

## Appendix 11.1

### Construction Traffic Management Plan



# **Appendix 11.1: Glenmuckloch to Glenglass 132kV Reinforcement Project**

Construction Traffic Management Plan

January 2023





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# **Appendix 11.1: Glenmuckloch to Glenglass 132kV Reinforcement Project**

Construction Traffic Management Plan

January 2023

## Issue and Revision Record

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# 1 Introduction

## 1.1 General

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

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

The CTMP provides preliminary details of proposed traffic management measures and associated interventions to be implemented during the construction phase of the GGRP 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 Glenmuckloch to Glenglass 132kV Reinforcement Project

The GGRP consists of the construction of a new double circuit 132kV steel lattice tower OHL, approximately 9.3km in length between the new substation at Glenmuckloch and the existing 132kV substation at Glenglass. The new 132kV overhead line (OHL) is to reinforce the network to accommodate several connection requirements as a result of renewable energy development in the Sanquhar area. The new 132kV OHL will be supported on L7 steel lattice towers. Further details are provided in **Chapter 4: Development Description** of the EIA Report.

A schematic diagram of the GGRP in its entirety is shown on **Figure 1.1** included in the EIA Report.

## 1.3 Traffic and Transport

Traffic affecting local communities is a key concern for local authorities whose responsibilities lie within the GGRP area. Construction of the GGRP will generate the following types of traffic:

- HGVs involved in the transport of felled timber.
- HGVs and LGVs transporting construction materials, plant and equipment to/from site.
- Cars used by staff and authorised site visitors.

## 1.4 Guiding Principles

Taking cognisance of the above types of traffic likely to be generated, the following overall principles shall guide the CTMP:

- **Vehicle Routeing Considerations:** Prior to and during construction, detailed consideration to be given to routes to avoid disturbance to local towns and villages as far as possible. The CTMP will focus on the construction stage and will identify which public roads will be used by construction traffic and which settlements are to be avoided.
- **Operational Procedures:** During the construction period, consideration shall be given to the operational impact of construction works, including hours of operation, traffic movements for felling, construction and delivery traffic so as to minimise their impacts.

- **Road condition:** Prior to and during construction works, access related works likely to affect existing public road infrastructure will be identified, implemented and maintained during construction as required, in consultation with the Local Authority.
- **Environmental Considerations:** Prior to and during construction, measures will be taken to minimise the environmental impact and sustainability of the GGRP, including local winning of stone for construction, minimising emissions of dust and pollutants and other measures implemented as part of a Construction Environmental Management Plan (CEMP).

## 1.5 Structure of this Report

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

**Section 3** presents the traffic management mitigation measures proposed during the construction phase of the GGRP.

**Section 4** presents the traffic management operational measures proposed during the construction phase of the GGRP.

**Section 5** provides a summary statement for the CTMP.

**Section 6** provides key contact details for the GGRP.



## 2 Background and Development Proposals

### 2.1 Construction Programme

Construction of the GGRP is expected to commence in July 2025 with a scheduled duration of 16 months, to finish in October 2026.

### 2.2 Construction Traffic

Construction-related activities for the GGRP comprise tree felling, the construction/upgrading of access tracks and formation of temporary working areas, construction of overhead lines, cabling installation, and substation works.

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.

**Table 2.1: Construction Vehicle Movements Generated by the GGRP Project**

Activity	Type of Vehicle	Details / Deliveries	Total Vehicle Movements
Earthworks (including Felling and Access Installation)	HGV	1,000 sqm stone	200 (HGV)
Civil Engineering Works - Foundations	HGV	370 sqm concrete	124 (HGV)
Civil Engineering Works & Control Building Works	HGV & LGV	4,080 HGV deliveries 2,040 LGV deliveries	8,160 (HGV) 4,080 (LGV)
Access Installation	HGV	Felling – 450 HGVs Access Installation – c.24750 sqm stone	900 (HGV) 4,950 (HGV)
Foundation Installation	HGV	1600 sqm concrete	534 (HGV)
Tower Erection	HGV	200 deliveries - based on 5 deliveries per tower	400 (HGV)
Wiring Works	HGV	240 deliveries - based on 6 deliveries per tower	480
Construction Staff	Private Cars	Average 70 staff private vehs per day Peak 97 staff private vehs per day	72,134
<b>TOTAL HGV TRAFFIC MOVEMENTS</b>			<b>15,748</b>
<b>TOTAL TRAFFIC MOVEMENTS</b>			<b>91,962</b>

Source: Mott MacDonald

As indicated in **Table 2.1**, the total traffic generated by the GGRP as a whole is estimated to be 91,962 movements, of which 15,748 movements will be made by HGV; spread over the 16 months construction period.

Construction traffic is estimated at an average of 184 vehicle movements a day over the entire construction period, with a maximum of 304 vehicle movements per day during May 2026.

The highest levels of construction traffic are anticipated to occur over a period of five months from January to May (the 'peak period') with an average of between 280 and 310 vehicle movements a day.

The number of HGV movements associated with importing stone for site access track has been derived based upon the assumption that stone will be sourced entirely from offsite locations, potentially from nearby Sorn Quarry.

#### 2.2.1 Access Routes

The GGRP will require access for construction traffic via several public roads in Dumfries & Galloway. The construction traffic access routes which are expected to be utilised to access the GGRP 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 A76
- For travel to/from the south:
  - A75 and A76

In addition to the public roads listed above, it is proposed to use sections of the:

- Blackaddie Road (C128n)
- Euchan Water Road (U432n) between the C128n and 'Euchan Cottage'
- C125n (C128N (at Nithbank Cottage) to A76(T))
- Lagrae Road (U459n)
- A76 (Sanquhar, Blackaddie Road to New Cumnock, B741)

In addition to the public road sections described above, it is proposed to utilise an existing off-road track (which also serves access to the Whiteside Hill Wind Farm) accessed from the U432n (near 'Euchan Cottage').

These roads will lead to access sites. These are presented below:

**Table 2.2:**

Worksite Access Reference	Public Road	Tower / Work Area(s) Accessed
A	U432n	1,2,3,4
B	U432n	5,6,7,8,9
C	C125n	10,11,12,13,14,15,16
D	C125n	17,18,19,20,21,22,23,24,25,26,27
E	A76	28,29,30
F	A76	31,32,33,34
G	U459n	35,36,37,38,29,40

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

- All accesses from the A76 (E and F) will be accessed directly from the A76
- Accesses on U432n (access A and B) must be accessed via the A76/Blackaddie Road junction then Blackaddie Road (C128n) and Euchan Water Road (U432n)

- Accesses from C125n (access C and D) must be accessed from the A76 then the C125n (via the A76/C125n junction only)
- Accesses from Lagrae Road (U459n) (access G) must be from the A76 via the A76/Lagrae Road junction

Construction access routes are shown in **Figure 11.1** in the EIA Report.

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 approved CTMP 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.

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.

### 2.2.3 Potential Traffic Impacts

Sources of potential traffic impacts have been identified and corresponding effects on traffic and transport determined. Construction activities that will generate traffic and associated possible effects are summarised in **Table 2.2** below.

**Table 2.3:**

Construction Activity Generating Traffic	Possible Effect on Traffic and Transport
Felling of forestry	
Preparation of accesses	
Platform formation for the new Glenmuckloch substation	
Excavation of foundations	
Tower delivery	Increased traffic flows on the local road network bringing sections of road closer to theoretical capacity.
Erection of towers	Reduction in 'physical quality' of the local road network i.e. breaking up of road surfaces
Delivery of conductors and stringing equipment	
Insulator and conductor erection and tensioning	
Reinstatement	

Source: Mott MacDonald

An assessment has been undertaken to identify the potential impact of construction traffic on roads within the Study Area. This assessment considered all construction activities associated with the GGRP across the 16-month construction programme. Works include felling of forestry,

preparation of accesses, platform formation for the new Glenmuckloch substation, excavation of foundations, tower delivery, erection of towers, delivery of conductors and stringing equipment, insulator and conductor erection and tensioning and reinstatement.

It should be noted that for construction of the GGRP all stone will be sourced from Sorn Quarry. This stone will be transported from quarry to site using existing internal access roads, which will be upgraded to accommodate traffic, as required.

Details of the predicted increase of traffic movements is provided in **EIA Chapter 11: Traffic and Transport**.

## 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 GGRP.
- Bowers will be used at site to wash wheels of vehicles and prevent debris being carried onto the public road network.
- Where reasonable and practicable, GGRP-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.

#### 3.1.1 Additional Requirements

The contractor will use reasonable endeavours to keep roads, accesses and the like free from mud and other loose materials arising from the works. Where mud or debris is deposited on a public road, the contractor will undertake sweeping of the carriageway.

Where reasonable and practicable, construction vehicles will avoid travelling in convoys on public roads.

### 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 GGRP-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.

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

The A76 is served by several bus routes however given the numbers of HGVs using this road every day it is unlikely to affect these routes.

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:

- Southern Upland Way
- Echan Fall Core Path
- Kirkconnel to Mynwhirn Hill Core Path

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 **Figure 11.2** in the EIA Report.

Figure 3-2: Recreational Routes Warning Signage



Source: Mott MacDonald

## 4 Operational Procedures

### 4.1 General

When implementing the CTMP, the contractor will comply with the following requirements (listed below in this chapter) 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 during daytime periods only. In general, work hours are expected to be between 07:00 to 19:00 on weekdays for felling and access installation activities and in summer (April to September) and 08:00 to 17:00 (or as daylight allows) for all other activities and in winter (October to March) which means that staff will generally arrive and depart outside the peak hours associated with the surrounding road network (typically 08:00 to 09:00 and 16:00 to 17:00 weekdays). 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 with 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 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 GGRP.

If other developments appear likely to undergo construction at the same time as the GGRP, 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 Log of HGVs Entering and Leaving Site

The contractor will maintain a log of all HGVs entering and leaving site, identifying those involved in felling and construction.

### 4.5 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.

SPEN will consult with relevant Roads Authorities regarding access routes that may be used by the contractor to access the construction site. All other possible access points to the site from existing roads will be signed with a 'NO ACCESS TO GGRP CONSTRUCTION TRAFFIC' or other similar sign. Signing will be provided to clearly identify SPEN site accesses to ensure that only SPEN related traffic enters at these locations. This will reduce the likelihood of vehicles not associated with the GGRP wrongly accessing at these locations, thus avoiding the need for such vehicles to back-up or turn.

Signing will be provided by the contractor and it will be their responsibility to seek any necessary approvals.

### 4.6 Road Cleaning / Sweeping

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 GGRP.

Bowers 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 GGRP 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 Council as appropriate.

Prior to leaving local quarries GGRP construction site and those locations determined for that of concrete and electrical, 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 Council as appropriate:

- 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 Council as appropriate, 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 outside of 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 Traffic Management

The contractor will describe the traffic management, safety and control measures proposed during construction of the GGRP, including details of the following, as appropriate:

- Locally specific measures to be employed in order to provide for the safety of traffic, the public and construction staff during traffic management works and temporary traffic control measures;
- Procedures to be followed for the temporary or permanent closure or diversion of roads or accesses;
- Procedures to be followed to obtain consent to work on or over railways, pedestrian, equestrian and cyclist routes;
- Measures to be implemented to reduce construction traffic impacts or impacts associated with parking on residential streets;
- Temporary and permanent access to the works;
- Permitted access routes for construction traffic; and
- Monitoring requirements in relation to the CTMP.

The contractor will include a programme of traffic management measures to be implemented and details of traffic management proposals for the works on or adjacent to public roads. The contractor will appoint a Traffic Safety and Control Officer (or similarly named person) who will be responsible for the implementation of the CTMP.

#### 4.9 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.

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

##### 4.10.1 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.

##### 4.10.2 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 GGRP. 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 GGRP.

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 GGRP.

##### 4.11 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 Council as appropriate on request.

##### 4.12 Road Condition Improvement, Monitoring & Maintenance

Prior to commencement of works, an assessment of the condition of the public road sections proposed for use will be carried out.

###### 4.11.1 Identification of Road Improvements for Safe Passage of Abnormal Loads

It has been determined that there will be no abnormal loads involved during the GGRP.

###### 4.11.2 Site Access 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. Location, visibilities and standard of construction of access points will be agreed in advance of construction with the Roads Authority.

#### 4.11.3 Structural Assessment of Vulnerable Sections of Public Infrastructure

SPEN will carry out an assessment of the general condition and structural integrity of vulnerable public road infrastructure on affected roads. Based on the assessment, SPEN will provide details of any proposed remedial works to the Roads Authority for agreement.

#### 4.11.4 Road Repairs and Reinstatement During/Following Construction

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

Following completion of works, the contractor will carry out post-construction joint inspections with Local Authority representatives agreed as attributable to the GGRP. SPEN will enter a legal agreement with the Roads Authority to contribute to maintenance of roads impacted by HGV movements associated with the GGRP. Planned maintenance work will be undertaken by the Roads Authority; where emergency works are required this will be undertaken by the contractor.

#### 4.11.5 Environmental Considerations

The potential for local winning of stone aggregate for use in construction has been appraised, and stone sourced from Sorn Quarry.

Methods of work will be adopted that reduce or eliminate emissions of dust and other pollutants. Best practicable means will be employed to avoid the creation of a statutory nuisance and risks to human health and to avoid unnecessary impacts on sensitive habitats.

The contractor will follow environmental requirements and guidance set out in a Construction Environmental Management Plan (CEMP), developed for the GGRP. The CEMP will be based on consent conditions and serves as a basis for delivering good practice and to ensure a consistently high level of environmental management and mitigation measures. The contractor will include a Dust and Air Pollution Management Plan which will describe the dust and air pollution control measures to be used during the construction works.

The contractor will plan the site layout to locate machinery and dust-causing activities away from sensitive receptors, where reasonably practicable. The contractor will also use appropriate methods, such as the erection of hoardings or other barriers along the site boundary, where appropriate, to mitigate the spread of dust to any sensitive buildings or other environmental receptors.

#### 4.13 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 GGRP ([https://www.spenergynetworks.co.uk/pages/glenmuckloch\\_pumped\\_storage\\_hydro\\_and\\_wind\\_farm\\_connections.aspx](https://www.spenergynetworks.co.uk/pages/glenmuckloch_pumped_storage_hydro_and_wind_farm_connections.aspx)). This website will be updated with information on the expected construction programme and contact numbers for relevant staff at SPEN, such as the GGRP 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.

#### 4.14 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 GGRP construction phase. The CTMP will accordingly be subject to amendment, as the GGRP evolves, to ensure the most appropriate and effective measures are implemented and as necessary approved by D&GC Council as appropriate.

## 5 Summary

### 5.1 Summary

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

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



## 6 Contacts

**Table 6-1: GGRP Contact Details**

Role (Company)	Contact Details
Delivery Project Manager (SP Energy Networks)	Name
	Address
	Email

