



Burnside to Greens 400kV Connection

Outline Construction Traffic Management Plan

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Document Notes

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Document History

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1 Introduction

The Proposed Development is located in Aberdeenshire and lies between Burnside Substation and Greens Substation and near existing New Deer substation. The subject site is approximately 6km southeast of Turriff and approximately 4km southwest of New Deer. The Proposed Development extents are set out by the red line boundary (RLB) for which the planning permission in principle is being sought, as illustrated in Figure 1-1.

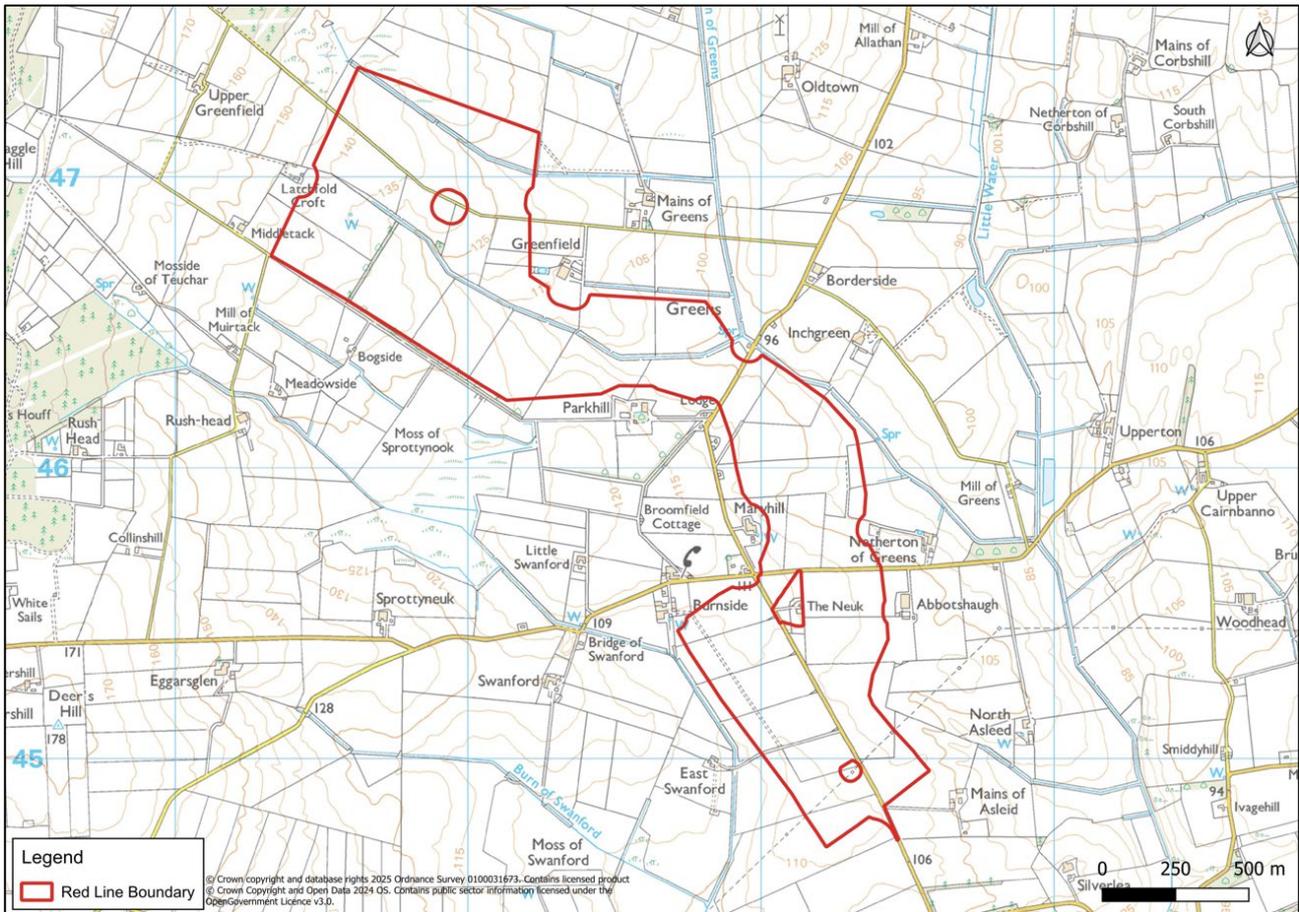


Figure 1-1 Proposed Development’s Red Line Boundary (RLB)

The Proposed Development involves the construction and operation of up to four 400kV underground cable circuits connecting two consented Substations: Burnside Substation to the south, and the Greens Substation to the north. This forms part of the Onshore Transmission Infrastructure (OnTI) for the Caledonia Offshore Wind Farm.

Elements of the Proposed Development are:

- A working cable corridor up to 100 metres wide, accommodating all temporary works areas required for installation;
- Up to four 400 kV cable circuits installed in trenches;
- Up to two temporary haul roads;
- Haul road access points;

- Up to 4 Joint bays for each cable circuit;
- Up to two Satellite construction compounds; and
- Temporary crossing infrastructure for haul road(s), road, watercourse and utilities 100 m working cable corridor.

1.1 Purpose

This Outline Construction Traffic Management Plan (oCTMP) provides an initial framework for drafting the detailed CTMP, which will be prepared as part of the Matters Specified in Condition (MSC) application and agreed with Aberdeenshire Council. The detailed CTMP will include detailed information on construction activities, vehicle route assessments, site compound operations, swept path assessments, and site-specific details such as compound locations, access arrangements, and junction configurations.

The purpose of this oCTMP is to outline key principles for managing construction traffic safely to, from, and within the site. It reflects the information available at the time of writing and will be updated through the MSC process.

2 Baseline Conditions

2.1 Site Location & Access

The location of the Proposed Development in relation to the surrounding road network and the New Deer Substation is illustrated in Figure 2-1

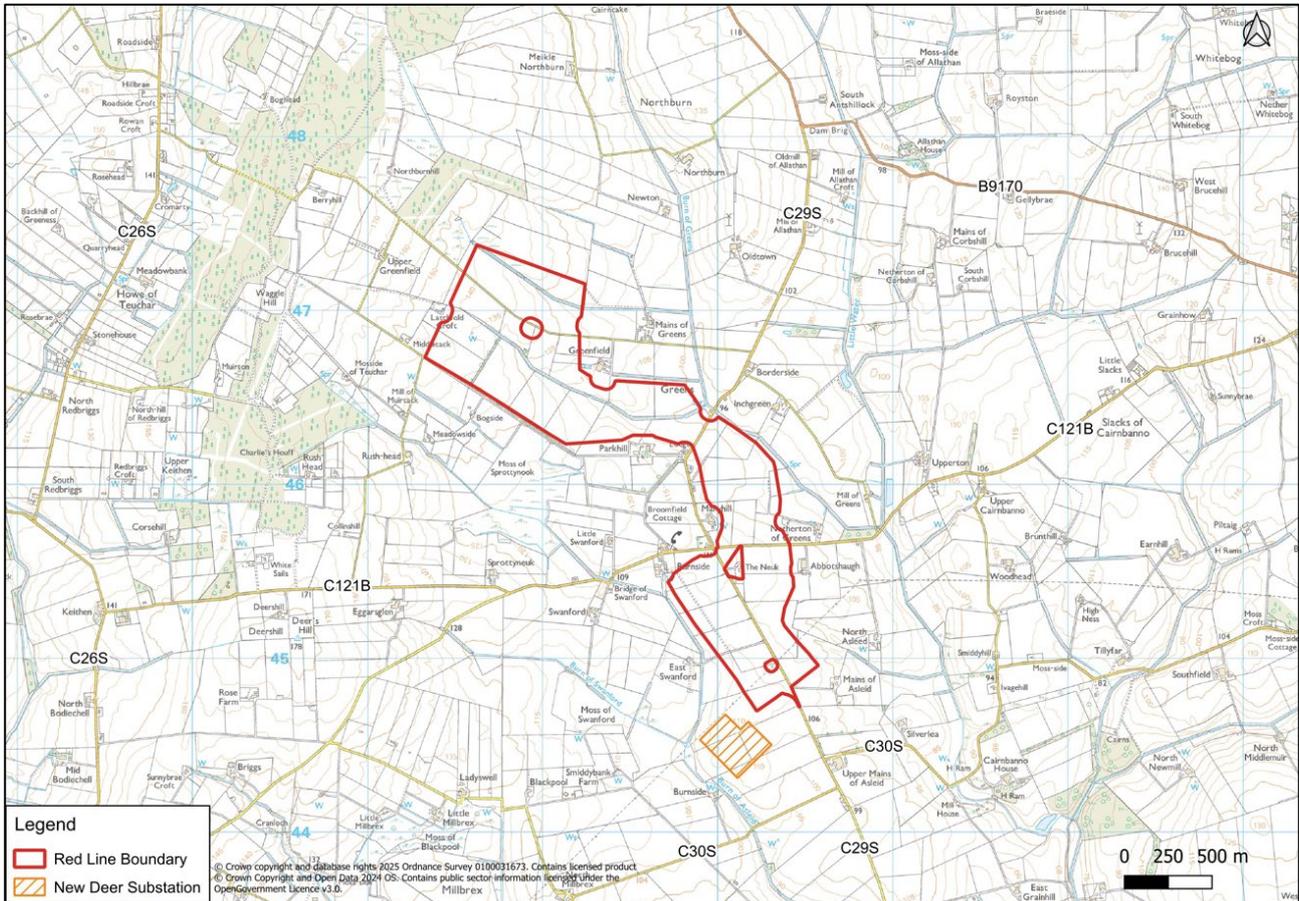


Figure 2-1 Site Location

Access locations have not yet been confirmed at the outline design stage and will be defined during detailed design. All access points will be designed in accordance with current standards and appropriately sized to accommodate construction vehicles, ensuring compliance and functionality post-consent.

The surrounding road network is characterised by 'B' roads and a network of unclassified rural roads. However it is noted that the road which accesses the New Deer Substation (C30S) has a number of passing bays located along its length, this assists with two-way traffic progression on these rural roads.

As illustrated in Figure 2-2, a wider road network includes a number of 'A' roads. The A947 is located to the west of the site (approx. 8km (5miles)) running through Turriff and the A90 (approx. 29km (18miles)) is located to the east linking Peterhead to Aberdeen. The A950 travels east to west from Peterhead to the north of the site (approx. 10km (6miles)).

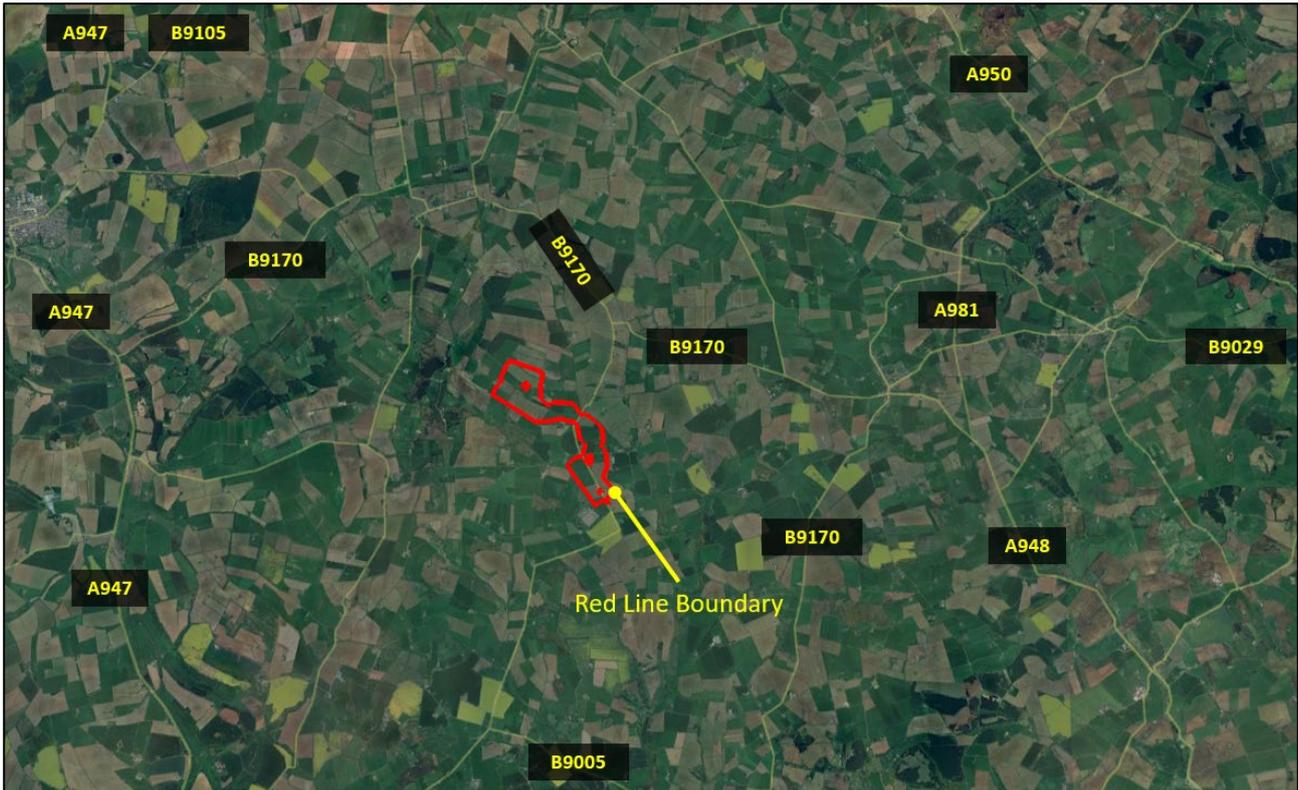


Figure 2-2 Wider Road Network

It is likely that these 'A' class roads will accommodate the construction traffic from the main points of origin to the Site, but that the more rural, unclassified roads will carry the construction traffic in the immediate vicinity to / from the Proposed Development.

2.2 Baseline Traffic Flows

Automatic Traffic Count (ATC) surveys were carried out in locations indicated in Figure 2-3 between Thursday 23rd October and Wednesday 29th October 2025 and the average weekday total volume of traffic and total volume of HGVs has been extracted from this information and is presented in Table 2-1.

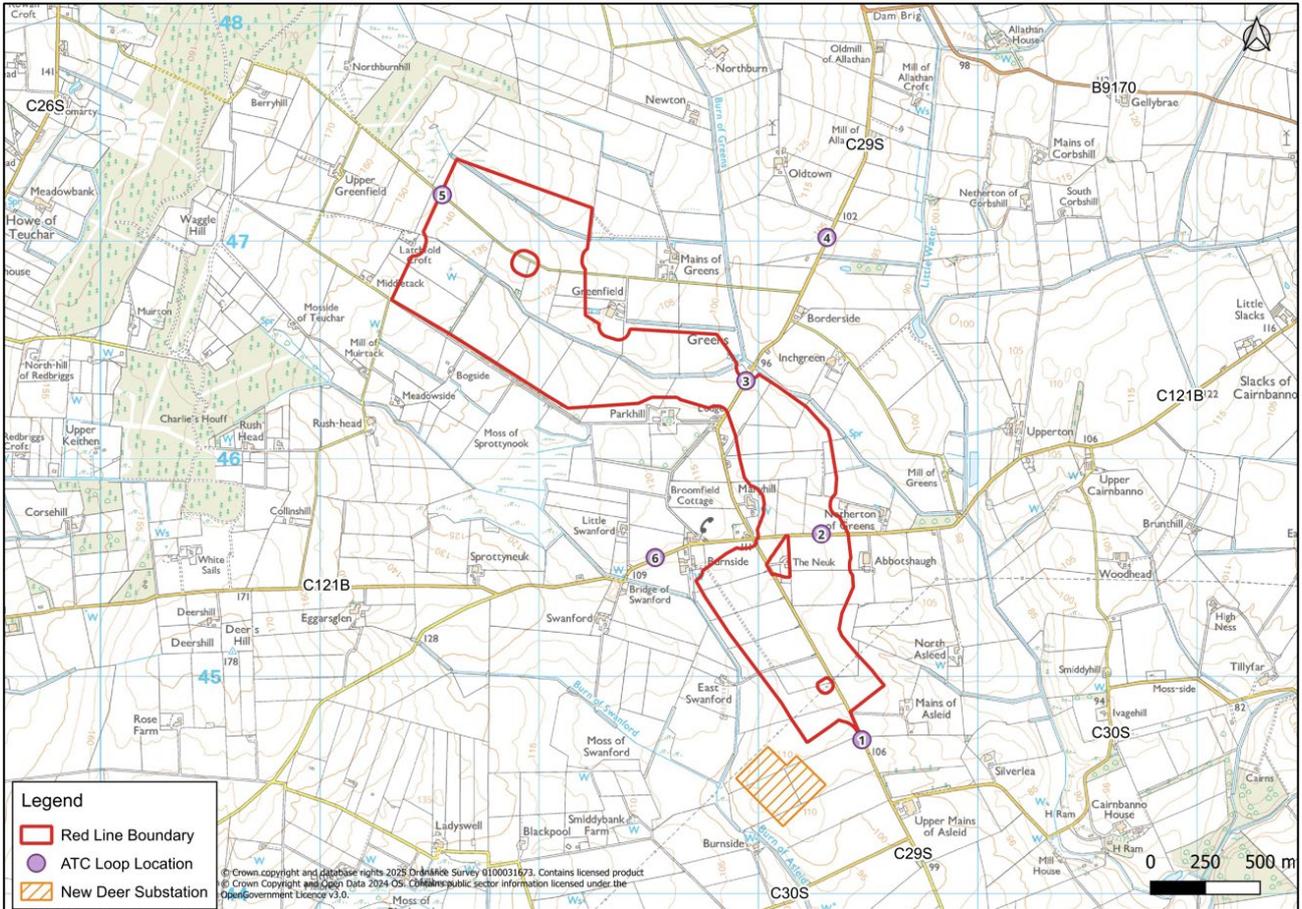


Figure 2-3 Surveyed Traffic Data Locations

ATC Location	AWDT Total Vehicles	AWDT Total HGV
1	316	74
2	436	109
3	182	49
4	182	43
5	50	7
6	289	61

Table 2-1 Average Weekday Traffic Volumes

As indicated in Table 2-1 above the traffic volumes on the roads surrounding the Proposed Development are low throughout the day.

3 Construction Traffic

3.1 Construction Traffic Categories & Trip Generation

There will be general construction traffic that will travel to / from the identified construction compounds using the public road network, there will also be a variety of on-site plant material (grading tractors, excavators, cranes, forklifts, bulldozers and dumper trucks). These vehicles will be transported to site via standard HGV low loaders. There will also be standard smaller vehicles in use at the site which will include delivery / staff vehicles.

Construction staff will arrive / depart the site in private vehicles and car parking will be provided within the construction compounds, the exact number of spaces will be considered at detailed design stage. A number of staff may travel together in work vans which will help reduce the number of staff vehicles on the road network, especially during the peak hour periods.

Standard construction hours on site are expected to be 0700 – 1900 hours Monday to Friday with reduced working works on Saturdays. As with most construction projects there is potential that some works may need to be undertaken outside of normal working hours. If this is required, protocol for change of working hours will be clearly set out in the detailed CTMP and agreed directly with the Council / Roads Authority in Scotland.

At this stage the construction programme is provisional, however, based on the trip generation model the peak construction month is **Month 8**, which is predicted to generate a total of 5no. HGVs per hour. Full details of this are presented in Appendix G Traffic and Transport of the Environmental Appraisal.

The duration of the works is estimated to be 15no. months. There will be a number of phases during the construction period.

- Stage 1 – Site Preparation & Access.
- Stage 2 – Satellite Compounds.
- Stage 3 – Cable Route (circuits, trenches & ducts).
- Stage 4 – Cable Installation (circuits, trenches & ducts).
- Stage 5 – Haul Road Decommissioning.
- Stage 6 – Testing & Commissioning.

The predicted number of trips per month of the construction period is indicated in Figure 3-1.

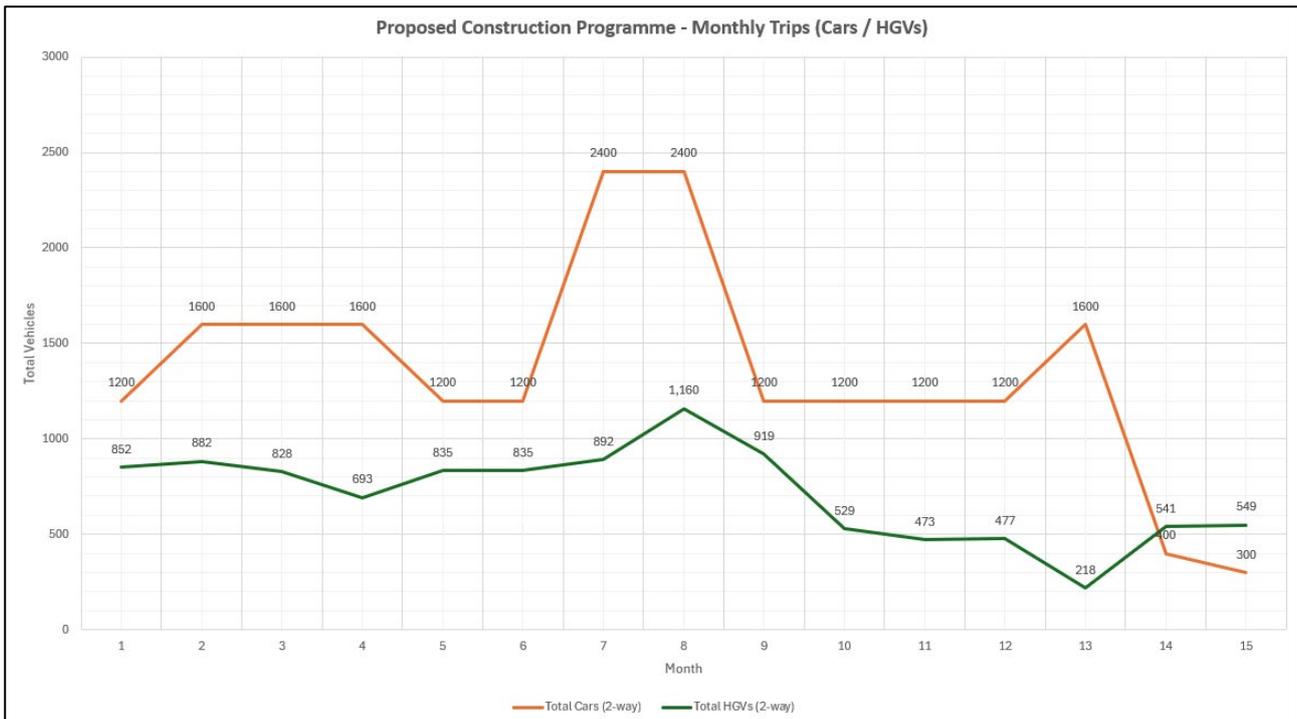


Figure 3-1 Total Construction Vehicles (Cars / HGVs)

Construction vehicle routing will depend upon the location of the satellite compounds, however, the intention would be that routing will prioritise 'A roads' as much as possible.

3.2 Abnormal Loads

Abnormal loads for the construction of the Proposed Developed will include delivery of cable drums. The detail of Abnormal loads will be provided at the MSC stage, including routing and appropriate mitigation. The Abnormal Load assessment will follow all associated policy and guidance in relation to the transport of Abnormal Loads.

4 Construction Compounds & Vehicle Routing

At this stage the location of the proposed access(es) and satellite compounds are not yet known and will therefore be identified within the detailed CTMP at MSC stage.

4.1 Construction Vehicle Routing

At this stage it is not yet known where plant / materials will be transported to / from and this will therefore be detailed in the detailed CTMP. However, construction vehicle routing will be based upon a hierarchy of rules / principles as follows:

- Where practicably possible, construction vehicles will use internal haul routes rather than the public road network.
- Construction vehicles will use the trunk road network for as long as practicably possible.
- Once the trunk road network is no longer available then construction vehicles should utilise the road hierarchy, 'A roads', then 'B roads' then 'C / Unclassified 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, then construction vehicles may need to be routed through towns / villages, but prior to this happening a full risk and safety review will be undertaken.
- Where there is already evidence of large vehicles using specific links, these have been assumed to be of sufficient standard to accommodate the construction traffic associated with the Proposed Development.
- Where 'A' roads or 'B' roads can no longer be used to access the construction compounds, vehicles will then have to utilise rural roads which make up a large proportion of the overall surrounding road network.

4.2 Preliminary Review or Potential Route Constraints

Following this oCTMP, a detailed CTMP will be prepared, which will identify any potential route constraints. These may include the following:

- Sub-standard roads / junctions that based on their current configuration cannot accommodate the swept path of construction vehicles.
- Poor visibility at construction accesses / junctions.
- Implication of any third party lands for junction upgrades.
- Culverts or other structures which may not be able to accommodate the weight of construction vehicles.

The detailed CTMP will undertake a more detailed route constraint review, also considering the following:

- Verge protection / tree canopies.
- Condition survey determining road defects prior to construction.

- Collision history along the construction route.
- Swept path analysis to identify any potential overrun areas that may require widening and associated visibility splays.
- Identifying the limits of the adopted public road.

5 Mitigation of Impacts & Constraints

5.1 General Traffic Management Controls

A 'considerate contractor' approach will be adopted to manage the movement of construction vehicles and address any associated negative impacts associated with the construction phase of the Proposed Development. This will involve communication and engagement between all contractors, sub-contractors and suppliers associated with the supply chain.

There are a number of mitigation measures which, when implemented, will contribute to the safe and efficient operation of the construction compounds and the associated transport requirements. Some of the measures which are likely to be implemented as part of the Proposed Development could include:

- Covering all vehicles which are transporting dry / dusty materials to minimise dust and prevent spills on public roads.
- Construction traffic following the identified routes.
- Constant communication between contractors and client.
- Installation of signage on the construction routes prior to start of works. All drivers informed that they must use these routes. Advanced warning signs will also be placed to alert other road users.
- Effective public communication during construction.
- Comprehensive processes that hold construction vehicles and drivers to highest standards and ensuring the spread of mud and debris on to public roads is prevented.
- Construction accesses to be tarred to adoptable standards for a distance to be agreed with the highway authority, to ensure safe means of access during the construction phase.
- If necessary, temporary parking restrictions will be enforced.

If necessary, a road condition inspection will be undertaken prior to the start of the construction phase and upon completion of the works. A survey and repair works (if required) will be agreed with the Council.

Where access routes are not located on 'A' roads, the passing places will be provided within the limited of the adopted public road where it can be delivered to ease access for all road users.

Additionally, the detailed CTMP would include consideration of mitigation required for managing of transport and traffic impacts arising from the Proposed Development in combination with other construction projects.

the Applicant would look to participate in a forum with other developments in the locality of the Proposed Development to share detailed information on topics with potential for cumulative interest. The Applicant considers that this may be a future vehicle to share information on specific traffic matters, and allow mitigation to be developed which avoid cumulative impacts on the local traffic network. The Applicant would look to provide information to this forum, and include the resulting measures

within the final CTMP, to provide the Planning Authority the security that cumulative impacts can be mitigated, monitored and enforced.

5.2 Pedestrian, Cycle & Horse Access Management

Wherever there are likely to be any potential interactions with non-motorised users (NMU) and construction traffic, the following actions will feature as part of a wider Access Management Plan (which will be submitted as part of the MSC stage).

- Enforcement of construction vehicle speed limits.
- Signage at access points reminding drivers of the potential for NMUs.
- Training of site staff to include identified measures to minimise potential for conflicts between NMUs and construction vehicles. The British Horse Society recommend the following measures:
 - Upon seeing horses, drivers must slow down and stop (where safe to do so).
 - Minimise the use of airbrakes (due to their loudness).
 - When overtaking, drivers must ensure the rider is aware of their presence and give sufficient space between the horse and vehicle.

5.3 Construction Environmental Management Plan (CEMP)

A CEMP will be developed in parallel to the detailed CTMP, setting out a series of site-specific measures which will be implemented to reduce the impact of noise, dust and excessive vehicle speeds.

5.4 Signage

Signage will be used to warn drivers on the approaches to the affected sections of the local road network, especially should there be a need for diversions or to advise drivers that construction traffic may be in operation on specific routes. Traffic signage will be provided in accordance with standard regulations.

Signage will be used to inform the public / staff of compound or delivery areas and speed reductions. The detailed CTMP will include routes and associated signage locations.

Advance warning signs will be provided in advance of all construction accesses. If crossings are proposed then 'Heavy Plant Crossing' signs will be provided on the public road. 'Caution Site Entrance' signage will also be provided at Site Access junctions.

5.5 Internal Road Management

On the internal road network there will be site-specific rules for management of construction vehicles. These could include the following:

- CB radio or equivalent in all vehicles;
- Enforced maximum speed limit of 10mph;

- All vehicles enter and exit the site in forward gear with sufficient space internally within the site for vehicles to turn. No vehicles should exit onto the public roads; and
- Headlights and warning lights operational at all times for construction vehicles operating within the defined working areas.

6 Monitoring & Compliance

A robust monitoring strategy will be required to be implemented and to enforce the guidelines and requirements of this oCTMP. This will identify the traffic co-ordinator, who will be the first point of contact for all issues associated with the management of construction vehicles.

This section sets out the processes that will be implemented to ensure that the operation and management of the construction vehicle movements do so in accordance with the oCTMP.

6.1 Monitoring Actions

Monitoring initiatives will be put in place to allow the safe operation and movement of all construction vehicle movements, to / from and within the Site.

These initiatives, operating continuously throughout the construction period, will allow the Applicant to monitor the traffic management plans as set out in the detailed CTMP, to ensure their effectiveness is maintained and to ensure safety of traffic, the public and staff during the works.

Site accesses and public roads adjacent to the Site will be monitored by the contractor to implement measures to keep accesses and roads clean.

The contractor will keep a record of accidents, near misses, incidents and hazards and resolve issues as identified by sub-contractors, stakeholders and the public. This will relate to both on-site activities and the public road network.

The contractor will provide an updated CTMP where applicable should mitigation measures or other revisions be required.

7 Summary

This document is an outline CTMP. A detailed CTMP, which will include further details of specific construction activities and vehicle route assessments, site compound operations and swept path assessments, will be prepared as part of the approval of Matters Specified in Conditions (MSC) process. This oCTMP is a basic framework and is based on the information available at the time of writing.

A CEMP will be developed alongside the detailed CTMP to mitigate noise, dust and excessive vehicle speeds. Actions and monitoring processes will be implemented to ensure safe management of all construction vehicle movements within the Site.