



**Transport Statement,
Bolfornought Energy Storage**

A report to
Stirling Council

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1 INTRODUCTION

1.1 The application

This document supports an application to Stirling Council by Intelligent Land Investments Group plc for consent under the Town and Country Planning (Scotland) Act 1997 for construction of a battery energy storage system at Bolfornought Farm, by Springkerse, Stirling FK7 7LL. The proposal is described as Bolfornought Energy Storage.

The application seeks consent for the installation of an energy storage system with a generating capacity of up to 49.99 megawatts. The development would consist of containers containing batteries, associated equipment, an access track, electricity meter building, fencing and new planting. Figures show the site location, and layout.

1.2 Site description

The proposed development site lies in farmland, part of Bolfornought Farm, a working farm. The site is agricultural land. The field in which the proposed development is sited is accessed from the A91 Distributor Road at the Muirton roundabout from where the existing private access serves the farm and 6 houses. This is in the vicinity of Forthbank Stadium and St Modans High School.

The site lies on the flat carse farmland around 2 kilometres east of the town of Stirling on the edge of the large Springkerse industrial area.

The site is around 300 metres from the nearest house at Upper Taylorton Farm to the north.

2 TRANSPORT GUIDANCE

2.1 Introduction

The following guidance informed the preparation of this document.

Draft Supplementary Guidance, Transport and Access for New Development, Stirling Council	July 2019
Transport Assessment Guidance, Transport Scotland	2012
Planning for Transport, Planning Advice Note 75, Scottish Executive Development Department	2005

3 EXISTING CONDITIONS

Figure 1. Location Plan shows the proposed site in relation to the surrounding area. The site would be accessed directly from the existing exit on the A91 Eastern Distributor Road at Muirton Roundabout. The A91 is a local 'A' class road operated by Stirling Council.

The existing use of the site is agricultural land. The private farm road from the roundabout into the site serves around 6 dwellings including the working farm. The existing farm road is in good condition, single track with passing places.

West of the A91, lies the busy Springkerse industrial area including retail park, hotel, sports village and high school.

The nearest public transport provision is at the park and ride facility at Springkerse from where there are frequent services to Stirling centre.

The A91 provides an eastern bypass and access to the town of Stirling and is a modern wide single carriageway distributor road.

It is understood that the site is not identified as a high accident area.

4 PROPOSED DEVELOPMENT

The site plan and Location Plan 1:2500 show the proposed development in relation to the adjacent roads.

The ground slopes down from the public road (roundabout) and so water from the site will not enter the public road. The existing roundabout junction is of modern design with good visibility and alignments.

The existing farm road will be widened slightly in the vicinity of the development and the new bellmouth off the farm road will be usable as a passing opportunity following construction. Within the site, the new track will be formed with a running surface of aggregate on permeable geotextile.

This proposal is for an energy storage facility. This will comprise containers of batteries, electrical equipment and some ancillary development.

No staff will be based at the site. Members of the public will not normally visit the site. In use, there will be routine maintenance visits to the facility, expected to be not every day. Three parking spaces will be provided for visiting maintenance personnel who are likely to attend in light vans.

The development will result in no new treated floorspace and no new residential units.

The main traffic associated with the development will occur during construction when it will be necessary to bring plant, materials and personnel to site. The construction traffic is estimated at 700 HGV movements over the course of the construction period. Given the adjacent A91 current traffic levels and capacity, these levels are considered negligible. Within the site, the main contractor will ensure traffic is controlled and residents kept informed to avoid disruption.

5 TRANSPORT CONCLUSIONS

The chief transport impacts associated with the proposed facility will occur during construction when it will be necessary to transport materials, plant and staff to site. In use the facility will not generate trips other than at a very limited level for maintenance. The potential impact on the surrounding road network has been assessed and found to be negligible.