CALEDONIA
Offshore Wind Farm

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Volume 7E Proposed Development (Onshore) Appendices

Appendix 9-2 Outline Construction Traffic Management Plan

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AIL	Abnormal Indivisible Load
ATC	Automatic Traffic Count
AMSC	Approval of Matters Specified in Conditions
CTMP	Construction Traffic Management Plan
DE	Design Envelope
EIAR	Environmental Impact Assessment Report
HDD	Horizontal Directional Drilling
HGV	Heavy Goods Vehicle
km	Kilometre
LGV	Light Goods Vehicle
NMU	Non-Motorised User
Outline CTMP	Construction Traffic Management Plan
ONEC	Onshore Export Cable Corridor
OnTI	Onshore Transmission Infrastructure
PPP	Planning Permission in Principle
PRoW	Public Rights of Way
SRN	Strategic Road Network
T&T	Traffic and Transport

1 Introduction

1.1 Objective

1.1.1.1 This Appendix of the Environmental Impact Assessment Report (EIAR) sets out an Outline Construction Traffic Management Plan (Outline CTMP), prepared in support of the Traffic and Transport (T&T) assessment of the Proposed Development (Onshore). It identifies the management framework and delivery objectives through which the Outline CTMP will be delivered and monitored as part of the construction of the Onshore Transmission Infrastructure (OnTI).

1.1.1.2 This document should be read in conjunction with the T&T assessment within Volume 5, Chapter 9: Traffic and Transport.

1.2 Document Purpose and Limitations

1.2.1.1 It should be noted that this is an Outline CTMP. The detailed CTMP, which will include further details of specific construction activities, detailed vehicle route assessments, site compound operations and swept path assessments, will be prepared as part of a future Approval of Matters Specified in Conditions (AMSC) application.

1.2.1.2 The contents of this Outline CTMP are therefore intended to set out a basic framework and series of vehicle management actions or principles that will help facilitate the safe operation of construction vehicles to, from, and within the limits of the OnTI Red Line Boundary (RLB). This Outline CTMP is based upon the information available at the time of writing, including but not necessarily limited to, an estimation of the number of construction compounds which has been derived from a high-level construction programme.

1.2.1.3 It is recognised that the information presented within this outline document will require to be updated as part of any AMSC planning application. It is expected that any such update will provide a greater level of site-specific detail which will be based upon the location of construction compounds, as well as their individual access arrangements and junction configurations.

1.3 The OnTI and Construction Compounds

1.3.1.1 The OnTI comprises a number of components, namely a Landfall Site on the Aberdeenshire coast at 'Stake ness', located to the west of the town of Banff, a *circa* 37 kilometre (km) Onshore Export Cable Corridor (running south-east from the Landfall Site), two Onshore Substations-located within the same footprint at an Onshore Substation Site located within the proximity of New Deer and an Onshore Grid Connection Export Cable Corridor will contain the Onshore Grid Connection Export Cable Circuits and connect the Onshore Substations to the Grid Connection Point.

1.3.1.2 The EIAR is based upon a Design Envelope (DE) approach which has been used to inform the development of this Outline CTMP. The DE identifies a range of parameters associated with each aspect of the proposal, enabling a realistic assessment of the likely worst-case environmental effects upon a particular receptor. By employing this DE approach, Caledonia Offshore Wind Farm Limited (the Applicant) seeks to retain a reasonable level of flexibility in the design of the Proposed Development (Onshore) within certain maximum extents and ranges, all of which are fully assessed and reported in the EIAR.

1.3.1.3 At this stage, as a worst case, four main construction compounds will be located within the Onshore Export Cable Corridor, with smaller satellite compounds potentially located every 2.5km. It is important to note that the exact location and number of construction compounds will be identified at the detailed design stage within subsequent AMSC applications.

1.3.1.4 The Landfall Site and Onshore Substations will each have a single construction compound.

1.4 Report Structure

1.4.1.1 The remainder of this Outline CTMP is as follows:

- Section 2: Construction traffic generation and vehicle types, including the transport of abnormal loads;
- Section 3: Construction compounds, vehicle routing and potential route constraints;
- Section 4: Impact mitigation and vehicle management;
- Section 5: Monitoring and compliance; and
- Section 6: Summary.

2 Construction Traffic

2.1 Construction Traffic Categories and Trip Generation

2.1.1.1 In conjunction with the general construction traffic which will travel to / from the construction compounds via the public road network (see Section 3.5), a variety of on-site plant will also be in use, including grading tractors, excavators, HIAB-type cranes, forklifts, bulldozers, and dumper trucks. The majority of the earthmoving equipment will be transported onto site through the use of standard Heavy Goods Vehicle (HGV) low loaders. Other smaller vehicles or Light Goods Vehicles (LGV) in use will include delivery vans and trucks <7.5 tonne.

2.1.1.2 Construction staff will typically arrive in private vehicles. On-site temporary parking will be provided at construction compounds with the number of spaces being considered on a case-by-case basis.

2.1.1.3 There may be opportunities for staff transport to use minibuses for larger groups of site operatives (for example, groups of staff commuting from local towns such as Banff). This approach will help minimise the number of staff vehicles on the public road network at any one time, particularly during the start and end of the daily work shifts.

2.1.1.4 It is expected that the standard construction hours of the OnTI will be from 7am to 7pm Monday to Friday and 7am to 12pm Saturday. Certain works e.g. Horizontal Directional Drilling (HDD) may have to be undertaken outside of normal working hours with the potential for 24 hours working required. This will, however, be reviewed as part of the full CTMP which will accompany the AMSC application.

2.1.1.5 Based upon the provisional construction programme, a trip generation model has been used to forecast the number of construction vehicles expected to be associated with the peak period of construction, or a 'worst case' scenario. Full details of this are presented in Section 9.8 of Volume 5, Chapter 9: Traffic and Transport, and summarised in Table 2-1 below.

Table 2-1 Construction vehicle generation (peak AADT)

Construction Work Stream ('Worse Case' anticipated to be Q1, year 2)	HGVs (AADT)	LGVs (AADT)
Onshore Substation Site	14	154
Landfall Site	14	71
Onshore Export Cable Corridor	101	69

2.1.1.6 The routing of construction vehicles will depend upon the location of the construction compounds, with the intention that routing will prioritise 'A roads' wherever possible. Full details on the construction vehicle routing are provided in Section 3.

2.2 Abnormal Indivisible Loads

2.2.1.1 Potential conflict between construction traffic and other road users may arise through the transport of AILs. This is expected to be due to the dimensions of the loads or the potential necessity to hold back traffic in constrained areas. Areas of conflict may include:

- In rural areas where wide loads might straddle the centre white line, potentially encountering fast-moving oncoming traffic;
- At road junctions where turning AILs require other traffic to yield on other approach arms;
- Road-side signage, lighting columns or other structures that may restrict the passing of over-sized loads;
- Weight limits on existing culverts and / or bridges that may limit the number of route options available to contractors; and
- The transport of over-sized loads through residential areas or past other sensitive receptors (i.e. schools, etc.).

2.2.1.2 Urban areas along the route present distinct challenges for AILs. While vehicle speeds may be lower if compared to rural road types or where national speed limits above 30mph apply, urban areas typically include potential conflicts with other road users, including pedestrians, cyclists, local vehicular traffic, parked vehicles, side junctions, and street furniture.

2.2.1.3 It is anticipated that any AILs will most likely consist of the transportation of electricity transformers. The dimensions of the single largest load (expected to be a 500 MVA transformer) will be approximately 6m long, 2.5m wide, 3m high,

and 1,000 – 1,500 tonnes. The key element impacting on the routing will therefore be weight.

2.2.1.4 The routing of these loads will be subject to detailed discussions between the Applicant, Aberdeenshire Council and Police Scotland. Transport Scotland will also be consulted where / if the movement of AILs requires the use of the trunk road or Strategic Road Network (SRN). All AIL routing will look to avoid populated areas, peak periods, and routes with infrastructure constraints such as bridge weight limits.

2.2.1.5 AILs will be transported using multi-axle low loaders via a surveyed route, originating most likely from Peterhead via the Maryhill crossroads. Given that the size of the 500 MVA 275/400kV transformers will be of a similar length to those that were used for the neighbouring Moray East development (i.e. 340 MVA transformers), it is likely that similar multi-axle trailers and tractor units will be used.

2.2.1.6 Cable drums will be delivered using standard low loader HGV. As such these loads are therefore not considered to fall under the AIL category.

2.2.1.7 Full details on the proposed mitigation strategy for AILs is set out in Section 4.6.

3 Construction Compounds and Vehicle Routing

3.1 Introduction

3.1.1.1 Within the context of this Outline CTMP, each of the three components mentioned in Section 1.3 feature site-specific construction requirements, including the location of the construction compounds and vehicle routing / management. Details of these are outlined in the following Sections 3.2-3.6.

3.2 Landfall Site

3.2.1.1 The current construction programme indicates that construction of the Landfall Site will be delivered form a single compound, provisionally accessed off the B9139. It is possible that this access point will also provide vehicular access to / from the most northern of the Onshore Export Cable Corridor (ONEC) construction compound(s), however, this will be identified as part of the detailed design stage.

3.3 Onshore Export Cable Corridor

3.3.1.1 Running along the full length of the ONEC will be a 'core' haul road, with a break in this road to allow for construction activities associated with HDD at the River Deveron. This internal route will allow construction vehicles to move between different areas and construction compounds, therefore minimising the need for construction traffic to travel on the public road network. It is acknowledged, however, that where the ONEC crosses public roads, construction traffic will exit the haul road, cross the public carriageway, then rejoin the haul road on the opposite side.

3.3.1.2 The layout of the access points and their interface with the public road will be based upon site-specific design requirements, prepared in accordance with Aberdeenshire Council highway standards. It is expected that the majority of these access points will take the form of a 3-arm priority junction, designed to accommodate the largest vehicles expected to access / egress the site(s). At a small number of access locations, 4-arm staggered priority junctions may be required.

3.3.1.3 The main construction compounds will each provide a 'hub' function within the length of the Onshore Export Cable Corridor, providing space for material and plant storage as well as access to the satellite compounds. The final operational details of these main compounds will be further developed as part of the detailed construction programme.

3.4 Onshore Substation

Construction of the Onshore Substation Site is currently programmed to be delivered from a single compound, with access taken via an existing junction on the western side of the unclassified road. The compound location and indicative access location is illustrated in Photo 1 and subject to ongoing discussions with the current operator of the Moray East and New Deer Substation. The proposed junction is located approximately 500m south of Maryhill Farm.

Photo 1: Proposed location of Substation Site construction access (unclassified road, looking north)
Source: Google

3.4.1.1 This Onshore Substation Site access junction will be designed and delivered in accordance with Aberdeenshire Council highway design guidance.

3.5 Construction Vehicle Routing

3.5.1.1 Where plant or materials are required to be transported to / from the construction compounds, it has been assumed that these vehicles will originate from either a westerly, southerly, or easterly location, with the total trip generation then being distributed equally between all three origins. Based upon the construction information available, 33.3% of all construction trips will therefore originate from a location west of the construction compound(s), 33.3% from a location south of the compound(s) and 33.3% from a location east of the compound(s).

3.5.1.2 The construction vehicle routing will then be based upon a hierarchy of rules or principles, as set out below:

- Wherever practicably possible, all construction vehicles will be required to use the internal haul road(s) rather the public road network;

- Construction vehicles shall remain on the trunk road network for as long as practicably possible (i.e. the A96 or A90);
- Once no longer on the trunk road, all construction vehicles should use 'A' roads wherever possible, followed by the surrounding network of 'B' roads;
- Vehicle routing must avoid residential or urban areas wherever possible;
- Where it is unsafe for vehicles to travel along narrow, single lane rural roads, construction vehicles may need to be routed through towns / villages, but this will only be undertaken following a full risk and safety review;
- Where there is already evidence of large vehicles of using specific links, including HGV's and / or buses, these have been assumed to be of a sufficient standard to accommodate the construction traffic associated with the Proposed Development (Onshore); and
- Where 'A' roads or 'B' roads can no longer be used to access the construction compounds, vehicles may then utilise the unclassified, rural roads which make up a large proportion of the overall surrounding local road network.

3.6 Preliminary Review of Potential Route Constraints

3.6.1.1 Following this Outline CTMP, a detailed CTMP will be prepared to identify any potential route constraints.

3.6.1.2 Potential constraints may include, but will not necessarily be limited to, the following:

- Sub-standard roads or junctions that, based on their current configuration, will not be able to accommodate the swept paths of the forecast construction vehicles;
- Insufficient visibility, particularly at construction access points / junctions;
- Where third party land may be required to provide temporary junction upgrades; or
- The presence of culverts or other structures which are unable to accommodate the weight of the anticipated construction vehicles.

3.6.1.3 As part of a more detailed route constraint review, the full CTMP will include:

- Consideration of verge protection and tree canopies which may foul loads;
- Condition surveying to ascertain the extents of existing road defects prior to construction commencing thereby protecting the developer from spurious damage claims from highway owners / operators;
- A detailed review of recorded accidents and injury data along the proposed vehicle routes. It is expected that this will help inform the development of temporary mitigation measures. The main T&T assessment includes further details of this accident review;
- Swept path assessments at the access points to demonstrate the extents of any temporary over-run areas that may be required, including widened

junction bell-mouths. Assessment of the required Aberdeenshire Council visibility splay requirements will also form part of this process; and

- Identification of the limits of the adopted public road.

4 Mitigation of Impacts and Constraints

4.1 General Traffic Management Controls

4.1.1.1 The mitigation of any negative impacts resulting from the movement of construction vehicles will be managed through the adoption of a 'considerate contractor' approach. This will involve focused communication and engagement between all contractors, sub-contractors and suppliers throughout the Proposed Development (Onshore) supply chain.

4.1.1.2 There are a wide range of potential mitigation measures which, when implemented, will contribute to the safe and efficient operation of the construction compounds and their transport requirements. Some of the measures which are likely to be implemented during the construction of the Proposed Development (Onshore) include:

- All trucks which are transporting dry and dusty materials will be covered to minimise dust and prevent spills on public roads;
- Construction traffic (i.e. HGVs, LGVs, and cars belonging to site operatives) will follow designated routes to minimise disruption in sensitive areas such as villages or schools;
- Continuous communications to sub-contractors throughout the Proposed Development (Onshore);
- Signs indicating pre-defined construction traffic routes will be installed prior to the start of any works. All drivers will be informed to use these routes. Warning signs will also be placed near site entrances to alert other road users in advance;
- Effective and up to date public communication during construction;
- Comprehensive processes will be implemented to ensure that construction vehicles maintain the highest standards, preventing the spread of mud and debris onto the public roads;
- Construction access points will be tarred to adoptable standards for an agreed distance (potentially *circa* 10m) from the give-way line to reduce debris from being brought onto the carriageway; and
- Temporary parking restrictions will be enforced as necessary, with alternative parking options provided where reasonably practicable.

4.1.1.3 Full details and configurations of the proposed site access junctions will be set out within the detailed CTMP.

As noted in Section 3.6.1.3, road conditions will be inspected prior to the start of any works. Upon completion of the construction works- a survey and repair regime will be agreed with Aberdeenshire Council for the major and minor roads which will be used by construction vehicles. This may also include liaising with local stakeholders, particularly local landowners / farmers.

4.1.1.4 Where access routes are not located on 'A roads', for example, rural roads which are often less than 5.5m in width, passing places will be provided within the limits of the adopted public road to ease access for all road users (where this can be delivered). The location and frequency of these passing places will be identified as part of the detailed planning application.

4.2 Pedestrian, Cycle and Horse Access Management

4.2.1.1 Wherever there are likely to be any potential interactions between construction traffic and Non-Motorised Users (NMU), the following actions will feature as part of a wider Access Management Plan (to be submitted at the detailed design stage):

- Enforcement of construction vehicle speed limits, particularly where construction activities are in close proximity to core paths and other Public Rights of Way (PRoW);
- Signage at all site access points, to remind drivers of the potential presence of pedestrians, cyclists or horse riders;
- Training for all site staff to include the identification of measures which focus on minimising potential accidents between construction vehicles, horses, and their riders. Such measures, as recommended by the British Horse Society, include;
    - Upon seeing horses, drivers must slow down and stop (where safe to do so);
    - Minimise the use of air brakes (due to their loudness); and
    - When overtaking, drivers must ensure the rider is aware of their presence and give sufficient space between the horse and vehicle.

4.2.1.2 Further details on the proposed measures to be implemented to manage the interaction of construction vehicles and NMU's is presented in Section 9.11.4 of Volume 5, Chapter 9: Traffic and Transport.

4.3 Construction Environmental Management Plan

4.3.1.1 A Construction Environmental Management Plan (CEMP) will be developed in parallel to the CTMP, setting out a series of site-specific measures which will be implemented to reduce the impact of noise, dust and excessive vehicle speeds.

4.4 Signage

4.4.1.1 Signage will be used to warn drivers on the approaches to the affected sections of the local road network, especially in the case of diversions or to advise drivers construction traffic may be in operation along specific routes. Traffic management signage will be provided in accordance with the Traffic Signs Regulations and General Directions (TSRGD) 2016 and Traffic Signs Manual Chapter 8.

4.4.1.2 Signage will be used to inform public / staff of compound or delivery areas and speed reductions (i.e. a speed limit of 10mph on the approach to construction site access points). A plan showing all routes and their associated signage will be created as part of the detailed CTMP.

4.4.1.3 Advance warning signs will be provided in advance of all construction access points. Where crossings are proposed, 'Heavy Plant Crossing' signs will be provided on the public road. Site access junctions will also feature 'Caution Site Entrance' signs.

4.5 Internal Roads Management

4.5.1.1 The management of construction vehicles applies to movements throughout the wider road network but also within the construction sites themselves. Internal vehicle movements will be managed through a series of site-specific rules, including:

- All construction vehicles will be fitted with a CB radio (or similar);
- The maximum speed limit for all traffic travelling along haul roads will be 10mph;
- As far as practical, site rules will be established to ensure that no vehicles reverse out of the site onto the public road network. Where this movement cannot be avoided, banks-persons must be present to ensure the safety of public road users. This does not apply to vehicle parking at construction site car parks; and
- All construction vehicles operating within the defined works areas will have headlights and warning lights operating at all times. This will not apply to cars used for personnel transport within the site office parking area(s).

4.6 AIL Mitigation

Planning and Key Mitigation Actions

4.6.1.1 The number of AIL's are not yet known at this stage in the design process, however, it will be identified as part of the final CTMP and detailed planning application.

4.6.1.2 A full convoy operation plan will be developed in consultation with Aberdeenshire Council and Police Scotland representatives (Transport Scotland will also be included in discussions where / if the SRN is required). This plan must be developed and agreed *before* deliveries to the site can commence.

4.6.1.3 A detailed review of potential AIL routes will be required for determining junctions that may have constraints for AIL's and their respective convoys. Such a review will also allow for swept path assessments for the worst-case scenarios, such as the delivery of transformers.

4.6.1.4 AIL signage will be required at the beginning of all routes, as well as along routes where other roads will be connected via junctions. This is to inform road users of AIL's operating in the area, with specific dates and times.

4.6.1.5 It is proposed that all AILs will be delivered under full Police and civilian escort. The escorts and convoy will remain in radio contact at all times.

4.6.1.6 Contingency and Incident Plans for incidents such as tyre punctures, breakdowns and accidents are set out below. In all situations, the safety of personnel and the public is central to the transport of AILs and all reasonable steps to ensure this safety will be undertaken.

4.6.1.7 The timing of deliveries significantly influences the potential impact of convoys on the road infrastructure and surrounding receptors. If a convoy strategy is deployed, it is generally advisable to schedule convoy movements outside of peak traffic periods to minimise their impact on background traffic flows.

4.6.1.8 The times at which the convoys will travel will therefore be agreed with the Police. Typical delivery times for similar projects has seen the very early morning periods used in constrained sections as traffic levels are generally lighter than those found in the afternoon, and disruption is therefore minimised.

AIL Contingency and Accident Plans

4.6.1.9 Below are the basic guidelines that will be followed for handling contingencies such as tyre punctures, breakdowns, and accidents. Safety is of utmost importance in all situations.

4.6.1.10 In the case of a breakdown or incident, the following protocols will be followed:

- Attempt to move vehicles off the road if feasible;
- Close the convoy to minimise its length once stopped;
- Use hazard warning lights to alert other traffic if the vehicles obstruct traffic flow;
- Always wear personal protective equipment (PPE) when outside the vehicle;
- Sidelights and flashing beacons to remain on at all times;
- Staff should not stand between convoy vehicles and oncoming traffic, or between convoy vehicles. They should position themselves where all road users can see them, waiting on the verge or behind barriers if present;
- In case of injuries, all staff must remain at the scene until emergency services arrive;
- If a collision occurs resulting in damage or injury to any person, vehicle, animal, or property, the convoy must stop, provide contact and vehicle registration details to involved parties, and report the incident to the police;
- In case of a collision, staff must follow directions from escort police officers or attending officers; and

- If the convoy can restart after an incident, it should only do following confirmation from the Police.

5 Monitoring and Compliance

5.1 Introduction

5.1.1.1 To implement and enforce the guidelines and requirements of this Outline CTMP as well as the forthcoming detailed CTMP, a robust monitoring strategy is required. This must clearly identify the contractor's construction traffic co-ordinator who will be the first point of contact for all issues relating to the management of construction vehicles.

5.1.1.2 The purpose of this chapter is to set out the processes and techniques that will be implemented to ensure that all those involved in the operation and management of construction vehicle movements do so in accordance with the Outline CTMP and detailed CTMP.

5.2 Monitoring Actions

5.2.1.1 It is proposed that a series of monitoring initiatives will be put in place to allow the safe operation and movement of all construction vehicle movements to, from and within the Landfall Site, the Cable Corridor site, and the Substation Site.

5.2.1.2 These initiatives, which will operate continuously throughout the construction programme, will allow the Applicant to monitor the traffic management schemes set out in the CTMP, thus helping to maintain their effectiveness and to provide for the safety of traffic, the public and construction staff during traffic management works and any potential temporary traffic control measures.

5.2.1.3 The contractor will monitor site accesses and public roads immediately adjacent to the access points to enable measures to keep accesses and roads clean.

5.2.1.4 The contractor will record accidents, near misses, incidents and hazards, and resolve issues as informed by sub-contractors, stakeholders and the public. This will apply equally to both on-site activities and the public road network.

5.2.1.5 The contractor will monitor, review and, where necessary, suggest revisions to the CTMP and associated mitigation measures.

5.2.1.6 Appointed contractors will be responsible for maintaining detailed delivery schedules. Monitoring of personnel movements will involve periodic spot surveys to assess car park occupancy and gather feedback and complaints from staff and stakeholders.

5.2.1.7 To address any gaps or limitations in the detailed CTMP, construction workers, contractors, and suppliers will have access to dedicated communication channels, such as a specific email address, for providing feedback, ideas, and recommendations.

6 Summary

6.1 Objective

6.1.1.1 This Appendix of the EIAR sets out the Outline CTMP in support of the T&T assessment of the Proposed Development (Onshore). It identifies the management principles and framework through which the detailed CTMP will be implemented and delivered over the course of the construction of the Onshore Transmission Infrastructure (OnTI).

6.1.1.2 This document should be read in conjunction with the T&T assessment of the Proposed Development (Onshore), particularly in terms of the routing of the construction vehicle trip generation.

6.2 Limitations

6.2.1.1 This document is an Outline CTMP. The detailed CTMP, which will include further details of specific construction activities, detailed vehicle route assessments, site compound operations and swept path assessments, will be prepared as part of the expected future detailed planning application.

6.2.1.2 The contents of this Outline CTMP are therefore intended to set out a basic framework and series of vehicle management actions or principles that will help facilitate the safe operation of construction vehicles to, from, and within the limits of the construction boundary. This Outline CTMP is based upon the information available at the time of writing, including but not limited to, an estimation on the location and number of construction compounds (derived from a provisional construction programme).

6.3 Summary

6.3.1.1 The majority of construction traffic travelling to / from the construction compounds will fall under one of two categories, namely:

- General construction traffic, including staff transport, Light Goods Vehicles (LGVs), including staff transport and service vehicles <7.5 tonne; and
- Heavy Goods Vehicles (HGVs), including plant.

6.3.1.2 The construction process will occasionally require the transport of Abnormal Indivisible Loads (AILs), such as oversized loads including transformers. Construction vehicle routing will prioritise 'A roads', and avoid residential areas when possible, and will be refined through an assessment process and mitigation measures. Detailed discussions with Aberdeenshire Council, Police Scotland, and Transport Scotland will guide the routing of AIL loads to avoid populated areas, peak times, and infrastructure constraints. Potential negative impacts from construction vehicle movements will be managed through a 'considerate contractor' approach.

6.3.1.3 A Construction Environmental Management Plan (CEMP) will be developed alongside the CTMP to mitigate noise, dust, and excessive vehicle speeds. Actions and monitoring processes will be implemented to ensure the safe management of all construction vehicle movements within the construction sites.

6.4 Next Steps

6.4.1.1 The contents of this Outline CTMP are based upon a 'worst case' scenario whereby the greatest volume of construction traffic has been identified and then routed through the surrounding local road network.

6.4.1.2 As part of the anticipated future detailed planning application, the contents of this Outline CTMP will then be updated to reflect a more site-specific approach, particularly once greater detail and information is available on the final number and location of construction compounds.

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