



**ScottishPower Energy Retail Limited**

# **Cromarty Hydrogen Project**

Framework Construction Traffic Management Plan

111192

CRHY-PR-RP-0018-A01

**OCTOBER 2023**

**RSK**



## RSK GENERAL NOTES

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**Title:** Cromarty Hydrogen Project, Framework Construction Traffic Management Plan

**Client:** ScottishPower Energy Retail Limited

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<b>Date:</b>	<u>30/10/2023</u>	<b>Date:</b>	<u>30/10/2023</u>

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This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

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# 1 INTRODUCTION

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## 1.1 Purpose and Scope

ScottishPower Energy Retail Limited ('SPERL') (herein, 'the Applicant') and Storegga Hydrogen Limited ('Storegga') (the other joint development partners) have instructed RSK to produce a Framework Construction Traffic Management Plan (CTMP) to support the construction and operation of a renewable (green) hydrogen production facility (herein, "the Proposed Development") on land to the east of the Beinn Tharsuinn Wind Farm (NGR NH 64225 81469),

This CTMP provides information to The Highland Council (THC) and Transport Scotland (TS) in regard to the management of all site traffic, with particular reference to environmental safeguards and mitigation required to address impacts identified in the Transport Statement.

The purpose of the CTMP is to set out the areas for consideration when preparing the programme of works and when undertaking the Proposed Development construction. It would be used during the construction phase of the development and updated as necessary, acting as a 'live' document to ensure it is always current. Where the document is updated, it will clearly be noted as a variation.

This CTMP will need to be updated by the Principal Contractor, with detailed traffic management measures for various sections of the construction route for the abnormal loads.

## 1.2 Objectives

The key objectives of this CTMP are to:

- Reduce traffic congestion, where possible by reducing the number of trips made during peak periods; and
- Enhance highway safety through imposed vehicle and road user safety.

The following sub-objectives support the main objectives listed above:

- Establish responsibility for the management of construction vehicles and deliveries throughout the project duration;
- Always ensure safe vehicular and pedestrian access and egress;
- Prevent pedestrian and construction traffic interaction from development;
- Minimise the impact of construction traffic by identifying clear controls on routes for heavy goods vehicles (HGV), vehicle quantities and hours of site operations and delivery times;
- Identify any traffic management measures that will be necessary to accommodate construction traffic;
- Minimise the number of private car trips to and from the application site, which are likely to be made by site workers, by encouraging car sharing;

- Regularly monitor and review the CTMP as part of an established management process at each stage of the project; and
- Inform and update the supply chain and the local community to raise awareness and present the Principal Contractors' commitment to using safe and efficient construction vehicle practices.

### **1.3 Site context**

The application site is on land located adjacent to the east of the operational Beinn Tharsuinn Wind Farm, approximately 12 km north of Alness and lies in the administrative boundary of THC.

In the immediate surroundings there are steep slopes, including Cnoc Muigh-bhlàraidh to the north, valleys and numerous watercourses. The wider area comprises broad rounded hills and forestry plantation. The main site area currently comprises open moorland.

Figure 1.1 in Appendix 1 of this report illustrates the location of the application site in a local context. Figure 1.2 in Appendix 2 of this report shows the extent of the application boundary. A full site layout plan is provided in Figure 1.3 in Appendix 3 of this report.

### **1.4 Structure of the CTMP**

The CTMP contains the following chapters:

- Chapter 2 describes the existing transport conditions and challenges;
- Chapter 3 discusses the construction programme and methodology;
- Chapter 4 sets out vehicle routing and access;
- Chapter 5 details the strategies to reduce any impacts;
- Chapter 6 analyses the estimated vehicle movements of both construction and operation;
- Chapter 7 details the process of implementation and compliance and;
- Chapter 8 outlines the required monitoring and review process.

## 2 EXISTING TRANSPORT CONDITIONS AND CHALLENGES

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### 2.1 Local highway network

#### 2.1.1 Site access

Access to the Proposed Development would come from the existing Beinn Tharsuinn Wind Farm access track which runs from the B9176 Struie Road (to the north of Aultnamain at NGR NH 66321 81768), approximately 2 km to the east. This section of track is approximately 2.6 km long.

#### 2.1.2 B9176 Struie Road

The B9176 is a single carriageway moorland route subject to the national speed limit with a predominantly rural and agricultural frontage. It runs in a south to north direction and connects A9(T) to the south with the A836 to the north, providing access to a wider road network. In the vicinity of the application site, the road is approximately 6 m wide. No streetlighting or pedestrian footpaths/cycle ways are present within the vicinity of the application site. Approximately 2 km to the east of the main site area lies the existing Beinn Tharsuinn Wind Farm access track/B9176 Struie Road bell mouth junction.

#### 2.1.3 A9(T)

The A9 is a major road in Scotland running for approximately 439 km from the Falkirk council area in Central Scrabster Harbour, Thurso via Stirling, Bridge of Allan, Perth and Inverness. The A9(T) is a high-quality single carriageway trunk road subject to the national speed limit, located approximately 16 km to the south of the application site. The A9(T) connects to the south of the B9176 Struie Road via a slip road. No streetlighting or pedestrian footpaths/cycleways are present within the vicinity of the application site.

### 2.2 Walking and cycling

Due to the application site's rural location and the area not having pedestrian footpaths or dedicated cycle infrastructure, there are limited opportunities for sustainable travel in the form of walking and cycling.

### 2.3 Considerations and challenges

It is anticipated that the main traffic impacts will occur during the development's 18-month construction period.

Appropriate signage should be considered to aid construction traffic and other road users using these links to minimise impacts on other local highway users.

## **3 CONSTRUCTION PROGRAMME AND METHODOLOGY**

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### **3.1 Construction programme**

It is anticipated that the Proposed Development would be constructed over a period of approximately 24-months.

It is assumed that construction is likely to begin in 2024. The main construction works will be undertaken without interruption .

Activities will include:

- All Civil works including preparation of the main site platform, access and egress to site including laydown areas and turning/waiting points.
- Facilitate access, use and egress of lifting equipment.
- Install site drainage and connection to water and waste water supplies.
- Installation of Welfare facilities.
- Delivery of all major equipment and consumables, including electrolyser, compressors, onsite substation equipment.
- Installation of equipment
- Connection (including cabling) of electrical equipment to existing substation
- Site Acceptance Testing

### **3.2 Size of construction and delivery vehicles**

The types of vehicles that will be required for the construction of the hydrogen production facility will include: small and medium-sized vans, self-tipping, off-loading, HGV and grab vehicles, articulated vehicles, and concrete mixers.

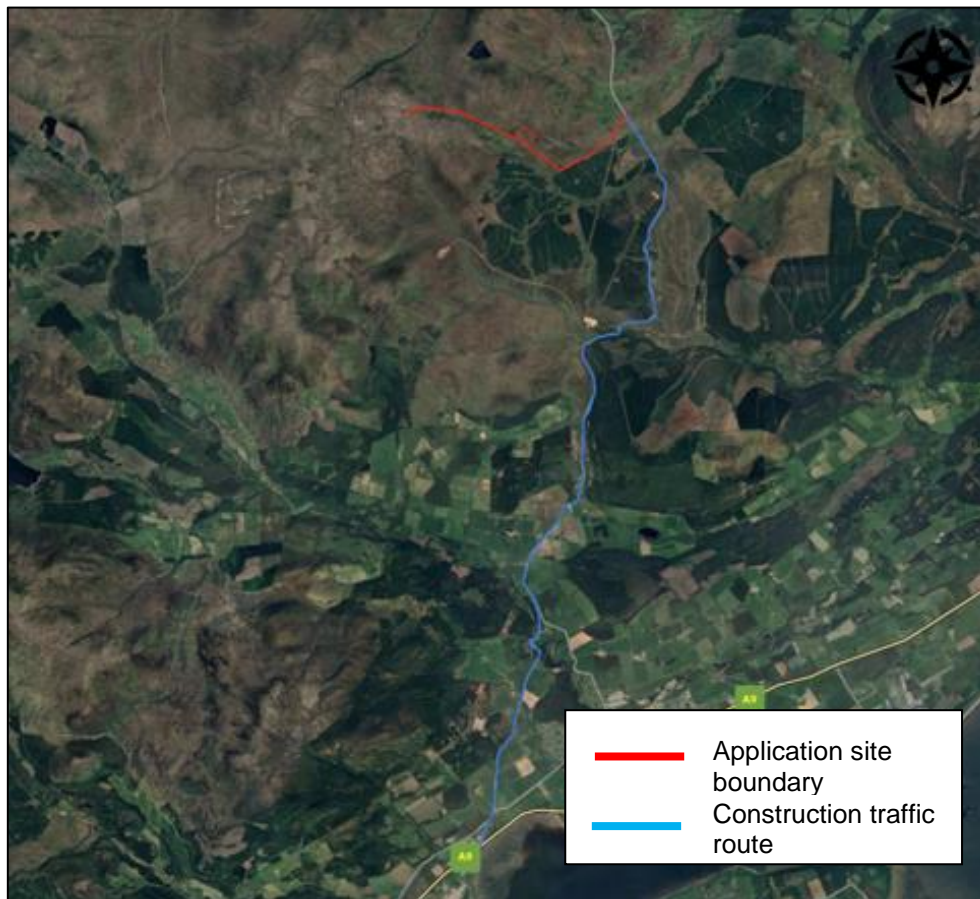
## 4 VEHICLE ROUTEING AND ACCESS

### 4.1 Construction traffic routeing

It is anticipated that construction traffic will use the main strategic roads close to the application site, with route appraisals undertaken to ensure that the construction traffic route avoids local settlements and residential areas where possible, minimising the impact on sensitive receptors.

As outlined in the Transport Statement, construction traffic will travel via A9 onto the B9176 Struie Road. Traffic will travel north until turning left onto the existing Beinn Tharsuinn Wind Farm access track. Traffic will continue west along the access track until turning right into the application site. The anticipated construction traffic route is shown in Figure 4.1.

**Figure 4.1: Construction traffic route**



Source: Google Earth. Imagery date: 7/1/21-newer.

### 4.2 Construction vehicles – restricted delivery times

The construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday, and 08:00 to 13:00 on Saturdays. It should be noted that out of necessity some activity may need to occur outside the specified hours stated, although they would not be undertaken without prior approval from THC.



Construction will not occur on Sundays or Bank Holidays and construction traffic will be scheduled to avoid typical network peak periods. Therefore, it is not anticipated that any restrictions in relation to delivery times will be required.

### **4.3 Site access**

Access to the Proposed Development is proposed from a new access from the existing Wind Farm track off the B9176 Struie Road. Upon completion of construction, this access point will also be maintained for operational purposes. The existing Wind Farm access track may require some improvement in some areas along its length to ensure suitability for construction traffic.

During construction, the access will be managed to ensure that no conflicts occur between incoming and outgoing vehicles. The dominant material arriving at the application site will be concrete for foundations, and steel, in the form of the, electrolysers, compressors, pipework and supporting steel as well as electrical equipment.

### **4.4 Temporary road closures**

No road closures or diversions are envisaged during the construction works for the development. However, if they are needed, the appropriate application and notice period will be applied for from the local authorities, and residents will also be informed in advance by letter.

### **4.5 Traffic management**

Traffic management will be controlled directly by the Project Manager, the Construction Manager and or the Site Engineer. The traffic management practice on site will be reviewed weekly. If necessary, safety officers working with the various subcontractors will be invited to the site for meetings and site reviews.

Overall, the management of construction traffic will ensure that:

- The preferred route for construction vehicles is used at all times by construction traffic unless otherwise agreed with the appropriate Highway Authority;
- All vehicles accessing the application site meet their legal obligations for safe operation and obey any traffic signs, road markings, traffic signals and traffic marshals; and
- All contractors and subcontractors avoid deliveries during peak periods of traffic flow and periods of congestion and, wherever possible, spreading the flow of delivery vehicles over the working day.

During peak periods of construction traffic, it may be necessary to implement traffic management measures to control vehicle movements in order to avoid two-way conflicts on the roads. This can take several forms, including the following:

- Control of the timing of deliveries with suppliers;
- Holding vehicles at a specific location;
- Temporary traffic signals;

- Stop / Go boards;
- Traffic marshals; and
- Short duration (15-minutes) road closures.

These measures can be adapted to suit the appropriate circumstances and traffic volumes. The available options will be discussed with the highway authority, and any implementation agreed prior to commencement of construction in line with standard street works processes.

#### **4.5.1 Principal Contractor**

Upon successful planning approval, a Principal Contractor will be appointed, who will be responsible for the delivery of construction and adherence to this CTMP. The Principal Contractor will manage all construction traffic and will ensure that the preferred routing for construction vehicles as identified under section 4.1 is always used unless it is otherwise agreed with the Local Highway Authority to use an alternative route. The roles of the Principal Contractor will include:

- Overall management of construction traffic;
- Ensuring that the preferred routes for construction vehicles, which have no height restrictions, are always used by construction traffic unless otherwise agreed with THC/TS as the Highway Authority;
- Ensuring that all vehicles accessing the application site meet their legal obligations for safe operation and obey any traffic banksman, signs, road markings, traffic signals and traffic marshals;
- The provision of safe and adequate vehicle loading/unloading areas;
- No parking on the highway during site operating hours; and
- As part of our evaluations to finding a suitable haulier, accreditations including FORS would be beneficial as this would show the companies are focused on safety, efficiency and environmental protection which would score higher in the evaluation process than others who don't have it.

## **5 STRATEGIES TO REDUCE IMPACTS**

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### **5.1 Health and safety**

The CTMP will provide for the management and control strategy of pedestrians and vehicular movements, both on and off site, to always ensure the safety of all members of the public and workforce throughout the construction period in accordance with all requisite Acts and Regulations. These include, but are not limited to:

- Health and Safety at Work Act 1974;
- Management of Health and Safety at Work Regulations 1999;
- Construction (Design and Management) Regulations 2015;
- Supply of Machinery (Safety) Regulations 2008; and
- Provision and Use of Work Equipment Regulations 1998.

### **5.2 Encouraging car sharing**

As the development is located in an agricultural area, it is recognised that while there are some opportunities for sustainable access via active travel, this will not be attainable for all workers. Therefore, all site workers will be encouraged to car share, as this represents a realistic and practical way to promote sustainable travel across the workforce.

### **5.3 Scheduling site deliveries**

All delivery drivers visiting the application site will attend with the correct Personal Protective Equipment (PPE) such as a hard hat, high visibility vest, protective footwear, eye protection, gloves and full-length trousers. Drivers not conforming to these requirements will be turned away and a notice issued to the company concerned.

Where possible, the contractor will work with subcontractors and suppliers to encourage collaboration to reduce the number of separate deliveries to the site. Consolidation of deliveries before they reach the site will benefit all parties through reduced transportation costs.

### **5.4 Storage spaces restriction**

There will be sufficient space for the storage and manoeuvring of construction vehicles and materials on-site. Apart from using the public highway to transport the delivery of materials and removal of spoil, all construction vehicle-related activities will be carried out on-site.

The use of a delivery scheduling procedure will ensure that the number of delivery vehicles attending the application site at any one time does not exceed the space available on-site for the standing and unloading of delivery vehicles.

## 5.5 Procedures for the control of the unauthorised entry of vehicles and personnel

A dedicated traffic marshal will control all traffic relating to the site activities. Any unauthorised vehicles will be turned away from the site. Where preferable, they should be able to turn and/or continue without entering the main site area.

Night time security measures, including: perimeter security fencing, security lighting and remote video surveillance, will be employed on-site.

## 5.6 Best practicable means (BPM)

In developing the control measures, best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, will be applied during all construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors. In doing so, due consideration will be given to the recommendations contained within BS5228-1/2:2009+A1:2014. These are reproduced below:

- Construction vehicles to conform to the EU emissions standards and, where reasonably practicable, their emissions should meet upcoming standards prior to the legal requirements date for the new standard.
- Machines and vehicles in intermittent use will be shut down during periods between works. For example, idling of vehicles like excavators, dumper, concrete wagon etc.
- Letter drops will be undertaken prior to any noisy works commencing that could affect local residents;
- The movement of delivery materials outside of normal working hours shall be kept to a minimum and handled in a manner that minimises noise.
- All plant, equipment and noise control measures applied to plant and equipment shall be maintained in good working order and operated such that noise emissions are minimised as far as reasonably practicable.
- All employees shall be provided with an appropriate induction and ongoing briefings regarding the management of environmental issues and BPM. This will involve emphasising the need for employees to show consideration to the sensitive receptors, including residential neighbours. They will be briefed on not generating unnecessary noise when on site or when leaving and arriving.
- All plant and equipment will comply with the noise limit and noise marking requirements prescribed by the *Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001* and the *Noise Emission in the Environment by Equipment for Use Outdoors (Amendment) Regulations 2005* implementing the EU Directive 2000/14/EC.
- All plant, equipment and noise control measures applied to plant and equipment shall be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable. As far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired.
- Where reasonably practicable, other fixed items of construction plant should be electrically powered in preference to diesel or petrol driven.

The above Best Practice will be briefed to all parties via:

- Site inductions;



- Toolbox talks; and
- Start of shift briefings.

## **6 ESTIMATED VEHICLE MOVEMENTS**

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### **6.1 Construction traffic**

The construction working hours for the Proposed Development would be 07:00 to 19:00 Monday to Friday, and 08:00 to 13:00 on Saturdays. Delivery hours will differ to these hours and at different points in the construction period. Traffic associated with HGVs will be distributed equally across these delivery time periods, with peak periods avoided.

Traffic associated with workers will typically arrive during the first hour of the operating period and leave within the last few hours of the working day. On rare occasions, some work may be completed outside of the regular working hours, which means that some workers may leave later in the evenings. However, this would involve a small workforce and only occur for short periods.

The Proposed Development's construction phase is unlikely to have a significant impact on the local highway network, especially given that all trips will be spread across a 12-hour working day, with typical network peak periods avoided where possible.

Construction of the Proposed Development would not require substantial volumes of traffic, predominantly deliveries comprising construction plant, equipment, and materials for the construction of the development compound, foundations, hardstanding, internal access roads and buildings. Traffic flows during construction are expected to peak at around 44 two-way HGV movements per day (22 vehicles in each direction), with a similar number of cars/vans associated with workers travelling to/from the application site (44 two-way LGV movements per day).

## **7 IMPLEMENTATION AND COMPLIANCE**

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### **7.1 Management of the Construction Traffic Management Plan**

#### **7.1.1 Principal contractor**

The Principal Contractor will be responsible for implementing the CTMP throughout the duration of the works. The Principal Contractor will manage all construction traffic and will ensure that the preferred route for construction traffic as identified under Chapter 4 is used at all times unless alternative routes are agreed with THC/TS as the Highway Authority.

The various roles of the Principal Contractor are briefly described below.

#### **7.1.2 Management within the public realm**

The Principal Contractor will be responsible for the promotion and management of measures to minimise the impact of the construction works on the public highways and public rights of way in the vicinity of the application site. These measures will apply to all contractors and subcontractors throughout the development.

The Principal Contractor will be responsible for the management, notification and authorisation, implementation and control by all contractors and subcontractors for the general provisions and measures within the public realm as presented, but not limited to, within the following:

- All temporary measures will be provided, installed and maintained in good condition throughout the extent of the construction activity for which they have been provided;
- No works that will affect the public highway or rights of way will commence until all traffic safety measures required by the construction activity are fully operational to the satisfaction of THC/TS as the Highway Authority;
- Provision of measures to minimise the effects of nuisance from construction traffic noise, vibration, dust and air quality;
- The correct loading of vehicles and sheeting of loads where necessary to avoid spillage during deliveries;
- Any part of the highway or public right of way that is damaged or disturbed by any activities associated with the implementation of the project will be rectified by THC/TS as the Highway Authority at the contractor's/developer's cost;
- The operation of plant and equipment will only take place during the agreed construction hours, which are 07:00 to 19:00 Monday – Friday, and 08:00 to 13:00 on Saturdays, with no work permitted on Sundays or Bank Holidays; and
- Management of on-site access and movement.

The Principal Contractor will ensure that the management and the interface control between the public highway and application site are managed by traffic marshals. Vehicles on-site shall be managed and controlled to ensure that the application site is always safe through planned interventions and segregation.

The management and control strategy will include, but not be limited to, the following:

- The provision of relevant information from the construction plan to enable the establishment of safe systems of work and method statements;
- The planning, managing and monitoring of transport movements within the application site and the establishment of site rules and regulations that will be used to enforce these movements;
- The systems and monitoring regime to be implemented will ensure that subcontractors make adequate and appropriate provisions within their methodology and method statements to maintain compliance with the construction plan; and
- The consolidation of deliveries and smart procurement through the reduction of the number of suppliers and consequently trips to the application site. The opportunity to procure several items and materials from one supplier will be investigated and pursued if viable. Where possible, suppliers will be asked to collect materials on their return journeys for recycling.

### **7.1.3 Management and control of construction logistics**

The Principal Contractor will ensure that all contractors and subcontractors undertake the works in accordance with the approved routing, plans and measures presented in this CTMP. Where necessary, they will identify and address any requirements to achieve this; this will include but is not limited to the following;

- Identification of approved routes to all contractor and subcontractor construction vehicles and implement a monitoring regime to ensure compliance;
- The phasing and timing of deliveries to ensure that previously identified working hours and restrictions on delivery times are maintained to avoid unnecessary congestion;
- The timing and notice periods for abnormal load deliveries, where applicable;
- Will ensure that road opening notice procedures and periods for approval are provided;
- Implement restrictions on both on and off-site parking space within the application site and within the vicinity of the application site on the public highway and public parking areas and implement a monitoring regime to ensure compliance;
- Provision of a timely, efficient delivery system to avoid the stockpile of waste materials on-site and the restriction of burning of waste materials on-site; and
- Ensuring the sealing of all hazardous materials including chemicals, cleaning agents, solvents and solvent-containing products in containers at the end of the working day before storage in suitably protected and bundled areas. Finally, ensuring the waste materials are disposed of in strict accordance with the relevant regulations.



#### **7.1.4 Procedures for the cleaning of vehicles / plant on-site**

The traffic marshal will inspect all vehicles before they are released from the application site onto the public highway. Wheel wash provisions will be provided on-site prior to the main site area exit. Any cleaning will be carried out within the application site in the wheel cleaning area to prevent detritus and deposits from being transferred from the application site onto the public highway.

#### **7.1.5 Pre / post-construction condition surveys**

The main site area will be accessed via the existing Beinn Tharsuinn Wind Farm access track and the construction route will involve the B9176 Struie Road and the A9.

The Applicant will enter into legal agreement under Section 96 of the Roads (Scotland) Act 1984 to formalise an inspection and maintenance regime with THC for agreed sections of road.

A highway condition (photographic) survey will be undertaken of the B9176 Struie Road in the presence of a highway inspector pre/post-construction to agree the carriageway condition and any remedial works resulting from the development construction works, following completion. Regular inspections will be carried out during construction. Necessary remedial repairs will be carried out where any damage is deemed to pose a hazard to the public or where non-repair may lead to more extensive/costly repairs post-construction.

#### **7.1.6 Signage**

The Principal Contractor will be responsible for the implementation, management and control of measures for traffic management and control throughout the extent and duration of the works. For these works, this is expected to comprise traffic signs, barriers, and other measures where necessary.

All temporary traffic signs will be provided in accordance with the Traffic Signs Regulations and General Directions 2016 in locations agreed with and by the relevant authority.

#### **7.1.7 Speed restrictions**

In consultation with THC it was noted that forestry HGVs travelling at high speeds along the B9176 Struie Road was a local concern. It is recommended that temporary speed restrictions be implemented in the vicinity of the site access. It is further recommended that a temporary traffic regulation order (TTRO) would be required to apply the speed restrictions further afield on the construction route for the duration of the works.

### **7.2 Compliance**

#### **7.2.1 Implementation of measures**

The site manager will implement and enforce the CTMP. The Applicant and Health & Safety Advisor, appointed by the Principal Contractor, will monitor, implement and check the vehicle delivery log on their site visits.

**7.2.2 Procedure to ensure all drivers, subcontractors, suppliers and visitors sign a copy of the site-specific travel rules**

The CTMP will be sent out with all subcontractors and material purchase orders. It will also be introduced to the driver and signed at the induction during a driver's first visit on-site.

**7.2.3 Person(s) responsible for enforcement and control**

The Principal Contractor's site manager will be the initial contact, with subsequent personnel being a traffic marshal.

## 8 MONITORING AND REVIEW

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### 8.1 Introduction

An important part of this CTMP will be the continual monitoring and review of its effectiveness. Regular monitoring and review by the Principal Contractor will help gauge progress towards the objectives and, if necessary, enable the CTMP to be refined and adapted to improve its progression and enhance the effectiveness of subsequent CTMPs.

The CTMP will be reviewed and, if necessary, updated as the construction works progress.

The Principal Contractor will include provision for monitoring and review, which will cover workforce, construction deliveries and waste to ensure that as much waste as possible will be recycled.

Monitoring and review of the procedures proposed in this plan will be carried out monthly or as required during the Health and Safety inspection carried out by the Health and Safety Advisor. The inspection report will identify failures to comply with this plan, which will be reported to the site manager. In consultation with the site manager, the report will detail actions and responsibilities to ensure ongoing compliance. These records will be stored in an agreed location on-site and will be available for internal and external monitoring as required e.g. Highland Council Area Roads Officer.

The monitoring of the plan is important for the following reasons:

- It will demonstrate to the local authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the CTMP;
- It justifies the commitment of the contractor and of other resources;
- It helps to identify any deficiencies within the CTMP, including any measures that are not effective; and
- The data can be shared with any other stakeholders as well as inform the local authority of logistics patterns and common issues.

#### 8.1.1 Data monitoring

The following data will be collected to achieve specific targets (in brackets) for this scheme:

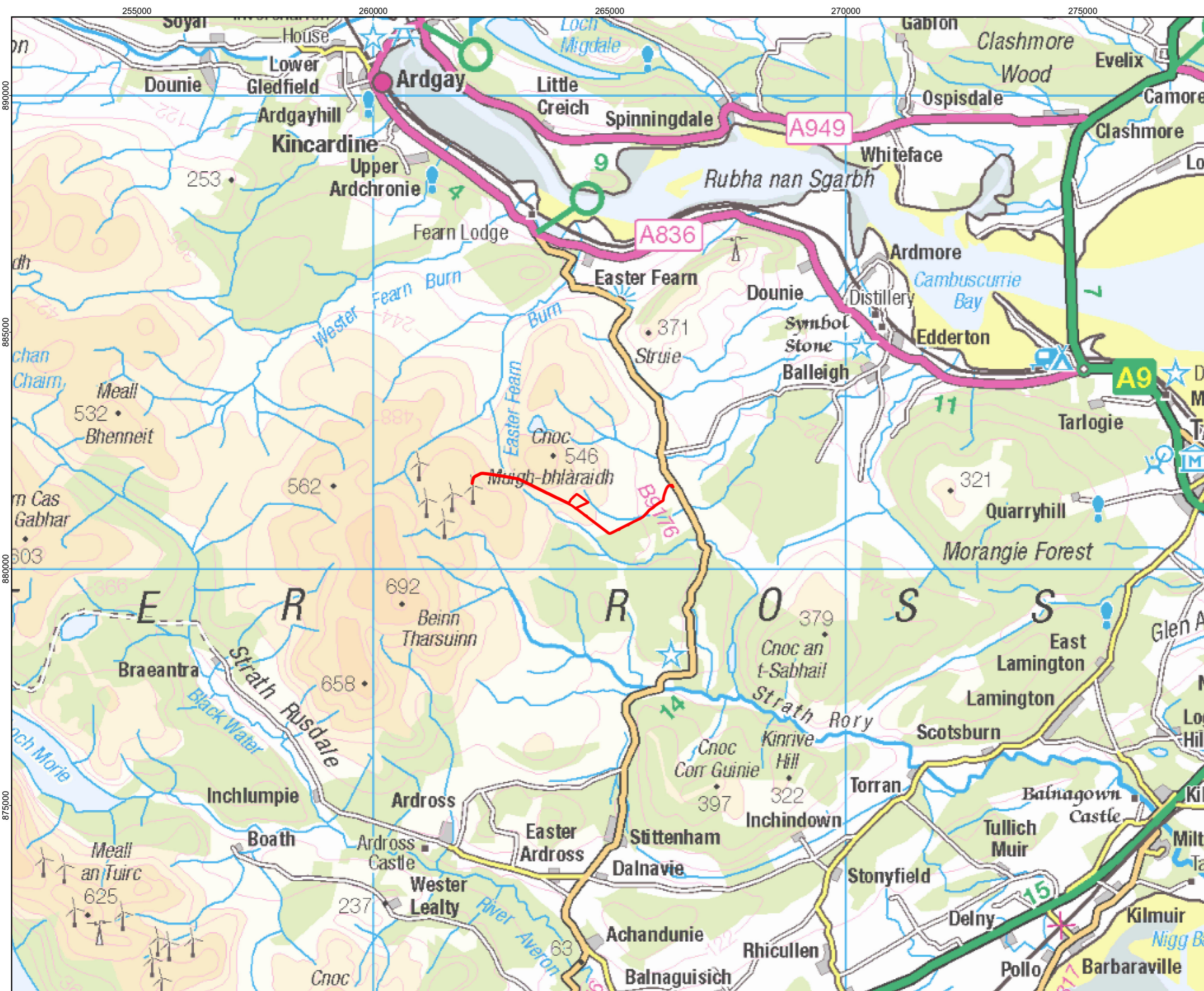
- Number of vehicle movements to the application site (delivery/collection accuracy compared to schedule)
- Breaches and complaints
  - Community concerns about construction activities (ensure good relationships with the neighbours);
  - Vehicle routing (100% compliance with agreed vehicle access route(s));
  - Unacceptable queuing or parking (zero penalty charge notices issued for delivery vehicles on roads adjacent to the application site or main site area);

- Compliance with safety and environmental standards and programmes (no complaints from Environmental Health or Health and Safety Executive); and
- Anti-idling;
- Safety
  - Logistics-related incidents;
  - Record of associated fatalities and serious injuries;
  - Methods staff are travelling to the application site; and
  - Vehicles and operators not meeting safety requirements (all suppliers and hauliers registered with the appropriate authorities).



# APPENDIX 1 SITE LOCATION PLAN

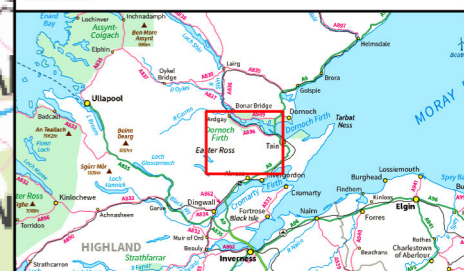
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Legend:

Application Boundary

Coordinate System: British National Grid  
 Projection: Transverse Mercator  
 Datum: OSGB 1936  
 Units: Meter



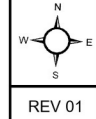
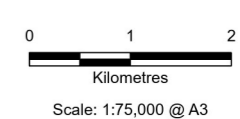
Rev	Date	Description	Drn	Chk	App
01	30/10/2023	scale change	NH	AP	RB
00	22/08/2023	First Draft	NH	AP	RB

Cromarty Green Hydrogen



TITLE: Figure 1:  
Location Plan

ID:P683356\_DAS\_DAS\_Layout\_Fig1\_Location\_Plan

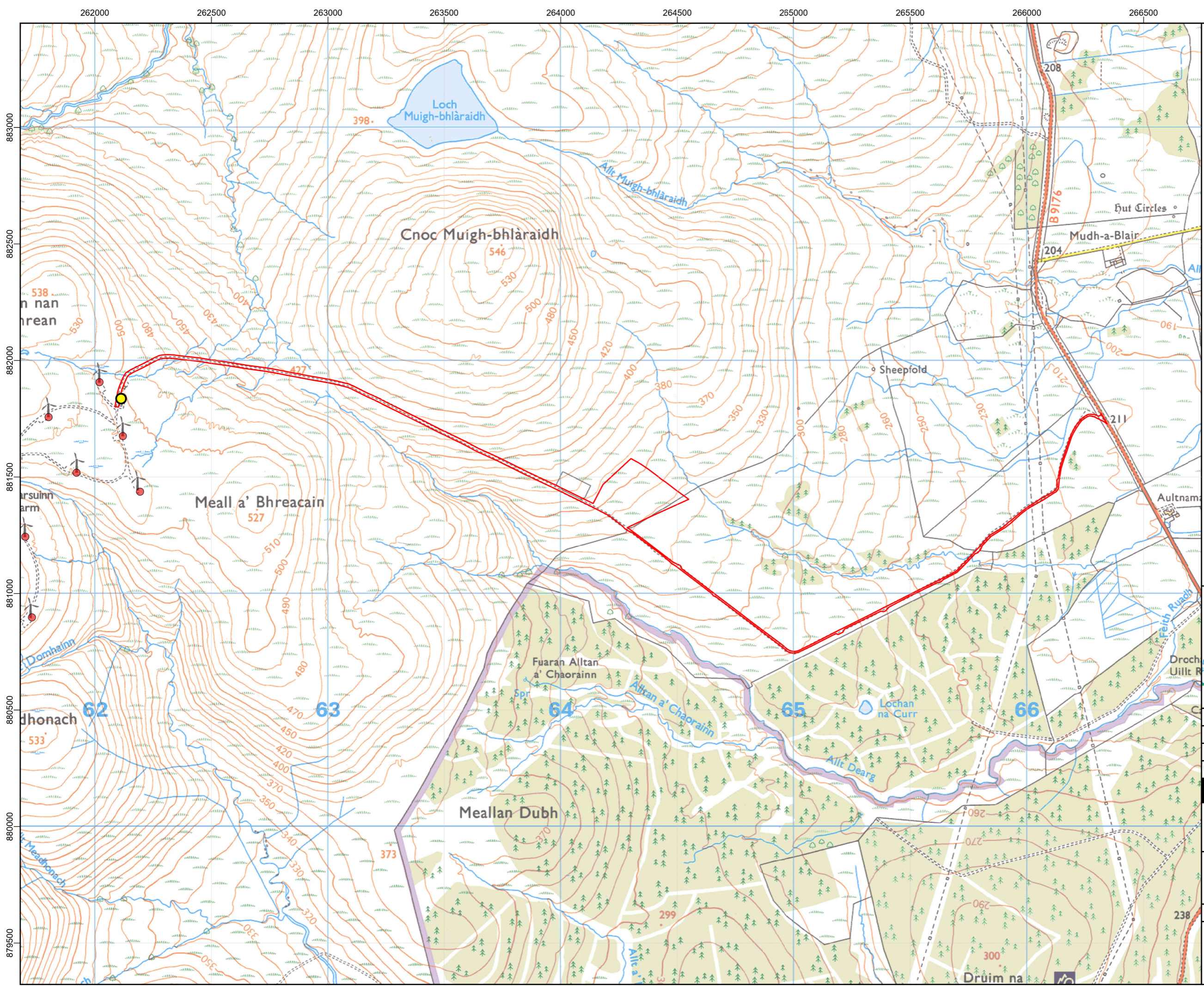




# **APPENDIX 2**

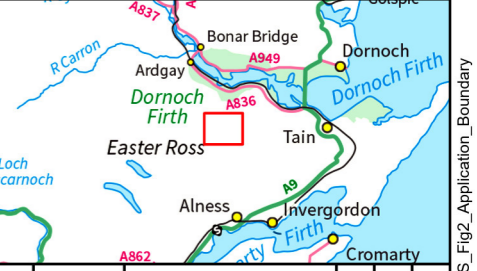
## **APPLICATION BOUNDARY**

---



- Legend:**
- Application Boundary
  - Beinn Tharsuinn Substation
  - Beinn Tharsuinn Windfarm

Coordinate System: British National Grid  
 Projection: Transverse Mercator  
 Datum: OSGB 1936  
 Units: Meter



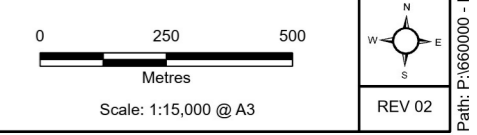
Rev	Date	Description	Drn	Chk	App
02	24/10/2023	Main site area removed	NH	AP	RB
01	07/09/2023	Base mapping and turbines	NH	AP	RB
00	22/08/2023	First Draft	NH	AP	RB

**Cromarty Green Hydrogen**



TITLE:  
**Figure 2:  
 Application Boundary**

ID:P663356\_DAS\_DAS\_Layout\_Fig2\_Application\_Boundary







# APPENDIX 3 SITE LAYOUT PLAN

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263900 264000 264100 264200 264300 264400 264500 264600 264700

881700  
881600  
881500  
881400  
881300  
881200  
881100



- Legend:**
- Application Boundary
  - Substation
  - Temporary Construction Compound
  - Indicative Hydrogen Production Facility (see Figure 1.4: General Arrangement for further details)
  - Cut
  - Fill

Coordinate System: British National Grid  
 Projection: Transverse Mercator  
 Datum: OSGB 1936  
 Units: Meter



Rev	Date	Description	Drn	Chk	App
02	25/10/2023	Main site removed	NH	AP	RB
01	12/10/2023	Hydrogen Facility Bdy	NH	AP	RB
00	07/06/2023	First Draft	NH	AP	RB

**Cromarty Green Hydrogen**

TITLE:  
**Figure 3:  
 Site Plan Layout**

ID:P663356\_DAS\_DAS\_Layout\_Fig4\_Site\_Layout\_Plan

Scale: 1:2,500 @ A3

REV 02