Technical Appendix 12.3: Construction Traffic Management Plan

Windburn Wind Farm

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Revision Record

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1.0 Introduction

Background

1.1 Windburn Wind Farm Limited (the applicant), proposes to install and operate up to 13 wind turbines with associated infrastructure (the proposed development) on land (the site) in the Ochil hills, approximately 2.9km north of the settlement of Alva. The nearest proposed turbine is 3.2km from Alva, 5.3km from the village of Blackford and 5.7km from Greenloaning.

1.2 The proposed development would be located across the administrative boundaries of both Clackmannanshire Council (CC) and Perth and Kinross Council (P&KC) and is centred on National Grid Reference (NGR) NN 87737 02889. The proposed development would be known as Windburn Wind Farm and would have a generating capacity in the region of 65MW, with an additional approximately 35MW of battery storage.

1.3 As the proposed development would have a generating capacity exceeding 50MW, the applicant is submitting an application under Section 36 of the Electricity Act 1989, and also seeking a direction that planning permission is deemed to be granted in terms of Section 57(2) of the Town and Country Planning (Scotland) Act 1997.

1.4 An Environmental Impact Assessment (EIA) Report has been prepared in accordance with The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017. The EIA Report includes **Chapter 12: Traffic and Transport**, which considers the potential traffic and transport effects of the proposed development.

1.5 The proposed development would generate vehicle movements during construction by staff travelling to and from the site and plant, components, materials and supplies being delivered or removed from the site. This transport demand would lead to additional movements of cars, vans, Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs) on the road network. Transport demand during operation would be lower than during construction, since during operation there would be only occasional visits from maintenance or inspection vehicles.

Purpose and Scope of this Document

1.6 The assessment in **Chapter 12** of the EIA Report assumed that a Construction Traffic Management Plan (CTMP) would be prepared. The CTMP would describe measures to manage vehicle movements during the construction of the proposed development.

1.7 Many of the details of the construction of the proposed development (such as the sources of materials and the date on which construction would commence) would become clear only once a contractor was appointed to construct the proposed development. This document forms an outline CTMP for the proposed development and would be updated in due course to become a full CTMP once more construction-related information is available.

1.8 After this introduction, this report has the following chapters:

- Chapter 2: Construction Details of the Proposed Development.

- Chapter 3: Management Measures

2.0 Construction Details of Proposed Development

2.1 Introduction

2.2 This chapter describes the content of the proposed development, how vehicles would access it during construction, the construction programme and working hours, the number of vehicle movements that would be expected and the routes that those vehicles would take.

2.3 Content

2.4 The proposed development would comprise 13 three-bladed horizontal axis turbines up to 149.9m tip height. It would include associated infrastructure including turbine foundations, crane hardstandings, new access tracks, underground cabling, a substation compound including a control building, up to 35MW of battery storage, up to two borrow pits and three temporary construction compounds. The location of the proposed development is shown in **Figure 1.1** of the EIA Report and **Figure 3.1** of the EIA Report shows the layout of the proposed development.

2.5 Vehicle Access

2.6 Vehicles would access the proposed development from the C468 / Sheriffmuir Road, which meets the A9 at a priority junction. The section of the C468 / Sheriffmuir Road between the access to the proposed development and the A9 falls wholly within P&KC's area. The A9 is a trunk road and hence under the control of Transport Scotland.

2.7 It is proposed to construct a new section of track immediately to the south of the junction of the C468 / Sheriffmuir Road and the A9 in order to avoid an acute bend on the C468. This new section of track would be used only by HGVs and Abnormal Indivisible Load Vehicles (AILVs) travelling to or from the proposed development. Access to the track would be gated to prevent other vehicles using it and there would be no public right of passage over the track. The remainder of the C468 / Sheriffmuir Road up to the access to the proposed development would be widened to 6m.

2.8 Construction Programme

2.9 An indicative construction programme is provided in **Table 3-2** of **Chapter 3** of the EIA Report. The programme shows that construction would be expected to take 24 months. The final programme would be agreed with CC and P&KC prior to construction commencing.

2.10 Construction Hours

2.11 The construction working hours for the proposed development would be 07:00 to 19:00 Monday to Friday and 07:00 to 16:00 on Saturdays. It should be noted that out of necessity, some activities, for example AILV movements, concrete deliveries during foundation pours, and the lifting of turbine components, may occur outside those hours. These activities would not be undertaken without prior approval from CC and / or P&KC. The Principal Contractor (PC) would keep local residents informed of the proposed working schedule, where appropriate.

2.12 Construction Vehicle Movements

2.13 **Chapter 12** of the EIA Report presents estimates of the number of vehicle movements that would be generated during the construction of the proposed development. It was estimated that there would be an average of 240 vehicle movements per working day during the busiest month of the construction of the proposed development (a movement is an arrival or a departure, so a vehicle arriving, unloading and departing would represent two movements). Of those 240 movements, 222 would be expected to be HGVs.

2.14 **Chapter 12** of the EIA Report also states that there would 117 AILV movements for the delivery of the turbine components to the proposed development and also 117 movements of the unladen turbine component vehicles returning to the port from the site. An Abnormal Load Assessment in **Technical Appendix 12.1** of the EIA Report considers the feasibility of a route for these AILVs from the Port of Rosyth to the proposed development using the M90 and A9 to reach the C468 / site entrance. The report concludes that such a route would be feasible, subject to minor works related to removal of street furniture and construction of a new access track linking the A9 with the C468 (as described in paragraph 2.7).

2.15 Construction Vehicle Routeing

2.16 All construction vehicles would enter and exit the site from the C468 / Sheriffmuir Road and would use the section of the C468 / Sheriffmuir Road between the access to the proposed development and the A9. No construction vehicles would be allowed to use the section of the C468 to the south of the access to the proposed development.

2.17 Construction related vehicles would use the A9 to the east and west of its junction with the C468. The number of vehicles that would use the A9 to the east and to the west of the junction would depend on the location of suppliers and staff and those locations would be uncertain until much later in the construction process.

2.18 All vehicles travelling to the proposed development would be prohibited from turning right into the C468 / Sheriffmuir Road from the A9 and vehicles travelling from the proposed development would be prohibited from turning right from the C468 / Sheriffmuir Road on to the A9. The effect of this restriction means that vehicles would have to take the routes shown in **Figure 12.2** of the EIA Report and summarised as follows:

- Arrivals from the east: would use the westbound A9 to the east of the C468 and turn left into the C468 / Sheriffmuir Road.
- Departures to the east: would turn left from the C468 onto the westbound A9, leave the A9 at the B8033 junction and join the eastbound A9 at that junction.
- Arrivals from the west: would use the A9 to the west of the C468, continue past the C468, leave the A9 at the A823 junction and join the westbound A9 at that junction to then turn left onto the C468.
- Departures to the west: would turn left onto the westbound A9 at the C468 junction.

3.0 Management Measures

3.1 Introduction

3.2 This chapter describes the measures that would be used to manage vehicle movements arising from the construction of the proposed development (both on-site and off-site) and to manage the CTMP.

3.3 On-site Measures

Temporary Construction Compounds

3.4 Three Temporary Construction Compounds (TCCs) would be required during the construction of the proposed development. The locations of these TCCs are shown in **Figure 3.1** of the EIA Report.

Parking and Turning

3.5 A hardstanding area would be provided for staff vehicles and HGV parking at the TCCs. Staff would be instructed that no parking would be allowed on the C468 / Sheriffmuir Road.

3.6 Turning areas would be provided which would ensure that vehicles would enter and leave the C468 / Sheriffmuir Road in forward gear. A banksman would be employed to ensure that any vehicles that must reverse within the site of the proposed development did so under supervision. Vehicles would be equipped with audible reversing warning equipment with additional visual aids (e.g. reversing cameras or mirrors) used on all plant. All safety features would be inspected daily with faults immediately reported and repaired.

Control of Mud and Debris

3.7 A wheel wash would be provided at the exit from the site of the proposed development onto the C468 / Sheriffmuir Road. This would ensure that debris and mud was cleared from the underside of vehicles prior to them entering the C468 / Sheriffmuir Road and would reduce the risk of vehicles leaving the proposed development depositing mud or materials onto the C468 / Sheriffmuir Road.

Site Arrival Procedures

3.8 All non-staff vehicles arriving at the site of the proposed development would be required to report to site security where they would obtain clear instructions. The site speed limit would be 15mph and staff and visitors would be instructed to adhere to that limit. Speed limit signs would be erected within the proposed development and speeds would be checked occasionally.

Travel Demand Measures

3.9 The PC would encourage car sharing among staff. When a new member of staff is appointed, the PC would put them in touch with others who live nearby to encourage car

sharing. The PC would consider the feasibility of running a mini-bus to transport staff to and from the site of the proposed development.

Induction and Training

3.10 Staff would be made aware of the measures in this CTMP upon their induction. Contractors would be made aware of the measures in this CTMP when appointed and it would be a contractual requirement that they adhere to the CTMP measures.

3.11 Off Site Measures

Contractor and Sub-contractor Management

3.12 The PC and all sub-contractors would be required to supply detailed method statements which would incorporate all planned mitigation methods. The PC and all sub-contractors would be required to read, understand and adopt all procedures outlined within the full CTMP.

3.13 Sub-contractors who formulated a method statement for their work activity would be required to issue it to the PC for approval and acceptance prior to use. Any traffic management procedures required to secure a work area or safeguard subcontractor operatives would be co-ordinated with the PC (e.g. use of banksmen, operatives carrying out works roadside etc.).

3.14 The PC site management would be required to be informed of any planned site activity and movement of site traffic. The issue of this information would have to be received within a suitable and agreed timescale to allow co-ordination of other site activities.

3.15 Suppliers would be advised of their designated route in advance (as per paragraph 2.18) and given a map with the route clearly marked. Each driver would be required to carry a copy of this map in their vehicle (or on a device in their possession). Routes would also be clearly signposted at any points of ambiguity. All HGVs visiting the proposed development would be required to have Global Positioning System (GPS) trackers fitted so compliance with designated routes could be demonstrated.

AILV Management

3.16 Prior to the movement of AILVs to deliver the turbine components to the proposed development, an extensive public awareness campaign would be undertaken to allow users of the affected roads to consider altering any planned journeys which may be affected by the AILVs passage. The contractor appointed to deliver the turbine components would obtain all necessary permits from the relevant road and bridge authorities along the AILVs route. The timing of the AILVs' passage would be agreed with Police Scotland and the relevant roads authorities.

Signs and Street Furniture

3.17 Any traffic signs required on the public road would be erected and positioned in accordance with the relevant legislation and guidance.

3.18 Any permanent signs and street furniture which would be required to be relocated to allow AILVs to pass, would be identified in consultation with the relevant roads authority and through a trial run. Where possible, and subject to the agreement of the relevant roads authority, signs requiring such relocation would be permanently moved onto new permanent mountings.

Crossing of Core Path BLFD/118

3.19 Core Path BLFD/118 crosses the C468 / Sheriffmuir Road around 1.9km to the north of the access to the proposed development. Signs would be erected on the approaches to this crossing to warn drivers of the potential for pedestrians to be crossing the road and warn pedestrians of the potential for construction vehicles.

Keeping the C468 / Sheriffmuir Road Clear

3.20 Should it be deemed necessary, a road sweeper would be deployed on the section of the C468 / Sheriffmuir Road between the access to the proposed development and the junction with A9. This vehicle would clean the carriageway of the C468 / Sheriffmuir Road of any dust or dirt that may have accumulated. A supply of grit would be kept on site, and this would be deployed on the C468 / Sheriffmuir Road should the weather forecast warrant it. The Principal Contractor, once appointed, would contact P&KC to agree any further arrangements.

3.21 Management of the CTMP

Updating and Reviewing the CTMP

3.22 The PC would review this CTMP as the design and construction progressed and update the CTMP as necessary. The PC would nominate a member of staff to act as a liaison officer to be responsible for the co-ordination of all elements of transport during construction. This person would provide their contact details to the local area roads officer in P&KC and the chair of the Auchterarder and District Community Council. This would ensure that the local community had a direct point of contact to discuss matters pertaining to traffic management or site operation.

Dealing with Complaints

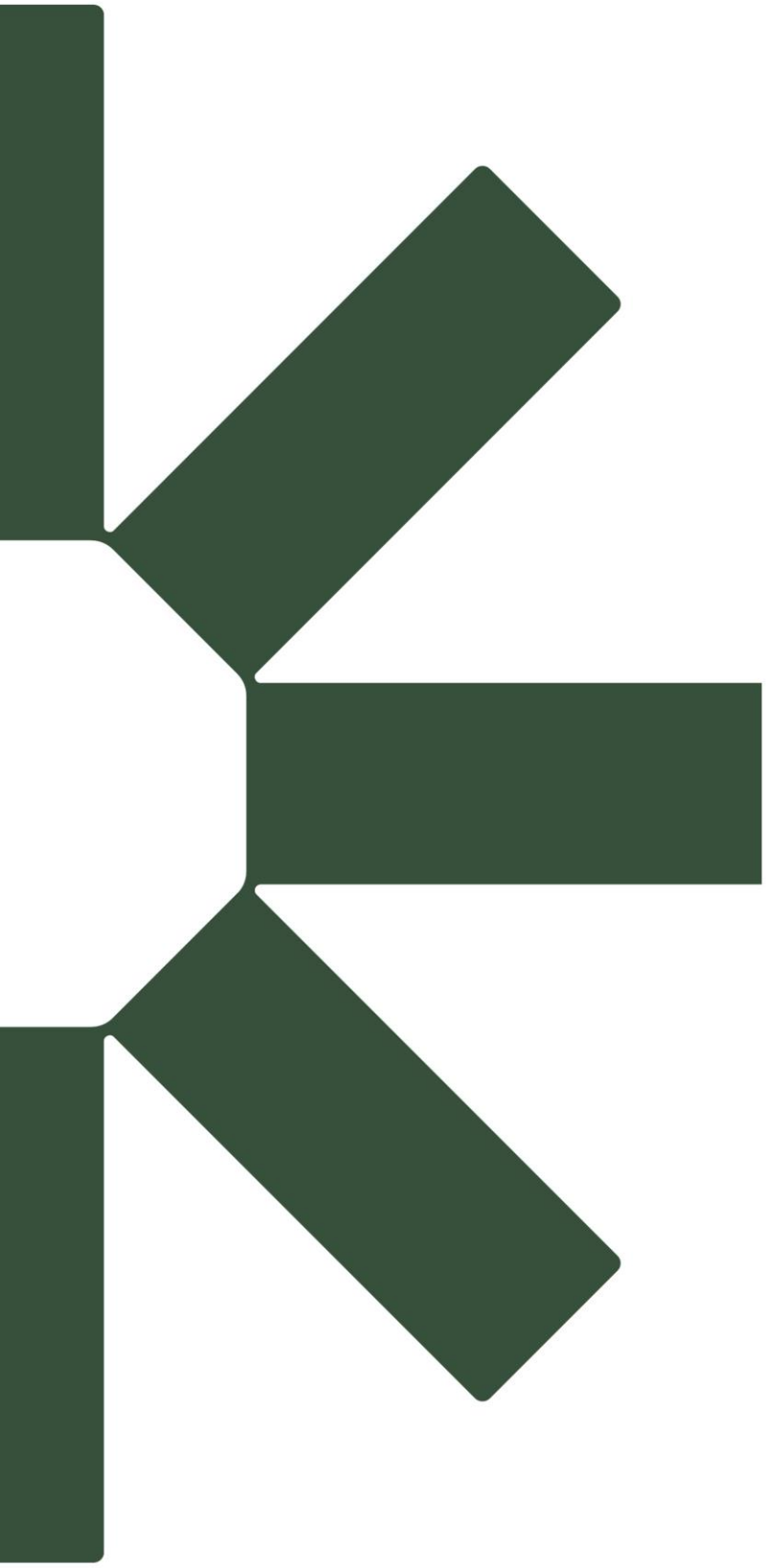
3.23 The PC would record all comments, complaints or queries received during the construction of the proposed development. Contact details for appropriate personnel within the Client and PC would be made clearly visible at the entrance to the proposed development and on the proposed development website[1].

3.24 The PC would monitor suppliers' and sub-contractors' compliance with the requirements of the CTMP and would investigate any breaches of those requirements. Data from GPSs on HGVs would be accessed, where possible, to assist in auditing and complaint investigation.

[1] Windburn Wind Farm | Homepage

The registrations of all HGVs making deliveries to the proposed development would be recorded.

3.25 Any reported breaches of the agreed delivery routes would be checked. Should it be proven that a breach occurred, the supplier or sub-contractor would be given a formal written notice. Should it be proven that the same supplier or sub-contractor has committed a further breach, then their contract would be terminated.



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