Technical Appendix 12.1: Construction Traffic Management Plan (CTMP)

Pell Frischmann

Bhlaraidh Extension Wind Farm

Construction Traffic Management Plan

October 2025

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(holding appendices are included and will be populated prior to final agreement of the CTMP).

Definitions

Unless defined within the body of this document, capitalised terms used herein are defined as follows:

- **Site Enabling Works**: Advance works completed in 2024 and as defined within the Consent Decision notice, including circa 1.4km of Access Track, substation platform and borrow pits.
- **Main Works**: All construction activities necessary to construct the remaining infrastructure not already constructed as part of the Site Enabling Works, including construction compounds, all remaining Access Tracks, crane hardstandings, turbine foundations, borrow pits, batching plants and turbine delivery, installation and commissioning.
- **Access Track(s)**: Any new, or upgraded, track alignment within the site boundary for the construction of, and delivery to, the works. These shall typically be unbound consisting of a crushed rock construction and may include geotextiles within their fabric. Earthworks (embankments or cuttings) may also be required to maintain levels and gradients. They do not include tarmacked roads for use by the general public (public road) and consequently are not the subject of this Construction Traffic Management Plan.
- **PC**: The Principal Contractor appointed to build the civil infrastructure for the project. They shall also be designated the “Principal Contractor” as defined by the CDM Regulations (2015).
- **Project Team**: SSE (Employer), TBC (Principal Contractor).
- **Public Road**: The relevant roads associated with this being principally the A82 and A887, (as shown in Appendix B).

1 Introduction

1.1 Background and Scope

This (interim) Main Works Construction Traffic Management Plan (CTMP) has been prepared by Pell Frishmann and SSE Renewables (SSER), the Developer of the Bhlaraidh Extension Wind Farm project (herein known as the project).

Planning Consent for the construction of Bhlaraidh Extension Wind Farm (15 wind turbine generators (WTG)) was granted on 30 August 2022 under Section 36 of the Electricity Act 1989. The wind farm site is located within the region of The Highland Council, approximately 6 kilometres (km) Northwest of Invergarry and is centred at approximately National Grid Reference (NGR) NH 239206 821150.

The site is adjacent to the existing Bhlaraidh Wind Farm and is accessed off the A887 from Invermoriston, as illustrated in Appendix A of this report.

Since being consented, the Developer has reviewed the layout of the site and is proposing larger turbines for use on the site. The revised layout plan is provided in Appendix A.

The previous planning application for Bhlaraidh Extension Wind Farm was supported by an Environmental Impact Assessment Report (EIAR) 2021, and Additional Information Report (AIR) 2022, in which the impact of the construction of Bhlaraidh Extension Wind Farm was considered on the potential transportation routes with suitable mitigation measures proposed.

This CTMP develops the mitigation measures previously submitted as part of the EIAR and AIR for use in the construction phase of the project. Specifically, this CTMP presents traffic management measures proposed for the construction of the Main Works, including all civil construction works and turbine component deliveries.

This CTMP sets out the proposed traffic management measures for mitigation of the effects of vehicle movements associated with the project during the construction phase of the Main Works on the public road.

This CTMP has been drafted to satisfy the requirements set out in Planning Condition 16 of the previous Section 36 consent for the Consented Development (a previous CTMP was issued to The Highland Council (THC) in 2024 to satisfy Condition 16 of the Consented Development). It is assumed that a similar condition will be applied for the Proposed Varied Development. The table below sets out the wording of the Planning Condition and where to locate the applicable information within this CTMP.

Table 1 Previous Planning Condition Review

Planning Condition	Applicable CTMP Section
No development or Site Enabling Works shall commence until a works specific Construction Traffic Management Plan ("CTMP"), related to the phase or phases of works or development to be undertaken has been submitted to and approved in writing by the Planning Authority in consultation with the Trunk and Local Roads Authorities and Police. The final CTMP shall be submitted no later than six months prior to commencement. The approved CTMP shall be carried out as approved in accordance with the timetable specified within the approved CTMP. The CTMP shall include proposals for:	
(a) A risk assessment for transportation during daylight and hours of darkness;	4.2, Appendix E
(b) Proposed traffic management and mitigation measures within any settlements along the access routes, as required. Measures such as temporary speed limits, suitable temporary signage, road markings and the use of speed activated signs should be considered;	4.4, Appendix F
(c) Consultation and agreement with the Trunk Roads Authority and the Planning Authority to determine appropriate scope and timescales for delivery of any required road safety audit of the A887 and any subsequent mitigation which may be required in the vicinity of the Torgoyle Bridge;	1.4
(d) Consultation and agreement with the Trunk Roads Authority and the Planning Authority to determine appropriate scope and timescales for the delivery of any required road safety audit of the A82 and subsequent mitigation which may be required in the vicinity of any settlements which	1.4

Planning Condition	Applicable CTMP Section
construction traffic and deliveries of abnormal loads may pass through. This shall be limited to Drumnadrochit, Fort Augustus and Invermoriston;	
(e) A contingency plan prepared by the abnormal load haulier. The plan shall be adopted only after consultation and agreement with the Police and the respective Roads Authorities. It shall include measures to deal with any haulage incidents that may result in public roads becoming temporarily closed or restricted;	4.7 Appendix I
(f) A procedure for the regular monitoring of road conditions and the implementation of any remedial works required as may be reasonably attributable to the project's construction plant and vehicle movements during the construction period;	4.3, 4.5
(g) A detailed protocol for the delivery of abnormal loads/vehicles, prepared in consultation and agreement with interested parties. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of abnormal load movements in the local media. Temporary signage, in the form of demountable signs or similar approved, shall be established, when required, to alert road users and local residents of expected abnormal load movements. Any accommodation measures required including the removal of street furniture, junction widening, traffic management must similarly be approved. All such movements on roads shall take place out with peak times on the network, including school travel times and shall avoid local community events;	3.2 Appendix H
(h) During the delivery period of the wind turbine construction materials any additional signing or temporary traffic control measures deemed necessary due to the size or length of any loads being delivered or removed must be undertaken by a recognised QA traffic management consultant, to be approved by Transport Scotland before delivery commences;	4.4 Appendix F
(i) Wheel washing facilities shall be provided at an appropriate point within the site adjacent to the access from the A887 trunk road so as to prevent vehicles depositing debris on the trunk road;	4.5
(j) Wheel washing facilities shall be provided at an appropriate point within the site adjacent to the access from the A887 trunk road so as to prevent vehicles depositing debris on the trunk road; and [sic – (i) and (j) are repeated in the planning consent]	4.5
(k) During the operational stage of the development, advance written notification and approval of the Planning Authority in consultation with the respective Roads Authorities, and community councils is required for any significant HGV or Abnormal Load movement required during this period.	4.9
Reason: To ensure that the construction of the windfarm is carried out appropriately and does not have an adverse effect on the environment, and to protect road safety and the amenity of all users of the public road and rights of way	

1.2 Programme and General Information

The current project programme is described below:

Table 2 Current Project Timescales

Construction Element	Indicative Construction Period
Civil Construction Works	Jul '28 - Jul '29
Turbine Component Deliveries	May '29 - Jul '29

The expected timeframes for submission of updated sections of the CTMP are indicated in Table 3 below:

Table 3 CTMP Updates (Provisional Schedule for Submission of Documents)

CTMP Section	Planning Condition	Date Expected	Comments
Construction Traffic Schedule	16	tbc	Review and update of pre-contract award estimated schedule to be provided by the Principal Contractor (PC) on appointment (Appendix C).
Signage Proposal and TM consultant approval	16(b)	tbc	To be provided by PC on appointment and included in Appendix F.
Risk Assessments (Health & Safety and risk assessment for transportation during daylight and hours of darkness.	16(a)	tbc	To be provided by PC on appointment and included as Appendix E.

CTMP Section	Planning Condition	Date Expected	Comments
Haulier Contingency Plan	16(e)	tbc	To be provided by PC on appointment and included as Appendix I.
Wear and Tear Agreement (S96)	16(f)	tbc	S96 agreement between SSE and The Highland Council (THC) to be provided prior to main works commencement and included as Appendix G.
Updated Route Assessment Report with Detailed Route Alteration Design	16	tbc	Updated Route Assessment Report with supplementary information on detailed design of road improvements to be provided in Appendix H

The proposed traffic management arrangements defined in this document shall be implemented and managed by the PC. The arrangements are applicable to all traffic involved in the construction of the Main Works.

This interim CTMP will be updated as required as the project progresses through the construction phase. The CTMP is a live document and has been developed for information and/or approval by the following consultees:

- The Highland Council (THC) (as Planning and local Roads Authority);
- Transport Scotland (as Trunk Roads Authority); and
- Police Scotland.

Updates to this CTMP will be made upon appointment of the Main Works PC, who will have overall responsibility for traffic management.

This document provides information and guidance to the PC on SSER's expectations regarding the access route to the site, maintenance requirements for the existing public road, restrictions to vehicle access, speed limits imposed for the duration of the works and identification requirements for all vehicles involved in the project. The CTMP covers all activities required for access to, deliveries and construction, of the Main Works.

The PC has not yet been appointed for the works and therefore has not been involved in the development of this document. When appointed, the PC will update this document as required. Appointment of the PC is due to occur in early 2028.

1.3 Health and Safety

The Health and Safety of the local community and all personnel involved in the project is of the highest importance. All Traffic Management works involving work in the public road are considered potentially dangerous activities, requiring rigorous health and safety processes to be in place at all times. Specific risk assessments and supplementary method statements shall be produced and developed by the PC, as appropriate, prior to the onset of all works.

It is important that all Traffic Management works are flexible and adaptable to take account of the general public / other road users and changing conditions, particularly in relation to weather, road and traffic conditions, ground conditions and any protected species that may be encountered during the works.

The Health and Safety requirement for the site will be fully detailed in the Construction Phase Health & Safety Plan (CPHSP).

The works will be undertaken in strict accordance with the Provision and Use of Work Equipment Regulations "PUWER" 1998 (or as amended) covering all types of plant and equipment found on construction sites.

All site operatives shall be appropriately trained, experienced and hold certification of training achievement issued by the Construction Industry Training Board (CITB) or other construction industry approved schemes.

1.4 Road Safety Audit

Before the Main Works construction commences consultation and agreement will be made with the Trunk Roads Authority and Planning Authority to determine the appropriate scope and timescales of any required road safety audit of:

- A887 and any subsequent mitigation which may be required in the vicinity of Torgoyle Bridge; and
- A82 and subsequent mitigation which may be required in the vicinity of any settlements which construction traffic and deliveries of AIL may pass through. This shall be limited to Drumnadrochit, Fort Augustus and Invermoriston.

1.5 Holding Appendices

Holding appendices are included in this report and will be fully populated prior to final agreement of the CTMP.

2 Scope of Main Works Construction

2.1 Description of Works

The works includes all activities required for the access, delivery, and construction of the Main Works. This includes construction of all remaining on-site access tracks, water crossings, drainage, turbine foundations, borrow pit extraction and any required off site road works as required to facilitate turbine component delivery.

2.2 Traffic Movements

The pre-contract award estimated traffic movements associated with the construction of the works are provided in the Construction Traffic Schedule in Appendix C. The traffic numbers will be reviewed and revised following appointment of the PC (refer to Table 3 for provisional submission schedule).

3 Construction Traffic Routes

3.1 HGV, LGV and General Construction Traffic Route

All HGV and LGV construction traffic for the construction of the Main Works will use the A82, A887 to access the Bhlaraidh Extension Wind Farm site entrance as shown in Appendix B. In selecting this route, the following has been considered:

- Utilising the trunk road network;
- Minimising travel on local roads and through local settlements; and
- Suitability of the route for HGV construction traffic.

The exception to construction traffic not following the routes outlined in Section 3.2, would be during any planned / unplanned closure of any roads detailed in the proposed routes. In this case, construction traffic would follow the diversionary routes set up by the relevant Road Authority.

All construction deliveries would be undertaken at appropriate times (to be discussed and agreed with the relevant roads authorities and police) with the aim to minimise the effect on the local road network. It is likely that the AIL convoys would travel in the early morning periods, before peak times while general construction traffic would generally avoid the morning and evening peak periods.

The routes will be strictly enforced unless further notification is given. All drivers will receive delivery driver specific induction to ensure that they adhere to the agreed routes. All HGV vehicles will have clearly visible to the public, vehicle tags displayed in the windscreen.

All main and sub-contracting companies involved in the wind farm will be monitored to ensure they follow the correct routes. The routes will be clearly defined in all contracts and subcontracts.

3.2 Abnormal Indivisible Load (AIL) Traffic Route

Due to access constraints wind turbine blade and tower components are proposed to access the site from two different Ports of Entry (POE): blade components at Kyle of Lochalsh Harbour (via storage at Broadford Aerodrome on Skye) and tower components from the Port of Inverness as shown in Appendix B.

A detailed Haulier Delivery Protocol, Programme & Contingency Plan for AILs will be provided by the Appointed Contractor and included in Appendix I (refer to Table 3 for provisional submission schedule). This will be made available to THC and community council representatives prior to the proposed AIL deliveries. All deliveries will be made with the agreement of the relevant Roads Authority (Transport Scotland) and their Network Management / Maintenance Contractor (BEAR Scotland).

Deliveries will only take place during the hours agreed with the relevant authorities. Deliveries will be timed to avoid predictable peak traffic periods wherever possible. Convoys would typically comprise no more than two to three AIs.

AILs will be escorted in accordance with ‘Self-Escorting of Abnormal Loads and Abnormal Vehicles’ Code of Practice. The escorting may be undertaken by the haulage contractor and Police Scotland along the delivery route. Police Scotland will be consulted with regards to Escort Requirements in advance of AIL Deliveries.

During the construction period, a Community Liaison Group will be set up to disseminate information and take feedback and a project website will be set up and regularly updated to provide the latest information relating to traffic movements associated with vehicles accessing the site. This will include information and prior notification of all expected AIL convoy movements from Inverness and Kyleakin or Kyle of Lochalsh through to the site entrance.

To facilitate delivery of the main WTG Components, a number of major and minor alterations will be required to the road network along the proposed delivery routes. Initial Swept Path Analysis has demonstrated that a number of locations will require these works – full detailed design of any required alterations will be provided as a supplement to the Route Survey Report (RSR) included in Appendix H (refer to Table 3 for provisional submission schedule for updated RSR).

3.3 General Traffic Management Measures

Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the road network. Upon selection of the PC, wider area routing information will be made available and final numbers of traffic movements confirmed.

The following measures will be implemented during the construction phase:

- Identification numbers on HGV and vans to allow easy recognition. These to be of a unique design and to be installed on the sides and rear of all HGV accessing the site, for journeys to and from the site;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Using GPS trackers to allow the monitoring of all frequent bulk material delivery HGV movements;
- Setting out site staff disciplinary measures for those who ignore the agreed access route and enforcing these throughout the construction period;
- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- Site induction for all staff, including:
    - A toolbox talk safety briefing;
    - The need for appropriate care and speed control;
    - A briefing on driver speed reduction agreements (to slow site traffic at sensitive locations through towns and villages on the route); and
    - Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

4 Traffic Management

4.1 Traffic Movements

A pre-contract estimated breakdown of construction traffic movements for the Main Works is included in Appendix C to this plan Subject to the quality of material for construction, it is anticipated that a large proportion of the required aggregates can be sourced from on-site borrow pits, which would minimise impact to the surrounding road network. The works will require the PC to mobilise the following plant to site at various stages of the programme:

- General and specialist construction plant;
- Tracked and wheeled excavators;
- Dozers and compaction plant;
- Dumper trucks;
- Crushers;
- Graders;
- Tippers;
- Low-bed transporters for delivery of office accommodation and welfare facilities, geotechnical plant (such as drilling rigs), large materials (cable drums, large culvert sections) etc; and
- 4x4 / welfare vehicles for transportation of site personnel.

The PCs site-plant requires to be delivered to the site. This includes compound site huts, construction plant etc. On-going deliveries of fuel and other materials will occur throughout the period of the works as required. The site operatives will travel to site in company vans in groups where possible in order to reduce the number of vehicle movements to site.

The PC will provide an updated construction traffic schedule when appointed (refer to Table 3 for provisional submission schedule).

4.2 Restrictions

SSER will ensure construction traffic will only be permitted to use the routes defined in Section 3. The information will be provided to the site staff during the Induction Process, Site Rules and Delivery Information Notices.

In accordance with Condition 16 (a), the PC will produce a risk assessment for transportation during daylight hours and the hours of darkness. This will be provided in Appendix E (refer to Table 3 for provisional submission schedule).

Traffic movements to or from the site associated with the construction of the wind farm are anticipated to coincide with the following construction activity hours:

- 7:00am – 7:00pm (weekdays); and
- 7:00am – 2:00pm (Saturdays).

Travel of operatives to site may occur outside of these times to allow for the effective use of the construction related working hours. In the event of work being required out with these hours, e.g. AIL deliveries, commissioning works or emergency mitigation works, the Planning Authority will be notified prior to these works taking place wherever possible.

SSER takes public safety very seriously and will take appropriate action on Contractors, Suppliers and individual site personnel who are observed to be flouting the agreed speed limits or route constraints for construction vehicles.

4.3 Road Condition Monitoring

SSER will enter into a Section 96 Agreement with THC under the Roads (Scotland) Act 1984 for any damage to the local road network that can be reasonably attributed to construction traffic associated with the main works construction phase of the Bhlaraidh Extension Wind Farm. The terms of the agreed Section 96 will be outlined in subsequent revisions of this document following the completion of the Section 96 Agreement between both parties. This will be provided in Appendix G of the main works CTMP (refer to Table 3 for provisional submission schedule).

A condition survey (video and photographic) of the route will be undertaken by the PC before the commencement of Main Works and another will be carried out post construction to ensure any damage attributed to the construction works can be reinstated to the condition recorded at the time of the initial survey.

The pre-commencement recording and photographs will be supplied to the Employer to allow a baseline condition of the road to be established from which any deterioration of the road surface due to construction traffic associated with the project can be determined.

The PC and SSER Site Manager will undertake monthly inspections of the route during the works to determine any deterioration in road condition during construction of the Works. A record of these inspections will be maintained by the PC, which confirms the date of the survey and the type and dimensions of defects observed. Remedial works will be undertaken during the construction phase if required and in agreement with Transport Scotland.

The requirements of the “Well-managed Highway Infrastructure - A Code of Practice”, produced by the UK Roads Liaison Group, shall also be complied with and the road shall not be allowed to deteriorate as a result of the development works to a point where it becomes uncomfortable to drive and ongoing repairs will be progressed as required to prevent this.

4.4 Transport Management (Mitigation Measures)

The following mitigation measures shall be employed to reduce the potential impact of construction traffic flows:

4.4.1 Speed Limits

All site vehicles associated with the works shall adhere to the relevant speed limits of the roads approaching the site.

Public road speed limits for traffic are shown in Appendix F. The speed limits on the trunk road routes to site will be in accordance with the advertised speed limits and highway code through the route.

All drivers will be given an induction, to include: a safety briefing; the need for appropriate care and speed control; a briefing on driver speed reduction agreements; identification of specific sensitive areas; identification of the specified route; and the requirement not to deviate from the specified route.

Special control measures will be in place with regards to speed limits for all AIL deliveries. The AIL component haulage contractor will propose appropriate speed limits for all AIL delivery vehicles in their detailed method statement(s). These Method Statement(s) will be submitted in advance to Transport Scotland / BEAR / Police Scotland for their review. We will also submit copies of these method statements to THC for information.

4.4.2 Road Signage and Traffic Control

The PC shall be responsible for providing and maintaining appropriate signage which defines the access route to the site, provides warnings to other road users and warns construction traffic regarding restrictions to access and speed limits. The indicative site access signage design shall be designed, erected and maintained throughout the length of the construction process in accordance with Traffic Sign Manual Chapter 8 “Traffic Safety Measures and Signs For Road Works And Temporary Situations”. The initial designs shall be submitted

to THC and Transport Scotland / BEAR for approval in advance of the commencement of site works and included in Appendix F once agreed (refer to Table 3 for provisional submission schedule).

Where temporary signage and/or traffic control is required under the works, including delivery and offsite improvement works, the principal contractor will be responsible for ensuring this is undertaken by a recognised Scottish Qualified Traffic Management Consultant. All approved traffic management proposals shall be included in Appendix F once agreed.

Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure that verge vegetation does not obscure them.

4.5 Road Cleanliness and Drainage

The PC will be responsible for ensuring that no debris or mud is discharged to the public road and wheel washing facilities shall be provided at an appropriate point within the site adjacent to the access from the A887 trunk road to prevent vehicles depositing debris on the trunk road.

All materials delivery vehicles (dry materials) will be sheeted to reduce dust and stop spillage on public roads.

Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway.

There will be regular road edge reviews, and any debris and mud will be removed from the carriageway using a road sweeper as required to keep the road clean and safe.

4.6 Trunk Road Signage and Traffic Control

Temporary signage or traffic control measures on the A82 and A887 trunk road will be undertaken by a qualified QA traffic management consultant. The consultant is to be approved by Transport Scotland.

4.7 Abnormal Load Haulier – Contingency Plan

A contingency plan will be prepared by the abnormal load haulier. This shall be adopted only after consultation and agreement with the Police and the respective Roads Authorities. The contingency plan shall include measures to deal with any haulage incidents that may result in public roads becoming temporarily closed or restricted. This shall be provided by the Contractor on appointment and included as Appendix I (refer to Table 3 for provisional submission schedule).

4.8 Communication and Consultation

SSER will ensure temporary signage, in the form of demountable signs or similar approved, shall be established, when required, to alert road users and local residents of expected AIL movements related to the Main Works.

A Community Liaison Group will be established and will be used as the forum to ensure the smooth management of the project/public interface. Representatives of SSER, the PC, the local community, and, if appropriate, occasionally the Police, will attend the committee. This committee would form a means of communicating and updating on forthcoming activities relating to traffic and transport and dealing with any issues arising.

Local communities will be consulted on all proposed abnormal load delivery movements to avoid key dates such as fetes and community events.

The PC shall also ensure that all emergency services are aware of the timings of any agreed AIL movement related to the Main Works if applicable.

4.9 Turning Facilities & Banksmen

For safety reasons both onsite and for other road users, the access arrangements have been designed so all vehicles can enter and exit the project in a forward gear. No vehicle shall reverse onto unmanaged public roads and shall enter / exit the site using forward gear only.

A banksman will be provided at the site accesses to help guide traffic within the development area and to ensure health and safety access for the site. The banksman will be in radio contact with the wider site compound to advise of movements to and from the site.

4.10 Onsite Parking

Once operational, parking will only be permitted in designated areas and all operatives will be required to reverse park at all times. An appropriate number of standard parking spaces and one disabled parking space will be provided adjacent to the control building.

During the construction works, parking will be provided in designated areas and all operatives and visitors will be subject to site rules. No parking will be permitted on the public road verges.

4.11 Staff Travel Plan

A Staff Travel Plan will be developed, to manage the arrival and departure profile of staff and to encourage sustainable modes of transport, especially car-sharing. A package of measures would include:

- Mini-bus service for transport of construction staff from nearby residential areas;
- Promotion of a car sharing scheme; and
- Car parking management.

The Staff Travel Plan will be developed to reduce the number of single occupancy car journeys to and from the project during construction and will minimise traffic on the local road network.

4.12 Operational Wind Farm

During the operational stage of the development, advance written notification and approval of the Planning Authority in consultation with the respective Roads Authorities, and community councils is required for any significant HGV or AIL movement required during this period.

5 AIL Movement

5.1 AIL Movement Protocols

AIL movements must be escorted by the Police. Given the size of the proposed loads, it is expected that at least three private escorts and a minimum of two police escort vehicles are likely to be required (exact requirement will be confirmed with the Police). The likely deployment of escorts will be as follows:

- The first police escort vehicle will be the advance escort and will be located sufficiently ahead of the convoy, to advise the convoy in good time of traffic stoppages, constraints and oncoming hazards;
- The second police escort and first civilian escort will provide support to the first escort at junction closures and would be located at the front of the lead vehicle; and
- The second civilian escort will be located behind the last vehicle to protect the rear of the convoy and ensure that following vehicles do not attempt dangerous overtaking manoeuvres. A third escort will be located at this location to provide support at the rear if the convoy and to prevent dangerous overtaking.

Before the convoys depart the PoE (either Mowi Pier or Inverness Harbour) the Lead Driver should check weather and traffic conditions and ensure this information is included within the daily toolbox talks.

Within the route, there are locations where general traffic flows will need to be stopped to allow the safe manoeuvre of the loads. In these circumstances the advance escorts will ensure that the traffic is stopped before the convoy enters the affected section. The advance escorts will confirm through radio contact that the area is clear and safe for transit. Should general traffic fail to observe the request to stop, the advance escort will advise the convoy to immediately halt and will then proceed to remove the rogue traffic. The convoy must not start without approval from the advance escort.

In areas where the load is likely to, or is close to straddling the centre line, the advance escort will be positioned to give advance warning to the convoy such that evasive action can be taken. In constrained areas and other locations where verges are potentially soft the drivers must exercise care to ensure the trailer wheels do not leave the road surface as this may result in adverse load stability conditions.

Urban areas along the route pose different challenges for the abnormal loads. Whilst the vehicle speeds will be less than those in the rural sections of the route, there are more potential conflicts with other road users to be aware of. These include:

- Pedestrians and cyclists;
- Local vehicular traffic;
- Parked vehicles;
- Side junctions; and
- Street furniture.

Within urban areas, the convoy escorts will need to be aware of all road and footway users at turn sections within the route. At these locations there is potential for load over-sail and reference to the swept path assessment drawings is considered essential to identify these areas. It is important to note that only the Police have the power to request that vehicles and pedestrians move.

Within urban areas there is a higher chance of parked vehicles along the route and a possibility that parked cars will restrict available road width. Whilst these areas will not impede the loads, they do create a further zone where the load drivers and escorts will need to take care of conflicts that include restricted road widths, car doors opening and pedestrians crossing the road between parked vehicles.

Information relating to AIL movements will be provided directly to residents living in the immediate vicinity of the access routes. Information on the movement of the AIL convoys would also be provided to local media outlets

by the PC (or their appointed AIL delivery contractors) to help assist the public. Information would be provided to local newspapers and radio stations.

The project website will also be used to help advise of movements. Information would relate to expected vehicle movements on the route. It is hoped that this level of information will make residents aware of convoy movements and help reduce any conflicts.

5.2 AIL Convoy Health & Safety Measures

All staff working on the project will be inducted before entering the site. This will be undertaken prior to the commencement of AIL movements.

A daily Tool Box Talk for all convoy staff to be held at the start of each working day and carried out by the appointed Transport Co-ordinator or Appointed Lead Driver. A detailed record of the talk should be kept and filed once the convoy has arrived at the site.

The Tool Box Talks will cover a minimum of the following matters:

- The current version of the CTMP to be carried by all convoy vehicles;
- Identification of any updates since the previous version of the CTMP;
- Requirement to have a CB radio (fixed or portable), with fully charged batteries;
- Anticipated transport restrictions in each section of the route;
- Driver instructions on incident reporting;
- Driver instructions on trailer steering methodology, and availability of assistance;
- Instructions on areas requiring traffic stoppage, and methodology for convoy passing through these areas;
- The welfare arrangements for drivers;
- A summary of the predicted weather, traffic and road conditions; and
- Any questions on the contingency plans.

Each of the convoy vehicles must be suitably equipped with hazard warning devices to warn all other road users. All the tractor, trailer and escort vehicles operating on the project must have the following:

- Tractor units to have beacon bars on the roof and 3M reflective markings on both sides;
- All vehicle warning signage to be in English;
- Trailer units to have amber beacons on the rear with 3M reflective markings on both sides;
- All escort vehicles will have beacon bars on the roof, with 360 degree motion for all round visibility, and 3M reflective markings;
- Fire extinguisher and first aid kit; and
- Certified cargo lashing straps are to be used at all times. Certification must be carried and made available for inspection, kept within the cab.

All hazard warning equipment must be checked and cleaned at the start of each day. Additional cleaning of the warning equipment may be required throughout the day and must be undertaken when required.

All relevant personnel must have the appropriate Personal Protective Equipment (PPE). All PPE clothing must be 'CE' marked to show it meets current standards and should be appropriate for use in trunk road situations (i.e. must be full coats with reflective bands on the arms).

5.3 Emergency & Contingency Plan

To ensure access for emergency service vehicles, a coordination protocol will be established with the blue light emergency services. As the AIL convoys are escorted by the Police, the Police will be aware of potential access issues for ambulances and fire service vehicles and can take appropriate action on the route to pull to the side of the road or mount a verge to allow emergency vehicles past.

Convoys will not enter constrained areas if a blue light emergency had been raised and will wait until the emergency situation along the road had been attended to.

The civilian escort vehicles carry equipment to make running repairs to vehicles in the unlikely event of a breakdown. Further spares and equipment can also be based at the Site for faster responses in case of mechanical issues.

The haulier will establish contracts with local suppliers to attend to any punctures and tyre issues, to minimise any stoppage time on the route.

Appendix A Site Plan – Please Refer to **Volume 2, Figure 1.1 "Site Location Plan"** Bhlaraidh Wind Farm Extension S36C EIA Report 2025

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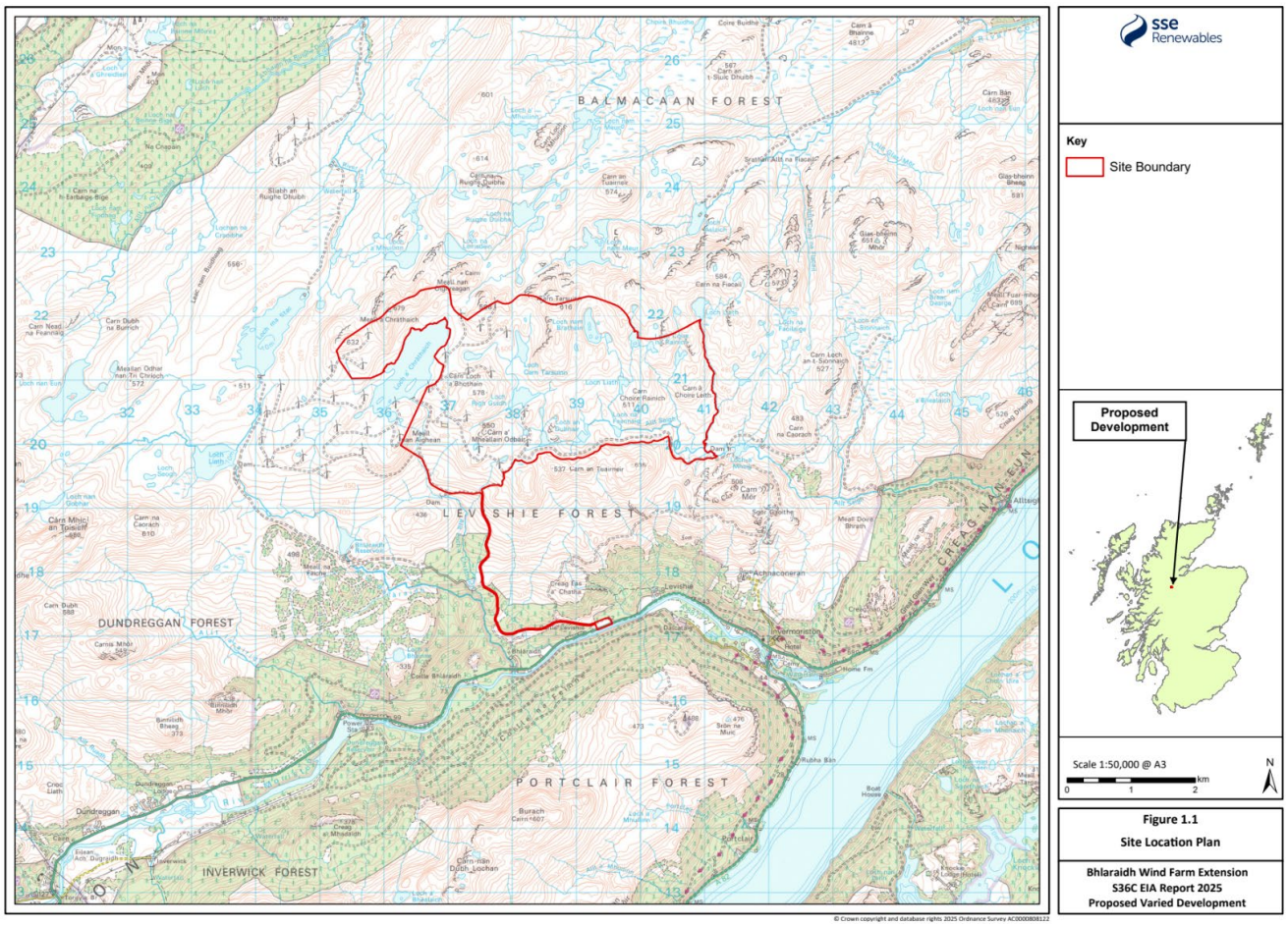


Appendix B Construction Traffic Route

Legend

- Site Boundary
- Route From Inverness via A82, A887 to Site

REV	DATE	REMARKS	DRN	CHK	APR
00	18/07/2024	First issue	AM	ML	--

Project Name

BHLARAIDH EXTENSION WIND FARM

Drawing Title

MAIN WORKS DELIVERY ROUTE AND HGV, LGV AND GENERAL CONSTRUCTION TRAFFIC

Drawing Number

LN00127-BHLX-SID-SK-0014-03

0 2 4 8 km

Scale: 1:125,000 @ A3

N

Datum: OSGB36, Projection: BNG

Appendix C Estimated Construction Traffic Schedule

Bhlaraidh Wind Farm Extension - Interim Construction Traffic Management Plan
Appendix C: Indicative Construction Traffic Schedule (pre-contract award)

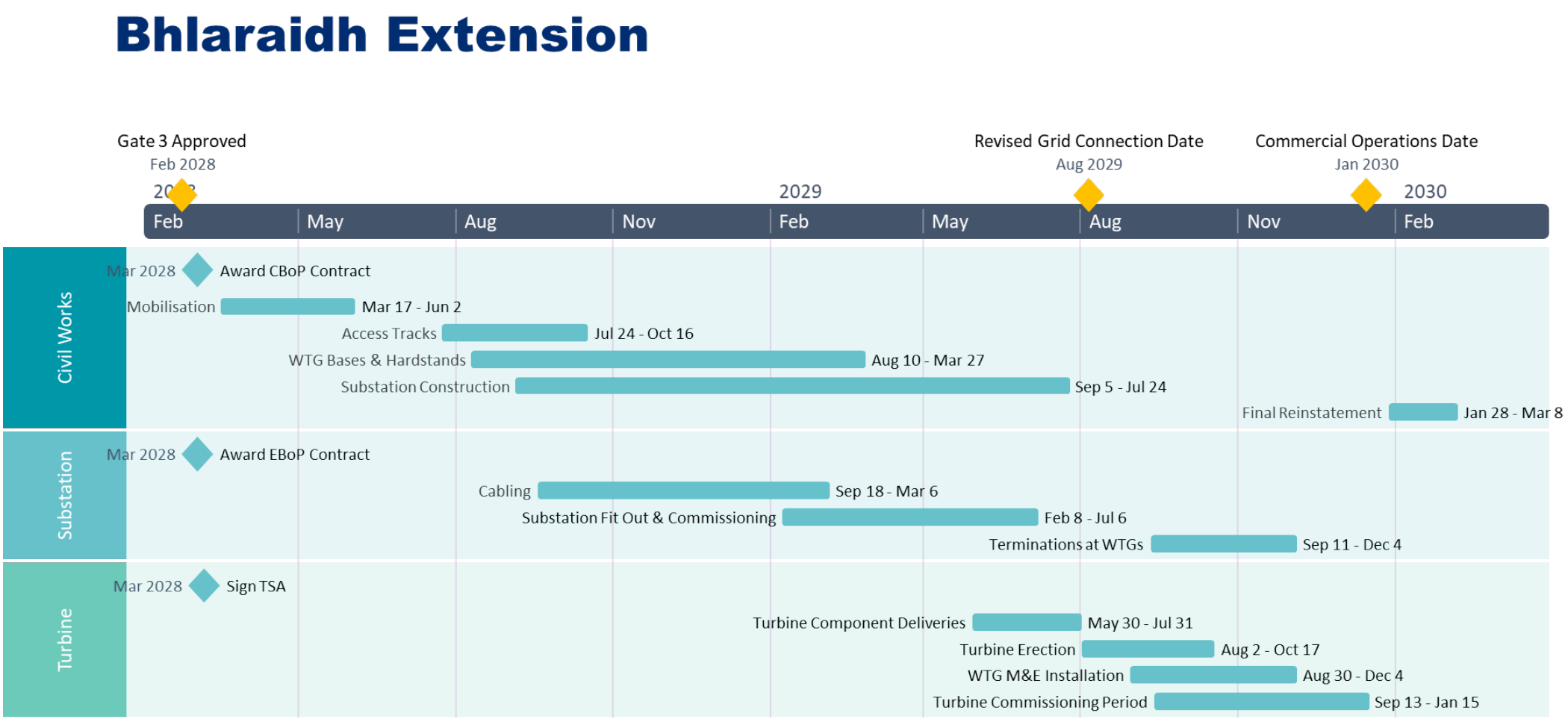
		Months																
	Total Journeys (Journey assumed as a round trip)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Material Deliveries (HGV / Low-Loader)																		
Site Establishment / Plant																		
Contractor Offices	50	10													10	10	10	10
Canteen / Toilets	4	2																2
Containers & Skips	57	4	4	4	4	4	4	4	4	4	1	0	0	4	4	4	4	4
Contractor Storage	10	5																5
Civil Contractor Plant Deliveries	160	20	30	30												20	30	30
Turbine Supplier Plant	20												5	5			5	5
Compound Waste	10	2		1		1		1		1	1			1		1		1
Fuel Deliveries	49	2	4	4	4	4	4	4	4	4	4			4	2	2	2	1
Civil Construction Materials																		
Culverts & Drainage Materials	95	5	10	10	10	10	10	10	10	10	10							
Concrete ancillaries (formwork, etc)	5	1			2	2												
Cement	320			40	40	40	40	40	40	40	40							
Steel Rebar			7	7	7	7	7	7	7	7	7			7				
Marker Posts	2	1	1															
Geo-grid	45		5	5	5	5	5	5	5	5	5							
Blasting Components e.g. Explosives, wiring, etc.	39	2	4	1	4	4	4	4	4	4	4			4				
Turbine Component Deliveries																		
Blades - Kyle of Lochalsh to Broadford	45												30	15				
Blades - Broadford to Site	45													30	15			
Other components - Inverness to Site	90												30	30	30			
Total	**1116**	**54**	**65**	**102**	**76**	**77**	**74**	**75**	**74**	**75**	**72**	**0**	**65**	**100**	**61**	**37**	**51**	**58**
Site Staff (Car Journeys)																		
SSE Supervisory Staff	1420	50	100	100	100	100	100	100	100	100	50	10	10	100	100	100	100	100
Civil / Elec Contractor Office Staff	2840	100	200	200	200	200	200	200	200	200	150	20	20	150	200	200	200	200
Civil / Elec Contractor Site Staff	11600	200	700	950	950	950	950	950	950	950	600	50	50	950	600	600	600	600
Turbine Supplier Staff	500												50	100	100	100	100	50
Total	**16360**	**350**	**1000**	**1250**	**1250**	**1250**	**1250**	**1250**	**1250**	**1250**	**800**	**80**	**130**	**1300**	**1000**	**1000**	**1000**	**950**

Notes:
Construction Movements above are pre-contract award estimated traffic movements associated with the construction of the works. These are subject to review and alteration by Appointed Contractor(s).

Appendix D Main Works Indicative Programme

Bhlaraidh Wind Farm Extension - Interim Construction Traffic Management Plan (CTMP) Appendix D:

Main Works Indicative Construction Programme



Appendix E Risk Assessment – Holding appendix, to be provided by PC on appointment

Appendix F Road Signage & Speed Control

Legend

Site Boundary

SpeedLimit

- 30 mph
- 40 mph
- 60 mph

REV	DATE	REMARKS	DRN	CHK	APR
00	22/07/2024	First issue	AM	LM	--

Project Name

BHLARAIDH EXTENSION WIND FARM

Drawing Title

MAIN WORKS DELIVERY ROUTE AND HGV, LGV AND GENERAL CONSTRUCTION TRAFFIC SPEED LIMIT

Drawing Number

LN000127-BHLX-SID-SK-0014-04

0 2 4 8 km

Scale: 1:125,000 @ A3

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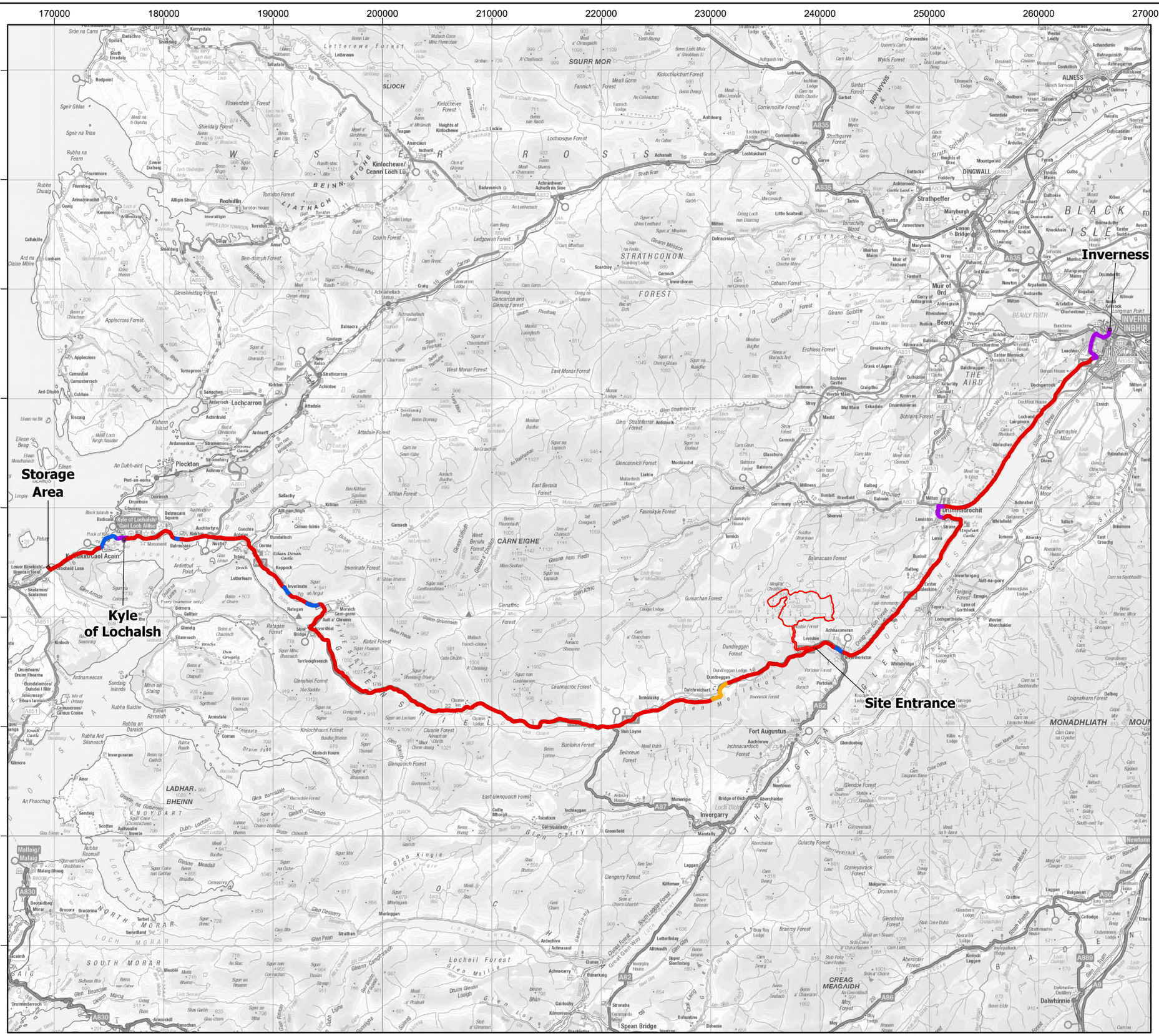
Datum: OSGB36, Projection: BNG



REV	DATE	REMARKS	DRN	CHK	APR
00	22/07/2024	First issue	AM	LM	--

Project Name

BHLARAIDH EXTENSION WIND FARM

Drawing Title

MAIN WORKS TURBINE COMPONENTS DELIVERY ROUTE SPEED LIMIT

Drawing Number

LN000127-BHLX-SID-SK-0014-06

0 5 10 20 km

Scale: 1:350,000 @ A3

N

Datum: OSGB36, Projection: BNG

sse Renewables

Appendix G S96 Agreement – Holding appendix, to be fully populated upon agreement with THC