TECHNICAL APPENDIX 12.4

OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Euchanhead Renewable Development Project

Prepared for: ScottishPower Renewables.

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1.0 Introduction

1.1 Purpose and Scope

This outline Construction Traffic Management Plan (CTMP) provides information to Dumfries and Galloway Council (DGC), Transport Scotland (TS) and Ayrshire Roads Alliance (ARA) in regard to the management of all site traffic, with particular reference to environmental safeguards and mitigation required to address impacts identified in the Environmental Impact Assessment (EIA). **Chapter 12 of the EIA Report Access, Traffic and Transport** has been referenced where relevant.

The purpose of the outline CTMP is to set out the areas for consideration when preparing the programme of works and when undertaking the Site construction. It will be used during the construction phase of the development and updated as necessary, acting as a 'live' document to ensure it is always current. Where the document is updated it will clearly be noted as a variation.

In particular, this CTMP will need to be updated by the Principal Contractor, with detailed traffic management measures for various sections of the construction route for the abnormal loads.

1.2 Key Considerations

This CTMP is the first stage of the requirement to manage and control all related traffic activity during the construction phase of the development.

This CTMP contains the following information outlined in **Table 1-1**:

Table 1-1: Key Topics Covered

Section	Topic
Section 2	Background to the Development
Section 3	Construction
Section 4	Responsibilities and Notifications
Section 5	Mitigation Measures
Section 6	Complaints and Enquires Procedure

The principal mitigation measures that the CTMP will cover may be summarised as follows:

- methods for accessing the Site;
- contractor responsibilities;
- signage;
- driving and speed restrictions.
- abnormal load management;
- phasing;
- core Paths and Rights of Way;
- adverse weather conditions; and
- onsite management.

2.0 Background

2.1 Proposed Development

ScottishPower Renewables (SPR) intends to construct a renewable energy development comprising advanced renewable technologies located primarily within commercial forestry managed by Forestry and Land Scotland and is approximately 9.8 km (to the nearest proposed turbine location) to the south west of Sanquhar. The location of the application boundary (the Site), centred on NGR 269180, 601990, is shown on **Figure 1.1** of the Environmental Impact Assessment Report (EIAR).

The proposed Development comprises 21 three-bladed horizontal axis wind turbines, up to 230 m tip height, with a combined rated output of around 126 megawatts (MW). An energy storage facility of around 31.5 MW in capacity will also be installed to store generated renewable energy and provide flexible management of energy delivery and ancillary support services to the national grid.

The proposed two Site access routes (Access Route A and Access Route B) are shown in **Figure 12.1** of the EIAR, as provided in **Appendix 01** of this CTMP.

2.2 Local Highway Network

2.2.1 Site Access

There are two Site access options being proposed for the proposed Development :

- **Access Route A:** Hare Hill Windfarm access (off the A76); and
- **Access Route B:** An access off the U432n to the south of Sanquhar, which is accessed from the C128n Blackaddie Road to the north of Sanquhar

2.2.2 Construction Access Route

The Site will be accessed from the A76 by one of two above access points and the existing timber haul roads within the Site will be used by the proposed Development where possible; however, some new access tracks will be built along with other associated infrastructure.

The wind turbines will be delivered in component parts with the longest deliveries being up to 75 m long, these components are likely to be delivered to the Site (via Access Route A or Access Route B) either from the Port of Ayr or from King George V port in Glasgow, using the following routes:

- exit Ayr Docks onto Wagon Road;
- continue on Wagon Road to junction with Allison Street;
- continue on Allison street to roundabout junction with A719;
- at roundabout turn left onto A719;
- continue on A719 to roundabout junction with A77;
- at roundabout turn left onto A77;
- continue on A77 to roundabout junction with A76; and
- at roundabout turn right onto the A76

Or:

- exit KGV onto Kings Inch Drive;
- continue on Kings Inch Drive through two roundabouts to junction with road leading towards M8;
- continue on M8 to merge onto M74;
- continue on M74 to junction 5; then exit M74 and circumnavigate roundabout to re-join M74 northbound;
- continue on M74 to merge onto M8;
- continue on M8 to junction with M77;
- at junction take exit onto M77 and merge onto A77;
- continue on A77 to roundabout junction with A76; and
- at the roundabout turn left onto the A76

Then:

- continue straight on A76 at the roundabout junction with B7073;
- continue straight on A76 at the roundabout junction with A719;
- continue straight on A76 at the roundabout junction with B7083;
- continue straight on A76 at the roundabout junction with A70;
- continue straight on A76 at the roundabout junction with B7083;
- continue straight on A76 at the roundabout junction with unclassified road;
- at the roundabout junction with B741; turn left to continue on A76;
- continue on A76 to:
  - Access Route A – the Hare Hill Windfarm access; or
  - Access Route B - the junction with Blackaddie Road in Sanquhar; then continue to Site entrance at Approx. NS 70872 06485.

Other construction materials and components will arrive from a number of origins and will be required to access the Site via the A76.

3.0 Site Construction

3.1 Programme

It is anticipated that the proposed Development will be constructed over a period of approximately 22 months. It is assumed that construction is likely to begin in the first quarter of 2025. The main construction works will be undertaken during months 7 to 11. The final two months of the construction programme will comprise a Wind Turbine Reliability Run and snagging followed by take-over activities.

Activities will include:

- offsite highway works;
- Site establishment (Construction Compounds);
- forestry felling and export;
- construction of access tracks and crane pads;
- turbine foundation Construction;
- substation civil and electrical works;
- cable delivery and installation;
- turbine delivery and erection;
- Site Commissioning; and
- reinstatement/Restoration.

3.2 Construction Staff

The number of people employed during the construction period will vary depending on the stage of construction and the activities ongoing on Site.

It is anticipated that the peak workforce requirement will be approximately 150 construction staff.

3.3 Hours of Working

The proposed construction working hours for the proposed Development are 07:00 to 19:00 Monday to Friday and 07:00 to 16:00 on weekends. It should be noted that out of necessity some activity, for example abnormal load deliveries, during large concrete pours and also during the lifting of the turbine rotors, may need to occur outside the specified hours stated, although they would not be undertaken without prior approval from DGC.

Due to potential issues associated with noise from construction traffic on Access Route B (on the C128n Blackaddie Road and U432 Euchan Water) at weekends, the following is proposed to ensure noise thresholds are not breached:

- HGV deliveries would only be permitted Monday to Friday between 07:00 and 19:00 and 07:00 to 13:00 on a Saturday, with no HGV deliveries after 13:00 on a Saturday, and no HGV deliveries on a Sunday; and
- the number of LGVs per hour would be restricted to 35 on a Saturday and Sunday.

3.4 Construction Access

Approximately 32.7 km of new onsite access tracks and approximately 19.8 km of upgraded track will be required to provide access to the wind turbines, energy storage facility, substation and control building compound and construction compounds and Indicative tracks are shown in **Figure 3.1 of Chapter 3: Description of the proposed Development.**

The internal access tracks require several watercourse crossings, which are set out in EIAR **Chapter 10: Hydrology, Hydrogeology, Geology and Soils, Technical Appendix 10.4**.

3.5 Construction Movements

3.5.1 HGV movements

The maximum level of two-way HGV trip generation (conventional vehicles) will likely occur between months 5 to 10 of the 22-month programme, with the following maximum number of daily HGV movements for the worst-case scenario when aggregate and concrete will be imported for internal access track construction, the construction compound, turbine foundations and hardstandings and materials for the control buildings and substations:

- **Access Route A only -** 425
- **Access Route B only -** 515
- **Access Route A and B -** 425

For the likely scenario, when aggregate will be won from the borrow pits and concrete batched onsite, the maximum number of daily HGV movements:

- **Access Route A only -** 135
- **Access Route B only -** 167
- **Access Route A and B -** 135

The routes for turbine components (63 loads for the blades and 147 to 168 loads for the tower sections and nacelle), which will originate at either the Port of Ayr or King George Dock, Glasgow are shown in **Appendix 01**, and described below:

Blades

- **Port to laydown area** 1 - use of a Super Wing Carrier to transport the turbine components between the port and a suitable location off the A76 to the west of New Cumnock, where there is pinch point that is unable to be mitigated to enable the blade to be delivered horizontally on a Super Wing Carrier;
- **Laydown area 1 to Laydown area 2** - use of a blade lift adapter to transport the blades between the location to the west of New Cumnock and a laydown area on the Site access track (either Access Option A or B), which will enable the components to be raised or rotated to avoid pinch points along the route; and
- **Laydown area 2 to turbine location** - use of a Super Wing Carrier to transport the turbine components from the laydown area on the Site access track, to the turbine platform.

Tower Sections and Nacelle

- **Port to turbine hardstandings** – use of an appropriate conventional turbine transportation vehicle to transport these components between the port and the turbine platform, without the need to transfer to a lift adapter vehicle.

Within the Site, loads will then proceed ahead to the turbine locations.

The final CTMP will set out the agreed construction programme with the known delivery types/numbers by month.

3.5.2 Construction Workers

Light vehicle trip generation will be a maximum of 150 two-way movements per day (assuming two workers per car) at the peak of construction, and whilst it has been assumed that the vehicle movements will be on the A76 north, for a robust impact assessment, some vehicle movements may be on the A76 south.

Also, the number of maximum construction worker vehicles is likely to be less with some car sharing with two or more others.

4.0 Responsibilities and Notifications

4.1 SPR Responsibilities

It is the responsibility of the developer to implement the CTMP, to monitor its application and to propose and make modifications to the Plan during the planning and construction process, if necessary. Monitoring of the CTMP will be undertaken and any necessary amendments would be made in consultation with DGC as the local highway authority and with Transport Scotland in terms of impacts upon the trunk road network.

The CTMP is intended to be a working document that evolves during the construction period. The CTMP only applies to the construction stage of the proposed Development and does not apply to the on-going operation or decommissioning of the proposed Development.

SPR will nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process (Liaison Officer). This person will liaise with the local community so that the community have a direct point of contact within the developer organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

SPR will review and update the number of Site personnel, traffic numbers, and the construction programme as the project progresses. Regular updates will be provided to DGC, ARA, TS and Police Scotland. Any significant changes would be discussed and agreed with both DGC and TS (if appropriate). Regular meetings, where required, will be organised for monitoring purposes.

4.2 Notification of Authorities

Should delivery of Abnormal loads be required outside of the working hours specified in the planning conditions, prior notice will be given to the local planning authority not less than 24 hours before such traffic movements commence.

4.3 Notification of other Stakeholders

4.3.1 Emergency Services

The Police, Fire and Ambulance service will be given written notice of the turbine deliveries and kept fully informed throughout the delivery period.

4.3.2 Local Residents

SPR will engage with the residents prior to construction starting and ensure that local residents are kept fully informed of details in relation to the timing of the delivery of turbine parts (blades, turbine tower sections, nacelles and hubs). During the delivery of the turbines, SPR will communicate, where appropriate, information via local notice boards and the project specific website. The communication will take the form of notifications issued to the local press and, where appropriate, notification letters.

Notification letters will contain the following information:

- name and contact details of relevant SPR personnel;
- estimated commencement date for deliveries;
- duration of delivery period;
- estimated times of deliveries;
- any details of the route (if appropriate); and

- request to keep the highway clear of parked cars during the delivery period (if appropriate)

4.3.3 Local Business

In addition to notifications issued to the press, local businesses will be approached directly to ensure they are fully informed.

4.3.4 Local Stakeholders

SPR will make every effort to work with local stakeholders to ensure disruption caused by deliveries is minimised or avoided where possible. Groups of particular relevance include, but are not limited to;

- New Cumnock Primary School, New Cumnock Early Childhood Centre, Sanquhar Academy and other local nurseries;
- Local buses, including school buses;
- Local doctors, surgeries or health providers;
- Anderson School of Riding and Holiday Lodges;
- Sanquhar Leisure Centre; and
- Mauchline Parish Church, New Cumnock Parish Church, New Cumnock Evangelical Church, Bridgend Gospel Hall and Kirkconnel Church

Contact with these service providers will be made in advance of planned deliveries.

4.3.5 Planned Engineering Works

SPR will work with DGC Roads, ARA and TS to identify any planned engineering works that conflict with the delivery route times. Discussions will then be made to minimise disruption to the local community and the planned engineering works.

4.3.6 Community Events

Planned and notified community events will be considered by SPR when scheduling deliveries.

5.0 Mitigation Measures

This section sets out a range of broad measures that will be implemented as part of the final CTMP. Specific details of all proposed mitigation measures to minimise the impact on local communities and businesses will be set out in the final CTMP, following discussions between SPR, DGC, ARA and TS.

5.1 Contractors

Contractors with experience of the nature of the construction works proposed and of this type of development, will be appointed following a tendering process. SPR will appoint an Environmental Clerk of Works (EnvCoW) who will liaise with the Contractor to ensure that all activities on Site comply with appropriate construction methods, relevant planning conditions and protection of the environment. The EnvCoW will act as the first point of contact for any concerns on these issues.

All Contractors will be required to supply detailed method statements which will incorporate all planned mitigation methods. All Sub-Contractors are required to read, understand and adopt all procedures outlined within the final CTMP.

Sub-Contractors who formulate a CTMP for their work activity must issue it to the Principal Contractor for approval and acceptance prior to Site issue. Any traffic management procedures required to secure a work area or safeguard Sub-Contractor operatives must be co-ordinated with SPR (e.g. use of banksmen, operatives carrying out works roadside).

The Principal Contractors Site Management must be informed of any planned Site activity and movement of Site traffic; the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other Site activities.

5.2 Sustainability

The appointed contractor will plan and execute the construction of the proposed a demonstrably high regard to sustainability. In particular the following objectives will be set:

- minimisation of vehicle movements to / from the Site;
- promotion of shared transport arrangements for Site operatives;
- thorough pre-planning of operations onsite to optimise the redistribution of earthworks materials together with minimisation of haul distances;
- reduce the amount of aggregates used onsite by means of alternative construction techniques and the use of borrow pits;
- apply a reduce-reuse-recycle philosophy to all waste processing activities; and
- conform to construction / building codes of practice in relation to sustainability objectives and procedures.

5.3 Speed Limit

It is proposed to impose a maximum 30 mph speed limit for all construction related traffic on the immediate approaches to the Access Route A on the A76 and 15 mph on private roads / tracks, which will be reinforced through temporary construction traffic speed limit signs.

Local residents will be advised to report any instances of speeding to the Site Liaison Officer who will take necessary action to prevent a repeat.

Onsite operatives will be briefed on the speed limit through induction sessions and through regular staff briefings. Other parties responsible for Site deliveries will also be instructed on the restrictions and made aware of the requirements relating to existing road users.

5.4 Signage

Any signage required on the public highway will be erected and positioned in accordance with the requirements of the Traffic Signs Manual and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the DGC, ARA and TS.

Any permanent signs and street furniture which are required to be relocated to allow abnormal loads to pass will be identified in consultation with the relevant Roads Authority.

Warning signage on the Site must be complied with at all times. The two most important signs are “no entry” and “no unauthorised vehicles”. In order to proceed beyond these signs, vehicle drivers must stop and contact the ganger/ foreman in control of the area to be escorted through the local area.

5.5 Abnormal Load Management

A visual route assessment for transporting abnormal loads from the port to the Site has been undertaken and once the specific transportation vehicles have been confirmed, a more detailed Abnormal Loads Assessment will be undertaken, which will set out the key points and issues associated with the selected route for the abnormal loads, to verify that the route is feasible for the selected turbine delivery, subject to physical and operational mitigation works.

Detailed abnormal load delivery traffic management measures will need to be identified and included in the final CTMP (or provided as stand-alone report) setting out the mitigation required to address the potential issues the Abnormal Loads Assessment might identify.

Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. The haulage Contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access route.

The movement of abnormal loads will be timed to avoid periods of heavy traffic flow (i.e. for those that are able to be transported during the night) to minimise disruption to the public. Specific timing restrictions imposed by the police or local authority have not been determined at this stage.

Local residents along the route will be informed when the abnormal loads are travelling along the route to ensure that interaction between the local community and abnormal load delivery vehicles is minimised.

Through urban areas, temporary parking restrictions may be necessary to guarantee a clear route for the abnormal loads, and these need to be arranged in advance through the appropriate local authority. The parking restrictions will need to be locally enforced.

Due to the size of vehicles required to transport these loads, escorts will be required for the entire route to control oncoming and conflicting traffic.

It is noted that the abnormal load deliveries are usually undertaken in convoys. The usual make-up of a convoy is three abnormal load vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the abnormal load vehicles.

If a road closure is required, arrangements will be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access.

To further improve driver information, TS will be approached as operators of Variable Message Signs on the trunk road network to investigate whether existing signs could be used to warn drivers of abnormal loads and to warn them of potential delays.

The Liaison Officer in consultation with the haulier will be responsible for disseminating abnormal load information to key stakeholders.

5.6 Phasing

SPR will liaise with DGC, TS, ARA and Police Scotland to discuss any measures for phasing of activities or timing of deliveries to minimise the potential cumulative impacts with the construction of other windfarms within the vicinity of the Site.

5.7 Public Access

Measures for ensuring the safety of users of the Southern Upland Way and Core Paths, Rights of Way and Heritage Paths passing through the forest and any temporary diversions or closures that might be required will be identified though discussions between SPR and D&CG. It is also highlighted that there are general access rights over the Site under the Land Reform (Scotland) Act 2003.

5.8 Off-site Non-Motorised User Safety

For Access Route B, a pinch-point has been identified at Blackaddie Bridge (which carries the C128n Blackaddie Road), where non-motorised users are not segregated from vehicular traffic crossing the bridge and whilst this is a common scenario in rural locations, due to the increases in HGV traffic, should Access Route B be utilised, temporary measures to improve safety for pedestrians, cyclists and equestrians whilst crossing the bridge will be implemented, if required through discussions with DGC and could include:

- warning signage;
- remotely operated Stop/Go boards; or
- white lining

5.9 Adverse Weather Conditions

All works will be forward planned wherever practicable taking into account the anticipated weather conditions. At the start of the day, the Site foreman will assess the weather conditions prior to permitting their operatives to access the Site.

Due to the location and topography of the Site the weather can be severe, resulting in an adverse effect on visibility. The weather will be constantly monitored and if necessary, all plant / vehicle movements will be stopped / suspended by the Site foreman if they deem it is unsafe for work to continue.

The Site foreman will assess the track and Site conditions at the start of each day to determine if conditions are suitable to allow access to plant or vehicles.

During winter or poor weather, a separate procedure will be introduced to allow the track conditions to be communicated to all parties accessing the Site. An assessment will be carried out every morning by the general foreman or the foreman in control of Site operations which will then be communicated to the gatehouse. Contractors should contact the Principal Contractors general foreman to find out the situation at the Site prior to arrival to the Site, if required.

An example of how the day-to-day track conditions will be advised to all visitors is via a display board situated at the Site compound and the track condition will be rated as either:

Condition Red: The access track is closed to all vehicular traffic.

Condition Amber: The access track is open to 4x4 vehicles only (operating in full 4x4) and is not suitable for delivery vehicles.

Condition Green: The main Site access track is considered open to all permitted vehicles.

All Contractors will be required to make their own assessment of track conditions during access or egress from the Site and take appropriate action determined during their assessment. During the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor should notify the nominated personnel from the Contractors onsite to the present condition.

Contractors will be reminded that they have a duty to consider the weather and track conditions throughout the day and come back down off the hillside if they feel unsafe at any time.

5.10 On-Site Management

5.10.1 On –Site Safety

All personnel entering the working area will wear hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out with the vehicle.

Everyone required to work within the Site will be made aware that they have a responsibility for the safety of themselves and others. All Site operatives and visitors have a “duty of care” to themselves and others and need to be conscious of the surroundings and ongoing activities locally. In the event of an emergency, right of way to all emergency services will be given at all times. Emergency services and control of access will be carried out in compliance with the Site emergency procedures.

5.10.2 Parking

Parking areas located at the Site construction compound will have safe and secure barriers to segregate all personnel from Site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever will be allowed on public roads; all cars that are directed to the Site car park will be required to reverse park to comply with SPR and the Principal Contractors requirements.

5.10.3 On-Site Tracks

Access tracks will be monitored on a daily basis to identify any deterioration of the track condition. Non-emergency remedial works to the track will be carried out at times outside peak times of usage and significant emergency repairs will be undertaken immediately and adjacent track sections will be restricted from use as required to safely accommodate works.

All routes will be monitored for dust and control or suppression methods will be deployed as appropriate through the use of dust suppression water bowsers.

5.10.4 Site Traffic

All traffic visiting the Site will be required to report to Site security where they will obtain clear instructions, before further movement is acceptable. If applicable an induction will be completed, vehicle permits will be issued, and the Site rules & emergency procedure will be explained.

All traffic will use the signed Site passing places and all drivers will accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas is not permitted.

Full time Site traffic (vehicles/plant situated onsite for majority of construction phase) that requires re-fuelling will follow the instructions supplied at their induction and also the guidelines within their method statement for the works.

Heavy Site traffic will be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the Foreman Fitter who will assess and repair any damage to the plant. Site management will ensure that all loads are covered fully to limit the loss of material in transit.

5.10.5 Vehicle Cleaning

Given the length of the access tracks to and from Access A or B, it is likely that the majority of loose materials will not be deposited on the public highway. Should there be evidence of this following the commencement of construction, a wheel and body wash will be operated within the Site to ensure materials are not transferred onto the highway, and road cleaning will take place when required to remove any deposits that are carried from the Site.

5.11 Driving and Speed Restrictions

All vehicles (cars, LGVs, HGVs and Abnormal Loads) must be driven in a safe and defensive driving manner at all times within speed limits. A zero-tolerance policy will be adopted by all Contractors, such that any infringement results in that person not returning to Site.

All cars and drivers of Site operative vehicles used for commuting to and from Site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant.

6.0 Complaints and Enquiries Procedure

It is important that members of the public or interested parties are able to make valid complaints or enquiries about the transport elements of the construction works. Such complaints and enquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and also allows the construction techniques to be refined and improved.

It is anticipated that the complaints and enquiries procedure can be made either directly to the Site Contractor or via DGC, who in turn will provide feedback to the Site Contractor.

All complaints and enquiries will be logged promptly by the Site Contractor and kept onsite for review by DGC upon request.

6.1 Checking and Corrective Action

As outlined above, it is intended for the CTMP to be a 'living document' which is updated periodically as and when required.

The Contractor will be responsible for establishing a programme of monitoring, the results of which will be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required will also be monitored. This methodology will ensure that the construction activities are being undertaken in accordance with the CTMP and that the Contractors are held to account.

The procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:

- completion of a Non-Conformance Report – this will record any traffic related incident and work that has not been carried out in accordance with the CTMP or Method Statement;
- completion of a Corrective Action Report – this will record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
- action – any necessary actions identified as a result of the above will be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above will be retained by the Contractor throughout the construction process. The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

APPENDIX 01

Site Access Drawings

EUROPEAN OFFICES

United Kingdom

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