Aultmore Wind Farm Redesign

Technical Appendix 11.2: Outline Construction Traffic Management Plan

Vattenfall Wind Power Ltd

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Acronyms and Abbreviations

CTMP	Construction Traffic Management Plan
SuDS	Sustainable Drainage Systems
MW	Mega-Watts
KV	Kilo-Volts
NG	National Grid
CCTV	Closed Circuit Television
POC	Point of Connection
LGV	Light Goods Vehicle
HGV	Heavy Goods Vehicle
TS	Transport Statement
PPE	Personal Protective Equipment

1.0 Introduction

SLR Consulting Ltd (SLR) has been appointed by Vattenfall Wind Power Ltd to prepare an Outline Construction Traffic Management Plan (CTMP) for the development of the proposed Aultmore Wind Farm Redesign (the 'proposed development') on land centred on NGR (E 345000, N 858400) within Aultmore Forest (hereafter referred to as "Site"), approximately 6km north of Keith and 7km south of Buckie, in Moray, northeast Scotland.

1.1 Purpose and Scope

This document takes the form of an Outline Construction Traffic Management Plan (CTMP), providing information 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) Report. Chapter 11 of the EIA Report (Traffic and Transportation) has been referenced where relevant.

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

1.2 Key Considerations

This framework 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:

- **Section 1**: Introduction
- **Section 2**: Background to the Development
- **Section 3**: Site Construction
- **Section 4**: Mitigation Measures
- **Section 5**: Complaints and Enquiries Procedure

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

- Methods for accessing the site;
- Site access improvements;
- Contractor responsibilities;
- Abnormal load management;
- Onsite management;
- Adverse weather conditions; and
- Driving and speed restrictions.

The CTMP focuses on the currently viable delivery route for Abnormal Indivisible Loads (AILs) to the Site, which is from the Port of Inverness. Nonetheless it is acknowledged that future redevelopment and expansion plans for Buckie Harbour may mean this port is viable for the delivery of AILs in the future. If this is the case, future versions of the CTMP and the Abnormal Load Route Assessment (ALRA) may be revised to include Buckie as the Port of Delivery.

2.0 Background to the Development

2.1 Site Location

The Site is located within the Aultmore Forest within the administrative boundary of Moray Council and covers approximately 2,400 hectares of forest and heathland and would be accessed via new and upgraded access tracks which connect the B9016 on the western extents of the Site.

The Site encompasses some hills including Millstone, Addie and Old Fir Hills. The immediate area surrounding the Site is predominantly arable and sparse settlements within the area. The closest residential dwelling to the Site is about 1,200m away from the closest turbine in the wind farm.

2.2 Local Highway Network Description

The prominent towns and villages within the vicinity of the Site include Buckie and Cullen in the north, Keith in the south and Fochabers approximately 6km west. The Site will be accessed via a newly constructed junction and track from the B9016 which connects the A98 and A96 in priority junctions in the northbound direction and southbound directions respectively.

2.2.1 B9016

The B9016 is a single carriageway road that forms a north-south link between the A98 to the north and the A96 to the south. The B9016 provides access to the settlements and sparsely located properties along the route including residential dwellings, Dewars distillery, the Clochan community centre, farms, an old quarry and a Bed & Breakfast site.

The B9016 is subject to the national speed limit of 60mph on most sections including the site access but transitions to a 40mph speed limit within the vicinity of the distillery and residential settlements in the south on the approach to the A96. The B9016 features centre line road markings along its length, although worn in places, and a number of laybys and passing places along the route.

2.2.2 A98

The A98 is a major road connecting the coastal areas of Fochabers and Portsoy in northeast Scotland skirting through the southern fringes of Buckie, Findochty and Portknockie along its route.

The A98 is a single a carriageway and features legible road markings on most segments along its entire length. The road is subject to the national speed limit (60mph) and benefits from multiple layby areas along the route some of which double up as bus stops.

2.2.3 A96

The A96 is a major trunk road in north Scotland which extends from Inverness eastwards towards the towns of Nairn, Forres and Elgin before turning southeast towards Aberdeen passing through Fochabers, Keith, Huntly and Blackburn to continue into Aberdeen city.

The A96 is a single carriageway on most of its sections between Inverness and Inverurie subject to a speed limit of 60mph, with a dual carriageway section, subject to speed limit of 70mph, from Inverurie Roundabout to the junction with Aberdeen Airport which marks its fullest extent in Aberdeen.

2.3 Proposed Development

All elements of the proposed development along with a detailed description is presented in Chapter 2 of the EIA report. The proposed development comprises the installation and operation of up to 16 wind turbines of up to 200m blade tip heights and a Battery Energy Storage System (BESS) with a peak power delivery of 50MW. The proposed turbines would be nominally rated at 6.6MW, giving the development an overall generating capacity of 105.6MW.

Access to the site would be achieved from the B9016. All aggregate material required on site will likely be sourced from up to four identified borrow pit search areas (dependent on availability of stone within the site) and all concrete will be made at the on-site batching plant.

2.3.1 Site Entrances

The original proposed access road to the Site, as described in the Scoping Report was going to follow the existing single-track road from B9016, past the Mains of Oxhill farm to the Site. The existing minor road is typically 3m wide.

It was felt that upgrading the existing road would have a negative impact on the local community and environment, and as such an alternative solution was proposed.

The access on to the B9016 is designed to current standards and in accordance with the Design Manual for Roads and Bridges (DMRB) – CD109, including the minimum visibility splay of a 215m for a 60mph road. The proposed access to the Site will be gated.

The bellmouth junction with the B9016 will link to a 7m wide access track (for the spine road, with 5m-wide spur roads) which will be constructed to road authority standards for the first 15m; the access has been designed in outline to include 210m visibility splays in both directions from a set-back distance of 4.5m.

2.3.2 Development Site Construction Haul Routes

All construction vehicles will enter the site from the B9016. An additional 8.4km of new tracks will be provided as part of the proposed development including 2km of internal spine road with an approximate width of 7m. All tracks would be unpaved and constructed of a graded local stone. It is proposed that the majority of the stone required for construction of the tracks and hardstanding areas could be won from on-site borrow pits.

2.3.3 Wind Turbines

The wind turbines would be delivered in component parts, assumed to be up to eight per turbine, and are treated as abnormal loads.

The specific turbine model has so far not been selected, however, to inform modelling and assessment, a wind turbine up to a maximum blade tip height of 200m above ground level has been assumed. Each of these turbines will have a generating capacity of approximately 6.6 MW.

Turbine foundations would be designed to suit site specific ground conditions and accommodate the candidate wind turbines. The final design specification for each foundation would depend on the findings of detailed ground investigation of the land on which each turbine would be located. Turbine foundations would be constructed in reinforced concrete, with concrete batched on site using imported cement and imported aggregates where higher grade material is required.

An abnormal load route assessment (ALRA) was carried out to identify the optimum delivery route to the site, as set out in **Technical Appendix 11.1: ALRA**. The assessment has considered maximum turbine component parameters. The exact make and model of the turbine will be dictated by competitive tender process but will remain within the parameters assessed.

Turbine delivery will most likely be from the port of Inverness with delivery of the wind turbine components (WTCs) along one distinctive route. From the port the abnormal loads will travel along Stadium Road and onto the A9, then onto the A96 before travelling eastwards until the junction with the B9006 at Brackley. From here AILs will travel along the B9006 / B9090 through Cawdor, then onto the B9101 before crossing the A939 and continuing to Auldearn. From Auldearn the AILs will turn left onto the B9111 for a short distance before rejoining the A96 and continuing east until Fochabers, where the AILs will take the A98 for approximately 5.8km where the AILs will turn onto the B9016 and heading south to the newly constructed site entrance.

The ALRA was conducted for a candidate turbine with a blade tip height of up to 200m, a rotor diameter of up to 175m and a hub height of 125m and encompasses all the turbine permutations within the dimensions set out in Table 2.1 of Chapter 2 of this EIAR.

2.3.4 Substation and Battery Energy Storage System

It is proposed to construct the electricity substation within the Site. This substation will provide a connection point between the proposed wind farm and the national grid. This would be housed within a substation compound containing electrical infrastructure, control buildings, welfare facilities and a communications mast. The substation compound will measure 100m x 200m.

In order to help match the site electricity generation to network energy demand, and to minimise potential grid constraint requirements, the proposed development will also include a battery energy storage system (BESS). The BESS will be sited within the substation compound.

2.3.5 Construction Programme

An indicative 18-month construction programme has been prepared and is set out in the construction timeline shown in **Chapter 2: Proposed Development Description** of the EIA and in **Table 2.1**. The main construction works will be undertaken during months six to 12. The wind turbine components will be delivered during months 10 to 15. The final few months of the construction programme would comprise the commission of the turbines, take over and site restoration. The main activities will include:

- off-site highway works;
- site establishment (construction compounds);
- construction of access tracks and crane pads;
- turbine foundation construction;
- substation civil and electrical works;
- cable delivery and installation;
- turbine delivery and erection;
- wind farm commissioning; and
- reinstatement/restoration.

Table 2-1: Indicative Construction Programme

Activity/Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1. Establish Temporary Compound																					
2. Install Welfare Services & Establish Water Supply																					
3. Borrow Pit Development and Operation																					
4. Establish Central Laydown Area & Procure Materials																					
5. Create Site Access Entrance at B9016																					
6.. Wind Farm Tree Felling																					
7. Construct Access Tracks																					
8. Import Materials (Road Capping, etc.)																					
9. Construct Turbine Foundations & Hardstandings																					
10. Construct Buildings & External Equipment																					
11. Internal Fit																					
12. Install Wind Farm Cabling																					
13. Erect WTGs																					
14. Commission WTGs																					
15. WTG/WF Reliability Run & Grid Compliance																					
16. Take Over																					
17. Site Restoration																					

2.4 Site Construction Traffic Generation

The construction phase working hours for the proposed development would be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on Saturdays. No work will be carried out on the site on Sundays and holidays. It should be noted that out of necessity some activities, for example abnormal load deliveries, concrete deliveries during foundation pours, the lifting of the turbine components, dust suppression and any emergency works may occur outside the specified hours stated.

Any other construction activities would not be undertaken outside the stated working hours without prior approval from Moray Council.

The proposed development would require the transportation of a range of construction materials to the site. The aggregate material required on site will be sourced locally, with a number of existing quarries being available. These are found in various locations around the Site. The key elements of construction work which would result in vehicle trip generation have been summarised in **Table 2-2.**

Table 2-2: Construction Activities Requiring Vehicle Trips

Key Work Element	Details and Assumptions	Conventional HGVs	Abnormal Loads
Site Establishment	Delivery of site cabins and plant for construction activities at commencement of construction and later removal from site.	Yes	No
Borrow Pit	Delivery of plant associated with establishing the borrow pit.	Yes	No
Access track upgrade and Construction	Up to 8.4km of new onsite tracks and 15.9km of upgraded tracks including turning heads.	Yes	No
Turbine foundations and Crane Hardstandings,	Delivery of plant associated with construction of crane hardstandings. Delivery of plant and materials including concrete, aggregate and reinforcement materials for turbine foundations.	Yes	No
Control Building and Substation Compound	Delivery of material for construction of building foundations, structure and finishings. Delivery of electrical equipment.	Yes	Yes
Electrical Installation	Delivery of sand and cables to connect turbines to substation.	Yes	No
Wind Turbine Delivery	Delivery of turbine components to site. Bringing in of crane equipment to erect turbines. Includes escort vehicles associated with movement of abnormal loads.	Yes	Yes

The precise quantities of construction materials required for the proposed development would depend on the presence and productivity of onsite borrow pits.

2.4.1 HGV Trip Generation

The majority of construction activities would incur HGV trip generation which would be spread over the majority of the middle months of the construction phase, as defined in the construction programme, with the final four months predominantly comprising and light vehicle trips for snagging and restoration activities, followed by takeover. The maximum level of two-way trip generation would occur in months six and seven, with 245 two-way movements per day. These peak months occur when the material imports for the different construction activities coincide.

2.4.2 Trip Generation for Wind Turbine Components

Each wind turbine typically consists of up to eight abnormal load deliveries: three blades, three tower sections and the nacelle and generator. Other loads would be associated with the delivery of the hub, cranes and drilling rigs, which would not be considered to be AILs, these however would be delivered at a similar time. Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

All components would be transported under suitable traffic management procedures.

On the premise that the 128 components would be delivered in convoys of three, the AILs could be completed over 43 days. Over the six-month period allocated for the erection of the turbines, this would equate to an average of approximately two to three days of deliveries per week.

2.4.3 Light Vehicles and Staff Trip Generation

Light vehicles consist of smaller vehicles such as cars and vans and would typically be associated with the workforce; light vehicles have been calculated to provide total two-way vehicle movements predicted to arise from the proposed development. It is envisaged that a maximum of 40 personnel would be required on the site at any one time. Based on the conservative assumption that 20% of workers would car share, this would equate to 32 vehicle trips per day (64 two-way movements per day).

2.4.4 Trip Generation Summary

Table 2-3 provides the calculated daily and hourly two-way movements, with the HGVs and AIL (5no) included. To ensure a robust assessment of the impacts, the light vehicles have been included within the average hour, although in reality these would be likely to arrive and depart separately.

Table 2-3: Trip Generation Summary (Two-Way)

	HGV/AIL	Lights	Total
Daily	250	64	314
Average hour	21	64	85

Trip Distribution

All construction vehicles would enter the site from the B9016, having travelled the length of the B9016 from either its junction with the A98 in the north or A96 in the south. It is expected

that all of the aggregates will be sourced from within the site, however the worst case assessment in Chapter 11 has assumed that they will be sourced offsite and transported from the locations shown in **Figure 11.6**. There are a number of potentially suitable quarries within the area, but typically will see vehicles laden with aggregate materials from them accessing the site through the B9016 and the new site entrance, either from the north or the south dependent on origin.

Other construction and delivery vehicles will travel via either the A98 or A96 to the B9016 assuming a 50/50 split.

3.0 Mitigation Measures

3.1 Contractors

Contractors with experience of the nature of the construction works proposed and in this type of environment would be appointed following a tendering process. Environmental Clerk of Works (EnvCoW) would be appointed to liaise with the Contractor to ensure that all activities on site comply with appropriate construction method, relevant planning conditions and protection of the natural heritage interests. The EnvCoW would act as the first point of contact for any concerns.

All contractors would be required to supply detailed method statements which would incorporate all planned mitigation methods. All sub-contractors are required to read, understand, and adopt all procedures outlined within this construction traffic management plan.

Where sub-contractors utilise a separate CTMP for their own work activity, this must be issued to the Principal Contractor for information. Any traffic management procedures required to secure a work area or safeguard subcontractor operatives must be co-ordinated with the Principal Contractor (e.g. use of banksmen, operatives carrying out works roadside etc.).

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

3.2 Signage

Any signage required on the public highway would be erected and positioned in accordance with the requirements of the Traffic Signs Manual and in consultation with the Roads Authority.

Warning signage on site must be complied with at all times. The two most important signs are “no entry” and “no unauthorised vehicles”. 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.

3.3 Abnormal Load Delivery Management

The ALRA report has confirmed that access to the site is feasible for abnormal loads from port of delivery. Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption.

In line with the turbine manufacture’s requirements, 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 would need to be timed to avoid periods of heavy traffic flow to minimise disruption to the public. These include the normal daily rush hour periods, Saturdays and major public events. Specific timing restrictions imposed by the police or local authority have not been determined at this stage. The applicant has also committed to avoiding the delivery of turbine components during the operational hours of Broadley Crematorium.

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 would need to be locally enforced.

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

3.4 Adverse Weather Conditions

All works would be forward planned wherever practicable considering the anticipated weather conditions. At the start of the day the site foreman would assess the weather conditions prior to permitting their operatives to access the Site.

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

The site foreman would 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 would be introduced to allow the track conditions to be communicated to all parties accessing the site. An assessment would be carried out every morning by the general foreman or the foreman in control of site operations which would then be communicated to the gatehouse at the site entrance to advise arriving vehicles. To avoid wasted trips, sub-contractors would be expected to contact the Principal Contractor to find out the site status prior to arrival on site.

The day-to-day track conditions would be advised to all visitors via a display board situated at the site compound; the track condition would 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 etc. vehicles.
- **Condition Green**: The main site access track is open to all permitted vehicles.

During the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor would notify the nominated personnel from the contractors on site to the present condition.

Contractors would be reminded that they have a duty to consider the weather and track conditions throughout the day and to leave the Site if they feel unsafe at any time.

3.5 Onsite Management

3.5.1 Onsite Safety

All personnel entering the working area would 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 would 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 would be given at all times. Emergency services and control of access would be carried out in compliance with the site emergency procedures.

3.5.2 Parking

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

3.5.3 Onsite Tracks

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

All routes would be monitored for dust and control or suppression methods would be deployed as appropriate using towed dust suppression systems.

3.5.4 Site Traffic

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

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

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

Heavy site traffic would 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 daily with faults immediately reported to the Foreman Fitter who would assess and repair any damage etc. to the plant. Drivers would ensure that all loads are covered fully to limit the loss of material in transit.

3.5.5 Vehicle Cleaning

A wheel and body wash would be operated within the Site to ensure materials from the Site are not transferred onto the highway, and road cleaning would take place when required to remove any deposits that are carried from the Site. It is anticipated that any road cleaning activities would remain local to the site access.

3.5.6 Road Condition Monitoring

Road condition surveys will be conducted by the Client and Principal Contractor to ensure pre-construction conditions are preserved at the end of the construction phase in accordance with highway authority requirements and standards. Where necessary, relevant remedial activities may be done as required.

3.5.7 Driving and Speed Restrictions

All vehicles (cars, light good vehicles (LGVs), HGVs and ALs) shall be driven in a safe and defensive driving manner at all times within speed limits. A zero-tolerance policy shall be adopted by all contractors, such that any infringement results in that person not returning to site.

All cars, construction vehicles and drivers of such vehicles accessing the Site whether for commuting or commercial purposes must be road-worthy and legally compliant.

4.0 Complaints and Enquiries Procedure

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

The Principal Contractor will appoint a site manager and it is anticipated that any complaints and/or inquiries would be made directly to the site manager. These complaints would then be fed back to other sub-contractors as required. Contact details for the Site Manager, would be made clearly visible at the site entrance. The details will also be provided to Community Councils for their notice boards and websites, to include the Roads Authority as well as those along the construction route.

All complaints and inquiries would be logged promptly by the site manager and kept on site for review by the Roads Authority upon request. The contact details are to be included in the CTMP as shown in **Table 5.1.**

Table 4-1 Key Contacts

Name	Position	Contact Number(s)	Email
TBC	Site manager	TBC	TBC
TBC	Site Contractor	TBC	TBC
TBC	Planning Department	TBC	TBC

4.1 Checking and Corrective Action

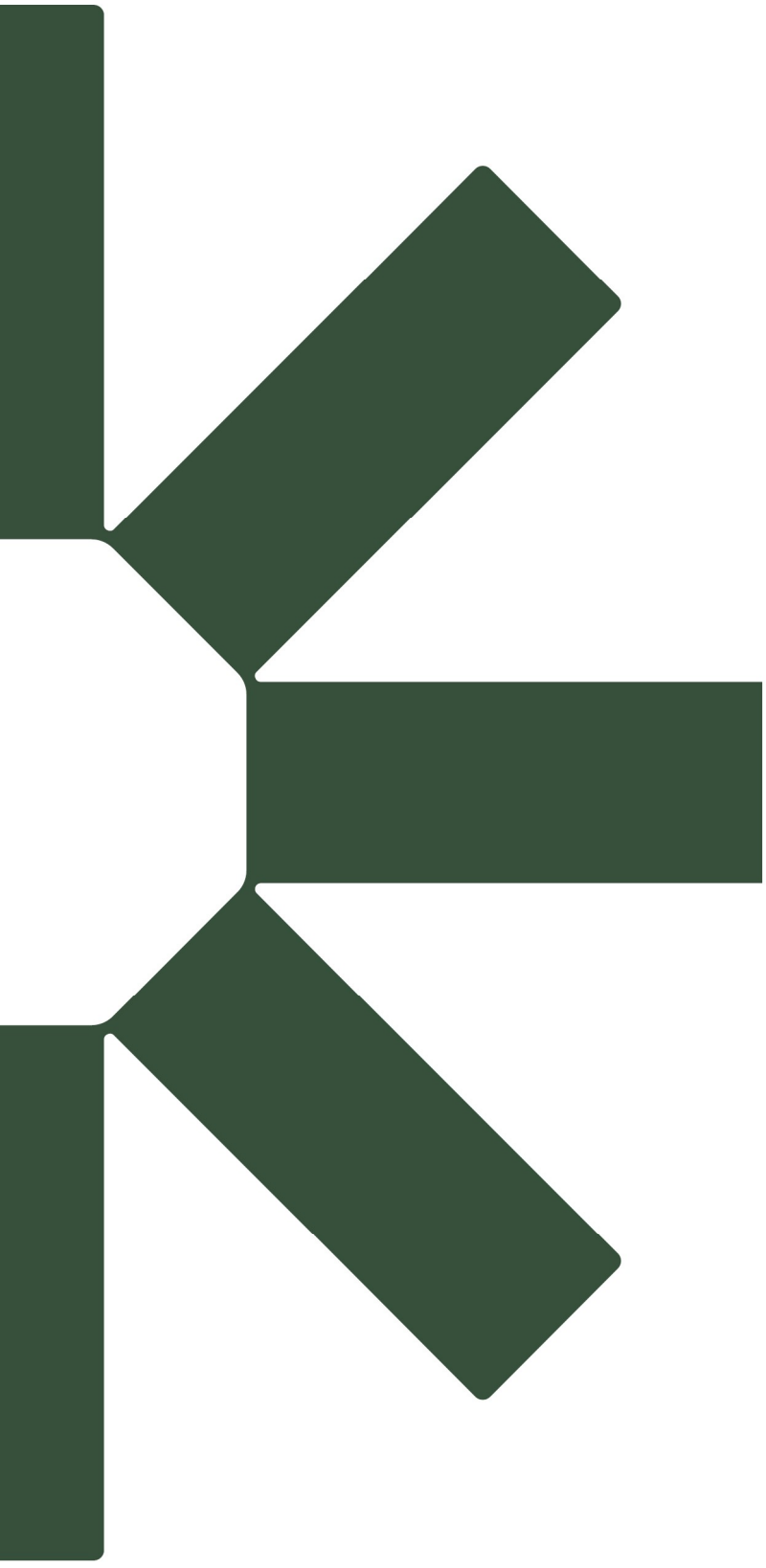
As outlined above, it is intended for the CTMP to be a 'living document' which is updated periodically as and when required. The Principal Contractor would be responsible for establishing a programme for monitoring the identification and management of issues, the results of which shall be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required would also be monitored. This methodology would 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 nonconformance/ compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this would 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 would 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 would be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above would be retained by the Contractor throughout the construction process. The records would 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.



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