Battery Container
- Proposed DNO Substation
- Proposed Private Substation
- Proposed Water Tank
- Proposed Pump House
- Proposed Temporary Construction Compound
- Proposed Communications and Spare Container
- Proposed Spare Container
- Proposed Car Park
- Proposed Welfare Unit
- Proposed Switchgear
- Proposed BESS Fence
- Proposed Solar Fence
- Proposed Access Track
- Proposed Emergency Access Track
- Proposed Emergency Access
- Proposed Construction and Operation Access
- Proposed Operation Access

Note: The alignment of the emergency access track has been updated using high-resolution aerial imagery to reflect its true location more accurately.

trio

SLR

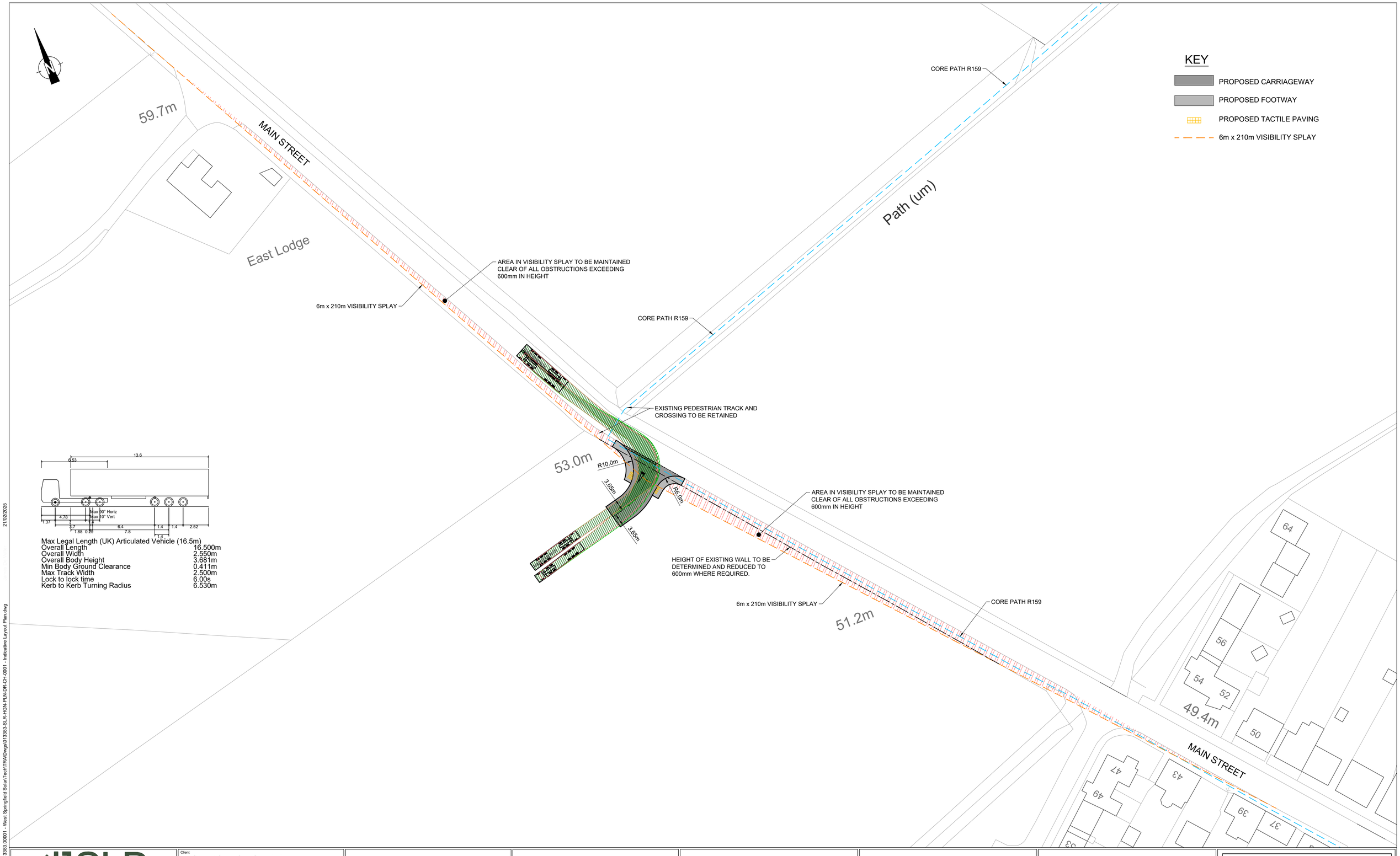
WEST SPRINGFIELD SOLAR FARM & BESS

ENVIRONMENTAL IMPACT ASSESSMENT

SITE LAYOUT

FIGURE 2.1

Scale	Date
1:7,500 @ A3	APRIL 2025



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

0 5 10 20 30
1:500 SCALE (m)

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority. All works subject to change through technical review process with relevant approving authorities.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

CONSTRUCTION

1. OPERATIVES TO TAKE PRECAUTIONS WHEN WORKING ADJACENT TO OR WITHIN DEEP EXCAVATIONS. METHOD STATEMENT TO BE PRODUCED BY CONTRACTOR PRIOR TO WORKS COMMENCING.
2. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES.

ENVIRONMENTAL

1. EXISTING WATERCOURSES IN CLOSE PROXIMITY TO WORKS, A POLLUTION PREVENTION STRATEGY AND WORKING METHOD STATEMENTS TO BE PRODUCED BY THE CONTRACTOR FOR ALL WORKS.
2. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES.
3. CONSIDERATION GIVEN TO GROUND CONDITIONS. CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PRIOR TO UNDERTAKEN EXCAVATION WORKS.

WORK CAN ONLY BE CARRIED OUT BY SUITABLY TRAINED AND BRIEFED PERSONNEL

SLR

www.slrconsulting.com

Client: TRIO West Springfield Solar LLP

Project: WEST SPRINGFIELD SOLAR

Drawing Status & Suitability Code: FOR INFORMATION S2

Designed	Drawn	Checked	Authorised
JD	JD	IL	IL
Date 21.02.2025	Date 21.02.2025	Date 21.02.2025	Date 21.02.2025

Drawing Title: INDICATIVE LAYOUT OF ACCESS FROM C13 MAIN STREET

Drawing Number: **013383-SLR-HGN-PLN-DR-CH-0001** Rev. **P01**

Scale: 1:500 @ A1

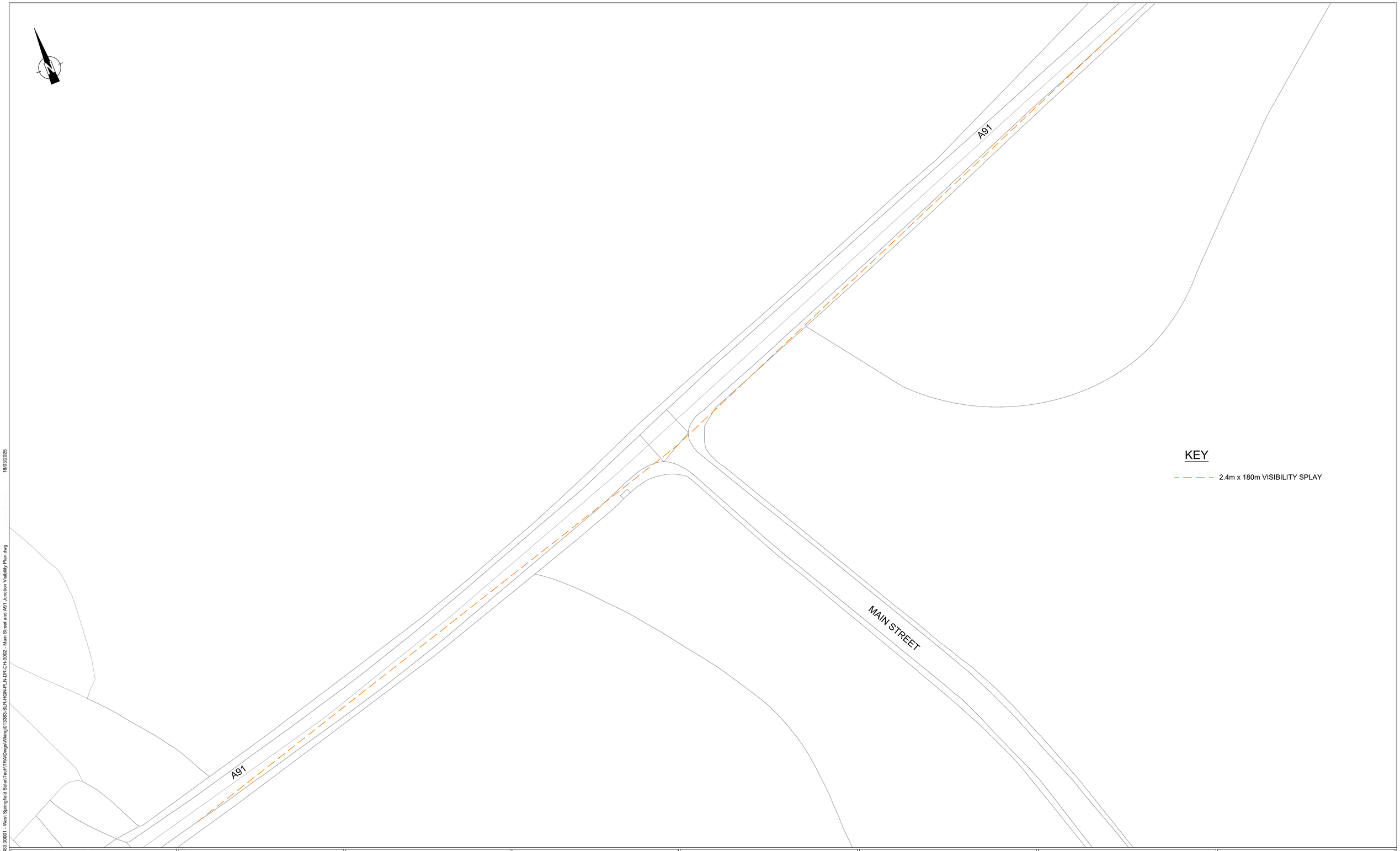
SLR Project No.: 428.013383.00001

Rev	Amendments	Date	By	Chk	Auth
P01	FIRST ISSUE	21.02.25	JD	IL	IL

Rev	Amendments	Date	By	Chk	Auth

21/02/2025

\\slr.local\eu\Offices\UK\Stirling\Projects\Projects\428.013383.00001 - West Springfield Solar\Tech\TRA\Dwgs\013383-SLR-HGN-PLN-DR-CH-0001 - Indicative Layout Plan.dwg



SLR

www.slrconsulting.com

Client: TRIO West Springfield Solar LLP

Project: WEST SPRINGFIELD SOLAR

Drawing Status & Suitability Code: FOR INFORMATION S2

Designed	Drawn	Checked	Authorised
JD	JD	IL	IL
Date	Date	Date	Date
13.03.2025	13.03.2025	13.03.2025	13.03.2025

Drawing Title: MAIN STREET / A91 JUNCTION VISIBILITY SPLAY PLAN

Drawing Number: 013383-SLR-HGN-PLN-DR-CH-0002

Rev: P01

Scale: 1:500 @ A1

SLR Project No.: 428.013383.00001

Rev	Amendments	Date	By	Chk	Auth
P01	FIRST ISSUE	13.03.25	JD	IL	IL

Rev	Amendments	Date	By	Chk	Auth

0 5 10 20 30
1:500 SCALE (m)

AWAITING TECHNICAL APPROVAL

This drawing has NOT been technically approved by Local Authority and/or Water Authority.
All works subject to change through technical review process with relevant approving authorities.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

PLEASE REFER TO THE HEALTH AND SAFETY FILE FOR A FULL LIST OF THE HAZARDS ASSOCIATED WITH THIS WORK - THE FOLLOWING ARE THE MOST SIGNIFICANT ITEMS TO BE AWARE OF.

CONSTRUCTION

1. OPERATIVES TO TAKE PRECAUTIONS WHEN WORKING ADJACENT TO OR WITHIN DEEP EXCAVATIONS. METHOD STATEMENT TO BE PRODUCED BY CONTRACTOR PRIOR TO WORKS COMMENCING.
2. ATTENTION IS DRAWN TO THE EXISTENCE OF BOTH EXISTING UNDERGROUND AND OVERHEAD UTILITIES.

ENVIRONMENTAL

1. EXISTING WATERCOURSES IN CLOSE PROXIMITY TO WORKS. A POLLUTION PREVENTION STRATEGY AND WORKING METHOD STATEMENTS TO BE PRODUCED BY THE CONTRACTOR FOR ALL WORKS.
2. CONSIDERATION GIVEN TO NOISE LEVELS GIVEN PROXIMITY TO EXISTING PROPERTIES.
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