

## Technical Note

### Appendix 11.2: Construction Access Routes and Temporary Access Review

<b>Project:</b>	Glenmuckloch to Glenglass 132kV Grid Reinforcement Project		
<b>Our reference:</b>	329055/GB/TN02/C	<b>Your reference:</b>	
<b>Prepared by:</b>	E Fatahiany	<b>Date:</b>	24 January 2023
<b>Approved by:</b>	J Dooley	<b>Checked by:</b>	J Dooley
<b>Subject:</b>	Appendix 11.2: Construction Access Routes and Temporary Access Review		

## 1 Introduction

1. This Technical Note documents a high-level assessment of proposed Worksite vehicular access locations and their interfaces with public roads. The primary terms of reference comprised a set of plan drawings which indicate the proposed Worksite access locations; included at the end of the report for subsequent ease of reference.
2. A site inspection was undertaken by Mott MacDonald traffic engineering specialists on Thursday 14<sup>th</sup> April 2022.
3. **Table 1.1** collates assessment findings by Worksite access location (from south to north):

**Table 1.1: Worksite Vehicular Access Assessment**

Worksite reference (access road) / photograph(s)	Assessment
<p><b>Worksite Access A serving Towers 1, 2, 3, and 4</b> (accessed directly off Euchar Water Road via existing substation access)</p>  <p><b>Substation access off Euchar Water Road Dual Angle</b></p>	<p><u>Findings</u> Established existing access to be utilised for worksite access, no significant issues negotiating local topography for track anticipated. Euchar Water Road has been developed to accommodate movement of large vehicles associated with wind farm construction and is considered suitable without further upgrade. Road Safety – no personal injury collisions recorded on Euchar Water Road or adjoining Blackaddie Road in recent data. <u>Recommendation</u> Verify adequacy of existing access to accommodate the most onerous transport vehicle and load configuration and develop access and track accordingly.</p>
<p><b>Worksite Access B serving Towers 5, 6, 7, 8 and 9</b></p>  <p><b>Workside Access B (existing haul road)</b></p>	<p><u>Findings</u> Adequacy of off-track topography to be confirmed. Euchar Water Road has been developed to accommodate movement of large vehicles associated with wind farm construction and is considered suitable without further upgrade. Road Safety – no personal injury collisions recorded on Euchar Water Road or adjoining Blackaddie Road in recent data. <u>Recommendation</u> Develop Worksite access preliminary design considering requirements of largest vehicles that will require access and local topography.</p>

Worksite reference (access road) / photograph(s)	Assessment
 <p><b>Forestry Track at proposed new access track location</b></p>	
<p><b>Worksite Access C serving Towers 10, 11, 12, 13, 14, 15 and 16</b> <u>Site not visited as access from existing wind farm development site</u></p>	<p><u>Findings</u> Access via established wind farm access, no concern identified. <u>Recommendation</u> Detailed design of interface of construction worksite access at tower locations with wind farm track will be required.</p>
<p><b>Worksite Access D serving Towers 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and 27</b></p>  <p><b>Kelloside junction (near A76) with existing forestry access</b></p>	<p><u>Findings</u> New worksite accesses to be formed adjoining existing established and generally well-maintained forestry track. No significant topographic concerns identified, some crossings at watercourses will be required. Significant peat evident and some sections of new track may need to be floating construction. Public road access to forestry track at Kelloholm near A76 junction and is established with bitumen surfaced approach section. Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data. <u>Recommendation</u> Develop Worksite access preliminary design.</p>
<p><b>Worksite Access D serving Towers 17, 18, 19, 20, 21, 22, 23, 24, 25, 26 and 27</b></p>  <p><b>Existing forestry access road</b></p> <p><u>Locked gate restricted survey access between worksite access locations serving towers 22 and 23</u></p> <p><b>Worksite Access E serving Towers 28, 29 and 30</b></p>	<p><u>Findings</u> New worksite accesses to be formed adjoining existing established and generally well-maintained and wide forestry track. No significant gradient related concerns identified, some crossings at watercourses will be required. Significant peat evident and some sections of new track may need to be floating construction. South of Corsierig track condition to be evaluated. Public road access to forestry track at Kelloholm near A76 junction and is established with bitumen surfaced approach section. Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data. <u>Recommendation</u> Develop Worksite access preliminary design; essentially off public road.</p> <p><u>Findings</u> Worksite access track will adjoin existing A76 access location. Road Safety – evidence of personal injury collisions local to worksite access to be appraised. Proposed access will require resurfacing to provide suitable and safe access provision. <u>Recommendation</u> Develop Worksite access preliminary design and appraise collision history implications.</p>

Worksite reference (access road) / photograph(s)	Assessment
 <p>Existing access off A76</p>	
<p><b>Worksite Access F serving Towers 31, 32, 33 and 34</b></p>  <p>Existing access off A76</p>	<p><u>Findings</u>                      Worksite access track will adjoin existing A76 access location.                      Road Safety – evidence of personal injury collisions local to worksite access to be appraised.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design and appraise collision history implications.</p>
<p><b>Worksite Access G serving Tower 35</b></p>  <p>Existing access off Lagrae Road</p>	<p><u>Findings</u>                      Worksite access track will from existing access with Lagrae Road via the A76.                      Railway overbridge at interface between A76 and Lagrae Road does not feature signed weight or width restriction, geometry likely to be adequate without modification.                      Lagrae Road is single track but features regular passing places and appears suitable overall, may require some patching of potholes and road edge erosion.                      Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design.</p>
<p><b>Worksite Access G serving Tower 36</b></p>  <p>Existing access off Lagrae Road</p>	<p><u>Findings</u>                      Worksite access track will from existing access with Lagrae Road via the A76.                      Railway overbridge at interface between A76 and Lagrae Road does not feature signed weight or width restriction, geometry likely to be adequate without modification.                      Lagrae Road is single track but features regular passing places and appears suitable overall, may require some patching of potholes and road edge erosion.                      Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design.</p>
<p><b>Worksite Access G serving Tower 37</b></p>	<p><u>Findings</u>                      Worksite access track will from existing access with Lagrae Road via the A76.</p>

Worksite reference (access road) / photograph(s)	Assessment
 <p>Existing access off Lagrae Road</p>	<p>Railway overbridge at interface between A76 and Lagrae Road does not feature signed weight or width restriction, geometry likely to be adequate without modification.                      Lagrae Road is single track but features regular passing places and appears suitable overall, may require some patching of potholes and road edge erosion.                      Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design.</p>
<p><b>Worksite Access G serving Tower 38</b></p>   <p>Existing access off Lagrae Road</p>	<p><u>Findings</u>                      Worksite access track will from existing access with Lagrae Road via the A76.                      Railway overbridge at interface between A76 and Lagrae Road does not feature signed weight or width restriction, geometry likely to be adequate without modification.                      Lagrae Road is single track but features regular passing places and appears suitable overall, may require some patching of potholes and road edge erosion.                      Access conspicuosity may not fully comply with optimal sight lines per DMRB design standard.                      Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design.</p>
<p><b>Worksite Access G serving Towers 39 and 40</b></p>  <p>Existing access off Lagrae Road</p>	<p><u>Findings</u>                      Worksite access track will from new access with Lagrae Road via the A76.                      Worksite access close to location of Glenmuckloch Substation.                      Railway overbridge at interface between A76 and Lagrae Road does not feature signed weight or width restriction, geometry likely to be adequate without modification.                      Lagrae Road is single track but features regular passing places and appears suitable overall, may require some patching of potholes and road edge erosion.                      Existing access will require significant upgrade.                      Road Safety – no personal injury collisions recorded in vicinity of public road interface in recent data.</p> <p><u>Recommendation</u>                      Develop Worksite access preliminary design.</p>

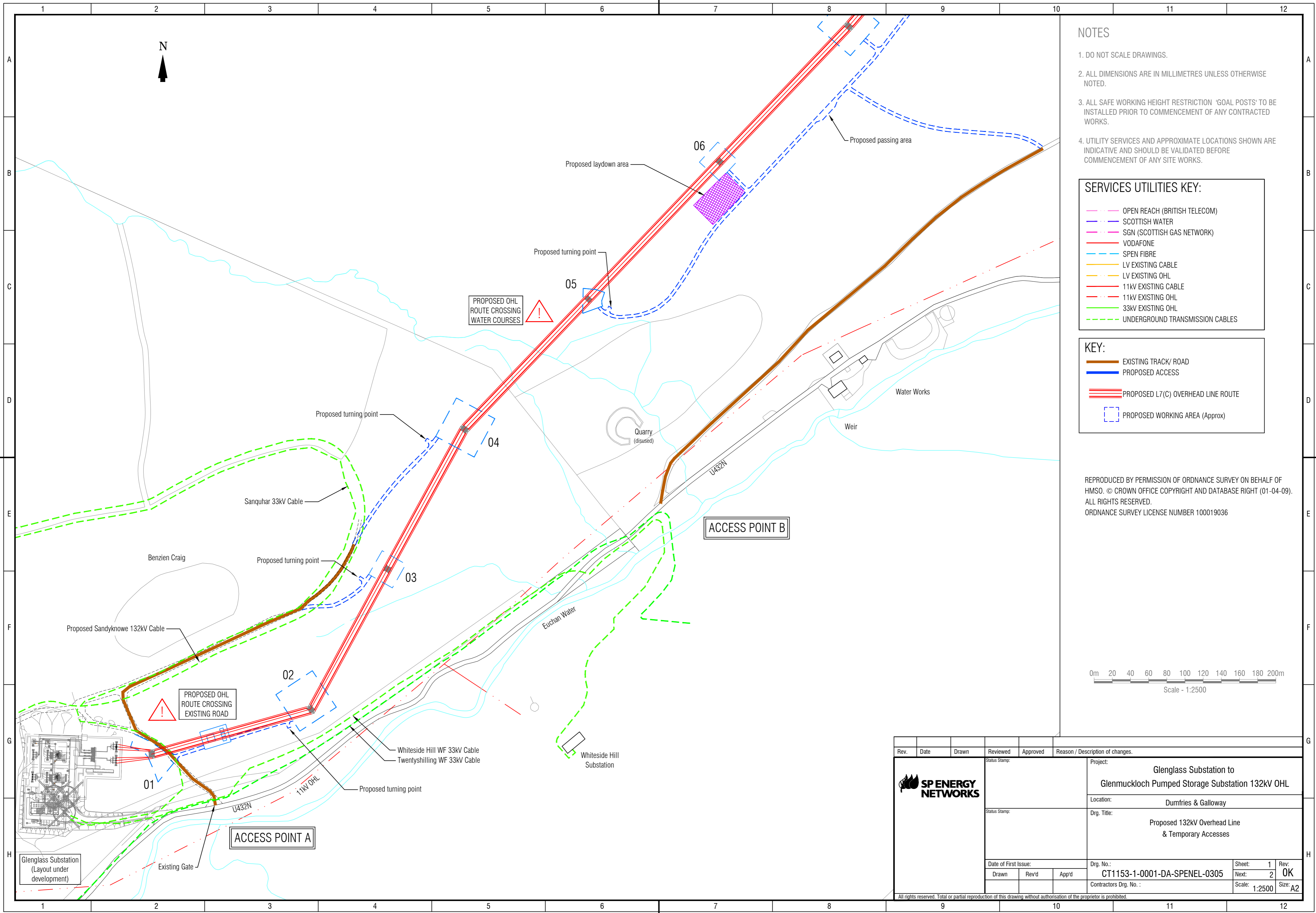
Worksite reference (access road) / photograph(s)	Assessment
 <p data-bbox="152 459 376 480">Existing access off Lagrae Road</p>	

1. There are several bridges and culverts on the trunk and local road network, however no evidence of signed weight restrictions was observed during the field study.
2. It is envisaged that Worksite access upgrades (where required) and confirmation of the suitability of the proposed Worksite access locations where they interface with the public road network will subsequently be agreed in consultation with the relevant Roads Authority.
3. EIA chapter and access design should take account of findings, recommendations, and the general intensification of use of the existing access locations.

## 2 SPEN Produced Drawings – Proposed 132kV Overhead Line & Temporary Access

See Annex A

### Annex A - SPEN Produced Drawings – Proposed 132kV Overhead Line & Temporary Access



**NOTES**

- DO NOT SCALE DRAWINGS.
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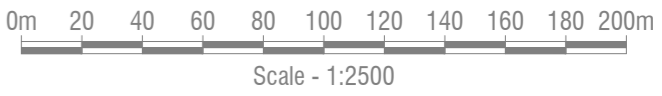
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- SGN (SCOTTISH GAS NETWORK)
- VODAFONE
- SPEN FIBRE
- LV EXISTING CABLE
- LV EXISTING OHL
- 11kV EXISTING CABLE
- 11kV EXISTING OHL
- 33kV EXISTING OHL
- UNDERGROUND TRANSMISSION CABLES

**KEY:**

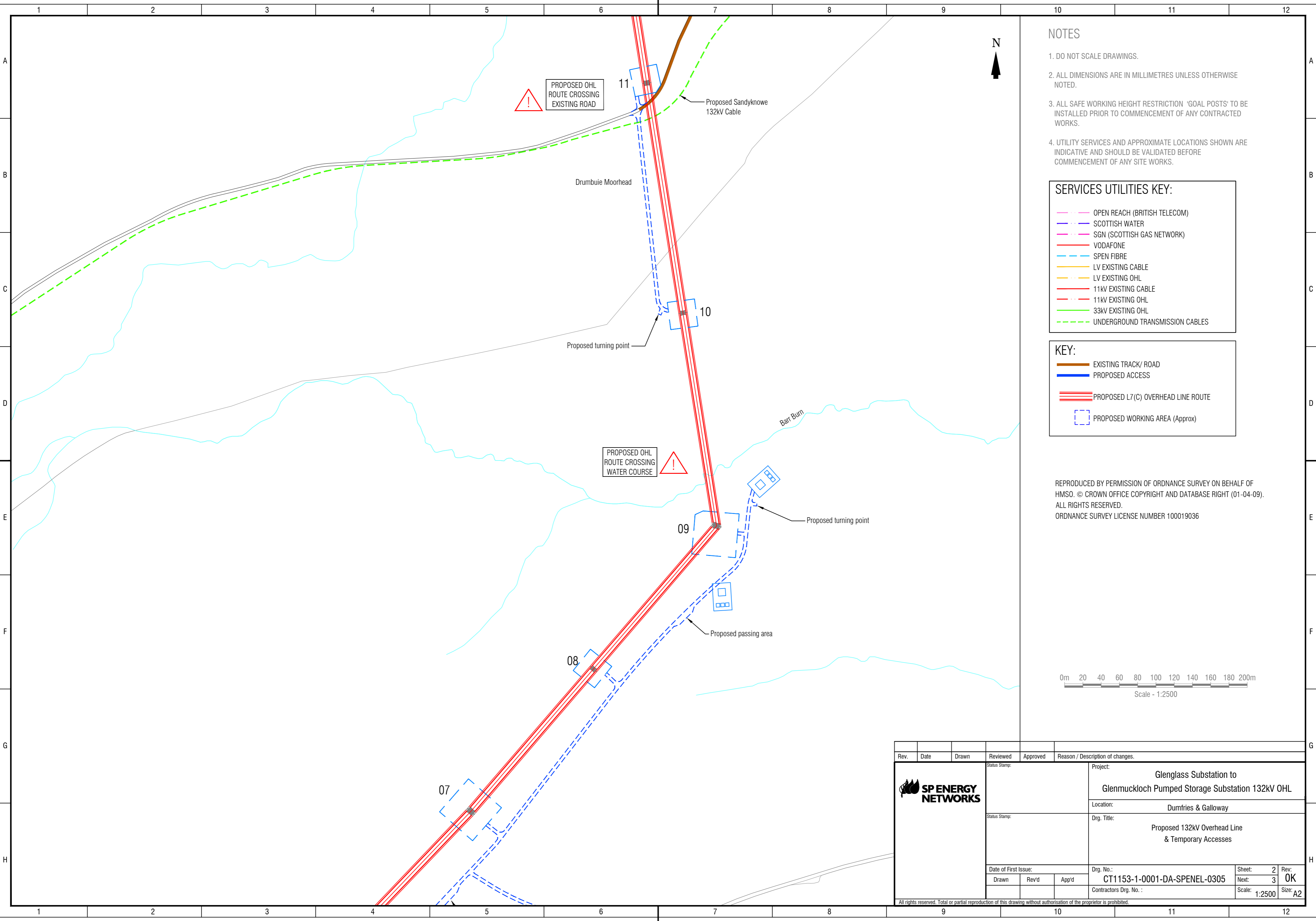
- EXISTING TRACK/ ROAD
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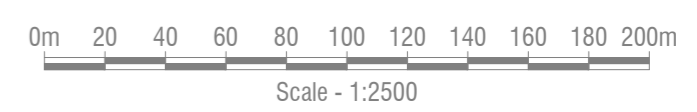
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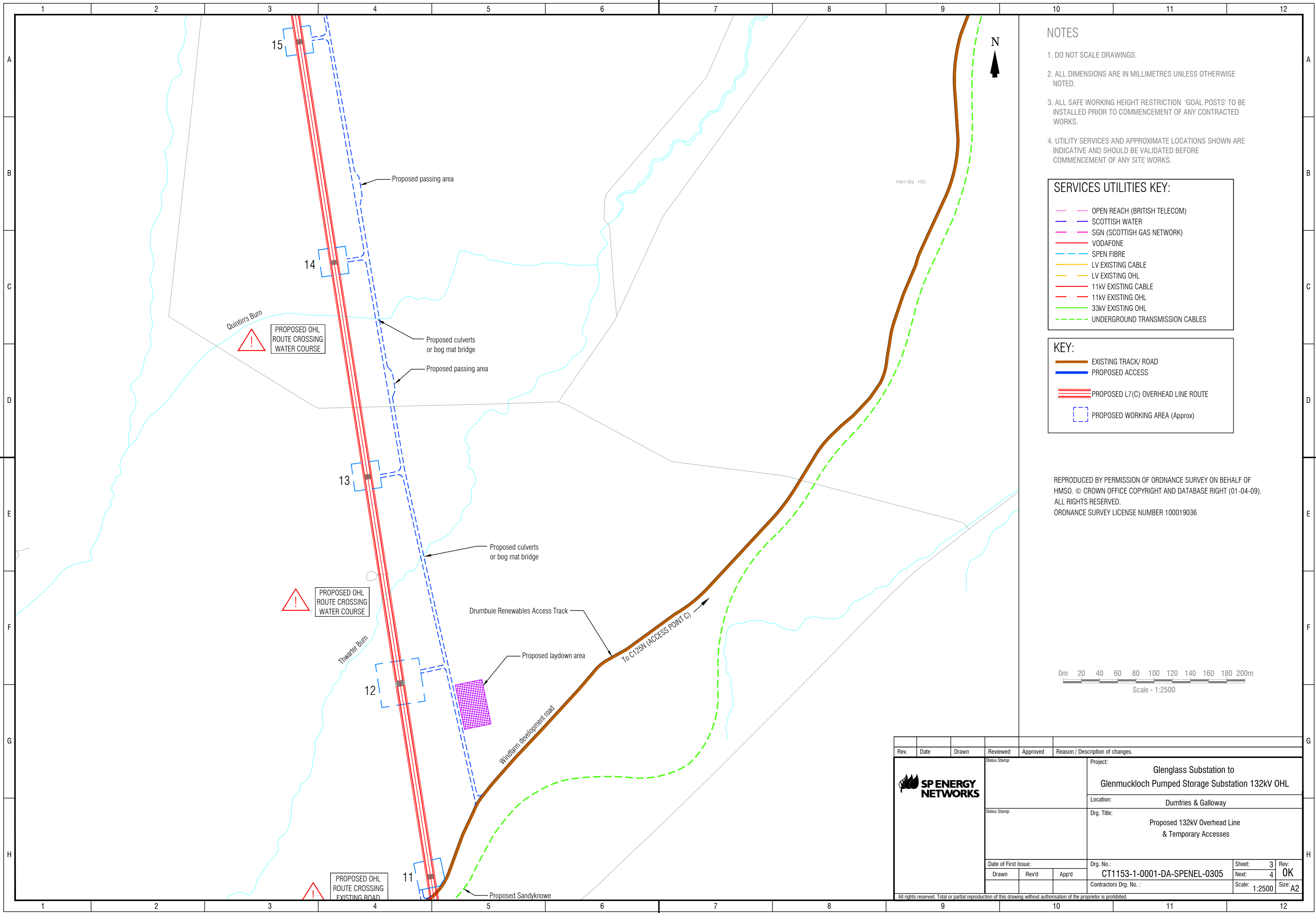
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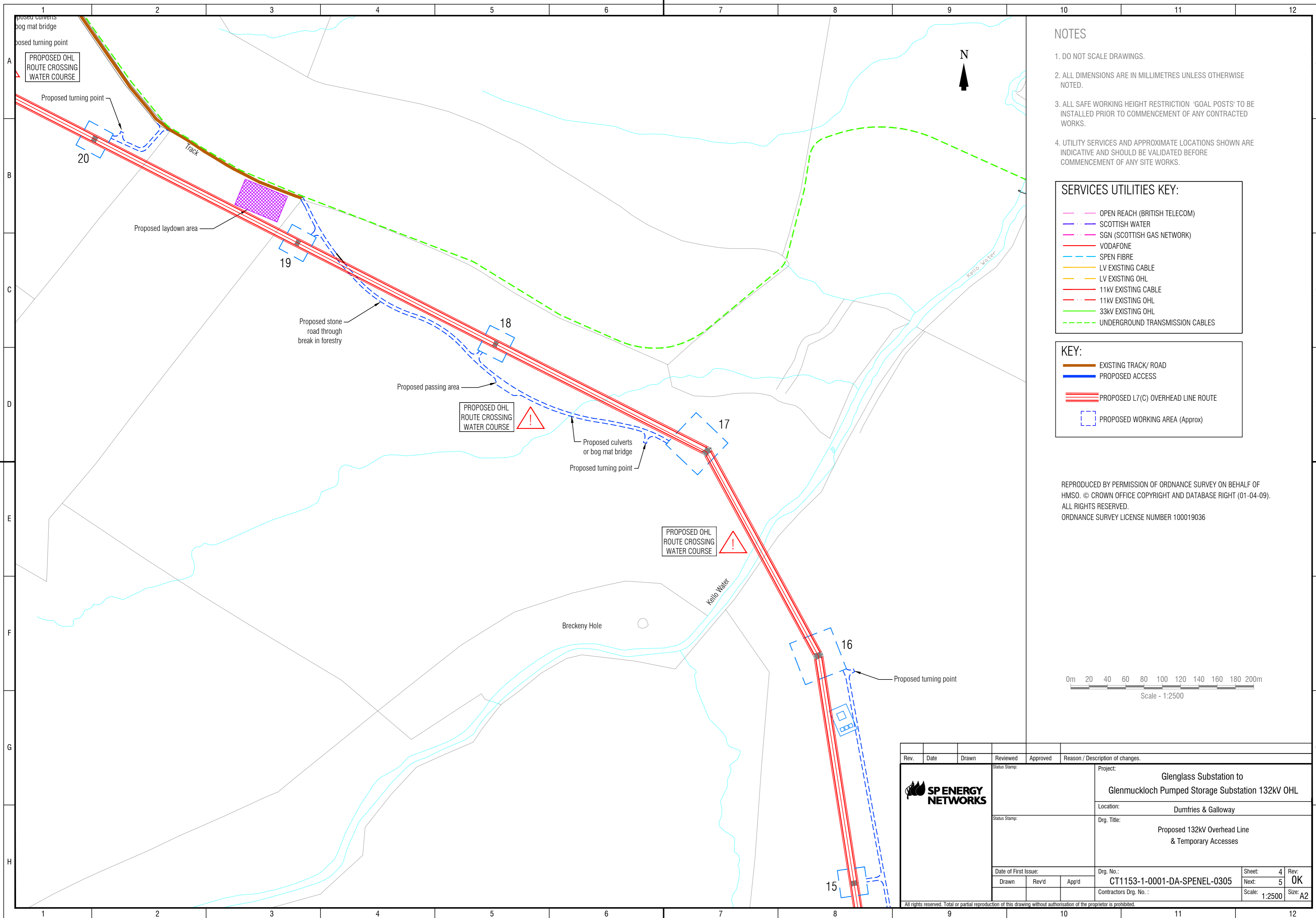
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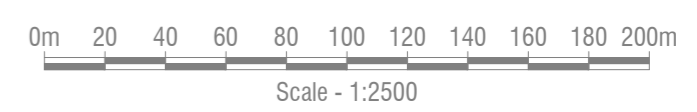
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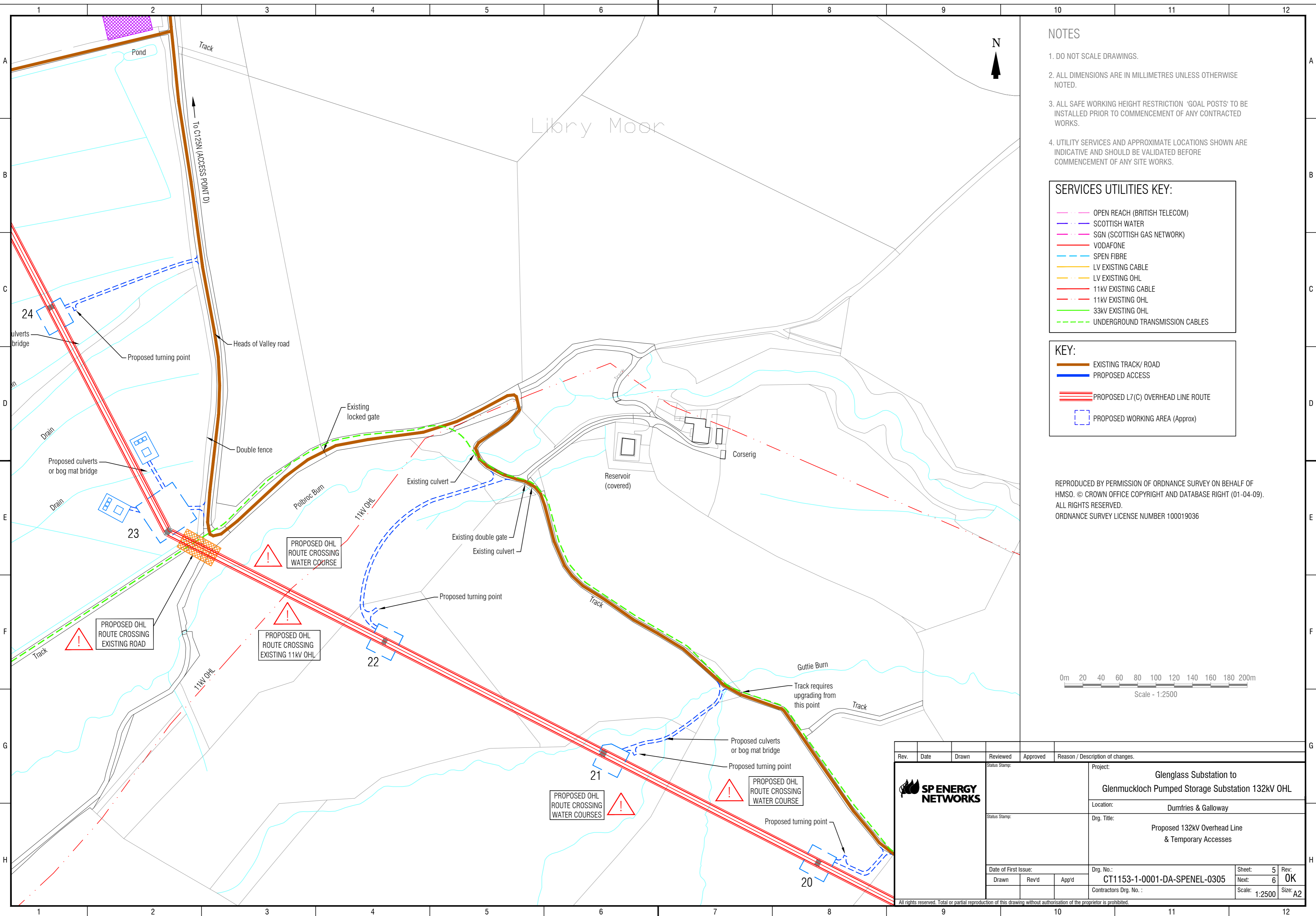
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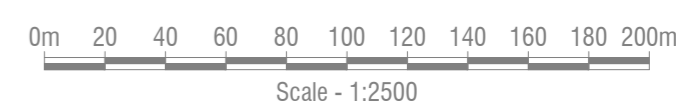
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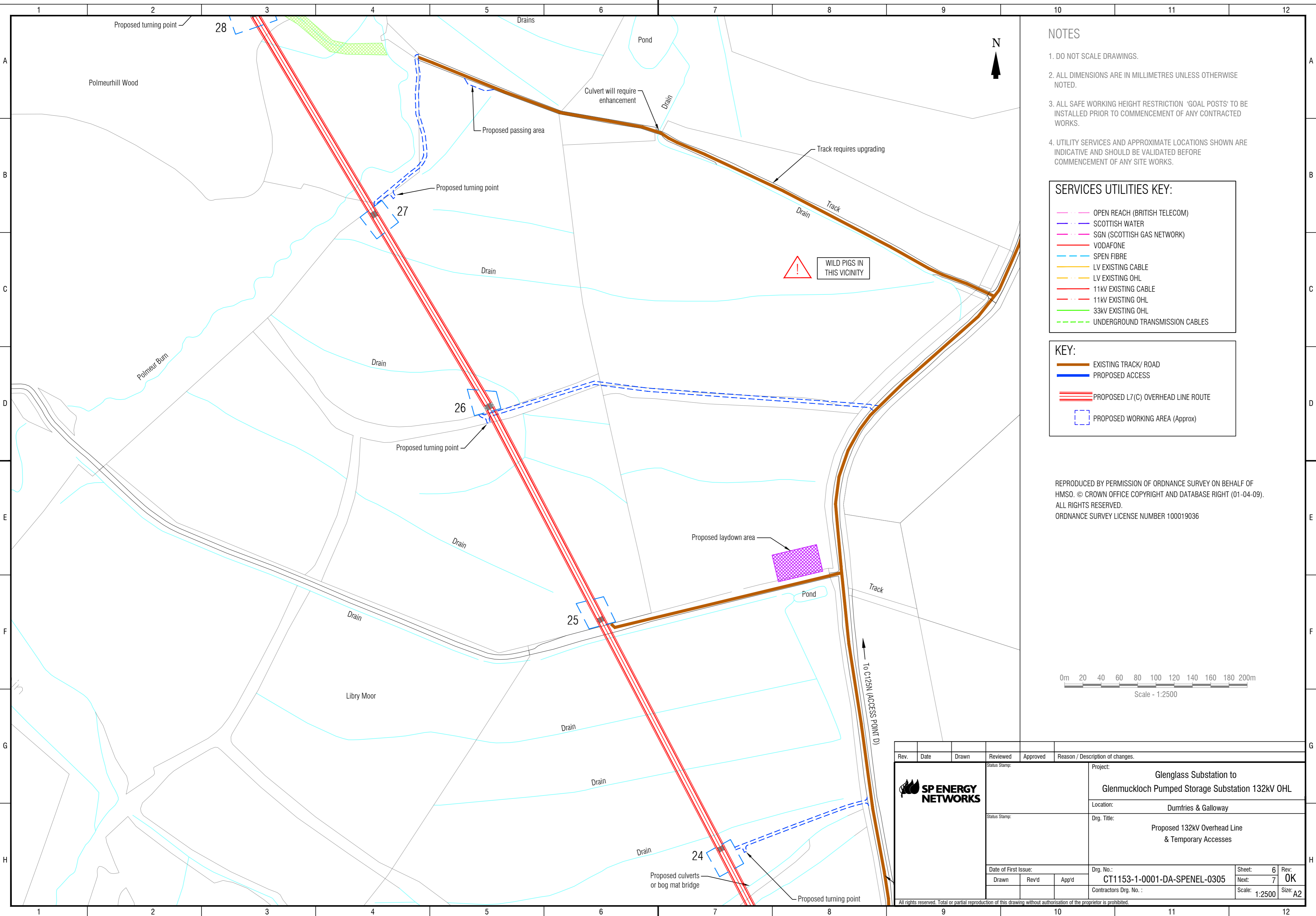
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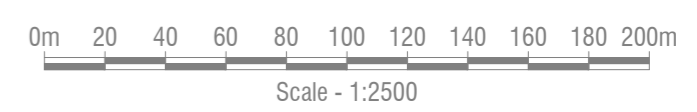
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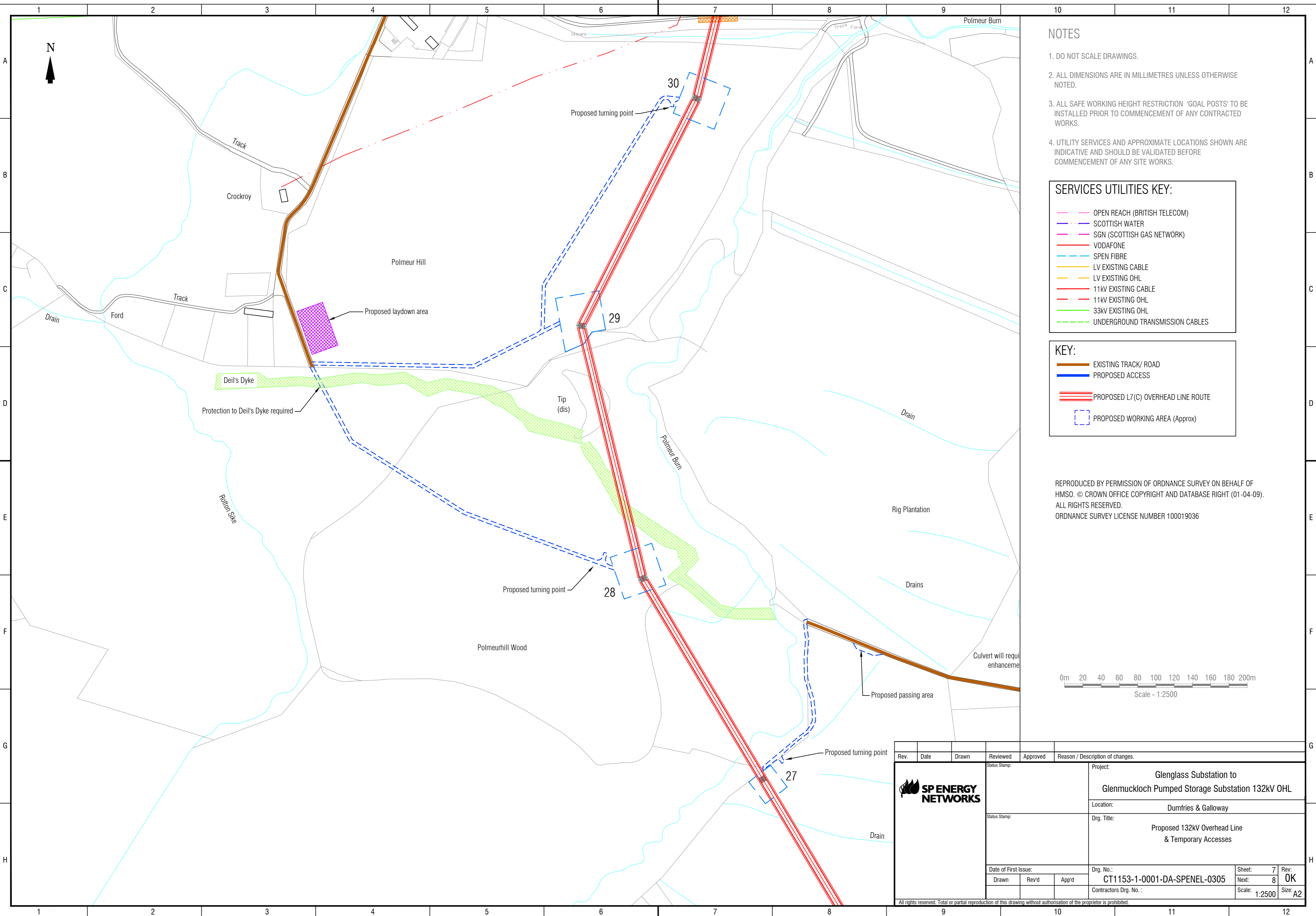
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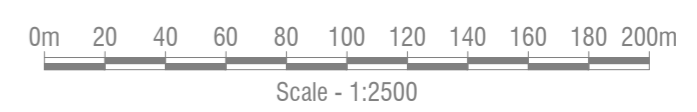
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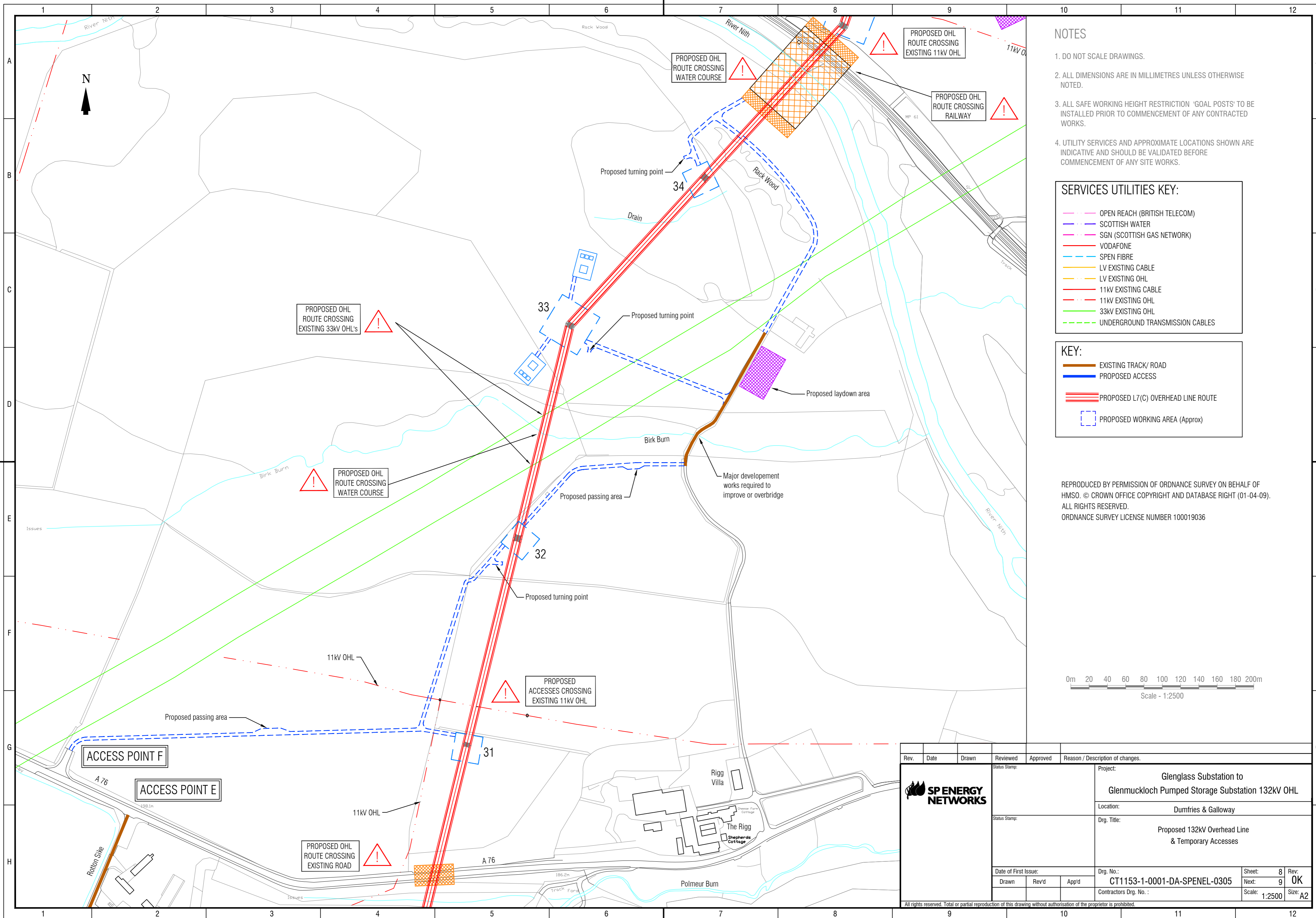
- EXISTING TRACK/ ROAD
- PROPOSED ACCESS
- PROPOSED L7(C) OVERHEAD LINE ROUTE
- PROPOSED WORKING AREA (Approx)

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Rev.	Date	Drawn	Reviewed	Approved	Reason / Description of changes.
<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> </div> <div style="width: 40%;"> <p>Status Stamp:</p> </div> <div style="width: 40%;"> <p>Project: <b>Glenglass Substation to Glenmuckloch Pumped Storage Substation 132kV OHL</b></p> <p>Location: <b>Dumfries &amp; Galloway</b></p> </div> </div>					
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Date of First Issue:			Sheet: 7 Rev: OK		
Drawn	Rev'd	App'd	Next: 8		Scale: 1:2500
					Size: A2

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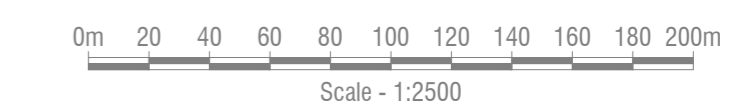
**SERVICES UTILITIES KEY:**

- OPEN REACH (BRITISH TELECOM)
- SCOTTISH WATER
- SGN (SCOTTISH GAS NETWORK)
- VODAFONE
- SPEN FIBRE
- LV EXISTING CABLE
- LV EXISTING OHL
- 11kV EXISTING CABLE
- 11kV EXISTING OHL
- 33kV EXISTING OHL
- UNDERGROUND TRANSMISSION CABLES

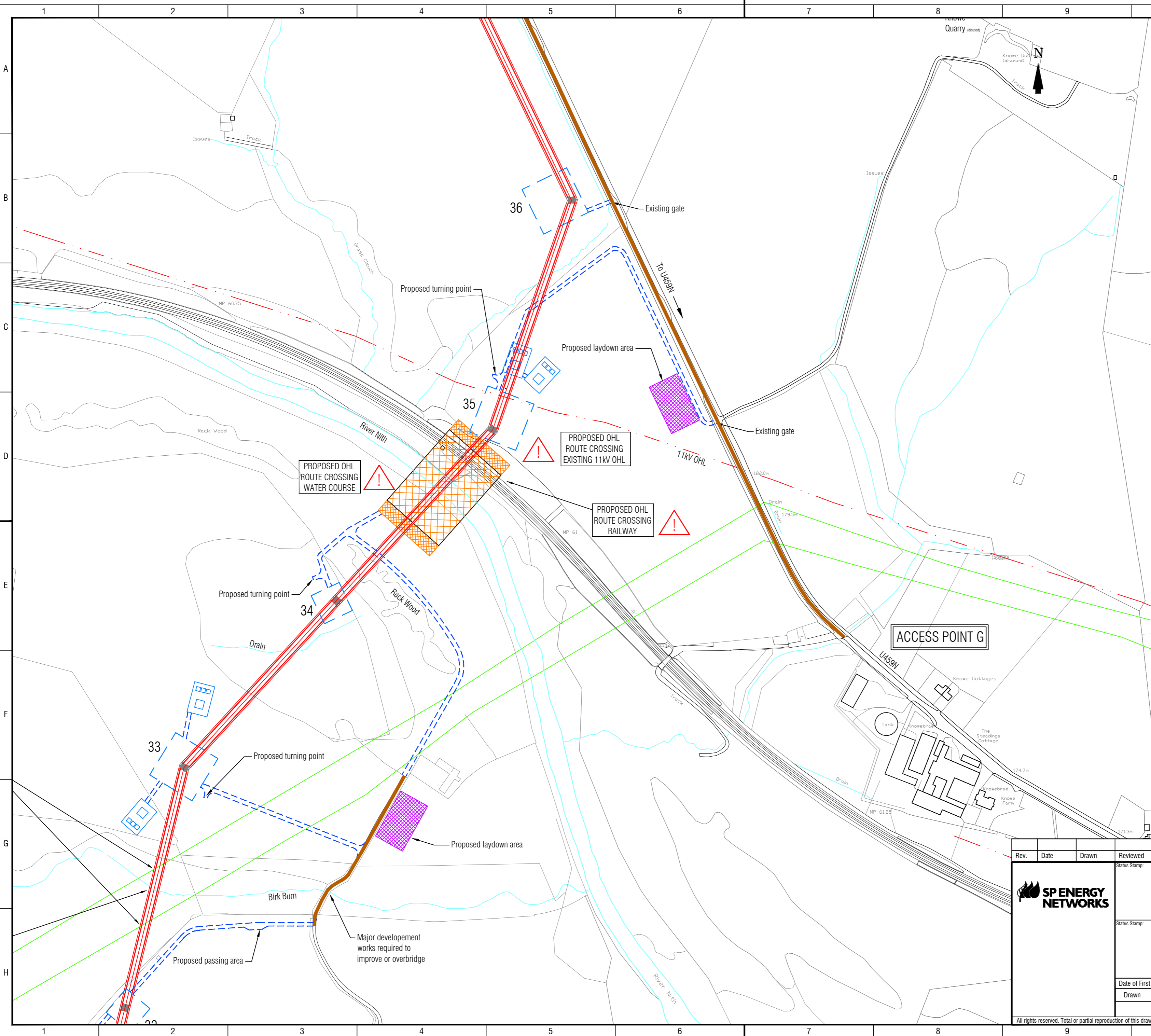
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			Status Stamp:		Project: <b>Glenglass Substation to                  Glenmuckloch Pumped Storage Substation 132kV OHL</b>
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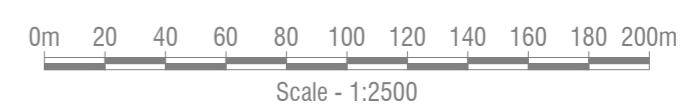
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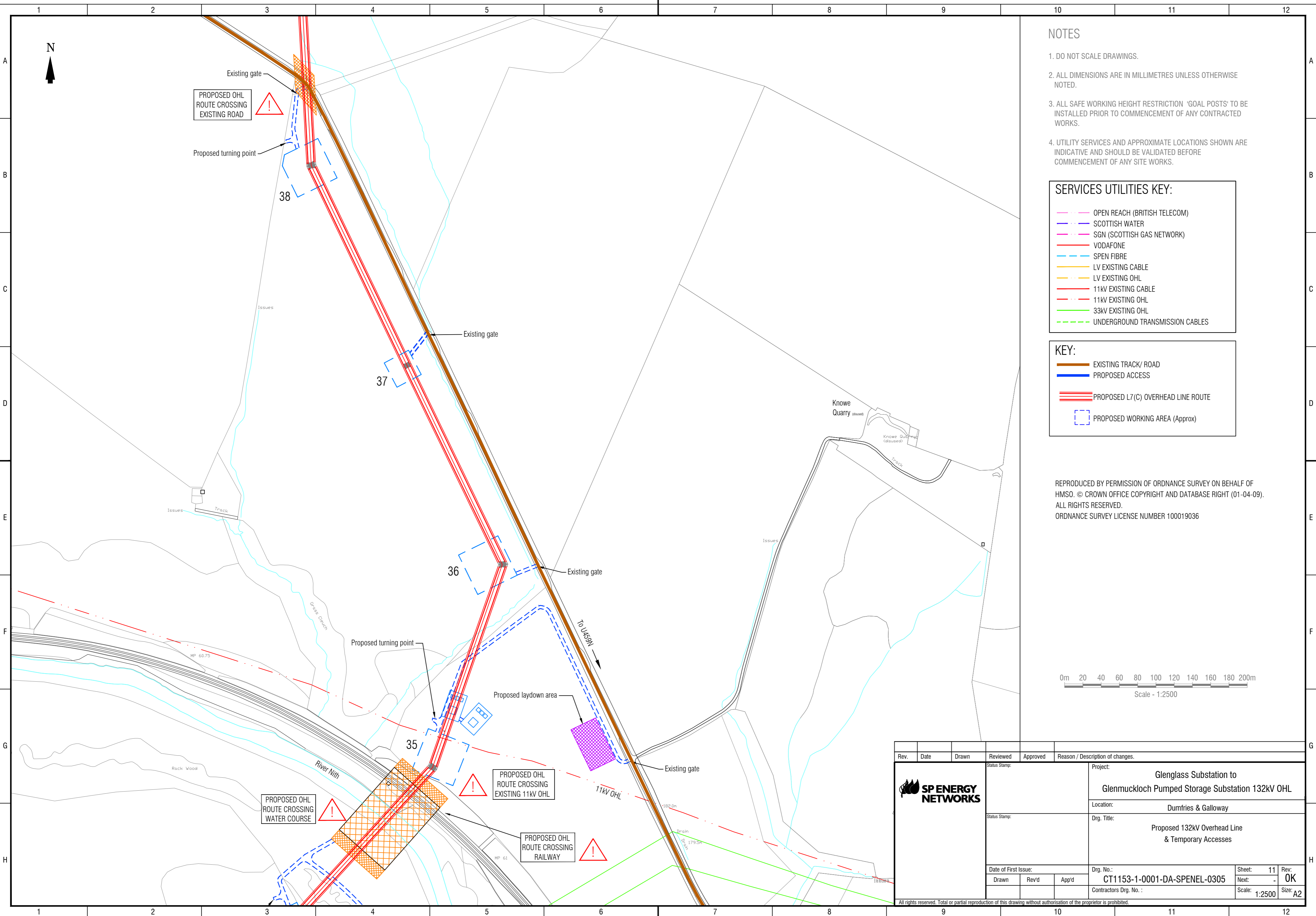
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Date of First Issue:			Drg. No.:		Sheet: 9
Drawn	Rev'd	App'd	CT1153-1-0001-DA-SPENEL-0305		Next: 10
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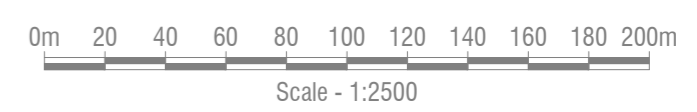
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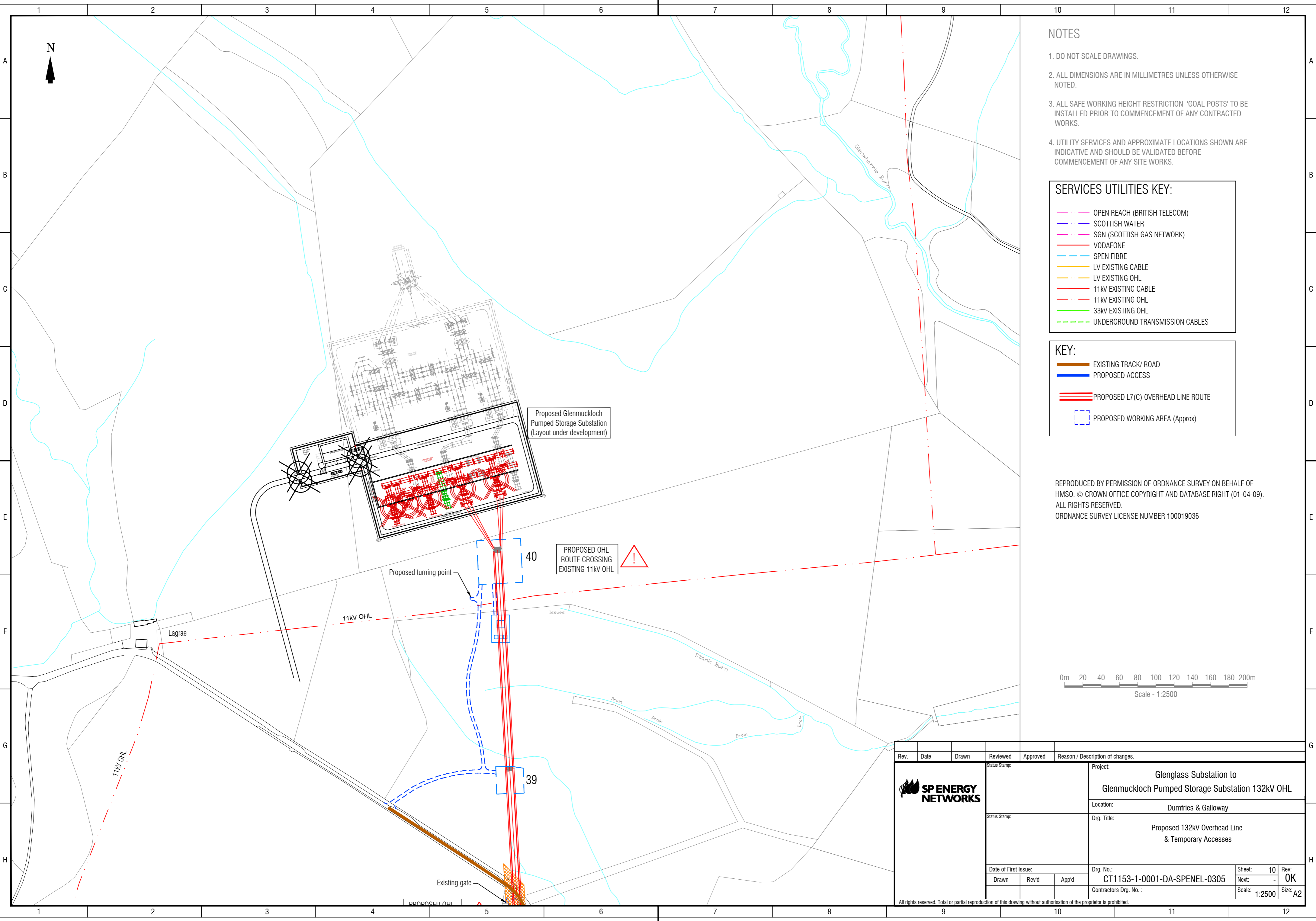
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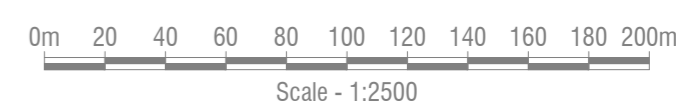
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