

Traffic and Access

Component and material deliveries are a key phase in the construction of any battery energy storage project.

The delivery route is to be finalised and is still undergoing development and consultation. At this stage the preferred route travels along the outskirts of Coldstream. Alternative routes from Berwick-Upon-Tweed have been discounted due to on-road cycle routes and the crossing between the schools in Duns. The preferred route uses 'A' classified roads from the port to the development site.

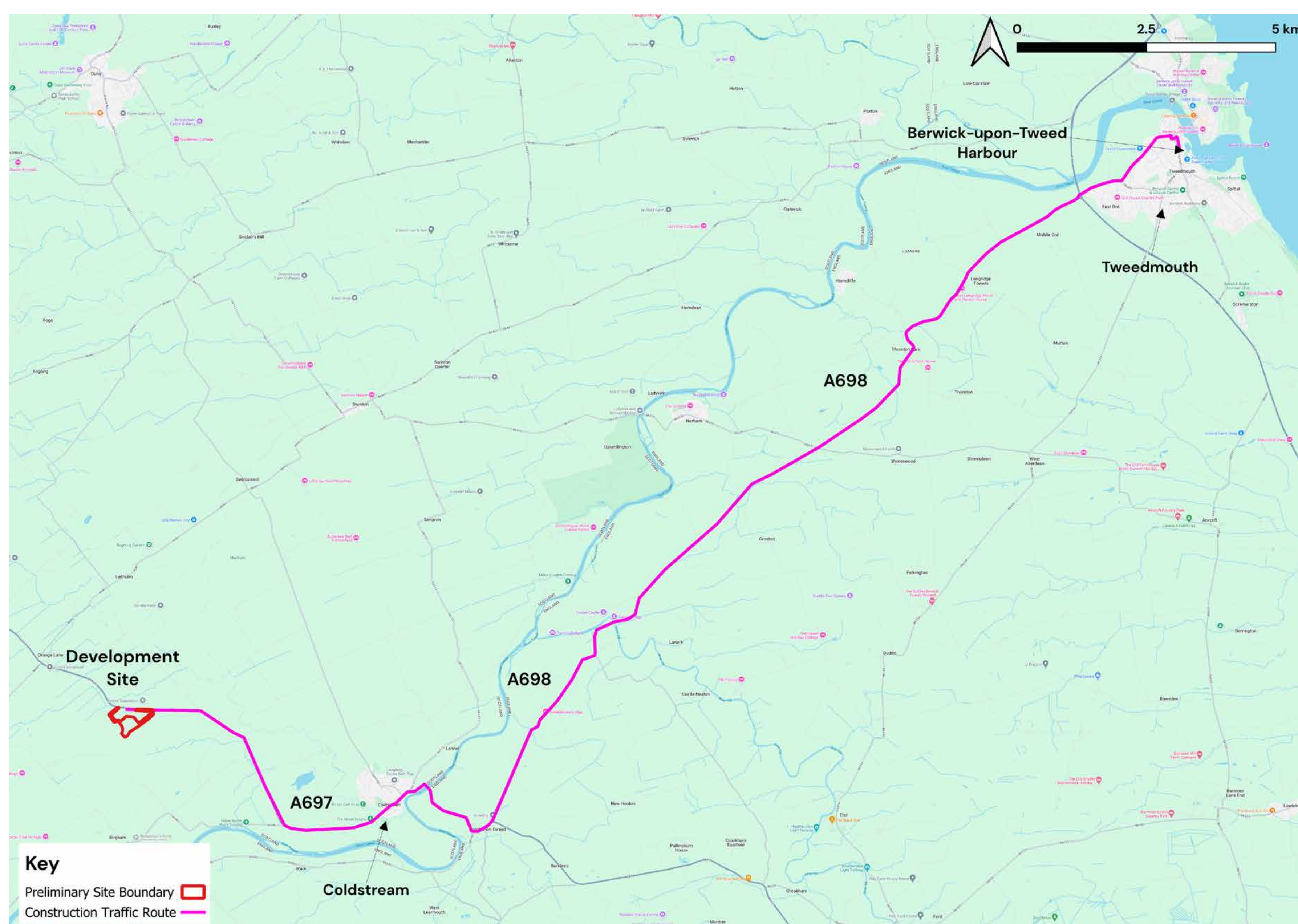
Safety is the key consideration and we have undertaken a detailed analysis of the delivery route, as well as careful assessment of the site access points to ensure the safety of all road users.

The construction period for the Bishops Dal project, if it is consented, is expected to take around 20 – 24 months. The peak traffic movements are typically during the first few months of construction with an average maximum of 20 daily HGV deliveries during the first 6 months of construction, dropping to 10 HGV movements per day from month 7 onwards.

Where construction may overlap with another development, we would seek to work with the relevant parties to coordinate deliveries, etc.

We are developing a Construction Environmental Management Plan (CEMP) as part of the planning application. The CEMP will include how noise, vibration, dust and other airborne pollutants, smoke, and odour from construction work will be controlled and mitigated. The CEMP shall also include monitoring, recording and reporting requirements.

We propose to retain all top soil removed as part of the construction works. The top soil would be used for the earth bunds which form part of our landscaping proposal. Retaining the top soil will reduce traffic movements and support the site's restoration at the end of its life.



Bishops Dal Energy Storage Proposal

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