Technical Appendix

Lairdmannoch Energy Park

Technical Appendix 11-2: Outline CTMP

Lairdmannoch Energy Park Limited

May 2025

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Glossary of Terms

Term	Definition
The Applicant	Lairdmannoch Energy Park Limited
The Agent	Atmos Consulting Limited
Environmental Advisors and Planning Consultants	Atmos Consulting Limited
Environmental Impact Assessment	Environmental Impact Assessment (EIA) is a means of carrying out, in a systematic way, an assessment of the likely significant environmental effects from a development.
Environmental Impact Assessment Regulations	Electricity Works (Environmental Impact Assessment)(Scotland) Regulations 2017 ('the EIA Regulations')
Environmental Impact Assessment Report	A document reporting the findings of the EIA and produced in accordance with the EIA Regulations.
The Proposed Development	Lairdmannoch Energy Park
The Proposed Development Site	The full application boundary as per Figure 1-1
Study Area	Road links in the vicinity of the Proposed Development Site
Solar Development	The area of the Proposed Development that contains the Solar Arrays and associated infrastructure. As shown on Maps 7, 8 and 9 of Figure 3-1.
Wind Development	The area of the Proposed Development that contains the Wind Turbines and associated infrastructure. As shown on Maps 1, 2 and 4 of Figure 3-1.

List of Abbreviations

Abbreviation	Description
ADT	Average Daily Traffic
AL	Abnormal Loads
ALA	Abnormal Loads Assessment
ATC	Automatic Traffic Count
BESS	battery energy storage system
CIHT	Chartered Institution of Highways & Transportation
CTMP	Construction Traffic Management Plan
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
ECU	Energy Consents Unit
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
KGV	King George V
LDP2	Local Development Plan 2
LGV	Light Goods Vehicle
NPF4	National Planning Framework 4
NTDS	National Traffic Data System
NRTF	National Road Traffic Forecast
NTS	Non-Technical Summary
PIA	Personal Injury Accidents
PoE	Port of Entry

1 Introduction

1.1 Purpose of Outline CTMP

SYSTRA Ltd (SYSTRA) has been commissioned by the Applicant to provide an Outline Construction Traffic Management Plan (CTMP) for Lairdmannoch Energy Park (the Proposed Development), which is located 7km northeast of Gatehouse of Fleet and 10km west of Castle Douglas within the local planning authority area of Dumfries and Galloway Council.

This outline CTMP is provided as **Technical Appendix 11-2** in **Volume 3** of this EIA Report of the Lairdmannoch Energy Park EIA Report Chapter 11 Transport and Access document.

The purpose of the CTMP is to minimise traffic impacts during the operation of works associated with the Proposed Development and to minimise traffic impacts (and associated environmental impacts) on local residents and users of the local area. The document will seek to quantify the traffic and associated impacts from the construction phase of the Proposed Development and bring forward management and mitigation measures, aimed at addressing the potential impacts during the construction of the Proposed Development.

This document seeks to define the mechanisms for managing the movement of Proposed Development related vehicular traffic, the processes for monitoring of the CTMP, and consultation with parties who may be affected by the construction traffic activities.

The final CTMP will be updated as necessary as construction progresses and the Principal Contractor will be required to adhere to the CTMP under the terms of its contract.

1.2 Scope of the CTMP

This document focuses on addressing the issues of construction traffic movements, safety and controlling the risks that may arise from the use of Heavy Goods Vehicles (HGV) for the movement of plant and materials both on and off the Proposed Development Site. The Health and Safety Executive (HSE) expect to see CTMPs that include the following elements:

- Planning and management of vehicle and pedestrian routes;
- The elimination of reversing where possible;
- Safe driving and working practices;
- Protection of the public;
- Adequate vision and lines of sight;
- The provision of signs and barriers; and
- Adequate parking and off-loading/storage areas.

This outline CTMP has been prepared taking the above elements into account.

1.3 Document Structure

Following this introductory chapter, the CTMP is structured as follows:

- Section 2 – Baseline Conditions;
- Section 3 – Project Description;
- Section 4 – Construction Details and Programme;
- Section 5 – Managing and Minimising Traffic Impacts;
- Section 6 – Managing, Promoting and Monitoring the CTMP; and
- Section 7 – Summary & Conclusions.

2 Baseline Conditions

2.1 Local Road Network

The Proposed Development will be accessed from two locations. The main access to the Proposed Development would be from the southwest travelling north on the B727 before turning onto a private/Forestry Land Scotland (FLS) established forestry track through the Glengap Forest for approximately 9km before entering the Proposed Development Site boundary. The second access to the east would be used for the Solar Development only and would be reached via the A75(T) then north on the A762 for approximately 4.2km to the access location.

Turbine components for the Wind Development aspect of the Proposed Development would be transferred by sea to the chosen port of entry (POE) at King George V (KGV) Docks in Glasgow, then transferred to Proposed Development Site via the M8, M74, A74(M), M6, A75 and B727 by Abnormal Loads vehicles. An abnormal loads route assessment is provided in **Technical Appendix 11-1** in **Volume 3** of the EIA Report.

This chapter of the CTMP is intended to review the general characteristics of the transport network surrounding the Proposed Development Site.

A75

The A75 is a trunk road in Scotland, linking Stranraer on the west coast with the A74(M) at Gretna, close to the border with England and the M6 motorway. This strategic route connects southern Scotland / northern England with Northern Ireland via the ferry port at Cairnryan.

The A75 is typically a two-way single carriageway of approximately 7.3m in width, with a few dual carriageway sections and sections with a third overtaking lane. The road is subject to the national speed limit, with the exception of a few sections where the road passes through settlements.

Within the Study Area, the A75(T) routes in a primarily east / west direction from Dumfries in the east to Newton Stewart in the west. The A75(T) bypasses both of those settlements and some smaller towns and villages along the route and travels through the villages of Crocketford and Springholm.

A762

The A762 extends south from St Johns Town of Dalry for approximately 33km to Tongland Bridge. The A762 comes to a temporary end at Ringford on the A75(T), then continues to the south of the A75(T) at Valleyfield, approximately 1.6km south of Ringford.

The A762 is a rural two-way single carriageway road of approximately 5m to 6m in width and is subject to the national speed limit, with the exception of sections through villages such as Ringford and Laurieston where the speed limit reduces to 30mph.

Only a short section of the A762 from the A75(T) to the Solar Development access point is part of the Study Area, and only a small volume of construction traffic associated with the Solar Development would utilise this route.

B727

The B727 is a rural two way carriageway of approximately 6m in width which routes 33km from Dalbeattie, via Kirkcudbright to Gatehouse of Fleet.

Within the Study Area the B727 routes north from the A75(T) for approximately 2.3km, before the route to Proposed Development Site turns onto an established (private/FLS) forestry track through the Glengap Forest. This section of the B727 is subject to the national speed limit.

This section of the B727 forms the main access route for the Proposed Development and it is assumed that the majority of construction traffic (with the exception of the Solar Development traffic) would utilise this route.

2.2 Traffic Flows

Table 11-2-1 indicates the baseline and projected two-way Average Daily Traffic (ADT) for routes within the study area and the percentage of traffic which is classified as HGVs. Traffic data has been factored up to 2025 baseline levels where required and forecast to a future year of 2029 (assumed as the year construction would begin) using the National Roads Traffic Forecast (NRTF) 'low growth' rate.

Table 11-2-1: Baseline Traffic Flows

Counter Location	2025 ADT	2025 HGV	2029 ADT	2029 HGV	Percentage HGV
1. A75(T) Gatehouse of Fleet	5,685	1,217	5,800	1,241	21.4%
2. A75(T) Newton Stewart	6206	1,843	6,331	1,880	29.7%
3. A762	182	24	186	24	13.2%
4. B727	1,590	186	1,622	190	11.7%

3 Project Description

3.1 Overview

The Proposed Development comprises up to nine turbines at up to 180m tip height, ground mounted solar panels, battery energy storage systems (BESS) and associated infrastructure including electrical transformers, hardstandings, access roads, cabling, borrow pit and electrical substation.

The operational life of the Proposed Development would be 40 years. At the end of this period a decision would be made as to whether to refurbish, remove or replace the Proposed Development, in consultation with the approving authorities.

The volume of traffic associated with decommissioning is anticipated to be significantly less than during construction, primarily due to the concrete foundations typically being covered over and remaining in situ. Access tracks may also remain in place or be covered over. This CTMP is however, focussed on the construction stage of the Proposed Development.

Should the decision be taken to remove the turbines, the traffic impacts of vehicles would be assessed on their own merits considering future baseline transport conditions.

On-site borrow pit will be utilised where possible to obtain stone, thus reducing the number of HGVs associated with construction. The stone would be used for access tracks and hardstanding areas.

3.2 Site Access

Vehicular access to the Proposed Development Site would be provided at two locations. The main Proposed Development Site access which would serve the Wind Development and BESS elements of the Proposed Development would be to the west of the Proposed Development Site, accessed via the B727 and existing forestry tracks. Access to the Solar Development would be to the east of the Proposed Development Site via the A762.

3.3 Construction Compound

Storage, welfare facilities and car parking will be necessary to support the construction of the Proposed Development. It is important to note that these facilities would be provided on a temporary basis and when construction is complete, they would be removed (where applicable).

4 Construction Details and Programme

4.1 Construction Programme

The Applicant anticipates that construction of the Proposed Development will take approximately 12 to 18 months. Subject to the completion of contracts and obtaining the necessary approvals, construction is anticipated to commence in 2029.

With the exception of safety critical wind turbine erection and commissioning, construction hours will be between 07:00 and 19:00 on weekdays and 07:00 to 13:00 on Saturdays. Certain elements may require extended working hours. For example, pouring concrete foundations needs to progress to completion once initiated, and similarly, once commenced, lifting of turbine components would progress to completion. This would be agreed in advance with Dumfries and Galloway Council.

As with similar construction projects it is expected that construction staff will reside locally to the construction site and / or temporarily stay in local accommodation during the construction period. Construction staff may arrive and depart the Proposed Development Site approximately 30 minutes either side of the aforementioned working hours. They will be travelling in Light Goods Vehicles (LGVs), works mini-bus or cars. No HGV movements are anticipated outside of the Proposed Development Site working hours.

The following activities, relating to traffic generation, will be undertaken as part of the construction programme:

- The excavation of the borrow pit and extraction of aggregate for new tracks and hardstandings;
- Installation of construction compound / storage area for Site office facilities and storage of materials and components;
- Construction of new permanent Site tracks and the upgrading of existing sections of access track;
- Installation of hardstandings and outrigger pads for the support of the cranes that would be used for the erection of the turbines;
- Construction of foundations for the support of the turbine structures;
- Installation of on-site High Voltage (HV) cabling, communication cabling and earthing underground adjacent to access tracks;
- Wind turbine delivery and erection;
- Piling solar photovoltaic (PV) mounting frames;
- Installation of solar PV panels, and ancillary equipment;
- Installation of battery containers, modules and ancillary equipment;
- Construction of substations;
- Commissioning and testing of Site mechanical and electrical equipment; and
- Reinstatement, landscaping, removal of temporary Site offices, reseeding verges and borrow pits and other areas within the Proposed Development Site.

4.2 Construction Traffic Routes

4.2.1 Abnormal Loads Route

Abnormal loads vehicles would be associated with the wind

- From KGV docks onto the M8;
- Transporter vehicles would then join the M74 from the M8 to travel south-east towards Abington where the route continues onto the A74(M);
- The vehicles would then join the M6 and continue to Carlisle;
- At Carlisle, the vehicles would exit the M6 at Rose Hill Roundabout to return back onto the M6 to head north-east;
- The transporters would exit the M6 at Grena Green to join the A75(T) to heading west through Dumfries; and
- From the A75(T) the vehicles would turn onto the B727 and then travel to the Proposed Development Site access point via forestry tracks.

4.2.2 General Traffic

The majority of the construction traffic is considered to be 'general' and includes HGVs, Light Goods Vehicles (LGVs) and cars. The majority of heavy vehicles are likely to be 20-tonne 'tipper trucks' i.e. large rigid HGVs carrying stone or other construction materials. There will also be concrete trucks and low loaders which would carry plant and machinery as well as some construction materials.

4.3 Construction Traffic Type, Volume and Programme

Table 11-2-2 illustrates the type and volume of HGV traffic associated with the Proposed Development. The values presented in this section originate from Chapter 11: Transport and Access.

Table 11-2-2: Estimated No. of HGV Trips during Construction

Construction Task	Vehicle Type	Approximate No. of Loads
Site Establishment	Low Loader and Dump Truck	120
General site deliveries	Low Loader and Dump Truck	120
Imported stone (access roads, crane hardstanding areas, other hardstanding areas)	Dump Truck	7,410
Reinforcement	Low Loader	22
Foundations (off-site batched concrete)	Concrete Wagon	3,404
Cabling deliveries and sand	Low Loader	300
Geotextile separators	Low Loader	110
Delivery of HV electrical items	Dump Truck	30
Delivery of BESS components	Various	80

Construction Task	Vehicle Type	Approximate No. of Loads
Delivery of Solar components	Various	100
Construction of Substation	Various	100
Cranes and related lifting equipment	Crane Vehicle	42
Erection of turbines	Abnormal Loads	99
Site reinstatement and restoration	Various	60
Total (one-way trips)		**11,997**
Total (two-way trips)		**23,994**

It is anticipated that over the construction period, 23,994 vehicles would travel to and from the Proposed Development. This total is comprised of a variety of different vehicle types. There are anticipated to be 99 one-way abnormal vehicle movements to the Proposed Development Site.

The construction of the Proposed Development is anticipated to take approximately 12 to 18 months. For the purpose of providing a robust assessment, a 12 month construction phase has been assumed as this scenario would result in the highest concentration of construction traffic on the road network.

Using the indicative construction programme, the number of HGV deliveries anticipated at the Proposed Development Site per month of the construction phase has been calculated as illustrated in **Table 11-2-3,** which indicates that the peak traffic generating month of the construction phase is month six.

Table 11-2-3: Estimated No. of HGV Trips per Month

Construction Task	1	2	3	4	5	6	7	8	9	10	11	12	Total
Site Establishment	40	40	40										120
General site deliveries	20	20	20	15	10	5	5	5	5	5	5	5	120
Imported stone	1,370	1,370	1,370	1,100	1,100	1100							7,410
Reinforcement				6	6	6	6						22
Foundations (concrete)				851	851	851	851						3,404
Cabling / sand							75	75	75	75			300
Geotextile separators				28	28	28	28						110
Delivery of HV electrical items						15	15						30
Delivery of BESS components							40	40					80
Delivery of Solar components							34	33	33				100
Construction of Sub-station								34	33	33			100
Cranes and related lifting equipment						21	21						42
Erection of turbines							25	25	25	24			99
Site reinstatement and restoration											30	30	60
Total (one-way trips)	**1,430**	**1,430**	**1,430**	**1,999**	**1,994**	**2,025**	**1,099**	**212**	**171**	**137**	**35**	**35**	**11,997**
Total (two-way trips)	**2,860**	**2,860**	**2,860**	**3,998**	**3,988**	**4,050**	**2,198**	**424**	**342**	**274**	**70**	**70**	**23,995**

Table 11-2-3 indicates that the HGV trips are relatively well spread out over the duration of the construction period. Month six has the highest number of trips associated with the importation of stone for the construction and upgrading of the Proposed Development Site access track network. The final five months are very light in terms of HGV trips when compared with the earlier months.

5 Managing and Minimising Traffic Impacts

5.1 Introduction

There are a number of measures proposed to manage and mitigate the impact of general construction traffic and abnormal loads associated with the construction phase of the Proposed Development.

The appointed Principal Contractor will be responsible for implementing measures to manage and minimise impacts. The Principal Contractor will undertake consultation with relevant stakeholders as required. More information on how the CTMP will be managed and promoted is included in Section 6. The Principal Contractor will be obliged to implement measures as a condition of their appointment and in order to accord with statutory / best practice construction methods.

If the Proposed Development were to be decommissioned in the future, the following measures, although focused on construction, are also generally applicable to the decommissioning stage.

5.2 Volume of Imported and Exported Material

In order to minimise the volume of imported material such as aggregates for on-site track construction and crane hardstanding, the Principal Contractor would seek to obtain stone from on-site borrow pits (to be used on a temporary basis). It is anticipated that concrete would be imported to Proposed Development Site.

In addition to reducing the importation of material, the Principal Contractor would be committed to re-using materials, such as soil, that has been stripped from the Proposed Development Site during the Site establishment phase. This material would be stockpiled, and the majority used to landscape the Proposed Development Site on completion of the construction activities.

5.3 Delivery Control

The Principal Contractor would be required to plan and manage deliveries and collections from the Proposed Development Site to minimise the impact on the surrounding road network and to minimise the impact on the local communities. The Principal Contractor shall consider the following measures during the construction period:

- As far as possible, delivery of materials (especially abnormal loads) shall not be within the morning and evening road network peaks;
- Deliveries to be scheduled wherever possible to avoid routing through communities during school drop-off and pick-up times;
- The number of delivery trips shall be minimised through a combination of consolidated ordering, rationalising suppliers and consolidated deliveries;
- On-site waste shall be minimised through recycling and re-use to minimise the number of collections from the Proposed Development Site;
- Delivery times would be controlled to prevent HGV convoying, particularly during peak construction periods. The release of vehicles from the Proposed Development Site would also be managed to prevent large convoys of vehicles;

- Review of delivery times considering aspects such as school holidays, events in the local community, thus minimising the impact of peak construction deliveries on the road network (where feasible);
- HGV movements to access and leave the Proposed Development Site would not occur outside of the construction hours (07:00 to 19:00 on weekdays and 07:00 to 13:00 on Saturdays) with the exception of abnormal loads or where prior agreement from Dumfries and Galloway Council has been sought;
- All suppliers would be instructed to only make use of the agreed access route;
- Regular suppliers would be instructed to mark up their vehicles with easily identifiable and readable unique referencing to enable the general public to easily identify who they are and that they are associated with the Proposed Development;
- Regular monitoring of construction traffic speeds, particularly in the vicinity of sensitive receptors; and
- Implement suitable policies governing actions to be taken against vehicles which fail to comply with the measures outlined in this Plan. The nature of these actions would be confirmed by the Principal Contractor, once appointed.

5.4 Sustainability

The Principal Contractor would plan and execute construction to include the following sustainability objectives:

- Minimisation of vehicle movements to / from the Proposed Development Site;
- Promotion of shared transport arrangements for construction staff;
- Thorough pre-planning of operations on-site to optimise the redistribution of earthworks materials together with minimisation of haul distances;
- Reduce the quantity of aggregates used on-site by means of alternative construction techniques and the use of borrow pits;
- Apply a reduce-reuse-recycle philosophy to all waste processing activities; and
- Conform to construction / building codes of practice in relation to sustainability objectives and procedures.

5.5 Site Operating Hours

The 'core' hours of Proposed Development Site operation are intended to be 07:00 to 19:00 Monday to Friday and 07:00 to 13:00 on a Saturday. There will be no external construction activities or scheduled deliveries on a Sunday or on bank holidays (with the exception of abnormal loads).

The purpose of the working hour restrictions is to find a balance between progressing construction at an acceptable speed and minimising the impact upon the local community.

The only exception to the above working hours is associated with the delivery and erection of turbine components and the pouring of concrete.

5.6 Traffic Route Designation

As indicated by **Figure 11-3** in **Volume 4** of this EIA Report and **Technical Appendix 11-1** in **Volume 3** of this EIA Report, the abnormal load vehicle route is from King George V (KGV) Docks in Glasgow, via the M8, M74, A74(M), M6, A75 and B727 to the Proposed Development Site access point.

General construction traffic would route to Proposed Development Site via the A75(T) then the B727 and forestry tracks for the main Proposed Development Site access, or the A762 for the solar access.

The local community would be able to report any instances of HGVs not utilising the designated route to the Liaison Officer (by phone, by email, via Dumfries and Galloway Council, or in person) who would take necessary action to prevent a repeat but given the location of the Proposed Development Site, the designated routes are the most efficient and direct routes to the Proposed Development Site from the A74(M), so no issues are anticipated.

5.7 Abnormal Loads

The following points summarise the measures proposed to mitigate the impacts of abnormal load deliveries. The turbine supplier / transport provider for the turbine components will be responsible for abnormal loads mitigation in consultation with Dumfries and Galloway Council, Transport Scotland, Police Scotland and other relevant stakeholders.

- Typically, abnormal loads movements are restricted to outwith the peak hours when existing traffic flows on the route would be lower. Information on the movement of abnormal loads would also be provided to the local press to help inform the general public;
- The local community would be informed (by letter / email to the community council) when the abnormal loads would be travelling along the route to ensure that interaction between the local community and abnormal load delivery vehicles is minimised;
- It is noted that the abnormal load deliveries are usually undertaken in small convoys. The usual make-up of a convoy is three abnormal load vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the abnormal load vehicles;
- Advance temporary warning signs would be installed at various points along the abnormal loads route to advise drivers that abnormal loads would be operating on the route with dates and times provided. The purpose of the signs is to provide driver information which would allow people to either avoid the area until the convoy has passed, take an alternative route or to proceed with caution; and
- If a road closure is required, arrangements would be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access. Formal approval would be sought from Dumfries and Galloway Council in accordance with the necessary processes should a road closure be required.

5.8 Escort Vehicles

A specialised vehicle escort company, or Police Scotland, would assist during the transportation of abnormal loads. Escort vehicles are standard practice in turbine delivery, and the supplier of the turbine components and their selected haulier would make the necessary arrangements for the required movements.

5.9 Wheel Cleaning

A wheel washing facility (or similar device such as a vibration mechanism) would be installed close to the Proposed Development Site access points to reduce mud and debris being deposited onto both the B727 and the A762. The Principal Contractor would be responsible for implementing and managing the wheel cleaning facility. The type of wheel cleaning facility would be agreed in consultation with Dumfries and Galloway Council.

5.10 Signage and Wayfinding

Temporary construction signage would be erected at the Proposed Development Site access point and at appropriate locations along the designated construction route, to warn people of activities and associated vehicles, and to direct construction traffic to the Proposed Development Site. The purpose of such signage is to provide driver information and to maintain road safety along the construction traffic route.

5.11 Workforce Travel and Parking Arrangements

It is unlikely that any on-site workforce would walk to the Proposed Development Site due to the location. It is more likely that the majority of the workforce would travel to the Proposed Development Site either via Principal Contractor's works mini-buses or by car / van / pick-up.

Construction staff would be encouraged to car share or travel by shared works vans to minimise traffic movements and minimise on-site parking requirements.

Car parking for the workforce would be provided entirely within the confines of the Proposed Development Site boundary and no overspill would be permitted onto the public road network within the area.

All plant, machinery and vehicles when parked would be with the hand brakes applied and ignition keys removed. Where immobilisers are fitted, these would be fully activated. This applies mostly to plant and machinery left on Proposed Development Site overnight, weekends and during holiday periods.

Full consideration must always be given to unauthorised persons gaining access to plant and machinery when the Site is closed.

5.12 Travel Notice Board

The Principal Contractor would produce a Travel Notice Board to reinforce the CTMP measures being employed at the Proposed Development Site. These boards would include maps of the Proposed Development Site, maps identifying the designated haul routes to the Proposed Development Site, and maps indicating key facilities. Notice

boards would be placed in locations such as worker changing rooms and at access points.

5.13 Staff Induction Process

Immediately on commencement of construction, all delivery drivers, operatives and visitors would report for induction at the main compound. The induction would also be communicated to all sub-contractors at their inception meeting.

All operatives would be advised on emergency procedures, assembly points, first aid, Site rules and location of welfare facilities, policies and contacts at this time. All operatives would be instructed to sign in and out at the Proposed Development Site access points each day.

All Site staff would be informed about traffic management arrangements and procedures via Site induction literature. All Principal Contractor induction literature would contain information on CTMP arrangements such as car parking provision.

5.14 Contracts and Emergency Procedures

The appointed Principal Contractor would be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include but not limited to: Dumfries and Galloway Council, Transport Scotland, Police Scotland, Fire and Rescue Service, local landowners, local businesses, Community Council and local residents.

The appointed Principal Contractor would be responsible for preparing an Emergency Plan for the approval of Dumfries and Galloway Council and the emergency services. The Emergency Plan would contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

Prior to the commencement of construction, the appointed Principal Contractor would make contact with stakeholders to obtain the latest information on any incidents / developments / events in the area.

6 Implementation and Monitoring of the CTMP

6.1 General

The implementation and monitoring of the CTMP would be the responsibility of the Principal Contractor. Further evolution of the CTMP would be required during the detailed project planning stages and during the construction period itself.

The Principal Contractor may employ a number of sub-contractors on the Proposed Development Site who would fall under the auspices of the CTMP and would have an obligation to adhere to the plan written into their contracts.

6.2 Responsibilities of the Principal Contractor

6.2.1 Primary Point of Contact

The Principal Contractor would nominate a Site Liaison Officer (SLO) to be responsible for the co-ordination of all elements of traffic and transport during the construction of the Proposed Development. The SLO would provide a direct point of contact with Dumfries and Galloway Council whom they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

The Principal Contractor would review and update the number of Site personnel, traffic numbers and the construction programme as the project progresses. Regular updates would be provided to Dumfries and Galloway Council and Transport Scotland about traffic management and any significant changes would be discussed and agreed before implementation. Regular meetings, where required, would be organised for monitoring purposes.

6.2.2 Transport Co-ordination

The Principal Contractor would be responsible for the co-ordination of all elements of HGV transport to and from the construction Site. The Principal Contractor would be responsible for co-ordination and liaison with Dumfries and Galloway Council, Transport Scotland, and the local community as necessary.

The SLO would inform Dumfries and Galloway Council and Transport Scotland of any significant matters that may affect traffic movement by means or reports issued at regular intervals or by day to day reports of any significant essential changes to transport plans necessitated by circumstances. Contact details for the SLO would be made available to all relevant parties prior to commencement of works on Proposed Development Site.

6.2.3 Liaison with Local Community

The key to the success of the CTMP would be how it is communicated to the local community and how it is adapted to take on board feedback received.

As indicated above, the Principal Contractor would provide a SLO to act as a point of contact with the roads authorities and the local community. The SLO would be responsible for keeping the local community informed of progress on the Proposed

Development Site and warning them of upcoming activities which may give rise to increased construction vehicle movements.

The SLO would also monitor for other construction activity in the area which may have an impact on the adjacent highway network. Coordinating with the developers / contractors of any such works and the local community, the SLO will ensure that, where possible, cumulative impacts are kept to a minimum.

The SLO would be able to attend Community Council meetings to provide a report and to be on hand to answer any questions that the local community may have. Contact details would be provided for the SLO (telephone number and email address) so that members of the public have an opportunity to ask questions and provide feedback. The Principal Contractor would also make use of the local press to disseminate information regarding traffic management and other activities.

6.2.4 Vehicle Movement Monitoring

The number of vehicles travelling on and off the Proposed Development Site would be monitored during the construction works. This would be achieved through the control points at the secure access point. The access point would be staffed, and all vehicle movements would be recorded in and out so that there is a daily record of movements on and off the Proposed Development Site.

This information can be made available to the roads authorities on request to monitor Proposed Development Site traffic levels against the estimated numbers set out in the CTMP.

Use of the agreed and designated routes by hauliers would be monitored by undertaking spot checks by the Principal Contractor. These spot checks would take the form of observations or surveys at key locations. The information collected from the spot checks would be held by the Principal Contractor and made available on request. Proposed Development Site vehicles can carry identification stickers, so it is clear that they are serving the Proposed Development.

7 Summary

The purpose of this outline CTMP is to provide a workable Plan to mitigate the traffic impacts of the construction stage of the Proposed Development.

Construction of the Proposed Development is anticipated to take approximately 12 to 18 months. A comprehensive review of the construction related activity programme in **Table 11-2-3** indicates that month six will experience the greatest volume of vehicle movements. The daily worst case HGV trip generation is considered to be approximately 184 two-way trips (92 inbound and 92 outbound), assuming a working week of 5.5 days. This equates to 15 two-way trips per hour assuming a 12-hour working day. It is important to note that this represents a temporary intensification of vehicle traffic over a short period of time, and it should also be noted that the traffic numbers set out in **Table 11-2-3** assume a 'worst-case' scenario of 100% stone imported and a 12 month construction phase.

The following measures are proposed to manage and mitigate the effects of construction of the Proposed Development:

- minimising volume of imported / exported material;
- delivery control mechanism;
- sustainability principals and compliance;
- staff induction;
- Site operating hour restrictions;
- designated construction traffic routes to the Proposed Development Site;
- designated abnormal loads route to the Proposed Development Site;
- wheel washing facilities;
- signage and wayfinding;
- advisory speed limits;
- workforce travel and parking arrangements; and
- contacts and emergency procedures.

The following actions are proposed with regards to the management, promotion and maintenance of the CTMP:

- appointment of a Site Liaison Officer;
- provision of regular updates to stakeholders relating to traffic volumes and construction programme;
- co-ordinating with other developers;
- monitoring through spot checks; and
- local communication consultation.