Scottish & Southern Electricity Networks
TRANSMISSION

TECHNICAL APPENDIX 11.1: OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Outline Construction Traffic Management Plan

Netherton Hub

Scottish and Southern Electricity Networks Transmission

Prepared by:

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SLR Project No.: 405.065170.00001

Client Ref No.:LT000052-SLR-CIV-RPT-004

14 August 2024

Revision: 08

Revision Record

Revision	Date	Reason for Issue	Prepared By	Checked By	Authorised By
01	3 April 2024	For Review	JR	CP	DK
02	9 April 2024	For Review	JR	DM	DK
03	16 April 2024	For Review	DT	CP	DK
04	8 May 2024	For Review	JR	CP	DK
05	18 June 2024	For Review	DT	CP	DK
06	19 July 2024	For Review	DT	CP	DK
07	24 July 2024	For Planning	DT	CP	DK
08	14 August 2024	For Planning	DT	CP	DK

Basis of Report

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Acronyms and Abbreviations

AADF	Annual Average Daily Flow
AC	Aberdeenshire Council
AIL	Abnormal Indivisible Loads
AL	Abnormal Loads
CTMP	Construction Traffic Management Plan
DCSS	Direct Current Sub-Station
DfT	Department for Transport
EGL	Eastern Green Link
HGV	Heavy Goods Vehicle
HVAC	High Voltage Alternating Current
HVDC	High Voltage Direct Current
LGV	Light Goods Vehicle
PIA	Personal Injury Accident
PIC	Personal Injury Collison
SSEN Transmission	Scottish and Southern Electricity Networks Transmission

1.0 Introduction

SLR Consulting Ltd (SLR) has been instructed by Scottish Hydro Electric Transmission plc known and operating as Scottish and Southern Electricity Networks Transmission (SSEN Transmission) to prepare an Outline Construction Traffic Management Plan (CTMP) to support the planning application for the Netherton Hub, hereafter referred to as the 'Site'. The Site is located on land at Flushing, to the south of the A950 west of Peterhead in Aberdeenshire.

The site encompasses approximately 230 hectares of land and is located directly south of the village of Flushing and southeast of Longside. The A950 runs along the northern boundary of the Site, connecting to the A90 approximately 1.5km to the east on the western side of Peterhead. The site location can be seen in Drawing LT000052-SLR-CIV-LAY-022-01.

1.1 Proposed Development

The proposed development measures approximately 230Ha, most of which is made up of green fields which are used for agriculture. The Proposed Site Layout is included as Drawing LT000052-SLR-CIV-LAY-023-01.

There would be two access locations, with one access extending north from the site to connect with the A950 at a standard priority junction, and the second to the south utilising the Netherton Farm access track, linking with the minor road south of Netherton Farm. The northern access, to the north off the A950 is the main access for construction and operational use. The secondary southern access is primarily expected to be for emergency use.

The development would consist of the following key elements:

- Eastern Green Link 3 (EGL3) converter station consisting of a 2GW 525kV bi-pole HVDC converter and associated HVDC and HVAC cable connections.
- Spittal to Peterhead (PH2S) converter station consisting of a 2GW 525kV bi-pole HVDC converter with metallic return and associated HVDC and HVAC cable connections.
- HVDC Switching Station (DCSS) which is a multi-vendor HVDC switching station.
- 400/132kV Sub-station.
- An Operational (Ops) and Spares Building.
- HVDC and HVAC cabling throughout the site.

In addition, the site will also have the following associated infrastructure:

- Site offices, stores buildings/areas etc.
- Internal road network running primarily north to south.
- Site drainage including attenuation ponds.
- Underground buried HVDC cabling.
- Control rooms.
- Switch gear.
- Transformers.

1.2 Purpose and Scope

This outline CTMP report evaluates the potential impacts of the additional traffic generated for the construction of the proposed development by including a prediction of the peak traffic generation and a high-level assessment. It has also been structured to provide a description of the existing conditions including road safety, access arrangements and traffic flow, which form the baseline for the assessment of possible impacts. The assessment also takes into consideration the temporary nature of the construction works to be carried out and the anticipated operational trips.

This report outlines adequate and commensurate mitigation measures where transport-related impacts resulting from the proposed development are expected, in line with the mitigations measures expected to be included within a CTMP.

This report hereafter contains the following sections:

- Section 2.0 Baseline Conditions – the baseline scenario is set out to include a description of the local highway network and a road safety review of the recent Personal Injury Collision (PIC) data. Base traffic flows have been set out for an average weekday and peak hours identified.
- Section 3.0 Construction Considerations - the development proposals have been described here and the proposed level of Site generated traffic are forecast, and the predicted distributions are set out.
- Section 4.0 Construction Traffic Management – the measures and protocols to be implemented on Site for managing the construction-related activities and potential traffic impacts have been described here; and
- Section 5.0 Complaints and Inquiries Procedure – the procedure for monitoring the Site traffic and handling complaints and inquiries from the general public with respect to the proposed development are outlined here.
- Section 6.0 Conclusions – A summary of assessments and discussions is presented.

2.0 Baseline Conditions

2.1 Study Area

The Site is located directly west of Peterhead in Aberdeenshire and south of the hamlet of Flushing. The A950 Longside Road runs east-west along the northern boundary of the site, linking to the village of Longside approximately 2.16km to the west and to the roundabout junction with the A90 approximately 5km to the east. The minor road to the south of the site is approximately 3.7km in length; this road runs generally east-west to connect with Inn Brae to the west and a minor road to the east. For the purposes of this report this minor road is named as Inverveddie Road.

The construction traffic will be routed to the access on the A950, with vehicles travelling predominantly from the A90 to the east of the Site. See Drawing LT000052-SLR-CIV-LAY-023-01.

2.1.1 A90

The A90 is a strategic trunk road which extends along the eastern side of Scotland from Perth to Fraserburgh. As it passes Peterhead the A90 forms a two-lane single carriageway road which is subject to the national speed limit of 60mph. The junction of the A90 with the A950 is a standard non-signalised at-grade roundabout junction with tappers on the approach arms and street lighting. From this junction construction vehicles will be able to travel to the wider strategic road network.

2.1.2 A950

The A950 is a single two-lane carriageway which extends west from Peterhead running through north Aberdeenshire to the A98 north of New Pitsligo. In the vicinity of the site the road is subject to the national speed limit of 60mph, the road is approximately 6.5m in width, with narrow verges and no street lighting.

To the east the A950 forms a roundabout junction with the A90 before continuing eastwards into Peterhead.

2.1.3 Other Routes

It is anticipated that the route for emergency access could be from the north into the site via the A950. If emergency access from the north is not viable, an addition southern access will be created for emergency access from the south. Emergency access for vehicles to the south will be either turning south from the A950 close to the Burn of Faichfield or following the minor road which extends directly west from the A90, running parallel and south of the A950. This minor road is approximately 6.2m wide allowing for two lanes of traffic for roughly the first 2.5km, after which it gradually reduces in width to less than 5m and so would be suitable for emergency vehicles.

2.2 Baseline Traffic Flows

Annual average daily flow (AADF) Data from Department of Transport (DfT)[1] website have been used for this assessment, taken from Count Point number 80576 on the A950. The most recent data on the website is the 2022 estimated traffic flows; the most recent manual count record in from 2018. A comparison of the two datasets identified that the 2022 estimated traffic count (all vehicles) is 11% lower than the 2018 count; the DfT confirms that

[1] https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints

the estimated data should be used with caution. As such, the 2018 manual count is considered to be more reliable for use within this report. **Table 2-1** provides the DfT data.

Table 2-1 A950 Annual Average Daily Flow (AADF)

Vehicle Type	Number	% of total
Pedal cycles	4	<1%
Two-wheeled motor vehicles	32	<1%
Cars & taxis	6271	79%
Buses and coaches	49	<1%
Light goods vehicles	1179	15%
Heavy goods vehicles	358	5%
Total	**7889**	**-**

The A950 supports a reasonable level of traffic, with an average of 7,889 vehicles per day, and it can be confirmed that the route is suitable for use by heavy goods vehicles (HGVs) as these heavier vehicles make up 5% of the average daily traffic. The data confirms that there are an average of 4 pedal cycles; while this is not a high number the presence of cyclists is noted.

There are two counter locations on the A90 which can provide traffic data; manual count point 80573 is located on the A90 north of the junction with the A950 and automatic count point 80572 is located south of the A950 close to the junction with Blackhills Road. This data is summarised below in Table 2-2.

Table 2-2 A90 Annual Average Daily Flow (AADF)

	Count Point 80572 (2022)		Count Point 80573 (2022)	
Vehicle Type	Number	% of total	Number	% of total
Pedal cycles	15	<1%	7	<1%
Two-wheeled motor vehicles	33	<1%	16	<1%
Cars & taxis	5132	69%	3358	78%
Buses and coaches	47	<1%	14	<1%
Light goods vehicles	1602	25%	719	17%
Heavy goods vehicles	649	9%	179	4%
Total	**7462**	**-**	**4285**	**-**

The traffic flows are quite different between the two locations; the larger flows on the A90 to the south of the A950 imply that more vehicles travel south on the A90 from Peterhead than travel north. It can be confirmed that the route is suitable for use by heavy goods vehicles (HGVs) as these heavier vehicles make up between 4% and 9% of the average daily traffic. The data confirms that there are between 7 and 15 pedal cycles, which are not high but should be noted.

2.3 Existing Road Safety

Please refer to the Environmental Impact Assessment (EIA) for details of existing road safety, including accident data.

3.0 Construction Considerations

3.1 Construction Programme

It is anticipated that the proposed development would be constructed over a period of between 5 and 8 years. For the purpose of identifying the worst-case scenario for peak traffic flows, we have used the 5-year construction programme. The peak construction activities will occur between month 20 and month 24.

3.2 Hours of Working

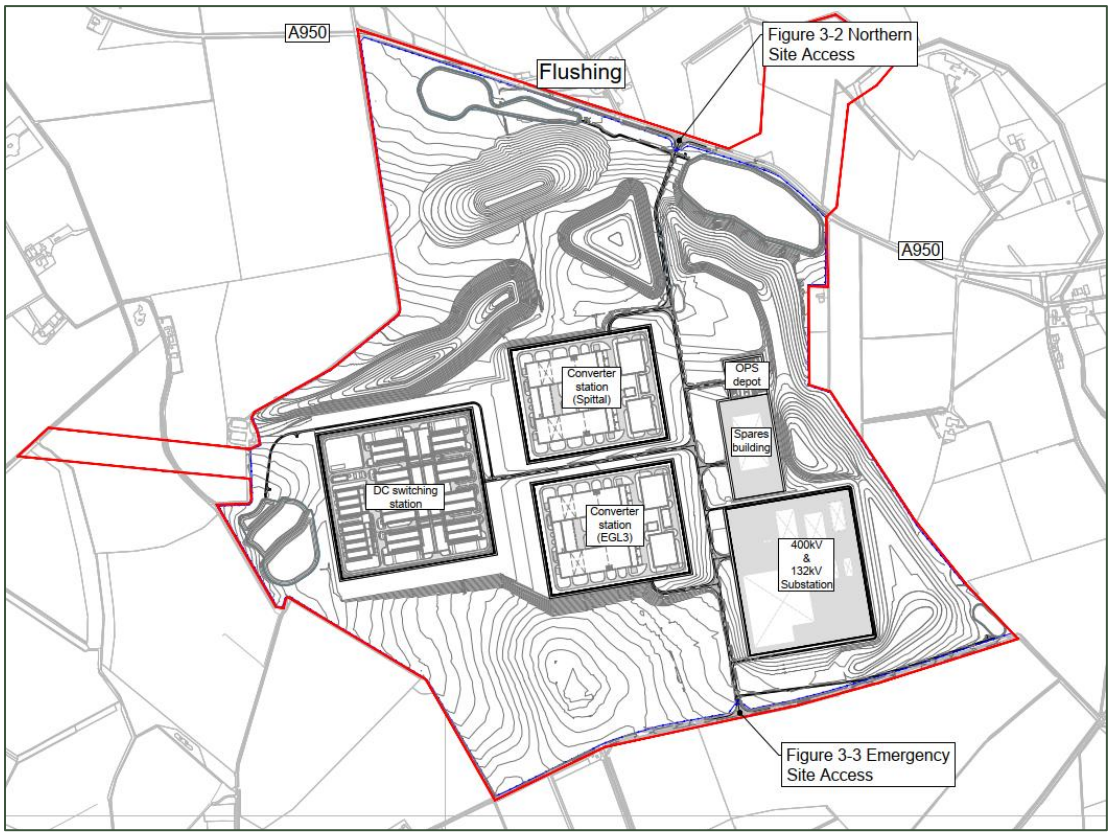
Construction working is likely to be during daytime periods only. Working hours are anticipated seven days a week between approximately 07.00 to 19.00 March to September and 07.30 to 17.00 (or within daylight hours) October to February. Any out of hours working would be agreed in advance with Aberdeenshire Council.

3.3 Construction Access

There are two access points proposed as shown in **Figure 3-1**.

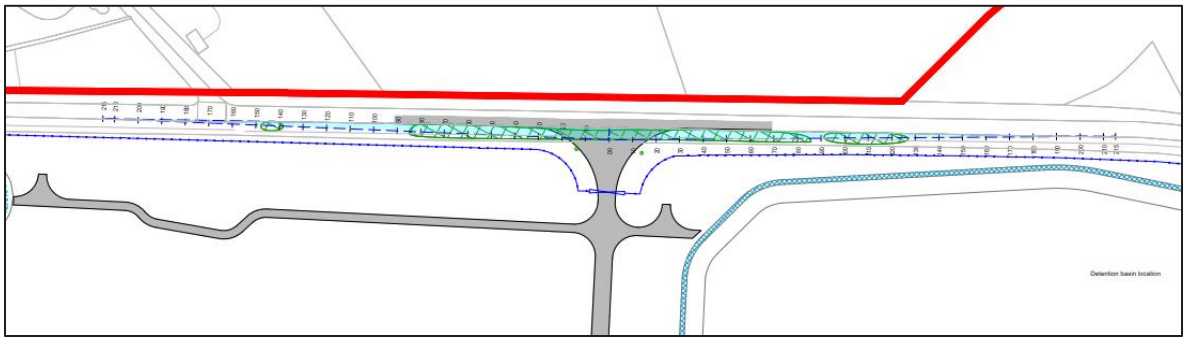
The Site will be served by one main access location, with a separate access expected to be for emergency purposes to the south.

Figure 3-1 Locations of New Site Accesses



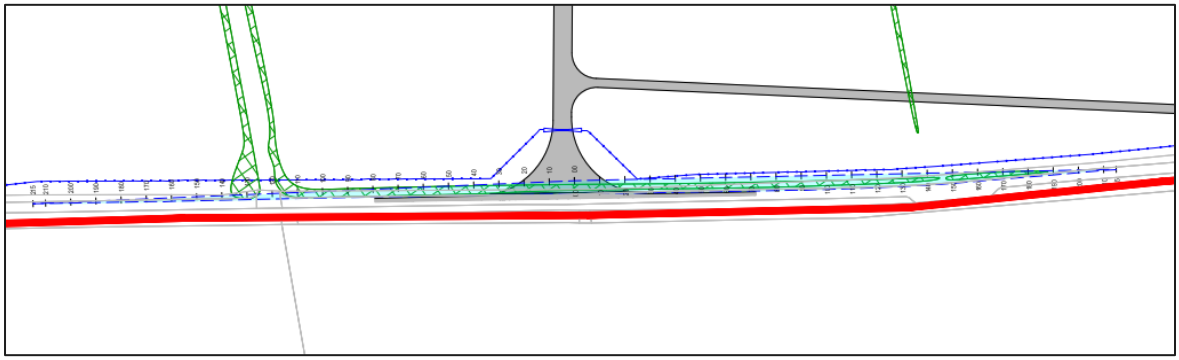
The main access, herein referred to as the northern access, would be located approximately 465m to the east of the main junction to Flushing; the access would form a new junction with the A950 and would serve as the main access for construction traffic, as shown in **Figure 3-2**.

Figure 3-2 Northern Site Access



The southern access would be provided from the southern boundary of the Site approximately 130m east of the existing access to Netherton Farm. This access would form a new junction with the minor road, as shown in **Figure 3-3.**

Figure 3-3 Emergency Site Access



3.4 Construction Movements

The expected construction traffic movements have been calculated with a materials calculator, using the construction materials, plant and staff requirements to predict the number of vehicle trips during each Site element being constructed within the Site. The numbers also include abnormal indivisible load (AIL) deliveries. The forecasts have been made for the vehicle types shown in **Table 3-1**.

Table 3-1 Types of Construction Vehicles

Low loader, 24t capacity	
Eight-wheel tipper, 16t capacity	
Flat bed, 24t capacity	
Concrete mixer	
Staff vehicles, assumed 1.5 staff per car	

Table 3-2 below provides a summary of the total number of vehicle movements (defined as the trips in and out of the site) by construction vehicle type, linked to each element of site construction.

Table 3-2 Total Construction Vehicle Movements (defined as trips in and out of the site)

Construction Element	AIL	Low Loader	Tipper	Flat Bed	Concrete	Staff	Total
400kV Substation	8	32	28652	1441	2451	56933	**89513**
132kV Substation	2	0	298	313	216	4933	**5760**
Spittal	14	40	24319	2946	3666	45733	**76718**
EGL 3	14	40	24319	2946	3666	45733	**76718**
DCSS	0	40	32064	2718	6052	58000	**98873**
OPS Depot	0	32	1603	104	713	2933	**5385**
Spares Building	0	32	7266	175	625	5267	**13364**
Hub Road Network	0	16	8259	194	0	5333	**13803**
CDM Compound	0	48	2226	1252	0	13704	**17230**
Earthworks	0	600	14949	0	0	62400	**77949**
Total	**38**	**880**	**143955**	**12089**	**17388**	**300971**	**475314**

Note: 132kV Substation also forms part of the 400kV footprint.

The construction vehicle predictions have been allocated to the construction programme to give a representation of the likely traffic generation through the construction period, identifying when the peak activity will result in the highest number of traffic movements. This can be seen in Appendix A.

During the peak period of construction, from months 20 to 24, there will be a total of 13,583 construction vehicle two-way movements to the Site each month. This is predicted to include 7,530 light vehicles and 6,053 HGV two-way movements per month. Assuming that there would be 7 working days per week, and 4 weeks per month, this would see a total of 485 two-way movements per day, with 269 light vehicles and 216 HGVs.

3.5 Abnormal Loads

An initial review of the potential routes for abnormal load delivery has identified the A90 and the A950 as the route to be used for the transport of abnormal loads. This assumes that the deliveries are made to Peterhead Harbour. A full abnormal load route assessment has been completed with swept path analysis to identify any potential constraints and mitigating works required to accommodate the abnormal load transport.

3.6 Routing

As described above, all construction traffic is anticipated to travel to and from the northern access from the A950. Due to the proximity of the Site to the A90, a strategic trunk road designed to accommodate heavy vehicles, all HGV traffic will be routed to and from the A950 east of the Site unless travelling from local merchants.

The light vehicles, mainly staff vehicles, are anticipated to travel from a number of locations and so it would be reasonable to expect a 50/50 split for light vehicles heading to the Site from the A950 east and west.

4.0 Outline Construction Traffic Management

This outline CTMP sets out the initial structure for the updated CTMP which would be prepared in advance of construction works on Site. This updated CTMP will be reviewed by the Contractor and will include any mitigations required to ensure safe entry and exit to site.

The CTMP would form part of the Site induction which will be mandatory for all employees, contractors and visitors attending the Site. All employees and contractors shall familiarise themselves with the contents of the CTMP and abide by the requirements laid out therein.

Any temporary works mitigations shall be adopted to ensure safe entry and exit to site and that this will be detailed by the contractor at detailed design stage.

4.1 Delivery Management

All deliveries would be undertaken at appropriate times, to be discussed and agreed with AC. Deliveries will be scheduled to coincide with off-peak periods of the day. The aim is to minimise the effect of the construction traffic on the local road network.

4.2 Contractors

Contractors with experience of the nature of the construction works proposed and in this type of environment would be appointed following a tendering process.

All contractors would be required to supply detailed method statements which would incorporate all planned mitigation methods. All sub-contractors are required to read, understand and adopt all procedures outlined within this construction traffic management plan.

Sub-contractors who formulate a CTMP for their work activity must issue it to the Principal Contractor for approval and acceptance prior to Site issue. Any traffic management procedures required to secure a work area or safeguard subcontractor operatives must be co-ordinated with SSEN Transmission (e.g. use of banksmen, operatives carrying out works roadside etc.).

The Principal Contractor Site Manager must be informed of any planned Site activity and movement of Site traffic; the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other Site activities.

4.3 Signage

Any signage required on the public highway would be erected and positioned in accordance with the requirements of the Traffic Signs Manual and Safety at Street Works and Road Works – A Code of Practice, and in consultation with the AC.

Warning signage on Site must be complied with at all times. The two most important signs are “no entry” and “no unauthorised vehicles”. In order to proceed beyond these signs, vehicle drivers must stop and contact the ganger/foreman in control of the area to be escorted through the local area.

4.4 On-Site Management

4.4.1 On-Site Safety

All personnel entering the working area would wear hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out with the vehicle.

Everyone required to work within the Site area would be made aware that they have a responsibility for the safety of themselves and others. All Site operatives and visitors have a

"duty of care" to themselves and others and need to be conscious of the surroundings and ongoing activities locally. In the event of an emergency, right of way to all emergency services would be given at all times. Emergency services and control of access would be carried out in compliance with the Site emergency procedures.

4.4.2 Parking

Parking areas located at the construction compound would have safe and secure barriers to segregate all personnel from Site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever would be allowed on public roads; all cars that are directed to the Site car park would be required to reverse park to comply with SSEN Transmission and the Principal Contractors requirements.

4.4.3 On-Site Tracks

Access tracks would be monitored on a daily basis to identify any deterioration of the track condition. Non-emergency remedial works to the track would be carried out at times outside peak times of usage and significant emergency repairs would be undertaken immediately and adjacent track sections would be restricted from use as required to safely accommodate works.

All routes would be monitored for dust and control, or suppression methods would be deployed as appropriate through the use of dust suppression systems.

4.4.4 Site Traffic

All traffic visiting the Site would be required to report to Site security where they would obtain clear instructions before further movement is acceptable. If applicable an induction would be completed, vehicle permits would be issued, and the Site rules & emergency procedure would be explained.

All traffic would use the signed site passing places and all drivers would accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas is not permitted.

Full time site traffic (vehicles/plant situated on-Site for majority of construction phase) that requires re-fuelling would follow the instructions supplied at their induction and also the guidelines within their method statement for the works.

Heavy Site traffic would be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the Foreman Fitter who would assess and repair any damage etc. to the plant. Management would ensure that all loads are covered fully to limit the loss of material in transit.

4.4.5 Vehicle Cleaning

A wheel and body wash would be operated within the Site to ensure materials from the Site are not transferred onto the highway, and road cleaning would take place when required to remove any deposits that are carried from the Site.

4.5 Driving and Speed Restrictions

All vehicles (cars, LGVs, HGVs and AILs) shall be driven in a safe and defensive driving manner at all times within speed limits. A zero-tolerance policy shall be adopted by all contractors, such that any infringement results in that person not returning to Site.

All cars and drivers of Site operative vehicles used for commuting to and from Site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant.

4.6 Abnormal Loads

It is anticipated that the some of the components being delivered to Site will be classed as abnormal loads when being transported along the public highway. Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. The haulage contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access routes.

The movement of abnormal loads would need to be timed to avoid periods of heavy traffic flow to minimise disruption to the public. These include the peak summer periods, normal daily rush hour periods, Saturdays and major public events.

Specific timing restrictions imposed by the police or local authority have not been determined at this stage. Through urban areas temporary parking restrictions may be necessary to guarantee a clear route for the abnormal loads, and these need to be arranged in advance through the appropriate local authority. The parking restrictions would need to be locally enforced.

Due to the size of vehicles required to transport these loads, escorts may be required for the entire route to control oncoming and conflicting traffic. Please see report Abnormal Load Swept Path Analysis Report for more details (LT000052-STA-CIV-RPT-008).

5.0 Complaints and Inquiries Procedure

It is important that members of the public or interested parties are able to make valid complaints or inquiries about the transport elements of the construction works. Such complaints and inquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and would also allow the construction techniques to be refined and improved.

It is anticipated that the complaints and inquiries procedure can be made either directly to the Site contractor or via AC, who in turn would provide feedback to the Site contractor. Contact details for the Site contractor and AC would be made clearly visible at the Site entrance.

All complaints and inquiries would be logged promptly by the Site contractor, with logs kept on Site for review by AC upon request.

5.1 Checking and Corrective Action

Traffic Monitoring would be undertaken and would feedback into the content of this CTMP. As outlined in **Section 1.1**, it is intended for the CTMP to be a 'live document' which is updated periodically as and when required.

The Contractor would be responsible for establishing a programme of monitoring, the results of which shall be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required would also be monitored. This methodology would ensure that the construction activities are being undertaken in accordance with the CTMP and that the Contractors are held to account.

The procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this would record any traffic related incident and work that has not been carried out in accordance with the CTMP or Method Statement.
- Completion of a Corrective Action Report – this would record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
- Action – Any necessary actions identified as a result of the above would be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above would be retained by the Contractor throughout the construction process. The records would be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

6.0 Conclusions

This Framework CTMP would be introduced in the interests of highway safety to control traffic activity associated with the construction phase of the Netherton Hub. The CTMP also includes reference to environmental safeguards and mitigation required to address impacts identified in the EIA.

The intention of the CTMP is to detail how construction works for the proposed development would be undertaken and managed in accordance with contractual and legislative requirements and construction industry best practice.

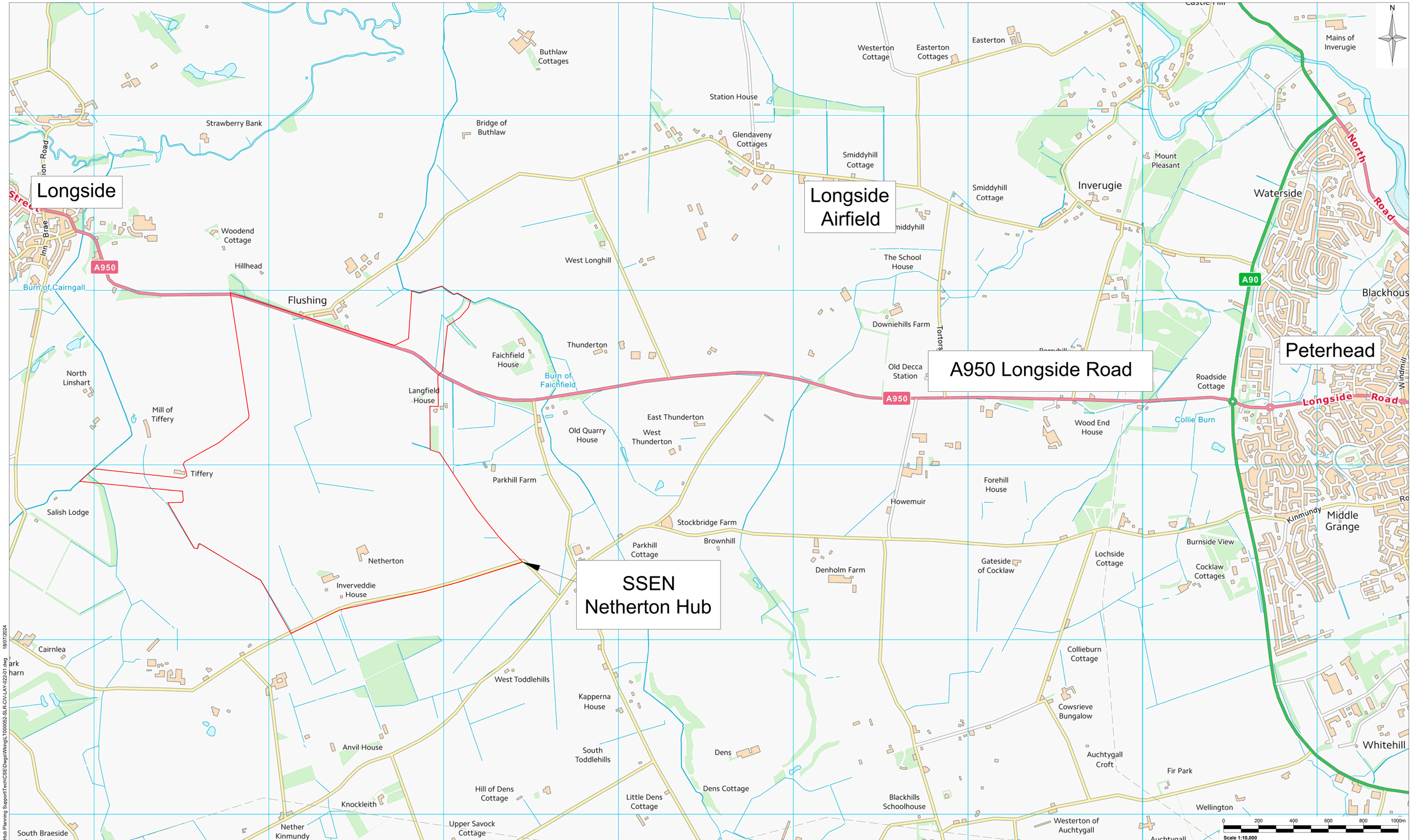
The following provides a brief summary of the mitigation measures that would be implemented in order to minimise disruption caused by the construction phase, both to the existing site operation and local highway network in terms of operation or safety:

- Consider a wide range of options for communication (e.g. notices in local shops, local radio, tweets etc.). A process for complaints and enquiries would be established in order to identify any areas for improvement. Corrective action and monitoring procedures would ensure that any issues highlighted are resolved satisfactorily.
- Provide a liaison officer role with which residents can discuss anything traffic and construction related. Offer to form a Construction Liaison Committee to ensure a free flow of information with local residents and address any concerns.
- Undertake a full condition survey of the access routes to be used during construction with regular monitoring throughout the construction period. Remedial works, as necessary as a result of construction traffic, would be undertaken as appropriate, and as agreed with AC.
- Consider a construction staff travel plan to ensure that staff travel to site is properly managed and impose a 20mph reduced speed limit for all construction traffic along, enforced through the use of signs, with any issues to be reported to the liaison officer.
- Propose a breakdown procedure for vehicles on the routes to Site.
- Control delivery, as far as possible, to avoid peak network hours (AM and PM peaks). Manage the release of vehicles from site during peak construction periods to prevent convoys; Noisy activities and HGV deliveries would be restricted to the hours of 0700 to 1900 Monday to Friday and 0700 to 1600 at weekends. However, the abnormal load deliveries may need to take place outside of these days/times, subject to agreement with AC.
- Wheel washing facilities would be provided and used to prevent mud and spoil from vehicles leaving the site during the building works being deposited on public highway; and
- Carefully manage onsite waste in order to minimise collections.

It is considered that the proposed measures are deemed appropriate to mitigate as necessary the impact on the surrounding local highway network and the immediate site operation posed by works undertaken during the construction phase.

It is intended for the CTMP to be a ‘live document’ which can be updated periodically as and when required, therefore the above list may be expanded upon. The content of this CTMP would ensure that the impact upon the environment is kept to a minimum.

DRAWINGS



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Client: Scottish & Southern Electricity Networks TRANSMISSION

Project: SSEN Netherton Hub

Drawing Status & Suitability Code: **For Planning**

Designed	Drawn	Checked	Authorised
N/A	LB	CP	DK
Date	Date	Date	Date
N/A	23/04/2024	23/04/2024	23/04/2024

Drawing Title: Site Location Plan

Drawing Number	Sheet No.	Rev.	Scale	SLR Project No.
LT000052-SLR-CIV-LAY-022-01	01 of 01	02	1:10,000 @ A1	405.065170.00001

Rev	Amendments	Date	By	Chk	Auth
02	For Planning	18/07/24	SC	CP	DK
01	For Information	23/04/24	LB	DK	DK

Rev	Amendments	Date	By	Chk	Auth

Notes:

Legend:
- Site boundary

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N

A950

Flushing

Northern
Site Access

A950

Converter
station
(Spittal)

OPS
depot

Spares
building

DC switching
station

Converter
station
(EGL3)

132 and
400Kv AC
Substation

Emergency
Site Access

0 100 200 300 400 500m

Scale 1:5,000

Notes:

1. Layout shows details for Planning in Principle only.
2. OHL shown indicatively and subject to separate s37 consent.

Legend:

- Site boundary
- Deer and rabbit proof perimeter fence with badger gates
- Access gate
- Access road
- Vehicle queue layby

Rev	Amendments	Date	By	Chk	Auth
02	For Planning	18/07/24	SC	CP	DK
01	For information	23/04/24	LB	CP	DK

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Drawing Status & Suitability Code: **For Planning**

Client: Scottish & Southern Electricity Networks TRANSMISSION

Project: SSEN Netherton Hub

Drawing Title: Proposed Site Layout and Access Points

Scale	SLR Project No.
1:5,000 @ A1	405.065170.00001

Designed	Drawn	Checked	Authorised
N/A	LB	CP	DK

Date	Date	Date	Date
N/A	23/04/2024	23/04/2024	23/04/2024

Drawing Number	Sheet No.	Rev.
LT000052-SLR-CIV-LAY-023-01	01 of 01	02

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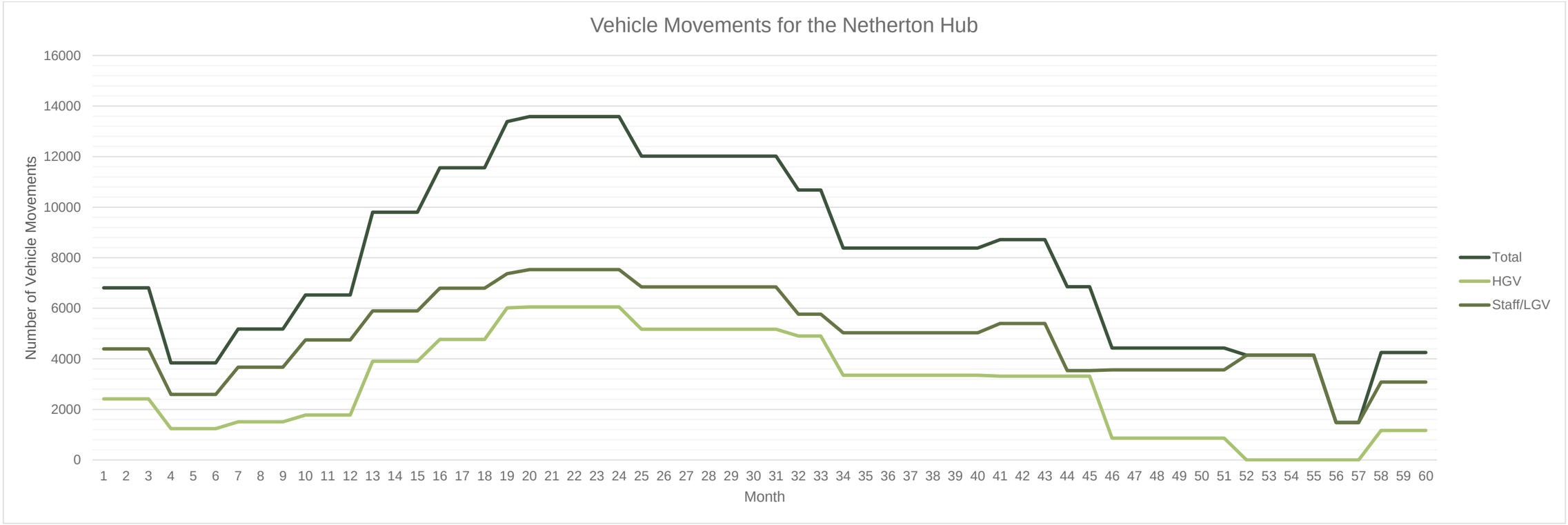
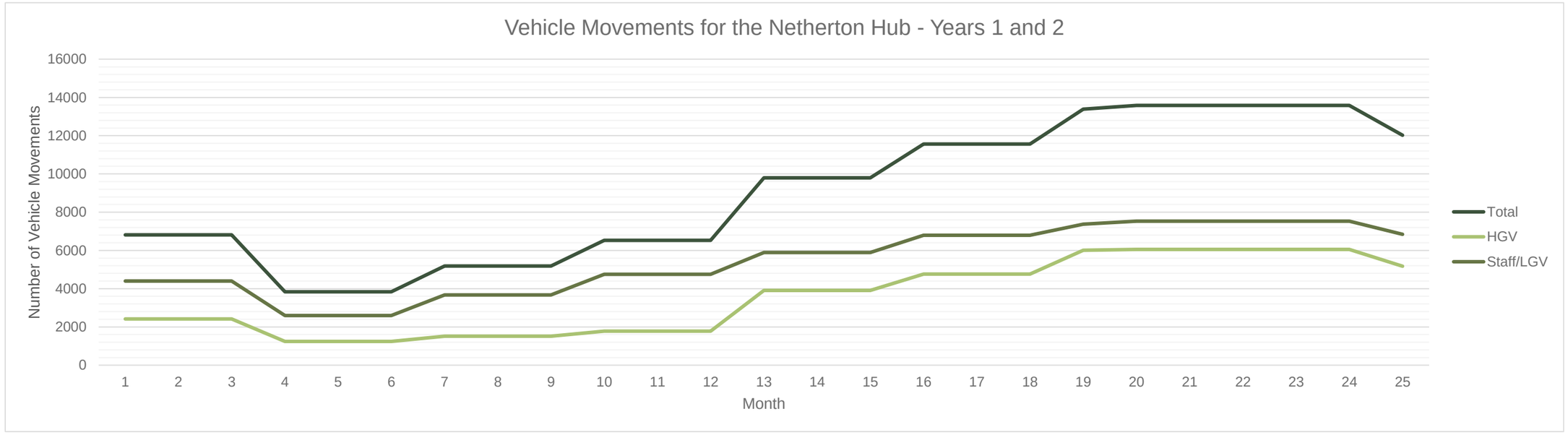
Appendix A Construction Vehicle Movements

Total Movements



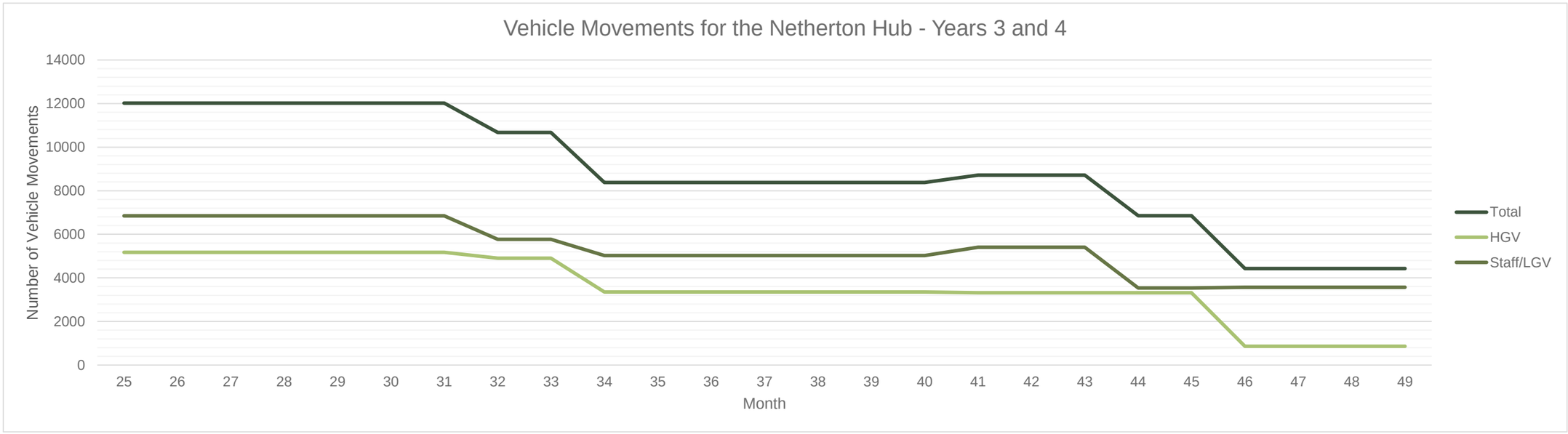
Movements Years 1 & 2

	Month																								
Total Monthly Moves	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
HGV	2417	2417	2417	1241	1241	1241	1510	1510	1510	1778	1778	1778	3906	3906	3906	4767	4767	4767	6013	6053	6053	6053	6053	6053	5173
Staff/LGV	4396	4396	4396	2596	2596	2596	3672	3672	3672	4748	4748	4748	5893	5893	5893	6793	6793	6793	7372	7530	7530	7530	7530	7530	6847
Total	6813	6813	6813	3838	3838	3838	5182	5182	5182	6526	6526	6526	9799	9799	9799	11560	11560	11560	13385	13583	13583	13583	13583	13583	12020



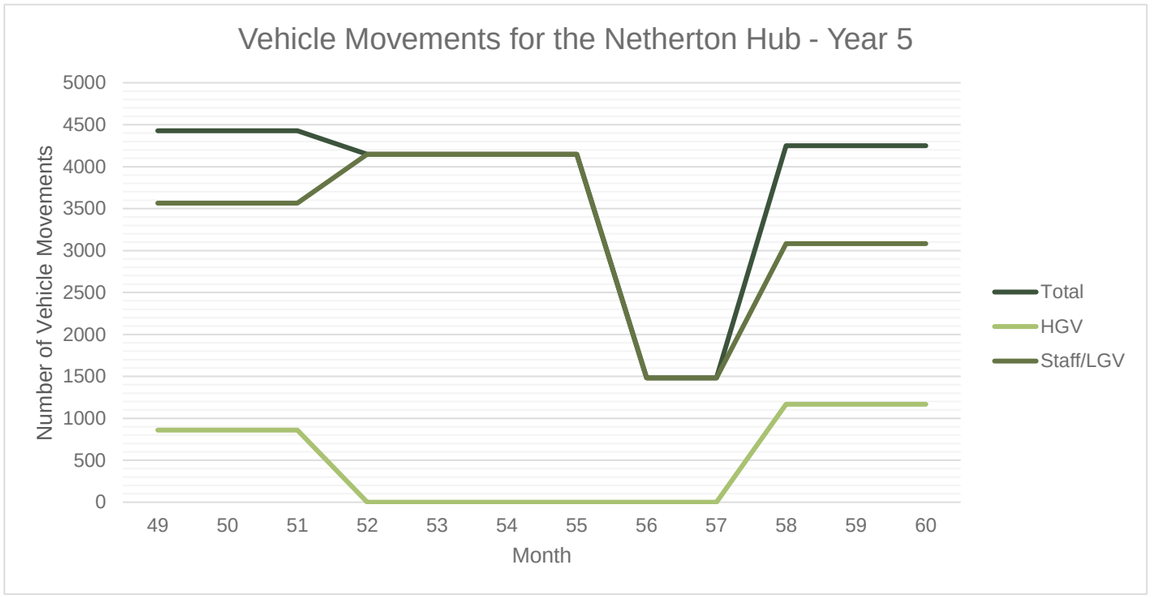
Movement Years 3 & 4

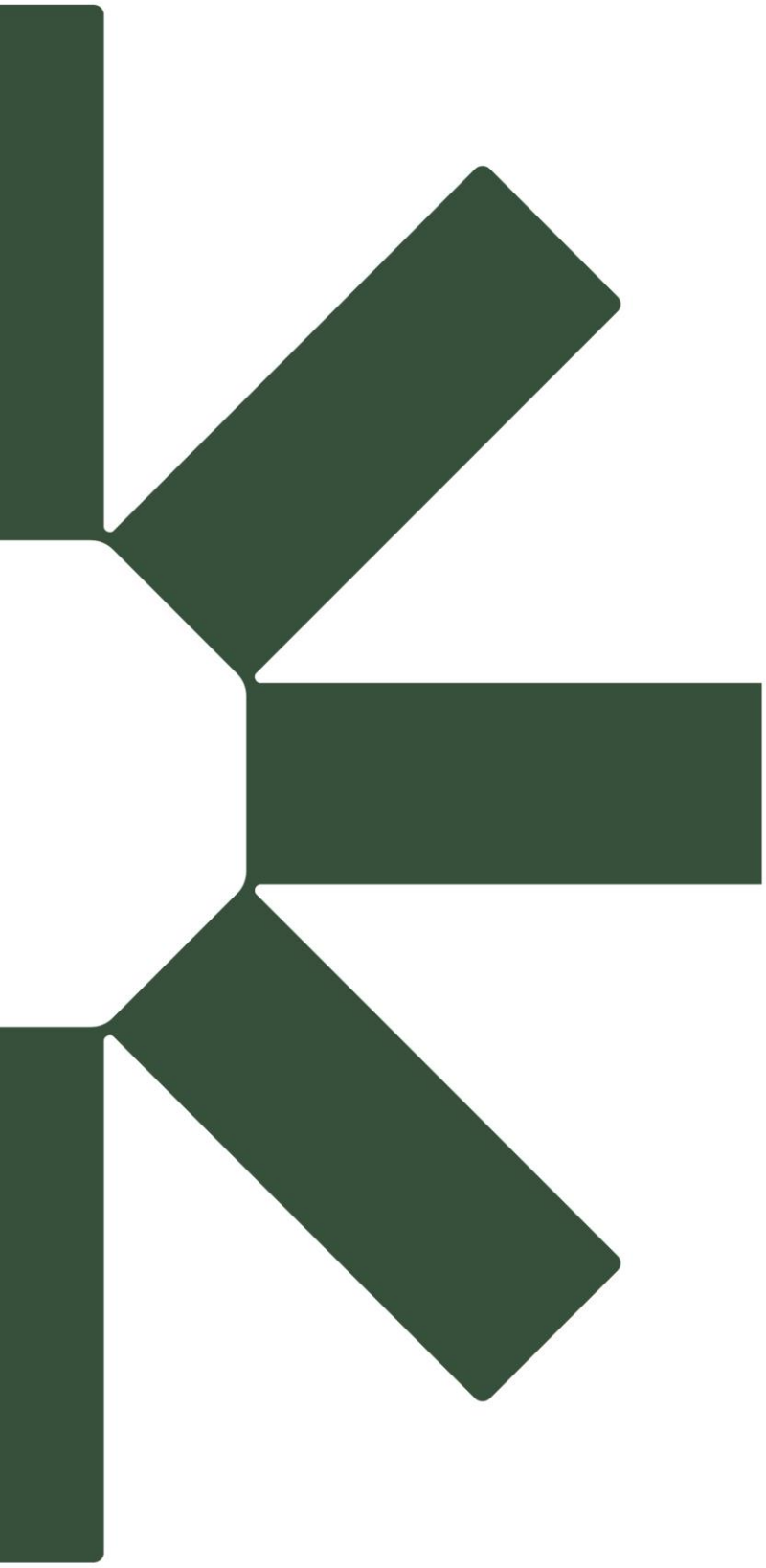
	Month																							
Total Monthly Moves	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
HGV	5173	5173	5173	5173	5173	5173	5173	4905	4905	3354	3354	3354	3354	3354	3354	3354	3314	3314	3314	3314	3314	861	861	861	861
Staff/LGV	6847	6847	6847	6847	6847	6847	6847	5771	5771	5028	5028	5028	5028	5028	5028	5028	5403	5403	5403	3536	3536	3567	3567	3567	3567
Total	12020	12020	12020	12020	12020	12020	12020	10676	10676	8382	8382	8382	8382	8382	8382	8382	8717	8717	8717	6850	6850	4428	4428	4428	4428



Movement Year 5

	Month											
Total Monthly Moves	49	50	51	52	53	54	55	56	57	58	59	60
HGV	861	861	861	0	0	0	0	0	0	1168	1168	1168
Staff/LGV	3567	3567	3567	4148	4148	4148	4148	1481	1481	3081	3081	3081
Total	4428	4428	4428	4148	4148	4148	4148	1481	1481	4249	4249	4249





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