



# Appendix 13.1: Kendoon to Tongland 132kV Reinforcement Project

Framework Construction Traffic Management Plan

28 July 2020

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### **Issue and Revision Record**

Revision	Date	Originator	Checker	Approver	Description
А	18/09/19	S Stephen	F Jahnke	J Dooley	Issue 1: For Client Review
В	04/02/20	F Jahnke	J Dooley	J Dooley	Issue 2: Updated per Legal Review Comments
С	30/06/20	F Jahnke	J Dooley	J Dooley	Issue 3: Updated to include 11kV undergrounding works
С	28/07/20	F Jahnke	J Dooley	J Dooley	Issue 4: Updated per Client Comments

Document reference: 329055-ITD-KTR-002-D

### Information class: Standard

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### Introduction 1

### 1.1 General

Mott MacDonald was appointed by LUC on behalf of SP Energy Networks (SPEN) to produce a framework Construction Traffic Management Plan (CTMP) in support of the proposed Kendoon to Tongland 132kV Reinforcement Project (hereafter referred to as the KTR Project).

Mott MacDonald produced the Environmental Impact Assessment (EIA) Report Traffic and Transport Chapter to support the EIA process for the KTR Project. It was identified through the EIA process that a CTMP would be required.

The framework CTMP provides preliminary details of proposed traffic management measures and associated interventions to be implemented during the construction phase of the KTR Project to minimise disruption and improve safety. The CTMP will be enhanced and expanded as appropriate by SPEN's appointed contractor(s), prior to commencement of construction activities and as necessary during the construction phase; the CTMP is considered a 'live' document.

### 1.2 The KTR Project

The KTR Project consists of proposals for the replacement of approximately 46 km of existing 132 kV overhead transmission line which is supported on steel towers from Polquhanity in the north, through Glenlee, and south to the Tongland substation.

The KTR Project is comprised of five connections:

- A new 132kV steel tower overhead line, of approximately 10.1km in length between Polguhanity (approximately 3km north of the existing Kendoon substation) and Glenlee substation, via the existing Kendoon substation (P-G via K).
- A new 132kV wood pole overhead line, of approximately 2.6km in length, between Carsfad and Kendoon (C-K).
- A new 132kV wood pole overhead line, of approximately 1.6km in length, between Earlstoun and Glenlee (E-G).
- A new 132kV steel tower overhead line deviation of the existing BG route, at Glenlee substation approximately 1.2km in length (BG Deviation).
- A new 132kV steel tower overhead line, of approximately 32.3km in length, between Glenlee and Tongland (G-T).

In addition to the five new connections above, the KTR Project also involve:

- the decommissioning and removal of the 'N' route towers between Polguhanity and Kendoon, and the 'R' route between Kendoon and Tongland; and
- the removal and undergrounding of approximately 12km of existing 11kV distribution overhead lines.

A schematic diagram of the KTR Project in its entirety is shown on Figure 4.1 included in the EIA Report: Volume 2: Figures.

#### Structure of this Report 1.3

Section 2 sets out background information associated with the KTR Project and defines proposals for infrastructure accommodation works.

Section 3 presents the traffic management mitigation measures proposed during the construction phase of the KTR Project.

Section 4 presents the traffic management operational measures proposed during the construction phase of the KTR Project.

Section 5 provides a summary statement for the CTMP.

Section 6 provides key contact details for the KTR Project.

### **Background and Development Proposals** 2

#### **Construction Programme** 2.1

Construction of the KTR Project is expected to commence in March 2022 with a scheduled duration of 58 months (including the decommissioning of 'N' and 'R' routes). The construction programme is included in Appendix A.

### 2.2 Construction Traffic

Construction related activities for the KTR Project comprise all activities relating to tree felling, the construction/upgrading of access tracks and formation of temporary construction compounds, construction of overhead lines, cabling installation, and reinstatement as well as the decommissioning and removal of existing 'N' and 'R' overhead routes and the undergrounding and removal of approximately 12km of existing 11kV distribution overhead lines.

The predicted number of traffic movements (note: one trip = two movements; i.e. one delivery and one return journey) generated by construction activity are summarised in Table 2-1 and represent the total vehicle movements for the combined connections (i.e. KTR as a Whole), the removal of existing 'N' and 'R' overhead routes and the removal and undergrounding of existing 11kV distribution overhead lines.

It should be noted that whilst separate applications for section 37 consent have been made for each of the new connections of the KTR Project, it is anticipated that the traffic movements associated with the KTR Project will be managed through one CTMP.

### Table 2-1: Construction Vehicle Movements Generated by the KTR Project as a Whole

Activity	Type of Vehicle	Details / Deliveries	Total Vehicle Movements
Tree Felling	Lorry (24 tonne capacity)	An estimated 356Ha of timber will be felled resulting in a total of 53.407 tonnes of timber to be produced.	4,462
Site Access Tracks	Lorry (20 tonne capacity)	An estimated 549,188 tonnes of stone will be required to be imported to site.	54,917
OHL Construction	Lorry (20 m <sup>3</sup> capacity) and concrete ready-mix trucks with a 6 m <sup>3</sup> capacity	Concrete and steelwork	5,254
11kV removal and undergrounding	Lorry (20 m <sup>3</sup> capacity)	Cabling, ducting and sand	360
Wiring and Commissioning	Lorry (20 tonne capacity) / Light Vans	Wiring and commissioning	1,932
Decommissioning	Lorry (20 tonne capacity) /	Steelwork and wiring	8,340
Reinstatement	Lorry (20 tonne capacity) /	An estimated 489,907 tonnes of stone will be required to be removed.	48,991

Activity	Type of Vehicle	Details / Deliveries	Total Vehicle Movements
Other	Private cars, light vans and mini-bus	Construction personnel and other site visitors	128,258
TOTAL HGV TR	AFFIC MOVEMENTS		124,256
TOTAL LGV TR	AFFIC MOVEMENTS		128,258
TOTAL TRAFFI	C MOVEMENTS		252,514
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Source: Mott MacDonald

As indicated in Table 2-1 the total traffic generated by the KTR Project as a whole is estimated to be 252,514 movements, of which 124,256 movements will be made by HGV; spread over the 58 months construction period.

Construction traffic is estimated at an average of 168 vehicle movements a day over the entire construction period, with a maximum of 264 vehicle movements per day during October 2023.

The highest levels of construction traffic are anticipated to occur over a period of 11 months from August 2023 to June 2024 (the 'peak period') with an average of 212 vehicle movements a day.

The number of HGV movements associated with importing stone for site access track has been derived based upon the following assumptions:

- Stone will be sourced entirely from offsite locations for Sections P-G, C-K, E-G; this is primarily due to the presence of only one onsite quarry to the north. Stone will be sourced either from Sorn Quarry or Tongland Quarry.
- For G-T and the BG deviation it has been assumed that 50% of stone will be sourced from the onsite guarries. This is considered to be a robust scenario for assessment on the basis that there are six local quarries identified in proximity to these overhead lines. In this scenario it is assumed that the remaining 50% of stone will be sourced from both Sorn Quarry and Tongland Quarry.

This represents a robust scenario as there is reasonable potential that a significant proportion, up to 100% of all stone requirements for the KTR Project will be met from the seven identified onsite quarries.

In the event that stone is won on-site, the estimated HGV movements, as set-out in this CTMP document, will be updated. An update of the estimate of vehicle movements is likely to be undertaken during the pre-construction phase, once ground investigation works have been undertaken to confirm suitability and quantity of stone available.

A summary table indicating the vehicle movements per connection per month has been included as Appendix B.

#### 2.2.1 Access Routes

The KTR Project will require access for construction traffic via a number of public roads in East Avrshire and Dumfries & Gallowav.

The construction traffic access routes which are expected to be utilised to access the KTR Project will vary depending on the origination of the journey. The most probable transport access routes likely to be utilised by construction vehicles (HGV traffic) follow:

- For travel to/from the north:
  - A77 and A713

- A76, the B741 and Gateside Road
- For travel to/from the south:
  - A711, A75, A713 and A762
- For travel to/from the east:
  - A75 via Dumfries, A712, and A713

In addition to the public roads listed above, it is proposed to use sections of the A702, B795, B741, C13s, C45s, C31s, C50s, U137s, U133s, U107s, U103s, U1s, U2s, U3s, U34s, U43s, and the U62s.

To reduce the impact of construction traffic on local communities, it will be mandated that HGV traffic:

- must not travel through New Galloway via the A762; this is to protect local infrastructure and the amenity of the local community and visitors in New Galloway;
- must not travel through Moniaive via the A702; this is to protect local infrastructure and the amenity of the local community and visitors in Moniaive;
- must not travel through Gatehouse of Fleet via the C13s; this is to protect local infrastructure and the amenity of the local community and visitors in Gathehouse of Fleet; and
- must not travel through central Dalmellington; this is to protect local infrastructure and the amenity of the local community and visitors in Dalmellington's historic centre.

Furthermore, it will be mandated that all construction generated traffic (i.e. HGV and LGV traffic):

 must not travel on the U3s road section between the U2s and Bucks Linn Bridge; this is to reduce the impact of construction traffic on the residential properties situated along the U3s;

Construction access routes are shown in **Figures 13.1.1** and **13.1.2** included in the EIA Report: Volume 2: Figures.

Confirmation of the routes selected will be agreed with the appropriate Roads Authorities when a contractor has been appointed as an integral part of the CTMP. The CMTP will also be approved by Dumfries & Galloway Council Roads Department in consultation with other relevant Roads Authorities and the Police. The approved CMTP must then be adopted by the relevant contractor(s).

### 2.2.2 Access Locations

Transportation, including deliveries to and from the construction worksites will be taken from the existing trunk and local road network.

Given the nature of construction of the new connections and decommissioning of the existing 'N' and 'R' routes (i.e. linear developments), SPEN has identified 121 construction access points for the KTR Project.

The proposed construction access points are shown in **Figures 5.5.1** and **5.5.2** included in the EIA Report: Volume 3: Figures.

The proposed worksite access locations are preliminary and are based on SPEN's experience of constructing similar projects. The worksite access locations for each section will be confirmed by the appointed contractor as an integral part of their adopted CTMP.

Further information relating to the proposed construction worksite access locations is included in **Technical Appendix 13.2** of the EIA Report (Kendoon to Tongland 132kV Reinforcement Project - Construction Access Routes & Temporary Access Locations Review).

### **3 Mitigation Measures**

### 3.1 General

Local vehicle routes have been assessed with the primary aim being to minimise disturbance to local communities.

The contractor will use reasonable endeavours to keep roads and accesses free from mud and other loose materials arising from construction traffic to/from the KTR Project.

Bowsers will be used at site to wash wheels of vehicles and prevent debris being carried on to the public road network.

Where reasonable and practicable, project-related vehicles will avoid travelling in convoys on public roads.

Any damage to the public road(s) which is proven to be as a result of construction activities will be repaired with the repairs implemented and/or funded by SPEN thereof in consultation with the relevant Roads Authority.

Staff using private vehicles to travel to work will park their vehicles in designated site car parks and not on public roads.

The contractor will use reasonable endeavours to mitigate potential impacts on the local community and keep delays and disruptions to traffic to a reasonably practicable minimum.

The contractor will discuss and agree traffic management measures required with the relevant Roads Authority.

### 3.2 Access Routes for Construction Traffic

The most probable access routes for construction vehicles (HGVs) are identified in **Section 2.2.1**.

HGV traffic routes have been defined in order to ensure that project-related traffic will keep to the most appropriate routes and thus, where possible, minimise movements within residential areas. The contractor will keep site access points clear.

Confirmation of the access routes identified will be agreed with the appropriate Road Authorities when a contractor has been selected.

### 3.2.1 Infrastructure Upgrades

The Environmental Impact Assessment Report for the KTR Project identified that local widening of strategic sections of the following public road will be necessary to ease access to the construction sites for HGV traffic and general traffic sharing these routes sections notably including upgraded passing places:

- C45s;
- C13s;
- U3s (between the A712 and worksite access reference 37); and
- U43s.

In order to access to Tower 20, it will be necessary to cross the A713 Old Polharrow Bridge. Consultation was undertaken with D&GC Roads Department in August 2018 to obtain details on the bridge and associated access road.

The A713 Old Polharrow Bridge is Category B listed structure, located in Dumfries & Galloway (OS Grid reference: 260323, 584358), which spans in a north-south direction accommodating the disused single-track Ayr Road over Polharrow Burn. The structure, which is owned and maintained by D&GC, is now decommissioned and closed to vehicles.

The structural integrity of the Old Polharrow Bridge, and hence suitability as a route for construction traffic, will be determined by further surveys and assessment undertaken by the appointed contractor during the pre-construction phase.

Road opening permits will be required for sections of the route where infrastructure works are scheduled to take place. In this regard the contractor will liaise with D&GC in line with statutory requirements.

### 3.3 Temporary Signage

Temporary construction site signage will be erected on the local road network within local communities and in the vicinity of the new construction access points to warn people of construction activities and associated construction vehicles.

The purpose of such signage is to provide driver information and to maintain road safety along the construction vehicle route. The exact details and location of the signage would be agreed with the appropriate Roads Authority.

Indicative signage for use on these routes is illustrated in Figure 3-1.

### Figure 3-1: Indicative Warning Signs



Source: Mott MacDonald

### 3.4 Public Transport, Pedestrian, Equestrian or Cycles Routes

The contractor will consult with the appropriate Roads Authority and local bus operators regarding traffic management measures that may affect the flow of buses and will implement measures as appropriate to mitigate potential inconvenience that might occur for bus users. Measures might include provision of information to passengers (on bus, on bus stop flag or

# CAUTION HGVs TURNING

website) relating to locations where works are planned which have potential to cause minor delay to scheduled services.

During the construction phase, signage will be installed to warn drivers to the presence of public paths and cycling routes in advance of crossing points.

Appropriate signage advising of dates and hours of working will be installed on the following recreational routes in advance of road crossing points to warn users of construction traffic:

- The National Byway Cycle Route
- National Cycle Route 7
- Southern Upland Way (Core Path 504)
- Raider's Road (Core Path 143)
- Mossdale to Gatehouse Station Railway Walk (Core Path 485)
- the Bardennoch Trail linking Carsphairn to Dundeugh (Core Path 164)
- the Glenlee path (Core Path 30)
- the Mulloch Hill path (Core Path 224)
- the Dalry to New Galloway path (Core Path 21)
- Raiders Road to Kenmuir Link (Core Path 142)
- Cairn Edward Hill path (Core Path 177)
- Arie path, near Mossdale (Core Path 153)
- Glengap and Laurieston Forest (Core Path 28)
- Kenick Burn Walk (Core Path 200)
- The Gunney, Parton (Core Path 29)
- Livingston Hill (Core Path 208)
- Mossdale Walk, Red Kite Trail (Core Path 205)
- Retreat Wood, Laurieston (Core Path 144)
- The New Galloway West path (Core Path 516)
- Raiders Road East (Core Path 141)

Indicative signage for use at these locations is illustrated in **Figure 3-2**. The exact details and location of the signage would be agreed with D&GC.

The recreational routes as described above are shown on **Figures 13.2.1** and **13.2.2** in the EIA Report: Volume 2: Figures.

Figure 3-2: Recreational Routes Warning Signage



Source: Mott MacDonald



### **Operational Procedures** 4

#### 4.1 General

When implementing the CTMP, the contractor will comply with the following requirements on or adjacent to public roads and footpaths, as necessary.

Traffic management will comply with the provisions of the Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Road Works and Temporary Situations.

Traffic signs will comply with the Traffic Signs Regulations and General Directions 2016.

### 4.2 Time Controls

Construction activities will be undertaken over a seven day working week approximately 7am and 7pm in summer (April to September), and 8am and 5pm (or as daylight allows) in winter (October to March). Should working outside of these hours be required then this would be discussed with local residents before being agreed with the relevant Roads Authorities.

As far as is reasonably practicable, deliveries will be scheduled outwith school opening and closing times. Accordingly, the contractor commits to discuss and agree with the relevant Roads Authority times to be avoided at schools and other community receptors at peak periods of the construction programme in order to minimise disruption. The contractor will liaise with the relevant Roads Authorities regarding local events days and seek to avoid traversing the affected route sections at agreed times.

There will be liaison with the relevant Roads Authorities upon finalisation of the construction programme to ensure no conflict with planned road works in the vicinity of the KTR Project.

If other developments appear likely to undergo construction at the same time as the KTR Project, SPEN will liaise with any other developers regarding the scheduling of deliveries and assessing potential means of minimising the impact of combined construction related activity.

#### 4.3 **Speed Restrictions**

Speed limits on public roads must be strictly adhered to and the need for compliance with speed limits on all roads will be emphasised to all staff during induction training / 'toolbox talks', particularly near settlements.

### 4.4 Temporary Signage

The contractor will comply with the requirements of D&GC regarding the signing of site access locations. All signing will also be provided in accordance with the Traffic Signs Regulations and General Directions 2016 and associated Traffic Signs Manuals 3, 5 and 8.

#### 4.5 Temporary Traffic Lane Closure

In order to safely accommodate the installation of the underground 11kV cable, there will be a requirement to implement temporary traffic lane closure on the A713 using portable traffic signals.

The contractor will request permission from D&GC prior to installation of the portable traffic signals. All necessary signing will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 and associated Traffic Signs Manuals 3, 5 and 8.

#### Road Cleaning / Sweeping 4.6

The contractor will use reasonable endeavours to keep roads, accesses free from mud and other loose materials arising from the importation of material to the KTR Project.

Bowsers will be used at site to wash wheels of vehicles and limit potential for debris being carried on the public road. In addition, during the construction of the new haul road and significant earthworks operations, the Contractor will carry out inspections and deploy, where necessary, a road sweeper on routes adjacent to the KTR Project used by construction traffic; estimated at once per week.

### 4.7 Transportation Protocol

All Contractors must adhere to the agreed CTMP and any conditions imposed by D&GC.

Prior to leaving the Quarries/Site, all vehicles must:

- display a unique identification number shown on a plate clearly visible;
- be securely sealed;
- record origin, destination and route of the vehicle;
- not leave in convoy; and
- ensure all vehicle identifications including registration plates on the vehicle are clearly visible.

On route to and from their destinations all vehicles must:

- use only approved routes as specified by the CTMP;
- strictly observe speed limits;
- be driven in a safe and courteous manner with due care and consideration for other road users both vehicular and pedestrian;
- all drivers should be aware and alert whilst driving through towns and villages particularly at school times:
- strictly adhere to the hours of operation detailed by the CTMP; and
- vehicles shall not wait or stack on any public road.

All Operators must maintain a management system whereby the following records are kept and are available to D&GC:

- the number of vehicles leaving and their destination;
- all complaints received regarding transport and action taken; and
- all instances where protocol has been breached and action taken.

All Operators must supply the following information to D&GC, which will be treated in confidence:

- action to be taken when protocol is breached; and
- keep a log of vehicle movements.

If an operator requires to use an alternative route as a result of circumstances outwith its control, the operator shall contact the Roads and Planning Authority as soon as practicable in order to agree temporary re-routing. Where the Roads and Planning Authority is aware of any circumstances which may require temporary re-routing, the Authority shall contact the operator to agree such changes.

### 4.8 Monitoring of Traffic Management

The following monitoring requirements will be placed upon the contractor:

- The contractor will monitor traffic management schemes to maintain their effectiveness and condition and to provide for the safety of traffic, the public and staff during traffic management works and temporary traffic control measures. The contractor will provide information regarding any delays to traffic due to construction works to the relevant Roads Authority.
- The contractor will monitor traffic levels on roads where reasonably required by the police or the relevant Roads Authority.
- The contractor will monitor site accesses and public roads adjacent to the access points to enable measures to keep accesses and roads clean to be implemented, as required.

### 4.9 Public Road Infrastructure Improvement, Monitoring and Maintenance

### 4.9.1 Public Road Infrastructure Improvements

Prior to commencement of works, SPEN will provide details of works necessary to road infrastructure to allow all temporary or permanent site access to the relevant Roads Authority for approval. The contractor will carry out all works required to the specification of the relevant Roads Authority prior to commencement of construction works on site. Location, visibilities and standard of construction of access points will be agreed in advance of construction with the Roads Authority.

### 4.9.2 Road repairs and Reinstatement During/Following Construction

The contractor will carry out pre-construction joint inspections with Local Roads Authority representatives on traffic route proposed to be utilised by the KTR Project. An agreed regime of regular inspections will be established during the pre-construction phase with the relevant Roads Authority and any essential road maintenance will be implemented.

Following completion of the works, the contractor will carry out post construction joint inspections with Local Roads Authority representatives and reinstate any infrastructure damage agreed as attributable to the KTR Project.

Alternatively, if deemed necessary, SPEN will enter a legal agreement with the Roads Authority to contribute to maintenance of those roads impacted by HGV movements associated with the KTR Project.

### 4.10 Enforcement

All contractors will be required to adhere to the CTMP. Details of access routes will form part of the site induction and training will be held for site operatives through 'toolbox talks'.

Compliance will be monitored by the contractor on behalf of SPEN via spot checks to ensure that vehicles follow the measures set-out in the CTMP and recording of any complaints. SPEN will stipulate that all contractors disseminate these rules to their sub-contractors.

Non-compliance with the CTMP, will constitute a breach of contract, and action will be taken against the contractor or supplier should repeated non-compliance be verified. Details of the proposed monitoring and enforcement regime will be supplied to D&GC on request.

### 4.11 Communication and Consultation

SPEN shall nominate a Community Liaison Officer (CLO) who will be responsible for keeping the local community informed of progress on the site and warning them of upcoming activities which may give rise to increased construction vehicle movements.

SPEN maintains a dedicated website for the KTR Project (<u>www.spendgsr.co.uk</u>). This website will be updated with information on the expected construction programme and contact numbers for relevant staff at SPEN, such as the Project Manager and CLO will be provided.

Signs will be erected on fences surrounding the construction compound to provide contact details of the SPEN Project Manager. These contact details would also be provided directly to the emergency services and D&GC Roads Department.

### 4.12 CTMP Review

The CTMP is a 'live document' and will be regularly reviewed by SPEN (as appropriate, in conjunction with appointed contractor(s)) prior to and during the KTR Project construction phase. The CTMP will accordingly be subject to amendment, as the project evolves, to ensure the most appropriate and effective measures are implemented and as necessary approved by D&GC.

### 5 Summary

### 5.1 Summary

The range of measures included within this CTMP serve to minimise the negative impact the KTR Project will have on the local environment and communities of East Ayrshire and Dumfries & Galloway and will be rigorously implemented.

Throughout the CTMP and ongoing liaison with East Ayrshire Council and Dumfries & Galloway Council, SPEN will seek to further address any unforeseen issues that may arise during construction.

### 6 Contacts

### Table 6-1: Project Contact Details

Role (Company)	Contact Details	
Delivery Project Manager (SP Energy Networks)	Name	Les Campbell
	Address	55 Fullarton Drive, Cambuslang, Glasgow, G32 8FA
	Email	lcampbell@spenergynetworks.co.uk

### Appendices

A.KTR Project Construction Programme11B.KTR Project Summary Vehicle Movements per Connection per Month12

# A. KTR Project Construction Programme

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it route removal (i	Enabling works (felling access installation)				1 1			T	T		TT		TT	T								1		1	1 1		1	1		T	_	T	T
	Dismantling of conductor and towers			-	+ +		-		-	-	+		+ +																			+-	+
	Beinstatement			-	+		+	+	-	-	+		+ +	-															-				
P route removal (	Kendoon - Glenlee - Tongland)	-		-	- 1		-	-II-	_		1 1		1 1					<u> </u>	-		_	4		_		_	_	_	-	_		-	4
it route removal (r	Enabling works (felling access installation)			1			1	1			1 1		1 1				1		1			1		1	T							1	T
	Dismantling of conductor and towers	+ +		-		8														-					1-1							+-	t
	Reinstatement	+ +		-	+		-			-									24								-			-		-	+
								1 1		- 0	1 1					2-0-						1			1								1

\* Foundation installation is not applicable for these connections since the wooden poles are directly buried in the ground.



### **B. KTR Project Summary Vehicle Movements per Connection per Month**

KTR Proje	ct —	Veh	nicle	Μον	/eme	nts p	per (	Con	nec	tion	per	Mon	th																																						
Programme	Mar-22	2 Apr-22	2 May-22	Jun-22	Jul-22 Au	g-22 Sep-2	2 Oct-22	2 Nov-22	Dec-22	Jan-23	Feb-23	Mar-23 Ap	r-23 May-	23 Jun-2	3 Jul-23	Aug-23	Sep-23	Oct-23 Nov	/-23 Dec-2	23 Jan-2	4 Feb-24	Mar-24	Apr-24	May-24	lun-24 Jul-3	24 Aug-2	4 Sep-24	Oct-24	Nov-24	Dec-24 Jan	n-25 Fet	b-25 Mar-2	25 Apr-25	May-25	Jun-25	Jul-25 Aug	g-25 Sep-2	5 Oct-25	Nov-25	Dec-25	Jan-26 Fe	eb-26 Mar-	26 Apr-26	May-26	Jun-26	Jul-26 A	ug-26 Sep-3	26 Oct-2	26 Nov-26	6 Dec-26	TOTAL
Monthly Mo	overr	nents	s pe	r Co	nnec	tion																																													
Polquhanity to Glenlee (via Kendoon)	2062	2028	2028	2028	2028 2	250 2478	2484	2434	2434	1615	450	470 7	42 102	8 1028	1028	1028	1204	1234 11	39 784	784	784	784	697	1040	1760 176	0 1760	1760	1760	1760	1760 17	760 17	760 1742	1664	1241	82	82 8	2 82	82	82	82	82	82 82	82	68	0	0	0 0	0	0	0	59550
Carsfad - Kendoon	0	0	0	0	0	0 0	0	0	0	0	0	0	0 0	0	0	470	1794	827 2	74 151	118	118	118	118	118	118 101	228	240	240	240	240 2	40 24	240 240	240	240	240	240 2	1 0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	7214
Earlston - Glenlee	918	902	902	832	40 2	56 92	36	36	36	36	36	36 3	16 36	36	36	36	36	36 3	6 36	36	36	36	36	36	36 15	276	290	290	290	290 2	90 2	290 290	290	290	290	290 3	2 0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	8211
BG Route Realignment	102	102	102	102	102	02 102	102	102	100	100	100	100 1	00 100	100	100	92	464	568 44	65 339	9 106	136	136	136	136	136 18	0	142	150	150	150 1	50 1	150 150	150	150	150	150 14	18 2	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	6242
Glenlee - Tongland	2196	2160	2160	2160	2160 2	160 2376	2322	2490	2518	2518	2518	2518 31	20 339	2 3392	3392	3392	3392	3392 33	92 3392	2 3392	3392	3392	3752	3990	3455 245	8 2458	2458	2458	2458	2458 24	458 24	458 2458	2458	2218	1361	1008 10	08 1008	1008	784	3974	4602 4	694 444	0 4594	4670	4670	4670 ·	4670 467	J 467C	) 4670	1443	171297
Total Move	men	ts S	Sumr	nary	(All O	Conn	ectic	ons)																																											
Total no. Vehicle Movements (HGV + LGV)	5278	5192	5192	5122	4330 4	768 5048	4944	5062	5088	4269	3104	3124 39	98 455	6 4556	4556	5018	6890	6057 53	06 4702	2 4436	4466	4466	4739	5320	5505 435	2 4722	4890	4898	4898	4898 48	398 48	898 4880	4802	4139	2123	1770 12	91 1092	1090	866	4056	4684 4	776 452	2 4676	4738	4670	4670	4670 467	J 4670	J 4670	1443	252514
Total no. Vehicle Movements Day (HGV + LGV)	1 182	182	182	182	160	74 184	176	186	184	184	118	126 1	68 168	3 168	168	228	256	264 22	20 188	8 168	168	168	186	252	242 172	178	184	184	184	184 1	84 1	184 184	180	184	96	78 7	8 56	50	50	166	166 1	166 15	5 178	168	162	162	162 162	162	162	162	-
Total no. Vehicle Movements (HGV)	3718	3658	3658	3610	3046 3	130 3232	3190	3176	3180	2546	1636	1638 17	40 179	6 1796	1796	2048	2832	2265 19	14 1810	0 1778	1782	1782	1828	2382	2294 165	6 1946	2070	2076	2076	2076 20	076 20	076 2062	2022	1682	712	666 3	55 224	222	192	2230	2590 2	634 249	6 2548	2534	2526	2526 *	2526 2520	ð 252f	з 2526	618	124256
Total no. Vehicle Movements Day (HGV)	1 128	128	128	128	110	10 116	114	116	114	114	62	64 6	8 68	68	68	100	106	108 7	6 72	70	70	70	72	112	112 68	76	80	80	80	80 8	30 8	80 80	78	78	34	32 3	2 18	14	14	90	90	90 84	90	88	86	86	86 86	86	86	86	-
Total no. Vehicle Movements (LGV)	1560	1534	1534	1512	1284 1	538 1816	1754	1886	1908	1723	1468	1486 22	276	0 2760	2760	2970	4058	3792 33	92 2893	2 2658	2684	2684	2911	2938	3211 269	6 2776	2820	2822	2822	2822 28	322 28	822 2818	2780	2457	1411	1104 93	36 868	868	674	1826	2094 2	142 202	6 2128	2204	2144	2144 :	2144 214	4 2144	4 2144	825	128258
Total no. Vehicle Movements Day (LGV)	54	54	54	54	50	64 68	62	70	70	70	56	62 1	00 100	) 100	100	128	150	156 14	44 116	6 98	98	98	114	140	130 104	102	104	104	104	104 1	04 10	104 104	102	106	62	46 4	6 38	36	36	76	76	76 72	88	80	76	76	76 76	76	76	76	-

mottmac.com







# Appendix 13.2: Kendoon to Tongland 132kV Reinforcement Project

Construction Access Routes and Temporary Access Locations Review

29 July 2020

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# Appendix 13.2: Kendoon to Tongland 132kV Reinforcement Project

Construction Access Routes and Temporary Access Locations Review

29 July 2020

### **Issue and Revision Record**

Revis ion	Date	Originator	Checker	Approver	Description
А	15/10/2018	J Bell	F Jahnke	J Dooley	Issue 1: Draft for Client Review
В	26/06/2019	J Bell	F Jahnke	J Dooley	Issue 2: 2 <sup>nd</sup> Draft for Client Review
С	16/07/2019	J Bell	F Jahnke	J Dooley	Issue 3: 3 <sup>rd</sup> Draft for Client Review
D	25/09/2019	R Gregg	F Jahnke	J Dooley	Issue 4: 4 <sup>th</sup> Draft for Client Review
E	04/02/2020	F Jahnke	F Jahnke	J Dooley	Issue 5: Updated per Legal Review Comments
F	29/06/2020	R Gregg	F Jahnke	J Dooley	Issue 6: Updated to include additional access points
G	29/07/20	F Jahnke	J Dooley	J Dooley	Issue 7: Updated per Client Comments

### Document reference: 329055-ITD-TN-001-G

### Information class: Standard

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### **1** Introduction

### 1.1 General

Mott MacDonald was appointed by LUC on behalf of Scottish Power Energy Networks (SPEN) to undertake a review of the proposed construction access routes and temporary access locations associated with the proposed Kendoon to Tongland 132kV Reinforcement Project (hereafter referred to as the KTR Project).

Site visits were undertaken on 31<sup>st</sup> July 2018, 12<sup>th</sup> September 2018, 5<sup>th</sup> and 6<sup>th</sup> June 2019 and 11<sup>th</sup> July 2019 by Mott MacDonald transport specialists. These site visits involved drive through of the public road sections local to the KTR Project to identify potential infrastructure upgrade requirements to accommodate the safe movement of development generated construction traffic and to review each of the proposed temporary worksite access points.

During site visits, digital video was recorded which captured the condition and general arrangement of the existing public road corridor. To supplement the digital video a series of still photographs was also taken.

This Report documents a high-level assessment of the proposed construction access routes and temporary worksite access locations; highlighting potential constraints and providing associated commentary.

### **1.2** Structure of this Report

Subsequent to this introductory report Section:

- Section 2 presents a review of each of the proposed construction access routes.
- Section 3 presents a review of each of the proposed temporary worksite access locations.

Appendices provide additional related information.

### **2** Construction Access Routes Assessment

### 2.1 Description

The main routes for access to the temporary construction worksite access locations will be the A77 (Trunk), A76 (Trunk), A75 (Trunk), A713, A762, B741 and Gateside Road (Dalmellington), with local access to individual access points, taken from the A75 (Trunk), A712, A711, B795, C13s, C45s, C31s, C50s, U137s, U133s, U107s, U103s, U62s, U1s, U2s, U3s, U34s and U43s.

To reduce potentially detrimental effects of construction traffic on local communities, it will be mandated through a Construction Traffic Management Plan (CTMP) that HGV traffic:

- must not travel through New Galloway via the A762; this is to protect local infrastructure and the amenity of the local community and visitors in New Galloway;
- must not travel through Moniaive via the A702; this is to protect local infrastructure and the amenity of the local community and visitors in Moniaive;
- must not travel through Gatehouse of Fleet via the C13s; this is to protect local infrastructure and the amenity of the local community and visitors in Gathehouse of Fleet; and
- must not travel through central Dalmellington; this is to protect local infrastructure and the amenity of the local community and visitors in Dalmellington's historic centre.

Furthermore, it will be mandated that all construction generated traffic (both HGV and LGV traffic):

 must not travel on the U3s road section between the U2s and Bucks Linn Bridge; this is to reduce potentially detrimental effects of construction traffic on the residential properties situated along the U3s.

Proposed construction access routes are shown on **Figures 13.1.1** and **13.1.2** included in the EIA Report: Volume 2: Figures.

Confirmation of the routes selected will be agreed with the appropriate Roads Authorities when contractor appointments have been formalised as an integral part of the CTMP development process; the agree CTMP must then be adopted by the relevant contractor(s).

**Table 1** concisely describes each construction access route section and identifies

 recommended mitigation measures.
 **Note:** Trunk road sections are not included as all are

 considered suitable to safely accommodate proposed construction generated traffic.

### **Table 1: Construction Access Routes Summary**

Road	Description	Width	Notes / Proposed Mitigations
A713	Rural typical single carriageway	Varies (6m typically)	<ul> <li>Notes:</li> <li>No road infrastructure upgrades anticipated.</li> <li>Recommended Actions:</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with Ayrshire Roads Alliance, Dumfries &amp; Galloway Council (D&amp;GC) Roads Department and the Police as appropriate through adoption of a regulated and agreed CTMP.</li> </ul>
A762 (between A713 and U2s)	Rural single carriageway;	Varies (4.5m to	Notes:

	Road	Description	Width	Not
_		restricted width, features occasional passing place	5m typically)	<ul> <li>As proj sec to p new the pha</li> <li>Recoil</li> <li>SPI mea way Dep add</li> </ul>
	A762 (south of New Galloway)	Rural typical single carriageway	Varies (5.5m typically)	Not No No A76 Rec SPI me: way Dep add
	A712	Rural typical single carriageway	Varies (6m typically)	Notes No Record SPI mean way Dep add
	A711	Rural typical single carriageway	Varies (6.5m typically)	Notes No Record SPI mea way Dep add
	A702	Rural typical single carriageway	Varies (5.5m typically)	Notes No No con Reco SPI mea way Dep ado
	B795	Rural typical single carriageway	Varies (5.5m typically)	Notes No Reco SPI mea way Dep ado
	B741	Rural typical single carriageway	Varies (6m typically)	Notes

### tes / Proposed Mitigations

part of the Glenlee Substation Extension oject, it is proposed to locally widen strategic ctions of the A762 (between the A713 and U2s) provide passing places. It is assumed that the wly constructed passing places will remain for e duration of the KTR Project construction ase.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

### tes:

road infrastructure upgrades anticipated. HGV traffic through New Galloway via the 62, construction traffic limited to LGV only.

### commended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

#### :

road infrastructure upgrades anticipated.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

### :

road infrastructure upgrades anticipated.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

### s:

road infrastructure upgrades anticipated. HGV traffic through Moniaive via the A702, nstruction traffic limited to LGV only.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option an agreed CTMP.

### :

road infrastructure upgrades anticipated.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate y of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

### :

• No road infrastructure upgrades anticipated. Recommended Actions:

Distant.			
Koad	Description	Width	Notes / Proposed Mitigations
			<ul> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with Ayrshire Roads Alliance and the Police as appropriate through adoption of an agreed CTMP.</li> </ul>
C13s (between A762 and Lochenbreck Cottage)	Rural typical single-track with passing places	Varies (4m typically)	<ul> <li>Notes:</li> <li>Regular passing places exist already (typical road width 6m at passing place location).</li> <li>Recommended Actions:</li> <li>Localised widening of strategic sections to be</li> </ul>
			<ul> <li>implemented to ease access to the worksites for HGV construction traffic and general traffic sharing that route section notably including upgraded passing places.</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate</li> </ul>
C45s	Rural typical	Varies (3m	way of working in consultation with D&GC Roads Department and the Police as appropriate through adoption of an agreed CTMP. Notes:
	single-track with passing places	typically)	<ul> <li>Regular passing places exist already (typical road width 4m at passing place location).</li> <li>Recommended Actions:</li> <li>Localised widening of strategic sections to be implemented to ease access to the worksites for HGV construction traffic and general traffic sharing</li> </ul>
			<ul> <li>HGV construction traffic and general traffic sharing that route section notably including upgraded passing places.</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with D&amp;GC Roads Department and the Police as appropriate through adoption of an agreed CTMP.</li> </ul>
C31s	Rural typical single track with passing places	Varies (3.5m typically)	<ul> <li>Notes:</li> <li>Passing places exist already, typically in bends (typical road width 6m at passing place location).</li> <li>Road section will solely be used to facilitate the removal of the existing R Route and therefore vehicle movements are anticipated to be relatively low (approx 10 vehicle movements per day) and</li> </ul>
			<ul> <li>The probability of two HGVs meeting each other while travelling in opposing directions is considered to be very low.</li> <li>Recommended Actions:</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate</li> </ul>
			way of working in consultation with D&GC Roads Department and the Police as appropriate through adoption of an agreed CTMP, this should include a suitable protocol for the monitoring of HGV access and egress.
C50s	Rural typical single track	Varies (3m typically)	<ul> <li>Notes:</li> <li>Regular passing places exist already, typically in bends (typical road width 5.5m at passing place location).</li> <li>Road section will solely be used to facilitate the removal of the existing R Route and therefore vehicle movements are anticipated to be relatively low (approx. 10 vehicle movements per dav) and</li> </ul>

### es / Proposed Mitigations

probability of two HGVs meeting each other e travelling in opposing directions is sidered to be very low.

### mmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP, this should include a able protocol for the monitoring of HGV access l egress.

#### :

ular passing places exist already, typically in ds (typical road width 5.5m at passing place tion).

y a very short section of the U1s is proposed to used for construction traffic (approx. 500m in ath)

#### nmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through ption of an agreed CTMP, this should include a able protocol for the monitoring of HGV access egress.

#### :

part of the Glenlee Substation Extension ject, it is proposed to locally widen strategic tions of the A762 (between the A713 and U2s) I the U2s to provide passing places. It is umed that the newly constructed passing ces will remain for the duration of the KTR ject construction phase.

### nmended Actions:

EN will agree temporary traffic management asures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through option of an agreed CTMP.

### :

sting carriageway width too narrow to safely ommodate construction traffic. No passing es. Forward visibility very poor.

HGV and LGV traffic through that section.

### nmended Actions:

further actions.

#### :

ular passing places exist already (typical road the first state of the state of the

### mmended Actions:

alised widening of strategic sections to be lemented to ease access to the worksites for V construction traffic and general traffic sharing route section notably including upgraded sing places.

EN will agree temporary traffic management asures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through ption of an agreed CTMP.

Road	Description	Width	Notes / Proposed Mitigations		Road	Description	Width	Note
U34s	Rural typical single-track	Varies (3m typically)	Notes: • No passing places provision.					suita
			<ul> <li>Road section will be used to facilitate erection of two towers only and as such it is anticipated that HGV movements will be relatively low.</li> <li>The probability of two HGVs meeting each other while travelling in opposing directions is considered to be low.</li> <li>Recommended Actions:</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with D&amp;G Council Roads Department and the Police as appropriate through adoption of an agreed CTMP, this should include a suitable protocol for the monitoring of HGV access and egress.</li> </ul>		U107s	Rural typical single track with no passing places	Varies (3m typically)	Notes: No p Road removehid low ( last f The while cons <b>Recom</b> SPE meas way
U43s	Rural typical single-track with	Varies 3m (typically)	Notes: <ul> <li>No passing places provision</li> </ul> Recommended Actions:					Depa adop suita and o
			<ul> <li>Localised widening of strategic sections to be implemented to ease access to the worksites for HGV construction traffic and general traffic sharing that route section notably including upgraded passing places.</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with D&amp;GC Roads Department and the Police as appropriate through adoption of an agreed CTMP.</li> </ul>		U133s	Rural typical single track with no passing places	Varies (3m typically)	Notes: No p Road remo vehic low ( last f The while
U62s	Rural typical single-track with occasional passing places	Varies (3m typically)	<ul> <li>Notes:</li> <li>Local widening to 5.5m in bends already exists.</li> <li>Road section will solely be used to facilitate the removal of the existing R Route and therefore vehicle movements are anticipated to be relatively low (approx. 10 vehicle movements per day) and last for a short duration.</li> <li>The probability of two HGVs meeting each other while traveling in opposing directions is</li> </ul>					cons Recom • SPE meas way Depa adop suita and
			<ul> <li>considered to be very low.</li> <li>Recommended Actions:</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with D&amp;GC Roads Department and the Police as appropriate through adoption an agreed CTMP, this should include a suitable protocol for the monitoring of HGV access and egress.</li> </ul>		U137s	Rural typical single track	Varies (4m typically)	Notes: No p Road remo vehid low ( last f The while
U103s	Rural typical single track with occasional passing places	Varies (3m typically)	<ul> <li>Notes:</li> <li>Local widening to 5.5m in bends already exists.</li> <li>Road section will solely be used to facilitate the removal of the existing R Route and therefore vehicle movements are anticipated to be relatively low (approx. 10 vehicle movements per day) and last for a short duration.</li> <li>The probability of two HGVs meeting each other while travelling in opposing directions is considered to be very low.</li> </ul>	-	Gateside Road	Rural typical	Varies (6m	cons Recom • SPE mea: way Road throu inclu HGV Notes:
			<ul> <li>Recommended Actions:</li> <li>SPEN will agree temporary traffic management measures then adopt and monitor an appropriate way of working in consultation with D&amp;GC Roads Department and the Police as appropriate through adoption of an agreed CTMP, this should include a</li> </ul>	-		single carriageway	typically)	<ul> <li>No re</li> <li>Recom</li> <li>SPE measing</li> <li>way</li> </ul>

### es / Proposed Mitigations

able protocol for the monitoring of HGV access egress.

bassing places provision.

d section will solely be used to facilitate the oval of the existing R Route and therefore cle movements are anticipated to be relatively (approx. 10 vehicle movements per day) and for a short duration.

probability of two HGVs meeting each other travelling in opposing directions is sidered to be very low.

### nmended Actions:

N will agree temporary traffic management sures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through ption of an agreed CTMP, this should include a able protocol for the monitoring of HGV access egress.

bassing places provision.

ad section will solely be used to facilitate the oval of the existing R Route and therefore cle movements are anticipated to be relatively (approx. 10 vehicle movements per day) and for a short duration.

probability of two HGVs meeting each other e travelling in opposing directions is sidered to be very low.

### nmended Actions:

EN will agree temporary traffic management sures then adopt and monitor an appropriate of working in consultation with D&GC Roads partment and the Police as appropriate through otion of an agreed CTMP, this should include a able protocol for the monitoring of HGV access egress.

bassing places provision.

d section will solely be used to facilitate the oval of the existing R Route and therefore cle movements are anticipated to be relatively (approx. 10 vehicle movements per day) and for a short duration.

probability of two HGVs meeting each other travelling in opposing directions is sidered to be very low.

#### nmended Actions:

N will agree temporary traffic management sures then adopt and monitor an appropriate of working in consultation with D&G Council ads Department and the Police as appropriate ugh adoption an agreed CTMP, this should ide a suitable protocol for the monitoring of access and egress.

oad infrastructure upgrades anticipated.

### nmended Actions:

N will agree temporary traffic management asures then adopt and monitor an appropriate of working in consultation with Ayrshire Roads

Alliance and the Delias as encourists through	Road	Description	Width	Notes / Proposed Mitigations
adoption of an agreed CTMP				Alliance and the Police as appropriate through adoption of an agreed CTMP

### 2.2 Consultation

Mott MacDonald contacted D&GC by email on the 13<sup>th</sup> September 2018, and subsequently on the 20<sup>th</sup> November 2018 and 13<sup>th</sup> June 2019, to request information on the bridges for the proposed construction access routes and was informed that there were no current weight restrictions, however a number of bridges have limitations in regard to the maximum permissible axle loading, as follows:

- A712 Ken Bridge (maximum load per axle 10.7 tonnes)
- A712 Brooklands Bridge (maximum load per axle 10.3 tonnes)
- A762 Coom Bridge (maximum load per axle 10.3 tonnes)
- A762 Burnfoot Bridge (maximum load per axle 10.7 tonnes)
- A762 Hensol Bridge (maximum load per axle 8.5 tonnes)

In order to access to tower 20, it will be necessary to cross the A713 Old Polharrow Bridge. Consultation was undertaken with D&GC Roads Department in August 2018 to obtain details on the bridge and associated access road.

The A713 Old Polharrow Bridge is Category B listed structure, located in Dumfries and Galloway (OS Grid reference: 260323, 584358), which spans in a north-south direction accommodating the disused single-track Ayr Road over Polharrow Burn. The structure, which is owned and maintained by Dumfries and Galloway Council, is now decommissioned and closed to vehicles. The structural integrity of the Old Polharrow Bridge and hence suitability as a route for construction traffic will be determined by further surveys and assessment undertaken by the appointed contractor during the pre-construction phase.

A summary of public road structures information and email record of related consultation to date is provided in **Appendix A**.

### 3 Temporary Construction Worksite Access Points Assessment

The proposed construction worksite access locations are shown on **Figures 5.5.1** and **5.5.2** included in the EIA Report: Volume 2: Figures and a summary review of each location is documented in **Appendix B**.

It should be noted that some construction worksite access locations will generate very low levels of vehicular traffic relative to some others; this is anticipated to be the case for the following:

- Construction worksite access locations proposed to be utilised for the construction and erection of a single tower; and
- Construction worksite access locations proposed to be utilised for the construction and erection of the 132kV OHL supported on 'Trident' wood poles (Carsfad to Kendoon and Earlstoun to Glenlee).

Accordingly, it is proposed that new or upgraded construction worksite access locations which will generate low levels of vehicular activity are formed using unbound surfacing material. All other worksite access locations will be formed with bound (tarred) surface at the bellmouth.

Wherever possible, access for the removal of the existing N and R OHL routes will be undertaken using low ground pressure plant and other vehicles to minimise essential extents of infrastructure accommodation works (i.e. avoiding requirements for stone access track and bellmouth construction). The necessary extent of infrastructure accommodation works will be reviewed on a case to case basis and will be subject to surveys (prior to removal of the existing towers) appraising local ground conditions as well as discussions with affected landowners.

Typical Construction Access Design Plan and a Typical Temporary Signing Arrangement Drawing are included in **Appendix C**.

# Appendices

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В.	Temporary Construction Worksite Access Locations Review	2
C.	Typical Construction Access Design Plan & Typical Temporary Signing Arrangement Drawing	42

### A. Dumfries & Galloway Council Consultation Email

From:	28 June 2010 13:20	
To:		
Cc:		
Subject:	RE: EXTERNAL: FW: Kendoon to Tongland Weight Restrictions	
	OFFICIAL	
Good afternoon <b>and a</b> ,		
My apologies for not respond	ng sooner.	
None of the structures on the	routes identified in yellow have a weight restriction and can therefore all carry normal loads up to 40 tonnes.	
My previous comment still ap	plies regarding the following bridges:	
A712 Ken Bridge	maximum load per axle 10.7 tonnes	
A712 Brooklands Bridge	maximum load per axle 10.3 tonnes	
A762 Coom Bridge	maximum load per axie 10.3 tonnes maximum load per axie 10.7 tonnes	
A762 Hensol Bridge	maximum load per axle 8.5 tonnes	
C13s Laghead	maximum load per axle 11.7 tonnes	
However, any abnormal load	should be notified in the usual manner.	
Kind regards,		
Engineering Design   Comn	unities / Dumfries and Galloway Council	
	OFFICIAL	
From:		
Sent: 13 June 2019 11:02		
Cc:		
Subject: EXTERNAL: FW: Kend	oon to Tongland Weight Restrictions	
Good Morning		
l hope you're well.		
Further to my email below, I	ave reviewed the routes and I would be greatly appreciated if you could review the attached spreadsheet and advise on any	/ weigh
I look forward to hearing from	i you.	

Thanks and regards

nd advise on any weight limit on the roads sections highlighted in <mark>YELLOW</mark>.

M M MOTT MACDONALD	Mott MacDonald St Vincent Plaza 319 St Vincent Street Glasgow G2 5LD United Kingdom
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From:		
Sent <sup>.</sup> 1	8 March	2019

Sent: 18 March 2019	10:18
To: '	
Cc:	

Subject: RE: Kendoon to Tongland Weight Restrictions

Hi

Thanks very much for your response. I have a couple of additional routes that I would like you to check if possible:

1. B795 from its junction with A713 to its junction with the A75

2. A762 between the A75 and the A711

I have also summarised in a spreadsheet (attached) all structures identified through the consultation with D&GC so far as per this email trail. I would be most appreciative if you could review and confirm the information recorded in the spreadsheet is accurate.

Thanks for your consideration.

Best Regards



Μ Μ MOTT MACDONALD

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From:

Sent: 26 February 2019 16:46

To: Cc:

Subject: RE: Kendoon to Tongland Weight Restrictions

Good afternoon

My apologies for not responding sooner.

None of the structures on the routes identified below have a weight restriction and can therefore all carry normal loads up to 40 tonnes.

Regarding any abnormal load I would comment as follows:

A712 Ken Bridge	maximum load per axle 10.7 tonnes
A712 Brooklands Bridge	maximum load per axle 10.3 tonnes
A762 Coom Bridge	maximum load per axle 10.3 tonnes
A762 Burnfoot Bridge	maximum load per axle 10.7 tonnes
A762 Hensol Bridge	maximum load per axle 8.5 tonnes
C13s Laghead	maximum load per axle 11.7 tonnes

However, any abnormal loads should be notified in the usual manner.

Kind regards,

Engineering Design | Economy, Environment & Infrastructure

From: Sent: 19 February 2019 11:34

To:

Subject: RE: Kendoon to Tongland Weight Restrictions

Good Morning

I was just wondering if you've had a chance to look at my email.

Thanks and regards



Mott MacDonald St Vincent Plaza 319 St Vincent Street Glasgow G2 5LD United Kingdom

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### From:

Sent: 20 November 2018 12:55

To:

Subject: FW: Kendoon to Tongland Weight Restrictions

### Good morning

We are in the process of refining/assessing the proposed access routes for construction traffic for the proposed Kendoon to Tongland Reinforcement (KTR) Project and further to your email below, I would be most grateful if you could advise on any weight limit / restrictions on the following roads within D&GC (sections of road illustrated on the image below):

- 1. A713 from the boundary with East Ayrshire up to its junction with the A75
- 2. A712 from its junction with the A75 near Newton Stewart up to its junction with the A75 (West of Dumfries)
- 3. A762 from its junction with the A713 up to its junction with the A75
- 4. A711 from its junction with the A75 to its junction with the A762
- 5. B795 from its junction with A713 to its junction with the A762


## Thanks for your consideration

Regards



M MOTT MACDONALD

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From:		
Sent: 1		

Subject: RE: Kendoon to Tongland Weight Restrictions

Further to your email below and referring to your numbering system and associated route plans I can provide the following list of structures:

- 1) U3s Craigshinnie Bridge U3s Bucks Linn Bridge
- C13s Mill of Barclay Bridge C13s Lochlee Bridge C13s Laghead Bridge C13s Darngarroch Bridge C13s Lochenbreck Bridge
- 3) B727 Fleet Bridge
- 4) C45s (no structures)
- 5) U34s (no structures)
- 6) U8s Crae Bridge U8s Slogarie Bridge
- 7) U43s (no structures)

There are no weight restrictions on the above structures however I would advise that C13s Laghead has a maximum load per axle load of 11.7 tonnes per axle therefore any proposed vehicles/loads should not exceed this.

Any abnormal loads should be notified in the usual manner.

Kind regards,

Engineering Design | Economy, Environment & Infrastructure

From:

Sent: 13 September 2018 14:58

To:

Subject: FW: Kendoon to Tongland Weight Restrictions

## Good Afternoon

Mott MacDonald have been appointed by LUC on behalf of SP Energy Networks (SPEN) to produce a Traffic and Transport Chapter to support their EIA for the proposed Kendoon to Tongland OHL Route.

SPEN are still in the process of defining the proposed access routes for construction traffic and there are a number of roads which are currently being considered that we would like to know if there are any weight restrictions.

As such, we would be most grateful if you could provide a list of structures and advise of any weight restrictions on the following roads within D&GC:

- 1. U3S from the U2S to the A712 (https://goo.gl/maps/bGwAvxxymZu)
- 2. C13S (Laurieston Road) from A762 to B727 in Gatehouse of Fleet (https://goo.gl/maps/ejFmuRE3ngF2)
- 3. B796 & B727 from junction with A75 to Laurieston Road (https://goo.gl/maps/NycAevz6AGG2)
- 4. C45S from A75 to B795 (https://goo.gl/maps/AaypiYSdaJm
- 5. U34S from C45S (https://goo.gl/maps/516y49uRjZC2)
- U8S from A762 North of Laurieston Road (https://goo.gl/maps/p3bBE71tu4S2) 6.
- 7. U43S from A711, North of Tongland (https://goo.gl/maps/QdhgZVFtFKR2)

Thanks in advance for your help.

Kind Regards,



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Kendoon to Tongland Reinforcement Project Dumfries and Galloway Council Consultation Public Road Structures (v3) 08/07/2019

Public Road	Section	Weight Restrictions	Structures	Axle Load Limit
A713	from the boundary with East Ayrshire up to its	No		N/A
	junction with the A75			
A712	from its junction with the A75 near Newton	No	Ken Bridge	maximum load per axle 10.7 tonnes
	Stewart up to its junction with the A75 (West of		Due aldere de Deidere	
	Dumfries)		Brooklands Bridge	maximum load per axie 10.3 tonnes
A762	from its junction with the A713 up to its junction	No		
	with the A75		Coom Bridge	maximum load per axle 10.3 tonnes
			Burnfoot Bridge	maximum load per axle 10.7 tonnes
			Hensol Bridge	maximum load per axle 8.5 tonnes
A762	from its junction with the A75 to its junction with			
	the A711	No		N/A
A711	from its junction with the A75 to its junction with			N/A
	the A762			
B795	from its junction with A713 to its junction with			N/A
	the A762			
B795	from its junction with A713 to its junction with			
	the A75	No		N/A
C45s	from the A75 to the B795	No structures		N/A
C13s	from the A762 to Lochenbreck Cottage	No	C13s Lochenbreck Bridge	N/A
			Glenlee Power Station	N/A
			(U2s/10) – Owned and	
			maintained by Scottish	
	from its junction with the A762 to Glenlee Power		Power and has been	
U2s	Station		assessed at 40T	
	from the U2s to the A712	No	Craigshinnie Bridge	N/A
U3s			Bucks Linn Bridge	N/A
U34s	entire section from the C45s	No structures		N/A
U43s	entire section from the A711	No structures		N/A
U137s	from its junction with the A713 to its junction			
	with the U112s	No		N/A
U103s	entire section	No		N/A
U133s	from its junction with the A713 to its junction			
	with the U107s	No		N/A
U107s	from its junction with the U133s to its junction			
	with the C31s	No		N/A
C31s	from its junction with the A713 to its junction			
	with the U107s	No		N/A
C50s	from its junction with the B795 to the hamlet of			
	Livingstone	No		N/A
U62s	from its junction with the C50s to the hamlet of			
	Auchenhay	No		N/A

# **B.** Temporary Construction Worksite Access Locations Review

## Table 2: KTR Access Review Summary





## **OS NGR Coordinates**

004 NGR: 259268, 589231 **OHL Route Section:** Polguhanity to Glenlee via Kendoon Access to Tower 2

Public Road / Speed limit: A713, 60mph

## Site Photograph



## 005 NGR: 259366, 589012

#### **OHL Route Section:**

Existing 132kV overhead line to be dismantled N Route Removal – Access to Towers 231 and 232

Public Road / Speed limit: A713, 60mph





## **OHL Route Section:**

Existing 132kV overhead line to be dismantled N Route Removal - Access to Tower 233 and 234

Public Road / Speed limit: A713, 60mph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 200m To the North: 200m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower).
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## Achievable Visibility Splays (measured on-site):

- To the South: 210m
- To the North: 90m
- Notes:
- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) at the existing parking lay-by entry and therefore it is recommended that construction traffic shall egress via the existing parking layby exit (further north).

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

Achievable Visibility Splays (measured on-site): To the South: 100m

To the North: 210m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) at the existing parking lay-by entry and therefore it is recommended that construction traffic shall egress via the existing parking layby exit (further north).

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## **OS NGR Coordinates**

007 NGR: 259839, 588198

**OHL Route Section:** Existing 132kV overhead line to be dismantled N Route Removal - Access to Towers 235.

**OHL Route Section: Polguhanity to Glenlee via** 

Public Road / Speed limit: A713, 60mph

NGR: 259859, 588014

Access to towers 7 to 9

Public Road / Speed limit:

800

Kendoon

A713, 60mph

## Site Photograph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 90m To the North: 215m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility to the south is sub-standard (i.e. less than 215m) and restricted by both existing road geometry and foliage. It is anticipated that removal of foliage could increase visibility to the south to approx. 90m, furthermore there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## Notes:

- Existing access to Dundeugh.
- No works anticipated.

**Recommended Action:** None

009 NGR: 259913,587927

**OHL Route Section:** N Route Removal – Access to Tower 236

Public Road / Speed limit: A713, 60mph



Achievable Visibility Splays (measured on-site): To the South: 90m To the North: 215m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- New access will require to be constructed (i.e. new access bellmouth).
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility to the south is sub-standard (i.e. less than 215m) and restricted by existing road geometry.
- Access is within Dundeugh where actual vehicle speed was noted to be below the national speed limit.
- It is anticipated that the combination of actual vehicle speed below the national speed limit and provision of suitable advance signage could mitigate the reduced visibility.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

011

## **OS NGR Coordinates**

010 NGR: 260182, 587637

**OHL Route Section:** N Route Removal - Access to Towers 237 and 238

Public Road / Speed limit: A713, 60mph

NGR: 260189, 587627

OHL Route Section:

## Site Photograph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 130m To the North: 140m

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor

## Achievable Visibility Splays (measured on-site):

To the South: 130m To the North: 140m

## Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor

Achievable Visibility Splays (measured on-site): To the South: 100m

To the North: 100m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be erected and a short section of new access track to be constructed)
- New access will require to be constructed (i.e. new access bellmouth).
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor

A713, 60mph

012 NGR: 260237, 587532

**OHL Route Sections:** Polquhanity to Glenlee via Kendoon - Access to tower 10

Polguhanity to Glenlee via Kendoon - Access to tower 36

N Route Removal – Access to Tower 239

R Route Removal – Access to Tower 0

Public Road / Speed limit:

Carsfad to Kendoon - Access to towers R002R and R003R

Public Road / Speed limit: A713, 60mph



**OS NGR Coordinates** 

013 NGR: 260252, 587503

**OHL Route Sections:** Polguhanity to Glenlee via Kendoon - Access to tower 11 and 12 Carsfad to Kendoon - Access to towers R004R to R009R R Route Removal – Access to Towers 001 and 002

Public Road / Speed limit: A713, 60mph

014

NGR: 260307,586822

**OHL Route Section:** R Route Removal – Access to Tower 003

Public Road / Speed limit: A713, 60mph

## Site Photograph







**OHL Route Sections:** 

Polquhanity to Glenlee via Kendoon - Access to tower 13 Carsfad to Kendoon - Access to towers R010R to R012R

Public Road / Speed limit: A713, 60mph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 140m To the North: 60m

## Notes:

- New access will require to be constructed (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor

## Achievable Visibility Splays (measured on-site):

To the South: 200m

To the North: 20m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is very poor to the north (restricted by both horizontal and vertical geometry of the road) and it is anticipated that it will be necessary to implement temporary traffic management to safely accommodate vehicle access and egress.

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor

#### Achievable Visibility Splays (measured on-site):

To the South: 250m To the North: 160m

#### Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m to the north) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## **OS NGR Coordinates**

016

NGR: 260346, 586467

## **OHL Route Sections:**

Polguhanity to Glenlee via Kendoon - Access to tower 14 Carsfad to Kendoon - Access to towers R013R to R016R R Route Removal – Access to Towers 004 and 005

Public Road / Speed limit: A713, 60mph

017 NGR: 260409, 585880

## **OHL Route Sections:**

Polquhanity to Glenlee via Kendoon - Access to towers 15 and 16 Carsfad to Kendoon - Access to towers R017R to R020R R Route Removal – Access to Tower 006

Public Road / Speed limit: A713, 60mph

## 018 NGR: 260475,585723

**OHL Route Sections:** Polguhanity to Glenlee via Kendoon - Access to construction compound

Public Road / Speed limit: A713, 60mph

## Site Photograph







## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 125m To the North: 250m

#### Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m to the south) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance warning signage.

#### **Recommended Action:**

 Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

Achievable Visibility Splays (measured on-site): To the South: 95m To the North: 50m

#### Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is very poor to the north and south (restricted by both horizontal and vertical geometry of the road) and it is anticipated that it will be necessary to implement temporary traffic management to safely accommodate vehicle access and egress.

#### Recommended Action:

• Use of this access should be limited to essential movements, if practicable nearby access points shall be considered as an alternative for access.

#### Achievable Visibility Splays (measured on-site):

To the South: 175m To the North: 70m

#### Notes:

- · Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) and the following measures shall be considered to mitigate the reduced visibility such as:
- Introduction of a temporary traffic order to reduce the speed limit.
- Implementation of a reduced advisory speed limit.
- Restricting construction vehicle egress to left turn only (i.e. joining the A713 northbound only)

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor and mitigation measures for the reduced visibility.

## **OS NGR Coordinates**

019

## NGR: 260471,585346

## **OHL Route Sections:**

Polguhanity to Glenlee via Kendoon - Access to tower 17 Carsfad to Kendoon - Access to towers R021R to R023R R Route Removal – Access to Towers 007A and 007

Public Road / Speed limit: A713, 60mph

## Site Photograph



## 020 NGR: 260487,584991

**OHL Route Sections:** Polquhanity to Glenlee via Kendoon - Access to towers 18 and 19 R Route Removal – Access to Towers 008 and 009

Public Road / Speed limit: A713, 60mph





**OHL Route Sections:** R Route Removal – Access to Tower 010

Public Road / Speed limit: A713, 60mph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 95m To the North: 50m

## Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) and the following measures shall be considered to mitigate the reduced visibility such as:
- Introduction of a temporary traffic order to reduce the speed limit.
- Implementation of a reduced advisory speed limit.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor and mitigation measures for the reduced visibility.

Achievable Visibility Splays (measured on-site): To the South: 125m To the North: 125m

#### Notes:

- Existing access will require to be upgraded to safely accommodate construction vehicle access. Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) and the following measures shall be considered to mitigate the reduced visibility such as:
- Introduction of a temporary traffic order to reduce the speed limit.
- Implementation of a reduced advisory speed limit.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor and mitigation measures for the reduced visibility.

#### Achievable Visibility Splays could not be measured safely on site.

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## **OS NGR Coordinates**

022 NGR: 260322, 584272

**OHL Route Sections:** Polguhanity to Glenlee via Kendoon - Access to tower 20

Public Road / Speed limit: U1s, 60mph

## Site Photograph



## **Comments**

#### Notes:

• Existing access to the Old Polharrow Bridge. The A713 Old Polharrow Bridge is Category B listed structure, located in Dumfries and Galloway (OS Grid reference: 260323, 584358), which spans in a north-south direction accommodating the disused single-track Ayr Road over Polharrow Burn. The structure, which is owned and maintained by Dumfries and Galloway Council, is now decommissioned and closed to vehicles.

#### **Recommended Action:**

- The structural integrity of the Old Polharrow Bridge and hence suitability as a route for construction traffic will be determined by further surveys and assessment undertaken by the appointed contractor during the pre-construction phase.
- Should an alternative access be required, then the location will be confirmed by the appointed contractor as an integral part of their • adopted Construction Traffic Management Plan.

023 NGR: 260283,584254

**OHL Route Sections:** Polquhanity to Glenlee via Kendoon - Access to tower 21

Public Road / Speed limit: U1s, 60mph



## Achievable Visibility Splays (measured on-site): To the South: 100m To the North: 100m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be erected and a short section of new access track to be constructed)
- New access will require to be constructed (i.e. new access bellmouth).
- Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U1s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 100m To the North: 100m

#### Notes:

- A new access will require to be constructed (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U1s road corridor.

024 NGR: 260215,584231

**OHL Route Sections:** Polquhanity to Glenlee via Kendoon - Access to tower 22 and 23 R Route Removal - Access to Towers 012 to 014.

Public Road / Speed limit: U1s, 60mph

**OS NGR Coordinates** 

025 NGR: 260592, 584033

OHL Route Sections: R Route Removal – Access to Tower 011

Public Road / Speed limit: A713, 60mph

## 026 NGR: 260945,583084

**OHL Route Sections:** Polquhanity to Glenlee via Kendoon - Access to towers 24 to 29 R Route Removal - Access to Towers 015 to 021

Public Road / Speed limit: A713, 60mph

# Site Photograph





## Comments

## Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays could not be measured safely on site.

#### Notes:

- Existing field access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Existing watercourse in vicinity of the existing access.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## 027 NGR: 261454,582078

**OHL Route Sections:** Earlstoun to Glenlee - Access to tower EG0016 R Route Removal – Access to Towers 023

Public Road / Speed limit: A713, 60mph



Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

## **OS NGR Coordinates**

028 NGR: 261355, 581718

## **OHL Route Sections:**

Polguhanity to Glenlee via Kendoon - Access to towers 30 to 33 Earlstoun to Glenlee - Access to towers EG007 to EG0015

R Route Removal – Access to Towers 022 to 026

Polquhanity to Glenlee via Kendoon - Access to tower 34

Earlstoun to Glenlee - Access to towers EG002 to EG006

R Route Removal – Access to Tower 027

Public Road / Speed limit: A762, 60mph

NGR: 261255.580842

**OHL Route Sections:** 

Public Road / Speed limit:

A762, 60mph

029

## Site Photograph



## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 90m To the North: 90m

## Notes:

- Existing field access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

Achievable Visibility Splays (measured on-site): To the South: 215m To the North: 90m

#### Notes:

- Existing field access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

Visibility not measured on site To the South: 70m To the North: 60m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

030 NGR: 261125, 580386

**OHL Route Sections:** R Route Removal – Access to Tower 032

Public Road / Speed limit: A762, 60mph



## **OS NGR Coordinates**

031 NGR: 260843, 580397

**OHL Route Sections:** Polguhanity to Glenlee via Kendoon R Route Removal – Access to Tower 31

Public Road / Speed limit: U2s, 60mph

032 NGR: 260759, 580442

## **OHL Route Sections:** Polquhanity to Glenlee via Kendoon R Route Removal – Access to Tower 030

Public Road / Speed limit: U2s, 60mph

## 033 NGR: 260688, 580508

**OHL Route Sections:** 

Polguhanity to Glenlee via Kendoon - Access to tower 35 Earlstoun to Glenlee - Access to tower EG001

Public Road / Speed limit: U2s, 60mph

## Site Photograph







## Comments

Achievable Visibility Splays (measured on-site): To the South: 80m To the North: 50m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U2s road corridor.

Achievable Visibility Splays (measured on-site): To the South: 70m To the North: 70m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U2s road corridor.

## Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

**OS NGR Coordinates** 

034 NGR: 260610, 580587

**OHL Route Sections:** R Route Removal – Access to Tower 028

Public Road / Speed limit: U2s, 60mph

## Site Photograph



## Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 60m

## Notes:

Notes:

None

• Existing access. No works anticipated.

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

**Recommended Action:** 

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U2s road corridor.

## 035 NGR: 260407, 580745

**OHL Route Sections:** BG Route Deviation - Access to towers R-BG-101 and R-BG-102

Public Road / Speed limit: U2s, 60mph



## Achievable Visibility Splays (measured on-site): To the South: 150m

To the North: 150m

## Notes:

- Existing forest access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U3s road corridor.

## 036 NGR: 260313,579462

**OHL Route Sections:** Glenlee to Tongland - Access to towers 5 to 12

Public Road / Speed limit: U3s, 60mph



## **OS NGR Coordinates**

037 NGR: 259643, 579288

**OHL Route Sections:** BG Route Deviation - Access to towers R-BG-097 and R-BG-100 Glenlee to Tongland - Access to towers 2 to 4

Public Road / Speed limit: U3s, 60mph

NGR: 258579, 578913

**OHL Route Section:** Glenlee to Tongland -

U3s, 60mph

Access to Gallows Knowe Quarry

Public Road / Speed limit:

038

## Site Photograph





## Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 200m

## Notes:

- Existing forest access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U3s road corridor.

Achievable Visibility Splays (measured on-site): To the South: 215m To the North: 100m

#### Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U3s road corridor.

## 039 NGR: 258147, 578701

**OHL Route Section:** Glenlee to Tongland -Access to Will's Hill Quarry

Public Road / Speed limit: U3s, 60mph



## Notes:

- Existing access.
- No works anticipated.

## **Recommended Action:**

None

**OS NGR Coordinates** 

040 NGR: 259371, 577431

**OHL Route Section:** Glenlee to Tongland Access to towers 13 to 20 and access to Hind Craig Quarry

Glenlee to Tongland- Access to towers 9 to 12 and Gallows

Public Road / Speed limit: A712, 60mph

NGR: 260397, 577516

**OHL Route Section:** 

Public Road / Speed limit:

Knowe Quarry

A712, 60mph

041



Site Photograph

## Comments

Notes: • Existing access.

• No works anticipated.

**Recommended Action:** None

## Notes:

• Existing access.

No works anticipated.

**Recommended Action:** None

042 NGR: 261387,577522

**OHL Route Section:** Glenlee to Tongland – Installation of OHL Road crossing and access to tower 9

Public Road / Speed limit: A712, 60mph

## 043 NGR: 263798, 575120

**OHL Route Section:** Glenlee to Tongland -Access to towers 21 to 42 including 41A and Hind Craig Quarry

Public Road / Speed limit: A762, 60mph





Achievable Visibility Splays could not be accurately measured safely on site.

Notes: New access will require to be formed.

#### **Recommended Action:**

• Develop design and undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A712 road corridor.

## Achievable Visibility Splays (measured on-site): To the South: 100m To the North: 140m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

Access Ref. OS NGR Coordinates	Site Photograph	Comments
044 NGR: 265352, 572703 OHL Route Section: Glenlee to Tongland -Access to Construction compound Public Road / Speed limit: A762, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
045 NGR: 265388, 572439 OHL Route Section: Glenlee to Tongland -Access to Construction compound Public Road / Speed limit: A762, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
046 NGR: 265379,572225 OHL Route Section: Glenlee to Tongland - Access to towers 43 to 49 Public Road / Speed limit: A762, 60mph		Notes: • Existing access. Recommended Action: None



Assess Pot	Site Photograph	Commente
OS NGR Coordinates	Site Photograph	Comments
047 NGR: 267026,565442 OHL Route Section: Glenlee to Tongland Access to towers 63 and 64 Public Road / Speed limit: C13s, 60mph	<image/>	Notes: • Existing access used by Forestry and Land Scotland. • No works anticipated. Recommended Action: None
048 NGR: 266797,565355 OHL Route Section: Glenlee to Tongland Access to towers 71 to 73, Craigelwhan Quarry and Craigelwhan West Quarry Public Road / Speed limit: C13s, 60mph		Notes: • Existing access used by the Forestry and Land Scotland. • No works anticipated. Recommended Action: None
049 NGR: 265746,565109 OHL Route Section: Glenlee to Tongland- Access to towers 69 to 73, Craigelwhan Quarry and Craigelwhan West Quarry		<ul> <li>Notes:</li> <li>Existing forest access will require to be upgraded (i.e. new access bellmouth). Access to includ surface) across the bellmouth.</li> <li>Recommended Action:</li> <li>Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuthe C13s road corridor.</li> </ul>
Public Road / Speed limit: C13s, 60mph		



lude new carriageway construction (bound

scuss/agree proposed works that could affect

## **OS NGR Coordinates**

050 NGR: 265247, 565183

**OHL Route Section:** Glenlee to Tongland-Access to Craigelwhan Quarry and Craigelwhan West Quarry

Public Road / Speed limit: C13s, 60mph

## Site Photograph



## Comments

#### Notes:

- Existing access used by the Forestry and Land Scotland.
- No works anticipated.

**Recommended Action:** 

None

#### Notes:

• Existing forest access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C13s road corridor.

## 051 NGR: 264732,565061

**OHL Route Section:** Glenlee to Tongland -Access to towers 50 to 68 and Lochenbreck Quarry

Public Road / Speed limit: C13s, 60mph



052 NGR: 268078, 564341

**OHL Route Section:** Glenlee to Tongland Access to towers 74 to 79

Public Road / Speed limit: A762, 60mph



- Notes:
- Existing access.
- No works anticipated.

**Recommended Action:** None

## **OS NGR Coordinates**

053 NGR: 267950, 562952

**OHL Route Section:** Glenlee to Tongland -Access to towers 74 to 79

Public Road / Speed limit: A762, 60mph

## 054 NGR: 267950, 562954

**OHL Route Sections:** Glenlee to Tongland-Access to tower 80

Public Road / Speed limit: A762, 60mph

## Site Photograph





## 055 NGR: 267939,562850

**OHL Route Section:** Glenlee to Tongland -Access to towers 81 to 89

Public Road / Speed limit: A762, 60mph



## Comments

## Achievable Visibility Splays (measured on-site): To the South: 100m To the North: 70m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

## Achievable Visibility Splays (measured on-site): To the South: 100m

To the North: 70m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be erected and a short section of new access track to be constructed)
- Access will require to be upgraded. Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A762 road corridor.

## Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

## **OS NGR Coordinates**

056 NGR: 269736, 560394

**OHL Route Section:** Glenlee to Tongland - Access to towers 90 and 91

Public Road / Speed limit: U34s, 60mph

## Site Photograph



## Comments

Notes:

• Existing access.

• No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays (measured on-site): To the South: 50m To the North: 150m

#### Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

Achievable Visibility Splays (measured on-site):

To the South: 50m To the North: 150m

#### Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## 057 NGR: 270737, 560096

**OHL Route Sections:** Glenlee to Tongland - Access to towers 92 to 95 R Route Removal – Access to Towers 127 and 128

Public Road / Speed limit: C45s, 60mph

058 NGR: 270489, 559561

**OHL Route Sections:** R Route Removal – Access to Tower 129

Public Road / Speed limit: C45s, 60mph



## **OS NGR Coordinates**

059 NGR: 270420,559418

**OHL Route Sections:** Glenlee to Tongland -Access to towers 97 and 98

Public Road / Speed limit: C45s, 60mph

060 NGR: 270396. 559430

**OHL Route Section:** R Route Removal – Access to Tower 130

Public Road / Speed limit: C45s, 60mph



Site Photograph



## Comments

Achievable Visibility Splays (measured on-site): To the South: 200m To the North: 120m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 200m

## To the North: 120m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 100m To the North: 200m

#### Notes:

- A new access will be required (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## 061 NGR: 270122,558603

**OHL Route Section:** Glenlee to Tongland-Access to Tower 100

Public Road / Speed limit: C45s, 60mph



**OS NGR Coordinates** 

062 NGR: 270114, 558533

**OHL Route Section:** R Route Removal – Access to Tower 133

Public Road / Speed limit: C45s, 60mph

## 063 NGR: 269649, 558054

**OHL Route Section:** Glenlee to Tongland -Access to towers 103 and 104

Public Road / Speed limit: A75, 60mph

## Site Photograph





## 064 NGR: 270179,558362

**OHL Route Sections:** Glenlee to Tongland - Access to towers 101 and 102 R Route Removal – Access to Towers 134 to 137

Public Road / Speed limit: A75, 60mph



## Comments

Achievable Visibility Splays (measured on-site): To the South: 90m (up to junction with A75) To the North: 120m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

Achievable Visibility Splays (measured on-site): To the South: 215m

To the North: 215m

#### Notes:

• Existing access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.

## **Recommended Action:**

· Undertake consultation with Transport Scotland and/or their agent (currently Scotland TranServ), as local Roads Authority, to discuss/agree proposed works that could affect the A75 road corridor.

## Achievable Visibility Splays (measured on-site): To the South: 215m To the North: 215m

## Notes:

• Existing access will require to be upgraded (i.e. new access bellmouth). Access to include new carriageway construction (bound surface) across the bellmouth.

#### **Recommended Action:**

• Undertake consultation with Transport Scotland and/or their agent (currently Scotland TranServ), as local Roads Authority, to discuss/agree proposed works that could affect the A75 road corridor.

066

## **OS NGR Coordinates**

065 NGR: 269855, 556702

**OHL Route Sections:** Glenlee to Tongland - Access to towers 105 and 106 R Route Removal – Access to Towers 138 to 140

Glenlee to Tongland - Access to Towers 107 and 108

R Route Removal – Access to Tower 141 and 142

Public Road / Speed limit: U43s, 60mph

NGR: 269855, 556702

**OHL Route Sections:** 

U43s, 60mph

Public Road / Speed limit:

## Site Photograph





## **Comments**

Achievable Visibility Splays (measured on-site): To the South: 30m To the North: 30m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed).
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U43s road corridor.

Achievable Visibility Splays (measured on-site): To the South: 30m

## To the North: 30m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U43s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 40m To the North: 40m

## Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U43s road corridor.

## 067 NGR: 270201, 555959

**OHL Route Sections:** Glenlee to Tongland - Access to towers 109 to 111 R Route Removal – Access to Tower 143 to 145

Public Road / Speed limit: U43s, 60mph



## **OS NGR Coordinates**

068 NGR: 270203, 555102

**OHL Route Sections:** Glenlee to Tongland- Access to towers 112 to 114 R Route Removal – Access to Tower 146 to 149

Public Road / Speed limit: A711, 60mph

## Site Photograph



## Comments

## Notes:

Notes:

proposed)

• Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A711 road corridor.

## 069 NGR: 269573, 553773

**OHL Route Sections:** Glenlee to Tongland - Access to towers 115 to 118 R Route Removal – Access to Tower 150 to 153

Public Road / Speed limit: A711, 60mph



## the A711 road corridor.

**Recommended Action:** 

070 NGR: 261930, 581110

**OHL Route Sections:** R Route Removal – Access to Tower 033

Public Road / Speed limit: A713, 60mph



Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

• Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect

**OS NGR Coordinates** 

071 NGR: 262190, 580745

OHL Route Section: R Route Removal – Access to Tower 034 and 035

Public Road / Speed limit: A713, 60mph

072 NGR: 262472, 580272

OHL Route Section: R Route Removal – Access to Tower 036

Public Road / Speed limit: A713, 60mph





## Comments

Notes:

Existing access.No works anticipated.

Recommended Action: None

## Notes:

• Existing access.

• No works anticipated.

Recommended Action: None

Notes:

• Existing access.

• No works anticipated.

Recommended Action: None

073 NGR: 262541, 580181

OHL Route Section: R Route Removal – Access to Tower 037

Public Road / Speed limit: A713, 60mph



25

Access Ref. OS NGR Coordinates	Site Photograph	Comments
074 NGR: 262743, 580061 OHL Route Section: R Route Removal – Access to Tower 038 Public Road / Speed limit: A713, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: • None
075 NGR: 263705, 579624 OHL Route Section: R Route Removal – Access to Tower 039 to 042 Public Road / Speed limit: A713, 60mph		Notes: • Existing access. • No works anticipated Recommended Action: None
076 NGR: 263947, 579326 OHL Route Section: R Route Removal – Access to Tower 043 Public Road / Speed limit: A713, 60mph		<ul> <li>Notes:</li> <li>Existing access.</li> <li>No works anticipated.</li> <li>Recommended Action: None</li> </ul>
077 NGR: 264078, 578634 OHL Route Section: R Route Removal – Access to Towers 044 and 045 Public Road / Speed limit: A713, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None



079

080

081

## **OS NGR Coordinates**

078 NGR: 264416, 578249

**OHL Route Section:** R Route Removal – Access to Towers 046 and 047

R Route Removal - Access to Towers 048 to 051

R Route Removal - Access to Towers 052 to 054

R Route Removal – Access to Towers 055 and 056

Public Road / Speed limit: A712, 60mph

NGR: 264314, 577454

**OHL Route Section:** 

A713, 60mph

Public Road / Speed limit:

NGR: 264348, 577315

**OHL Route Section:** 

NGR: 264686, 576024

**OHL Route Section:** 

A713, 60mph

Public Road / Speed limit:

A713, 60mph

Public Road / Speed limit:

## Site Photograph









## Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 150m

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A712 road corridor

## Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays could not be measured safely on site.

#### Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## **OS NGR Coordinates**

082 NGR: 265036, 575480

**OHL Route Section:** R Route Removal - Access to Tower 057

Public Road / Speed limit: A713, 60mph

083 NGR: 265695, 575013

**OHL Route Section:** R Route Removal - Access to Towers 059 and 060

Public Road / Speed limit: U137s, 60mph

084 NGR: 265817, 575042

**OHL Route Section:** R Route Removal – Access to Tower 061

Public Road / Speed limit: U137s, 60mph

## Site Photograph







## **Comments**

## Achievable Visibility Splays could not be measured safely on site.

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

Achievable Visibility Splays (measured on-site): To the South: 80m To the North: 50m

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U137s road corridor.

Achievable Visibility Splays (measured on-site): To the South: 40m To the North: 80m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U137s road corridor.

**OS NGR Coordinates** 

085 NGR: 265858, 575126

**OHL Route Section:** R Route Removal – Access to Tower 058

Public Road / Speed limit: U137s, 60mph

## 086 NGR: 265740, 574497

**OHL Route Section:** R Route Removal – Access to Tower 062

Public Road / Speed limit: A713, 60mph

## Site Photograph





## 087 NGR: 265821, 574280

**OHL Route Section:** R Route Removal – Access to Towers 063 and 064

Public Road / Speed limit: A713, 60mph



## Comments

Achievable Visibility Splays (measured on-site): To the South: 50m To the North: 200m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U137s road corridor.

## Achievable Visibility Splays (measured on-site): To the South: 170m

To the North: 200m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

## Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

## **OS NGR Coordinates**

088 NGR: 266098, 573626

OHL Route Section: R Route Removal – Access to Towers 065 to 067

Public Road / Speed limit: A713, 60mph



Site Photograph

## Comments

## Notes:

Existing access.

No works anticipated.

Recommended Action: None

089 NGR: 267127, 572459

OHL Route Section: R Route Removal – Access to Towers 068 to 071

Public Road / Speed limit: A713, 60mph



# Notes:

• Existing access.

No works anticipated.

Recommended Action: None

090 NGR: 267908, 571811

OHL Route Section: R Route Removal – Access to Towers 072 to 076

Public Road / Speed limit: A713, 60mph



Notes:

Existing access.

No works anticipated.

Recommended Action: None



30

## **OS NGR Coordinates**

091 NGR: 269502, 572623

**OHL Route Section:** R Route Removal – Access to Towers 077 to 079

Public Road / Speed limit: U103s, 60mph

092 NGR: 269378, 571881

**OHL Route Section:** R Route Removal - Access to Towers 077 to 079

Public Road / Speed limit: U103s, 60mph

093 NGR: 269450, 571206

**OHL Route Section:** R Route Removal - Access to Towers 080 and 081

Public Road / Speed limit: U103s, 60mph







## Comments

## Notes:

- Existing access.
- No works anticipated.
- **Recommended Action:** None

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U103s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 60m To the North: 40m

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U103s road corridor.

## **OS NGR Coordinates**

094 NGR: 269928, 570887

**OHL Route Section:** R Route Removal – Access to Tower 082

Public Road / Speed limit: U133s, 60mph

## 095 NGR: 270286, 571044

**OHL Route Section:** R Route Removal – Access to Tower 083

Public Road / Speed limit: U133s, 60mph

## Site Photograph





## Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 120m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

## **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U133s road corridor.

## Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 100m

## Notes:

- Vehicle movements will be limited (i.e. only 1 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U133s road corridor.

Access Ref. OS NGR Coordinates	Site Photograph	Comments
096 NGR: 271876, 570972 OHL Route Section: R Route Removal – Access to Towers 084 to 087 Public Road / Speed limit: U107s, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
097 NGR: 271879, 570348 OHL Route Section: R Route Removal – Access to Towers 090 and 091 Public Road / Speed limit: U107s, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
098 NGR: 272016, 569316 OHL Route Section: R Route Removal – Access to Tower 092 and 093 Public Road / Speed limit: C31s, 60mph		<ul> <li>Achievable Visibility Splays (measured on-site): To the South: 50m To the North: 50m</li> <li>Notes:</li> <li>Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)</li> <li>Carry out pre-removal surveys to assess existing ground conditions at the time.</li> <li>Extents of accommodation works to be reviewed based on findings of surveys.</li> <li>Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds ar traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the pro- Recommended Action:</li> </ul>

are typically lower than posted and existing provision of suitable advance signage.

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C31s road corridor.
## **OS NGR Coordinates**

099 NGR: 272018, 569156

**OHL Route Section:** R Route Removal – Access to Tower 0094

Public Road / Speed limit: C31s, 60mph





### Comments

Notes:

• Existing access.

• No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays could not be measured safely on site.

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C31s road corridor.

Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

100 NGR: 271934, 568595

OHL Route Sections: R Route Removal – Access to Tower 095

Public Road / Speed limit: A713, 60mph

101 NGR: 272169, 568230

OHL Route Section: R Route Removal – Access to Tower 096 and 097

Public Road / Speed limit: A713, 60mph



**OS NGR Coordinates** 

102 NGR: 272123, 568231

**OHL Route Section:** R Route Removal - Access to Towers 098 and 099

Public Road / Speed limit: A713, 60mph

Site Photograph





**OHL Route Section:** R Route Removal – Access to Towers 100 and 100A

Public Road / Speed limit: A713, 60mph



#### 104 NGR: 271612, 567091

**OHL Route Section:** R Route Removal – Access to Tower 101

Public Road / Speed limit: C50s, 60mph



#### Comments

Achievable Visibility Splays (measured on-site): To the South: 150m To the North: 200m

#### Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the A713 road corridor.

#### Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays (measured on-site): To the South: 80m To the North: 70m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C50s road corridor.

**OS NGR Coordinates** 

105 NGR: 271582, 567075

**OHL Route Section:** R Route Removal – Access to Tower 102

Public Road / Speed limit: C50s, 60mph

### 106 NGR: 271648, 566740

**OHL Route Section:** R Route Removal – Access to Tower 103

Public Road / Speed limit: C50s, 60mph

#### 107 NGR: 271853, 566495

**OHL Route Section:** R Route Removal – Access to Towers 104 and 105

Public Road / Speed limit: C50s, 60mph

### Site Photograph







#### **Comments**

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 60m

#### Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C50s road corridor.

## Achievable Visibility Splays (measured on-site):

- To the South: 100m
- To the North: 100m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C50s road corridor.

#### Achievable Visibility Splays (measured on-site):

To the South: 100m To the North: 50m

#### Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- · Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C50s road corridor.

**OS NGR Coordinates** 

108 NGR: 271252, 565796

**OHL Route Section:** R Route Removal – Access to Towers 106

Public Road / Speed limit: U62s, 60mph

#### 109 NGR: 271184, 565716

**OHL Route Section:** R Route Removal - Access to Towers 107 to 109

Public Road / Speed limit: U62s, 60mph

110 NGR: 271245, 564110

**OHL Route Section:** R Route Removal – Access to Towers 110 to 112

Public Road / Speed limit: B795, 60mph

## Site Photograph







#### Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 40m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U62s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 90m To the North: 100m

## Notes:

- Vehicle movements will be limited (i.e. only 2 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the U62s road corridor.

#### Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** 

None

Access Ref. OS NGR Coordinates	Site Photograph	Comments
111 NGR: 270890, 564182 OHL Route Section: R Route Removal – Access to Tower 113 Public Road / Speed limit: B795, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
112 NGR: 270827, 564221 OHL Route Section: R Route Removal – Access to Tower 113 Public Road / Speed limit: B795, 60mph		Notes: • Existing access. • No works anticipated. Recommended Action: None
113 NGR: 271194, 563711		Achievable Visibility Splays (measured on-site): To the South: 50m To the North: 50m
OHL Route Section: R Route Removal – Access to Tower 114 Public Road / Speed limit: C45s, 60mph		<ul> <li>Notes:</li> <li>Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)</li> <li>Carry out pre-removal surveys to assess existing ground conditions at the time.</li> <li>Extents of accommodation works to be reviewed based on findings of surveys.</li> <li>Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds ar traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the pro</li> <li>Recommended Action:</li> </ul>
		Recommended Action:

Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.



re typically lower than posted and existing ovision of suitable advance signage.

**OS NGR Coordinates** 

114 NGR: 271182, 563637

**OHL Route Section:** R Route Removal – Access to Tower 115

Public Road / Speed limit: C45s, 60mph

#### 115 NGR: 271125, 563321

**OHL Route Section:** R Route Removal – Access to Tower 116

Public Road / Speed limit: C45s, 60mph

#### 116 NGR: 271117, 563018

**OHL Route Section:** R Route Removal – Access to Towers 117

Public Road / Speed limit: C45s, 60mph

#### Site Photograph







### Comments

Achievable Visibility Splays (measured on-site): To the South: 60m To the North: 60m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## Achievable Visibility Splays (measured on-site):

To the South: 100m

To the North: 180m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

#### Achievable Visibility Splays (measured on-site):

To the South: 100m To the North: 80m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

## **OS NGR Coordinates**

117 NGR: 271022, 562705

**OHL Route Section:** R Route Removal – Access to Towers 118 and 119

Public Road / Speed limit: C45s, 60mph

#### 118 NGR: 270904, 562136

**OHL Route Section:** R Route Removal – Access to Towers 120 and 121

Public Road / Speed limit: C45s, 60mph

## Site Photograph





#### 119 NGR: 271002, 561792

**OHL Route Section:** R Route Removal – Access to Towers 122 to 126

Public Road / Speed limit: C45s, 60mph



#### Comments

Achievable Visibility Splays (measured on-site): To the South: 180m To the North: 70m

#### Notes:

- Vehicle movements will be limited (i.e. only 1 no. tower to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

#### Notes:

- Existing access.
- No works anticipated.

**Recommended Action:** None

Achievable Visibility Splays (measured on-site): To the South: 80m To the North: 140m

#### Notes:

- Vehicle movements will be limited (i.e. only 5 no. towers to be dismantled)
- Carry out pre-removal surveys to assess existing ground conditions at the time.
- Extents of accommodation works to be reviewed based on findings of surveys.
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### Recommended Action:

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

**OS NGR Coordinates** 

120 NGR: 270487,559569

**OHL Route Section:** Glenlee to Tongland - Access to Tower 96

Public Road / Speed limit: C45s, 60mph

## Site Photograph



Source: Google Maps

#### Comments

Achievable Visibility Splays (measured on-site): To the South: 50m To the North: 150m

#### Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

Achievable Visibility Splays (measured on-site):

To the South: 50m To the North: 100m

#### Notes:

- Existing access will require to be upgraded (i.e. new access bellmouth). Access to be formed using unbound material only (i.e. no blacktop proposed)
- Visibility is sub-standard (i.e. less than 215m) but there is strong potential that actual speeds are typically lower than posted and existing traffic volumes are very low, it is accordingly anticipated that this could be mitigated with the provision of suitable advance signage.

#### **Recommended Action:**

• Undertake consultation with Dumfries and Galloway Council, as local Roads Authority, to discuss/agree proposed works that could affect the C45s road corridor.

121 NGR: 271002. 561792

**OHL Route Section:** Glenlee to Tongland - Access to Tower 99 R Route Removal – Access to Tower 131 and Tower 132

Public Road / Speed limit: C45s, 60mph



Source: Google Maps

Source: Mott MacDonald Site Visits; September 2018 and June 2019 (except Access 120 and Access 121)

# C. Typical Construction Access Design Plan & Typical Temporary Signing Arrangement Drawing



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М	1 Atlantic Quay	Client	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title
	Broomielaw Glasgow, G2 8JB		P1	10.10.18	SP	Issue 1: For Client Review	FJ	JD	Kendoon to Tongla
	United Kingdom		P2	27.06.19	FJ	Issue 2: For Client Review	FJ	JD	Construction Acces
MACDONALD	T +44 (0)141 222 4500								
	F W www.mottmac.com	SPENERGY							
		NETWORKS							Drawing Number
									329055-MMD-KTR

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2. All dimensions are in metres unless noted otherwise.

3. All disturbed areas of ground are to be fully restored to their original condition. Re-seeding shall be carried out using approved natural

4. Contractor to ensure that during construction of the scheme any traffic management arrangements accommodate safe traffic, pedestrian and cycle movements and that any obstruction is

5. Provide temporary signing on all approaches which should be erected in advance of the scheme implementation and maintained throughout construction period to warn approaching traffic of the impending scheme. Following implementation the signs should be amended to warn of the change in layout ahead and left in position for approximately three months.

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50m 25m						
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ess Point 4	Approved	J Dooley				
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R-XX-DR-C-0002	Security STD	Status PRE	<sub>Rev</sub> P1			



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R/	1 Atlantic Quay	Client	Rev Date	Drawn	Description	Ch'k'd	App'd	Title	Drawn	S Perez	
Broomielaw Glasgow, G2 8JB		P1 10.10.18	SP	Issue 1: For Client Review	FJ	JD	Kendoon to Tongland Reinforcement	Checked	F Jahnke		
	United Kingdom							Temporary Construction Access Point	Approved	J Dooley	
MACDONALD T +44 (0)141 222 4500 F W www.mottmac.com	SP ENERGY						Arrangement	Scale at A3 1:1250			
		NETWORKS						Drawing Number 329055-MMD-KTR-XX-DR-C-0003	Security STD	Status PRE	<sup>Rev</sup> P1

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three months.

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