

TRANSPORT ASSESSMENT FORM

Document 23

PART A: GENERAL

<p>Applicant details Name, address, telephone/ email</p>	<p>Renewable Energy Systems Ltd.</p> <p>Willowbank Business Park, Millbrook Larne, Co. Antrim, BT40 2SF Northern Ireland</p> <p>T: +44 (0)28 2844 0580 peter.deeney@res-group.com</p>
<p>Agent details Name, address, telephone/ email</p>	
<p>Development details Brief description of development proposal</p>	<p>34 Ballyvally Road, Larne, BT40 3NA, Application Reference:LA02/2025/0842/F</p> <p>Construction and operation of a Battery Energy Storage System (BESS) facility, consisting of battery storage enclosures, PCS/invertor units, associated substation infrastructure, CCTV and lighting columns, palisade and acoustic fencing, access tracks, drainage systems including attenuation ponds, upgrading vehicular access and other ancillary works.</p>

With respect to the following questions answer yes or no.

Is the development; YES NO

- Residential comprising 10 or more units
- Non-residential with a gross floor area of 500 square metres or more
- Likely to generate 30 or more vehicle movements per hour
- Likely to generate 5 or more freight movements per day

	X
	X
	X
X (Construction period only)	

If the answer to any of the above questions is YES, applicants MUST complete Parts B, C and D of this form also.

PART B: TRAVEL CHARACTERISTICS

1. How many journeys will be made to the site each day? *Please provide an estimate of the number of journeys to the site by each transport mode, walk, cycle, public transport, car, taxi and freight vehicles.*

Walk 0

Cycle 0

Car driver An average of 19 per day. Please see appendix C of the transport statement for more detailed breakdown.

Car passenger Please see appendix C of the transport statement for more detailed breakdown.

Taxi 0

Public transport – bus/train, (please specify) Given the remote location of the site, it is anticipated that staff will primarily access the site via private cars, vans and small trucks

HGVs – please indicate the type/size of vehicles During construction, It is expected that there will be a daily maximum of approximately 20 HGV deliveries (40 HGV movements) and approximately 12 LGV deliveries (24 LGV movements)

Comments Once operational, the facility will be remotely controlled and as such will be unmanned. However, there will be a visit to the site approximately once a month by car, van or light goods vehicle, to carry out regular inspections and routine maintenance. Parking for these visits will be accommodated on site.

2. Will there be any peak times for traffic accessing the site? *Please provide details.*

Throughout the construction phase there will be a combination of HGVs (for the component and material deliveries) and cars/vans (for construction staff), on site. HGV movements are expected to be most intense throughout the first few weeks of construction whilst car/van movements are expected to be constant throughout. An estimated number of deliveries and movements for the main infrastructure can be found in the delivery table within the transport statement that forms part of the planning application.

It is anticipated that all traffic movements will be carried out between 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in advance by Mid and east Antrim council.

The programme of works is anticipated to take place over approximately an 20-month period. A detailed programme of works will be produced prior construction commences.

PART C: TRANSPORT IMPACTS

Describe below the transport impacts of the development. For example, consideration should be given to the effect on transport infrastructure, possible increased risks of accidents, busier junctions, increased parking in the surrounding area, noise generation, air quality and the effect transport may have on the surrounding townscape, landscape and natural and historic environment etc.

Given the remote location of the site, it is anticipated that staff will primarily access the site via private cars, vans and small trucks, with minimal likelihood of travel by public transport or cycling. The chosen Contractor will encourage all sub-contractors, labourers and tradesmen to car/van share for their journeys to and from the site to reduce the number of vehicle movements involved. Parking for the workforce will be fully accommodated on site. Parking on, or near to, the adopted highway will not be permitted

During correspondence with Mid & East Antrim Borough Council, the need for passing places/widened sections has not been identified within delivery transport route.

The speed limit on the road that the proposed entrance sits on is restricted to 60MPH. The proposed site entrance is an existing junction with an existing site track where modifications will occur to form the proposed site entrance. A set back of 2.4m from the carriageway, is proposed to serve the site entrance and 160m visibility can be secured from both directions with no major enabling works.

Details of the potential traffic management arrangements during the construction phase will be agreed with Mid & East Antrim Borough Council. Any operations will be performed in accordance with local and national standards and specifications.

It is anticipated that all traffic movements will be carried out between 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturdays and at no time on Sundays or Bank or National Holidays unless otherwise agreed in advance with Mid & East Antrim Borough Council.

The programme of works is anticipated to take place over approximately an 20-month period. A detailed programme of works will be produced prior construction commences

The construction contractor will conduct a pre-construction and post-construction road condition survey to the agreed extents either side of the access point, with the contractor liable to repair any damage caused to the public roads as result of the construction of the Proposed Development.

It is proposed that all equipment and construction material deliveries shall take the following route to site:

- Leave A8 towards B58
- Follow B58 until it turns into Watch Hill Rd
- Turn into Ballyvally Rd
- Approach site through new site access tracks

It is not anticipated that road closures would be required, however in the event of any road closures on the proposed delivery route, all vehicles will follow the designated diversion route.

Please see Transport Statement for Further details.

PART D: MEASURES TO MITIGATE IMPACTS/ INFLUENCE TRAVEL TO THE SITE

Describe below what measures will be taken to influence travel to and from the site and within it. For example, consideration should be given to promoting walking and cycling (eg. by providing pedestrian and cycle routes and crossings), encouraging the use of public transport (eg. improved services, new stops, better information), minimising car-parking provision, ensuring good access through design, providing facilities for people with mobility impairments, supporting travel initiatives such as car-sharing, ensuring minimal and efficient freight movement etc.

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Please see transport statement for further detail.

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