South Kyle II

Appendix 11.2
Outline Construction Traffic Management Plan

Vattenfall

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Document history

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Contents

Glossary

Term	Definition
Abnormal Indivisible Load	A load which cannot be broken down into smaller parts for the purposes of transportation. A detailed definition is given in Section 4
Outline Construction Traffic Management Plan	A document providing an ‘outline’ of the management procedures which will be implemented during the construction phase of the Proposed Development
Detailed Construction Traffic Management Plan	A detailed plan of the specific policies and procedures for the management of construction traffic which will be prepared and submitted by the Principal Contractor prior to the commencement of construction.

List of Abbreviations

List and describe your abbreviations here.

Abbreviation	Description
TMP	Traffic Management Plan
AIL	Abnormal Indivisible Load
CTMP	Construction Traffic Management Plan
EIAR	Environmental Impact Assessment Report
CDM	Construction Design and Management
PAN	Planning Advice Note
BESS	Battery Energy Storage System
EAC	East Ayrshire Council
SMS	Short Message Service
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle

1. Introduction

This Outline Construction Traffic Management Plan (CTMP) for the Proposed Development (South Kyle II Wind Farm), establishes the route and methodology of transportation of the construction plant, equipment and materials during the construction phase of the Proposed Development. This Outline CTMP has been developed in conjunction with Chapter 11: Traffic and Transport (Chapter 11), Volume 1 of the Environmental Impact Assessment Report (EIAR).

This Outline CTMP contains the principles that will form the basis for the appointed Principal Contractor (post consent) to develop their detailed CTMP which will be used to manage traffic during construction. It is expected that a planning condition will be included in any consent requiring the detailed CTMP to be fully developed and approved in consultation with the local authority prior to construction works commencing.

Traffic and Transport EIAR Chapter 11

This Outline CTMP includes a range of mitigation measures that were identified in Chapter 11 of the EIAR to reduce the impact of the traffic associated with the Proposed Development and manage the construction traffic. The mitigation measures and recommendations from Chapter 11 include:

- Construction and design related measures to reduce the impact of construction traffic, these include:
  - Use of on-site borrow pits to source the majority of aggregates required for construction; and
  - Use of on-site batching for concrete.
- Measures to be taken in relation to possible cumulative effects:
  - Applicant and Principal Contractor to engage in consultation with developers of projects within the vicinity of the Proposed Development which have the potential to result in cumulative effects;
  - Possible cumulative effects to be identified once timing details of other developments have been established;
  - If required, mitigation measures to be developed in collaboration with other developers. These should consider:
    - Temporary speed reduction measures in affected communities (e.g. Dalmellington and Patna);
    - Temporary controlled crossing facilities (lights or crossing patrol) during affected months; and/or
    - Information service provided to affected communities advising them of upcoming traffic events.

2. Project Details

2.1. Purpose

The main purpose of this Outline CTMP is to ensure the safety of the public and workforce along with managing traffic to minimise disruption to local residents and businesses that might arise from the Proposed Development. This Outline CTMP establishes the traffic management measures that will be developed in consultation with relevant Roads Authorities and local community, post consent, to form the Detailed CTMP. The approved detailed CTMP will set out the traffic management methods to be adopted post consent for all vehicles associated with the Proposed Development.

2.2. Proposed Development

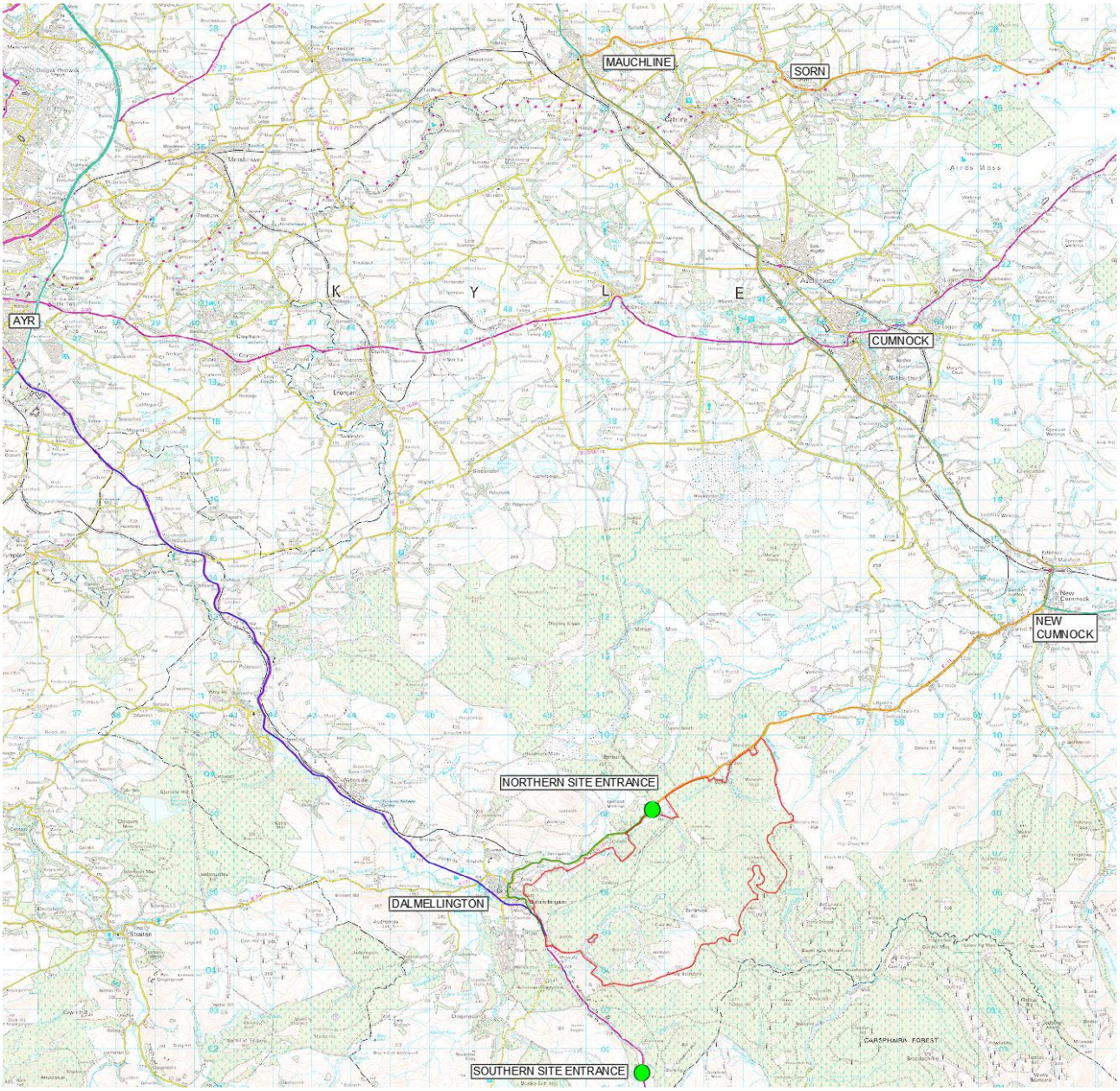
The Proposed Development comprises wind turbines and a battery energy storage system (BESS) in the local planning authority area of East Ayrshire Council (EAC)

The Proposed Development is for:

- Up to 11 wind turbines
- Turbine foundations
- External transformer housing
- Crane pads
- Substation, control building and compound
- Battery/energy storage infrastructure
- Upgraded and new access tracks
- Underground cables
- Signage
- Temporary use of existing borrow pits
- Temporary batching plant area(s)
- Temporary construction and storage compounds, laydown areas and ancillary infrastructure
- Drainage and drainage attenuation measures (as required).

The proposed development is situated south-east of the B741, south of Dalmellington and south-west of New Cumnock, located in East Ayrshire (see Extract below).

Extract 1 – Route to Site Plan



2.3. Access

AIL access to the Proposed Development will be gained using the North Kyle Wind Farm entrance from the A713 and then crossing the B741 to enter the Proposed Development via the northern entrance.

All other construction traffic is anticipated to access the site via the northern entrance, most likely via the A76 and B741.

2.4. HGV Routes to the Proposed Development

Whilst it is anticipated that the northern entrance will be the primary entry point for non-AIL construction traffic, for the purpose of presenting a robust assessment two routes to the Proposed Development were identified in the EIAR:

Northern Access:

- Travel south along the A76;
- Turn right onto the B741; and
- Turn left into the site.

Southern Access:

- Travel south along the A713; and
- Turn left into the site

2.5. Emergency Vehicle Access

Details of site access and egress measures, including emergency procedures, shall be included within the Principal Contractor's own site-specific Construction Phase Plan. The Principal Contractor shall be responsible for communicating these details to all operatives and visitors of the site. For the avoidance of doubt, the site access shall remain free of obstruction at all times during the construction phase.

2.6. Rights of Way

There is a right of way path located on the eastern side of the Proposed Development. At all times during construction signs shall be in place to warn the public of the construction site and the hazards it would present. It may be necessary to erect a post and rail fence or similar barrier to segregate the public from the works and the assessment of the need for this shall be confirmed in conjunction with the Principal Contractor.

3. Construction Programme

The construction programme for the Proposed Development was estimated during preparation of Chapter 11 of the EIAR. A simplified version of this programme has been reproduced below. It is likely that this programme will evolve as the commencement of construction approaches. The Principal Contractor will provide an up to date programme in their detailed CTMP prior to the commencement of construction.

Table 2.1 - Estimated Construction Programme

Activity	Month of Estimated Construction Programme																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Forestry																		
Mobilisation																		
Construction Compound																		
Tracks																		
Hardstands and Platforms																		
Turbine foundations																		
Substation Compound																		
Crane																		
Turbine Deliveries																		
BESS																		
Demobilisation																		

4. Construction Traffic Management

4.1. Consultation

For successful implementation of the CTMP it is essential for both the Applicant and Principal Contractor to engage in proactive consultation with the relevant Road Authorities and the local communities affected by traffic routing.

The detailed CTMP shall be developed in consultation with the above parties with the traffic management measures agreed and implemented prior to construction commencing. A system of communication shall be agreed with the above parties for enabling proactive consultation to take place throughout the construction phase. This will include community meetings, direct notification (i.e. social media, letter drops, face to face, SMS) to affected parties prior to construction beginning. Signage on the road advising of dates for particular construction events affecting the road network (i.e. AIL deliveries, concrete pours) will be deployed well in advance of the scheduled construction dates.

The Principal Contractor shall appoint a nominated person to whom all traffic management and road safety issues shall be referred. The nominated contact will liaise with the relevant stakeholders to review and update the agreed detailed CTMP as required during the construction period.

4.2. Preliminary Traffic Management Measures

The Chapter 11 of the EIAR identified a number of potential traffic management measures that could be implemented to mitigate the impacts of the construction traffic on the local communities. These measures include:

- Construction and design related measures to reduce the impact of construction traffic, these include:
  - Use of on-site borrow pits to source the majority of aggregates required for construction; and
  - Use of on-site batching for concrete.
- Measures to be taken in relation to possible cumulative effects:
  - Applicant and Principal Contractor to engage in consultation with developers of developments which have the potential to result in cumulative effects;
  - Possible cumulative effects to be identified once details of other developments timing have been established;
  - If required, mitigation measures to be developed in collaboration with other developers. These should consider:
    - Temporary speed reduction measures in affected communities (e.g. Dalmellington and Patna);
    - Temporary controlled crossing facilities (lights or crossing patrol) during affected months; and/or
    - Information service provided to affected communities advising them of upcoming traffic events.

In addition to the above specific measures identified in the EIAR the following general measures should be considered for implementation by the Principal Contractor:

- Scheduling of HGV deliveries to avoid peak times;
- Temporary signage to direct HGV drivers to the Proposed Development and advise of routes not permitted;
- Temporary signage to inform both road users and pedestrians of the risks and highlight PRoWs/priorities/directions/routes;

- Temporary localised speed restrictions;
- Scheduling of construction activities, with focus on deliveries, to reduce the number of other deliveries whilst key activities are occurring; and
- Proactive consultation with the relevant Road Authorities and the local communities who will be most affected during the construction period.

As part of the detailed CTMP, the above measures, as well as any other measures identified during the development and consultation of the detailed CTMP, shall be fully developed and detailed including locations, extents and durations.

4.3. Driving and Speed Restrictions

All vehicles shall be driven in a manner which is safe and suitable for the conditions at all times. All vehicles will adhere to the speed limit on site and on the public road. As part of the detailed CTMP, if necessary, temporary speed limits for construction traffic on public roads shall be agreed with the relevant Road Authorities.

All cars and site operative's vehicles used for commuting to site must be road worthy and fully and legally compliant.

All commercial vehicles must be road worthy and fully and legally compliant.

4.4. Timing of Construction Traffic

Timing of construction traffic will be scheduled to avoid peak times, in particular through areas of schools and public amenities.

The hours of construction are anticipated to be as follows:

- Monday to Saturday: 0700 – 1900
- Sunday: No construction work

The Principal Contractor shall detail how HGV traffic will be controlled to avoid peak times where possible, including buffers either side of these times.

4.5. Adherence Measure of Routes

Suppliers will be advised of their designated route in advance and given a map with the route clearly marked. Drivers will be obliged to carry this map in their vehicle, and it will be loaded into any navigation displays available in the vehicles. Routes will also be clearly signposted at any points of ambiguity.

4.6. Public Road Wear and Tear

It shall be agreed with the relevant Road Authorities if a pre-commencement survey is required and whether a maintenance schedule is required during the construction phase.

4.7. Signage and Lining Details

Any signage required on the public road will be erected and positioned in accordance with the requirements of Chapter 8 of the Traffic Signs Manual, and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the relevant Road Authorities.

Any road markings required on the public road will be positioned and installed in accordance with the requirements of Chapter 5 of the Traffic Signs Manual, and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the relevant Road Authorities.

The Principal Contractor shall agree the detailed layout, signage and management of traffic with the relevant Road Authorities.

4.8. Construction Vehicle Parking

Suitable parking for cars, LGVs and HGVs will be established to ensure all parking will be within the site and no vehicles required to park on the surrounding public road network.

4.9. Mud on Public Road

The Principal Contractor will be responsible for ensuring that deleterious material from the Proposed Development is not deposited onto the public road.

A vacuum road sweeper may be required at the request of the relevant Road Authorities to be used to ensure public carriageways remain free from material generated from the Proposed Development.

5. Abnormal Loads

Information relating to the traffic management of AILs is provided in EIAR Volume 3, Technical Appendix 11.3. Technical Appendix 11.3 identifies accommodation works to the public road which are required to facilitate AIL deliveries to the Proposed Development.

6. Summary

This Outline CTMP has been specifically prepared to address the transportation needs of the Proposed Development in conjunction with the preparation of Chapter 11 of the EIAR.

The Outline CTMP provides potential mitigation measures that could be implemented to help manage and mitigate the traffic effects associated with the Proposed Development. It is expected a Planning Condition will be implemented to ensure a detailed CTMP is prepared and approved by the relevant Road Authorities post consent and prior to construction works commencing.

The potential measures identified in this Outline CTMP, as well as other measures, shall be considered, developed in discussion with the relevant stakeholders and agreed. This Outline CTMP will be updated post consent through the pre-construction design and construction stages as more specific details for the construction of the development are understood.

Management measures have been identified for the HGVs and general construction traffic. When implemented, these measures will help to ensure that the route to site remains a safe environment, and disruption to local traffic flows is kept to a minimum.

Details relating to the management of AIL movements are provided in EIAR Volume 3, Technical Appendix 11.3.

Proactive consultation with relevant Road Authorities and local communities will be undertaken during the development of the detailed CTMP and throughout the construction stage.

Signage will be deployed along the route to warn other road users of potential hazards.

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