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**MORGAN
SINDALL**

INFRASTRUCTURE

CLIENT : SCOTTISH POWER TRANSMISSION

CONTRACT : DWNO (DENNY – WISHAW 400kV REINFORCEMENT)

JOB / PROJECT TITLE : CUMBERNAULD SUBSTATION

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MANAGEMENT PLAN

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1.0. INTRODUCTION

1.1. PROJECT DESCRIPTION

Morgan Sindall (MS) have been commissioned by Scottish Power Transmission (SPT) to carry out the necessary works to upgrade the existing 132 kV Cumbernauld Substation compound to 275 kV. Works include:

- The establishment of Cumbernauld 275/33 kV Grid Supply Point.
- Installation of 2 x 275/33 kV 90 MVA transformers
- Facilitating the decommissioning of Cumbernauld-Bonnybridge 1 & 2 132 kV OHL circuits (CB route).

A Construction Traffic Management Plan (CTMP) is required for planning applications accounting for vehicle movements along the route.

This document will capture the traffic management plan and considerations throughout the upgrading of the Cumbernauld Substation compound. Figure 1 below shows an overview of the substation upgrade.

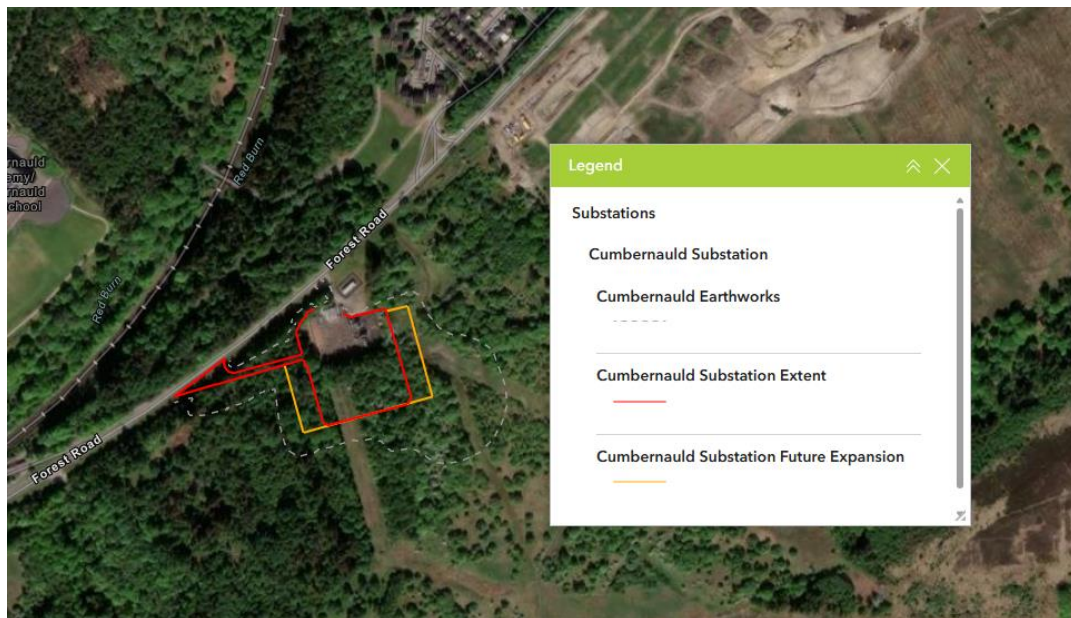


Figure 1- Overview of proposed expansion and works to be carried out to the existing Cumbernauld Substation compound

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1.2. PURPOSE

The purpose of this project specific Construction Traffic Management Plan is to provide details of the proposed traffic management of delivery vehicles and other traffic likely to be generated in the construction phase.

This document proposes measures to demonstrate how the contractor may plan to avoid and reduce the impact wherever possible between public and general construction site traffic. General site traffic, deliveries and collections where practicable will be planned and managed to minimise the impact of traffic on the surrounding local road network and to minimise the impact on the local community.

This document will include the following:

- Construction traffic vehicular movements for plant, people and materials
- Mitigations and improvements for the proposed works
- Proposals to limit impacts on the local trunk road networks and environment
- Proposals for minimising site traffic and disruption to local communities

The CTMP is a live document that will be reviewed at regular intervals by the project team to reflect progress of the works and any changes in requirements. Note that the DWNO ArcGIS model is to be used in conjunction with this report throughout the scope of works.

1.3. REPORT STRUCTURE

This Construction Traffic Management Plan sets out measures minimise the impact of construction traffic related to the proposed upgrade to the Cumbernauld Substation compound.

The report is structured as follows:

- Section 2 provides details of the project overview
- Section 3 identifies the access management strategy
- Section 4 identifies the construction traffic movements
- Section 5 identifies the additional mitigation measures that could be considered
- Section 6 presents a summary of findings.

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2.0. PROJECT DESCRIPTION

2.1. SITE OVERVIEW

The existing Cumbernauld Substation compound is located to west of Cumbernauld on Forest Road, nearby Glencryan Woodland (see Figure 2). The existing substation has a main access point off Forest Road and currently contains 2 x 132/33 kV transformers that connect via the existing CB route Overhead Lines (OHL) to Bonnybridge Substation (see Figure 3).

The proposed WB OHL route (which will replace the existing CB route) will be connected to the proposed Cumbernauld Substation, connecting the proposed uprated Bonnybridge Substation to the uprated Cumbernauld Substation. The proposed layout includes:

- Kincardine 275kV remote end bay
- Easterhouse/ Newarthill 275kV remote end bay
- SGT1, 275/33kV 90MVA³ transformer bay
- SGT2, 275/33kV 90MVA² transformer bay
- 275 kV Bus section bay



Figure 2- Site Location

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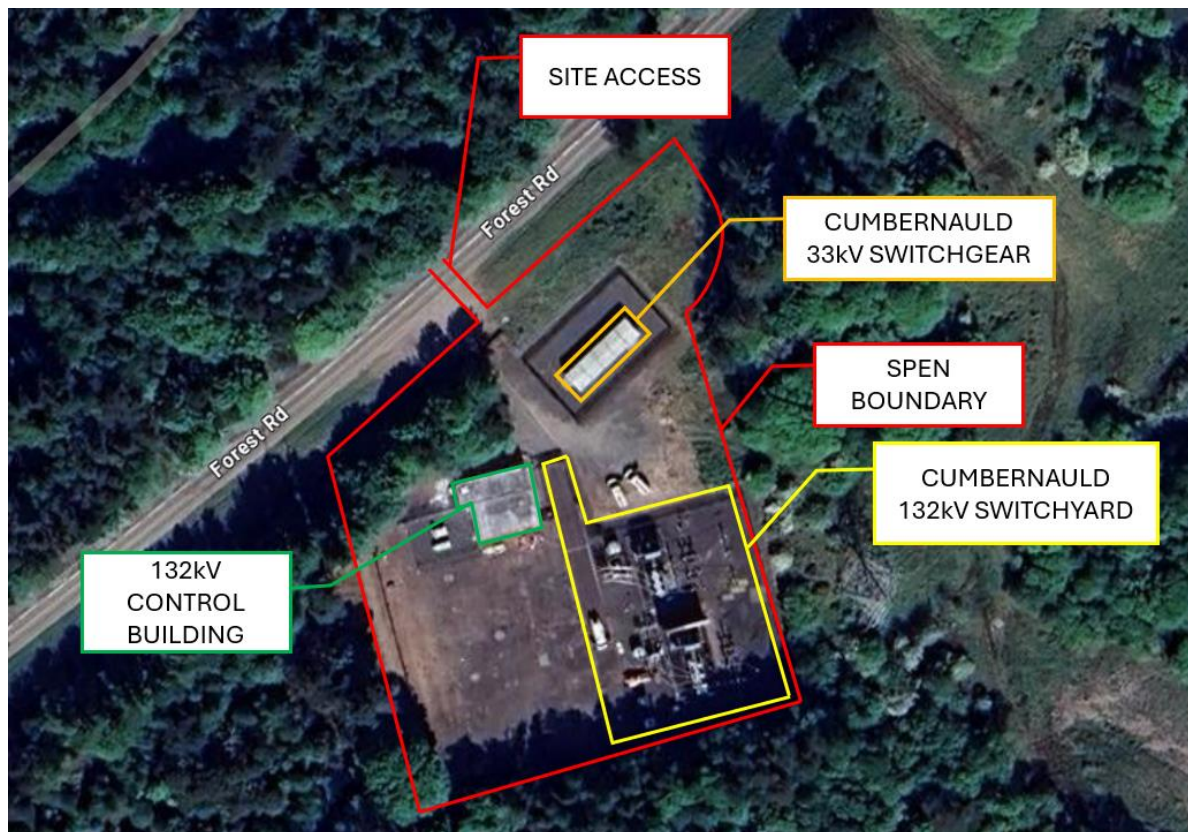


Figure 3- Access Point via Forest Road to existing Cumbernauld Substation and current layout

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2.2. CONSTRUCTION PROCESS

The construction process for the works will comprise the following key stages:

- Establishment of temporary construction compound
- Site clearance and de-vegetation (including tree-felling)
- Utility diversions
- Bulk earthworks and drainage works
- Installation of primary utility services
- Control building foundations, steelwork erection and cladding
- Terminal tower foundation and erection
- Dismantle and removal of redundant transformer and associated equipment
- Construction of new transformer bund and plinths
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of plant, cable and associated equipment for Transformer 1
- Installation of Grid Transformer 1
- Dismantle and removal of redundant transformer and associated equipment
- Rebuilding new Transformer bund and plinths
- Construction of equipment foundations
- Erection of equipment structures and line landing gantry
- Installation of HV plant, cable and associated equipment for Transformer 2
- Installation of Grid Transformer 2
- Testing and commissioning of newly installed equipment
- Site clearance and demobilisation

2.3. CONSTRUCTION WORKING HOURS

Works during the construction phase will take place predominantly during daytime hours, generally as outlined in Table 2.3 below.

Table 2.3. Construction Working Hours

	March to September	October to February
Monday to Friday	07:00 to 19:00	07:30 to 17:30
Weekend (Sat / Sun)	07:00 to 16:00	08:00 to 16:00

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Weekend working will be proposed and included to minimise construction traffic, with areas of work generally restricted to locations with the least impact on the local community and general public.

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2.4. SITE COMPOUND

The proposed site compound will be used to provide office accommodation and welfare facilities for staff involved with the project. The compound area will provide a safe area for parking away from the public highways as well as temporary storage of materials, plant and equipment.

2.4.1. PROPOSED COMPOUND LOCATION

A compound location for the works has been identified within SPT owned land around the substation (shown in Figure 4). This will require further landowner discussions to determine suitability.

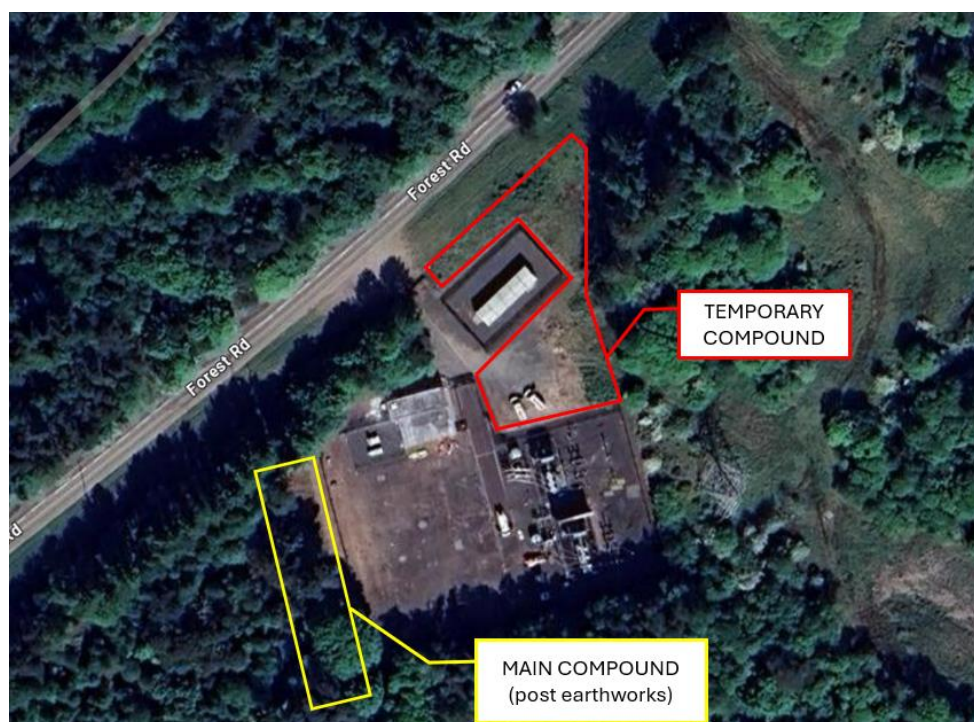


Figure 4- Proposed Compound Area (pre and post earthworks)

Access to the temporary site compound will be via Forest Road.

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3.0. ACCESS STRATEGY

3.1. ACCESS POINT

The proposed route for accessing Cumbernauld Substation is shown in Figure 5.

The proposed construction site access route to the development will be via existing tracks from existing Council and Trunk roads to the main access point (shown in Figure 6).

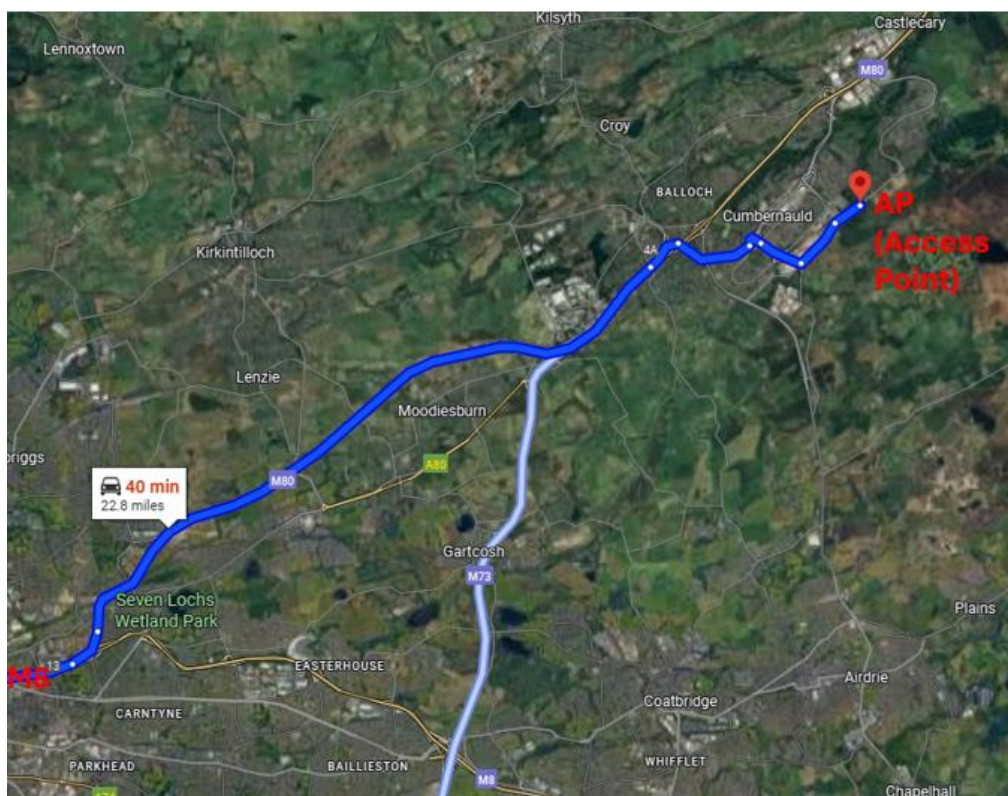


Figure 5- Access Routes to Cumbernauld Substation from the M8

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Figure 6- Main Access Point to Cumbernauld Substation, from Forest Road (taken from Google Maps)

3.1.1. TRAFFIC MOVEMENTS

5 Primary Link Roads have been identified. These are local authority and trunk roads required to reach the main access point.

Table 3.1.1A: Link Roads to Cumbernauld Substation (from the M8)

Link Road	Location Notes
1	M80
2	A8011 (Glasgow Road)
3	B8039 (Jane's Brae)
4	B8054 (Lenziemill Road)
5	Forest Road

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Table 3.1.1B: Cumbernauld Substation Road Linkage Vehicle Movements

SUMMARY OF MOVEMENTS				
Link Road	Link Description	HGV Movements	LGV Movements	Total Movements
1	M80	57075	17847	74922
2	A8011 (Glasgow Road)	57075	17847	74922
3	B8039 (Jane's Brae)	57075	17847	74922
4	B8054 (Lenziemill Road)	57075	17847	74922
5	Forest Road	57075	17847	74922

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4.0. CONSTRUCTION TRAFFIC

4.1. TRANSPORT CONFIGURATIONS

No oversized abnormal load vehicles with regards to length (over 18.3m) or width (over 2.9m), are anticipated to need access to the development site, with the largest vehicles anticipated to require access being road legal standard articulated lorries, including low loaders importing construction equipment. Note that construction equipment such as excavators will be chosen to remain within the road legal width where possible.

Abnormal loads with regards to vehicle weight (over 44 tonnes) are required to access the development. These vehicles include low loaders when loaded with construction equipment and tractor and trailers used to transport the plant and associated equipment to work locations.

Table 4.1 below outlines the HGV vehicle types anticipated to be operating on the public roads.

Table 4.1: Vehicle Types

Vehicle Type	Description	Activity
1	Tractor and Trailer	Used for transportation of associated plant to locations.
2	Flatbed Wagon	Used for delivery of materials such as reinforcement.
3	Concrete Truck Mixer	Used to import concrete for the foundations, with high numbers accessing the site during some concrete pours.
4	Articulated Vehicles (normal)	Used to deliver materials to the construction compounds or direct to locations where materials are incorporated into the works.
5	Articulated Vehicles (low loader)	Used to deliver and collect site machinery such as excavators, telehandlers as necessary. Site machinery will move under its own power to suitable loading and offloading locations. This primarily occur at the beginning and end of project.
6	Tipper Wagons	Used to transport large volumes of material to and from site.
7	4x4	Used to transport small amount of material or equipment and personnel.

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4.2. ORIGINS OF TRANSPORT MOVEMENT

The origin of loads will depend upon the materials being imported. Materials such as steel transformer parts, and other specialist equipment will be imported along the M8. Materials will be imported using standard road legal articulated or rigid vehicles and will be imported to the site compound. These materials may be transferred between the compounds and working areas using a Hiab.

Materials required for construction of substation include stone, ready mixed concrete, tarmac which will all be locally sourced.

General construction materials, servicing of the contractor's facilities and construction equipment will be locally sourced and delivered to site using small vehicles. These vehicles will be encouraged to use the preferred routes, but this may not be possible at all times as the journeys may not commence at suitable locations.

The workforce will be encouraged to share journeys to reduce the number of vehicles passing through the nearby villages or towns at the start and end of each day. This will be achieved by not allowing private vehicles onto site except at the primary construction compound. It is accepted that not everyone will be able to share their journey as the exact location of individuals is not known.

4.3. Project Transport Movements

VEHICLE MOVEMENTS		
Vehicle Type	Number of Vehicles Movements Required	Both ways
Concrete wagon	38	76
Material tipper	28414	56828
Deliveries	260	520
Personnel	8750	17500

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5.0. MITIGATION MEASURES

5.1. OVERVIEW

5.1.1. DRIVER COMMUNICATION

All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required.

5.1.2. PASSING PLACES

Passing places will be discussed with North Lanarkshire Council during the planning stages of the works, these will then be fed back for design during the construction phase.

Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project community liaison officer.

5.1.3. ACCESS IMPROVEMENTS

Improvements to any local road network will be agreed during the planning stages between the client and North Lanarkshire Council. These will be accepted designs of which some improvement works will be completed prior to construction commencing as well as during or post construction phase.

To achieve sight lines, vegetation clearance works may be required. If safe line of sight cannot be achieved as per 'Design Manual for Roads and Bridges- CD109: Highway Link Design', temporary traffic calming measures will be installed including temporary speed limits.

5.1.4. WHEEL WASHING

To reduce mud and debris being deposited onto the road network, wheels and tracks are to be cleaned upon leaving the work area and onto the public highway. The minimum provision will be a brush and a water supply. Where considered necessary, the public roads, adjacent to the site access points, shall be kept clean by utilising a mechanical road sweeper. Residents will be able to report any instances of mud being carried onto the public highway to the project community liaison officer.

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5.1.5. SPEED LIMITS

A maximum 15 mph speed limit would be imposed for all construction traffic on private roads and tracks, which would be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Residents will be able to report any instances of speeding on the public highways to the project community liaison officer.

5.1.6. SIGNAGE

Traffic Management plan will be developed in collaboration with our specialist traffic management contractor, in accordance with Chapter 8 (Traffic Manual) and in agreement with Transport Scotland and North Lanarkshire Council.

5.1.7. PUBLIC INFORMATION / COMMUNITY LAISON

Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project community liaison officer.

A construction liaison committee comprising of the project community liaison officer will meet periodically to provide updates on the construction programme, vehicle movements and public road improvements. Representatives from SPT and MS will attend. Contact details for key project staff will be provided to the community for any complaints or information requests to be actioned.

5.1.8. PROTECTING PEDESTRIANS AND VURNERABLE ROAD USERS

Public access safety advice signage will be installed at all access points from the public road network. All excavations shall be surrounded by barriers. All construction works will be undertaken with strict adherence to the current CDM regulations.

5.1.9. PUBLIC RIGHTS OF WAY

Core paths and other recreational routes are designed to cater for non-motorised travel and general public access. Care must be taken when travelling along these routes and members of the general public must be given right of way at all times.

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5.1.10. ROAD CONDITION SURVEYS

The roads being used by the construction traffic are trunk roads and minor rural roads that carry occasional heavy vehicles. Intensifying the use of these roads by heavy construction vehicles may lead to some deterioration of the road pavement, which cannot be determined in advance. The developer will therefore undertake a road video condition survey in conjunction with the roads authority prior to commencing works on site. This survey will identify any visually apparent defects with the road pavement and will be used as a baseline for any future surveys.

Upon completion of the works, a final road condition survey will be undertaken in conjunction with the road's authority. Defects will be recorded for comparison with the initial survey. Where deterioration of the road pavement can be agreed because of the construction works, the developer will arrange for repair to be undertaken.

5.1.11. UTILITIES CROSSING POINTS

The main utilities onsite to be aware of during construction works is the water trunk main running through the substation, located to the back towards the back of the substation overall area and the overhead lines. Liaison will take place with Scottish Water to ensure any protective measures to avoid damaging the pipe are undertaken. Digging will not take place until handheld CAT scans are carried out, services marked out, and a permit to dig is issued.

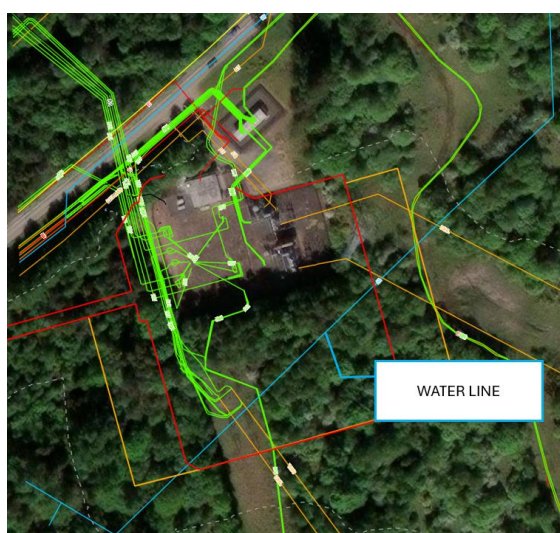


Figure 7- Existing utilities around Cumbernauld Substation

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6.0. APPENDIX A

i) Section 1 – Access and Constructability Drawings

This report should be read in conjunction with the DWNO ArcGIS Model.

ii) Section 1 – Traffic Movements

Until such a time that upgrades to existing tracks can be determined, a standard detail has been applied to track upgrades.



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Substation		Fill (m³)	Cut (m³) 1:3 Slopes	Cut (m³) 1:1 Slopes
Cumbernauld		1,403	184,641	98,091
KEY				
1 material wagon, 8 wheeler (tonnes)				20
1 material wagon, 8 wheeler (m³) (assuming bulk density of 2)				10
Concrete wagon (m³)				8
VEHICLE MOVEMENTS				
Vehicle Type		Number of Vehicles Movements Required		Both ways
Concrete wagon		37.5		75
Material tipper		28413.5		56827
Deliveries		260		520
Personnel		8750		17500
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