

- A diary of proposed delivery movements to liaise with the communities to avoid key dates such as local events;
- A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic; and
- Proposals to establish a construction liaison group to ensure the smooth management of the project / public interface with the applicant, the construction contractors, the local community, and if appropriate, the police forming the committee. This committee would form a means of communicating and updating on forthcoming activities and dealing with any potential issues arising.

8.2.2 Public Information

Information on the wind turbine convoys would be provided to local media outlets such as local papers and local radio to help assist the public.

Information would relate to expected vehicle movements from the POE through to the Site access junction. This would assist residents in understanding the timing of the convoy movements and may help reduce any potential conflicts.

The applicant would also ensure information is distributed through its communication team via the project website, local newsletters, and social media.

8.2.3 Convoy System

A police escort would be required to facilitate the delivery of the predicted AILs. The police escort would be further supplemented by a civilian pilot car to assist with the escort duty. It is proposed that an advance escort would warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy would remain in radio contact at all times where possible.

The AIL convoys would be no more than three AILs vehicles long, or as advised by the police, to permit safe transit along the delivery route, and to allow limited overtaking opportunities for following traffic where it is safe to do so.

The times in which the convoys would travel would need to be agreed with Police Scotland who have sole discretion on when loads can be transported.

8.3 Outdoor Access Management Plan (OAMP)

Within the Site, consideration has been given to pedestrians, cyclists and horse riders alike due to potential interactions between construction traffic, Core Paths, PRoWs and paths. The outline OAMP in **Technical Appendix 9.2 (EIAR Volume 4)** provides a number of measures that could help reduce the effect of AIL convoys and general construction traffic on the recreational path network.

8.4 A Staff Travel Plan

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

- Appointment of a Travel Plan Coordinator (TPC);
- Provision of public transport information;
- Mini-bus service for transport of Site staff;
- Promotion of a car sharing scheme;
- Car parking management; and
- Restrictions on parking, for example on the public road network and verges in the vicinity of the Site entrance.

8.5 Operational Phase Mitigation

The Site entrances on the B797 and the crossing points on the C16 Crawfordjohn Road would be well maintained and monitored during the operational life of the Proposed Development. Regular maintenance would be undertaken to keep the access track drainage systems fully operational and to ensure there are no run-off issues onto the public road network.

9 Summary and Conclusions

Pell Frischmann Consultants Limited has been commissioned by Ramboll UK Limited, on behalf the Applicant to undertake a TA for the proposed Ravengill Energy Park, which is located within the South Lanarkshire Council administrative area.

Construction vehicles would enter the Site from the B797 via newly provided access junctions, which would facilitate access to the eastern section and the western section of the Site. A crossing point would be provided on the C16 Crawfordjohn Road between the B797 and the B740 at Crawfordjohn.

AIL delivery vehicles would access the Site via a newly provided temporary construction Site entrance from the A74(M).. Empty AIL delivery vehicles would return to the road network via the B797 and A702, rejoining the M74 at Junction 14.

Existing traffic data from the DfT and TS was supplemented by a new ATC survey for the Study Area, with the data used to establish a base point for determining the potential impact during the construction phase. This was factored to future levels (2035) to help determine the impact of construction traffic on the local road network.

The construction traffic would result in a temporary increase in traffic flows on the road network surrounding the Site. A worst-case assessment has been undertaken which assumes that 100% of materials for tracks, hardstandings and compounds would be imported to Site. The peak of construction activity is expected to occur in month 11 when there would be a total of 6,148 vehicle movements which would result in an average of 280 vehicle movements per day, comprising 194 two-way HGV movements and 86 two-way car / LGV movements.

This would equate to approximately 23 two-way total vehicles movements including 16 two-way HGV movements per hour, across a typical 12-hour day, assuming a flat traffic profile, where traffic arrived and departed the Site equally throughout the working day.

It should however be noted that the Proposed Development's trip generation assumes that 100% of all aggregate materials would be imported to the Site from nearby quarries and should therefore be considered a significant over-estimate of the number of HGV movements that would travel to and from the Site during the peak month of activity. It is expected that up to 100% of these aggregate requirements would be sourced from on-site extraction of materials related to construction of site infrastructure (e.g. BESS and substation compounds) and from the four on-site borrow pits.

In a scenario whereby 100% of aggregate material would be won on-site, with the exception of sand and aggregates required for on-site cement batching, the peak of construction activity is expected to occur in month 11 where there would be a total of 120 vehicle movements per day, comprising 34 two-way HGV movements and 86 two-way car / LGV movements.

This would equate to approximately 10 two-way total vehicles movements including three two-way HGV movements per hour, across a typical 12-hour day, assuming a flat traffic profile. In addition, a review of the theoretical road capacity was undertaken for the Study Area which showed that with the addition of construction traffic associated with the Proposed Development, there was significant spare capacity within the road network.

A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of the construction phase traffic flows for both general construction traffic and abnormal loads associated with the delivery of the turbine components. It is considered that these can be secured by condition with SLC.

The Proposed Development would lead to a temporary increase in traffic volumes within the Study Area principally during the construction phase; however this can be appropriately and effectively managed. It is therefore concluded that there are no transport related matters which would preclude the construction of the Proposed Development.

Annex A Indicative Site Access Layouts



- NOTE:
1. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR HIGHWAY WORKS AND THE TURBINE MANUFACTURERS STANDARDS AND ALL RELEVANT DRAWINGS WITHIN THE PROJECT DESIGN PACKAGE.
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 7. ALL WORKS ARE TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENT OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN MANAGEMENT REGULATIONS.

- KEY:
- Proposed Track
 - Ditch
 - Cut Earthworks
 - Fill Earthworks
 - Cross Section Sample Lines
 - Land Boundary

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Client
Renewco

Project
Ravengill Wind Farm

Drawing Title
**M74 Sliproad Design
General Arrangement**

	Name	Date	Scale
Designed	CN	10.12.2024	1:750 @ A1
Checked	SCM	10.12.2024	File Ravengill M74 Junction
			Drawing Status DRAFT

Drawing No.	Revision
SK01	R1



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- KEY:
- Proposed Track
 - Proposed Reprofiting
 - Cut Earthworks
 - Fill Earthworks
 - Vehicle Wheels
 - Vehicle Body
 - Vehicle Load

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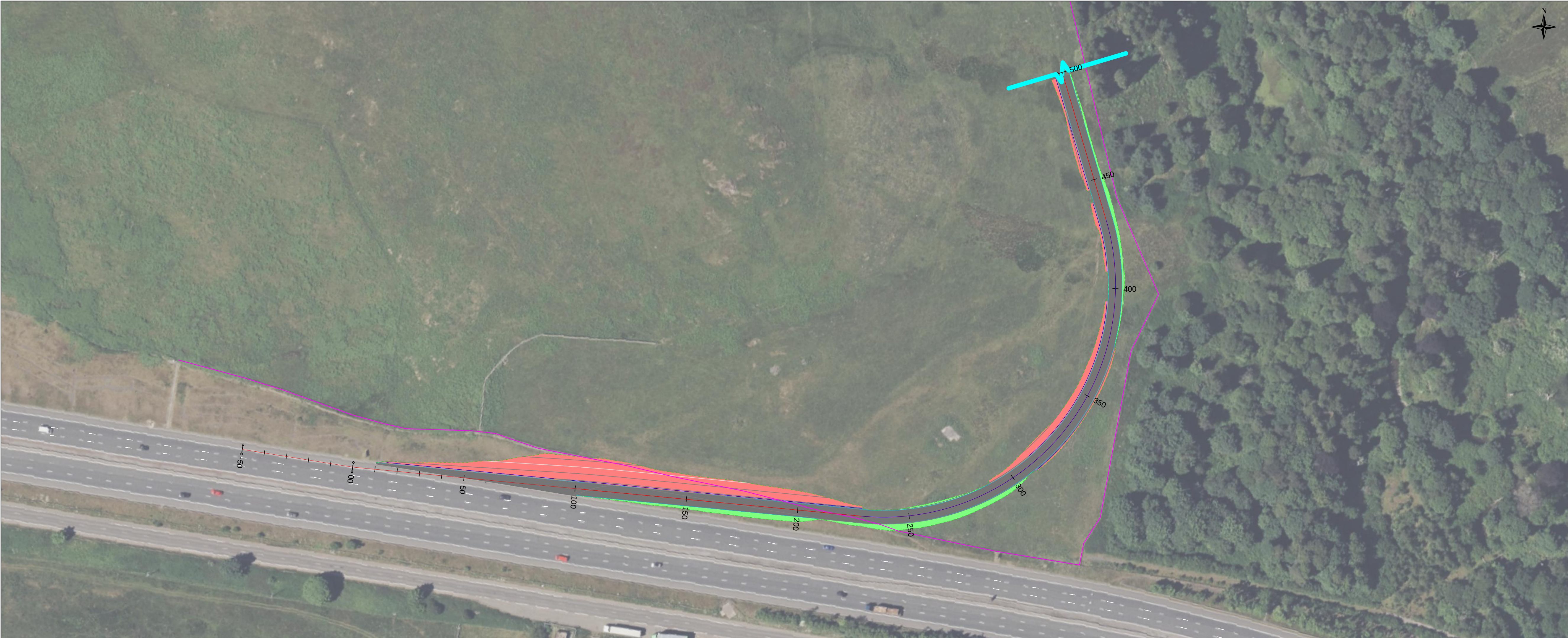
Ravengill Wind Farm

Drawing Title

M74 Sliproad Design
SG170 Swept Path Assessment

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Checked	SCM	10.12.2024	File
			Ravengill M74 Junction
			Drawing Status
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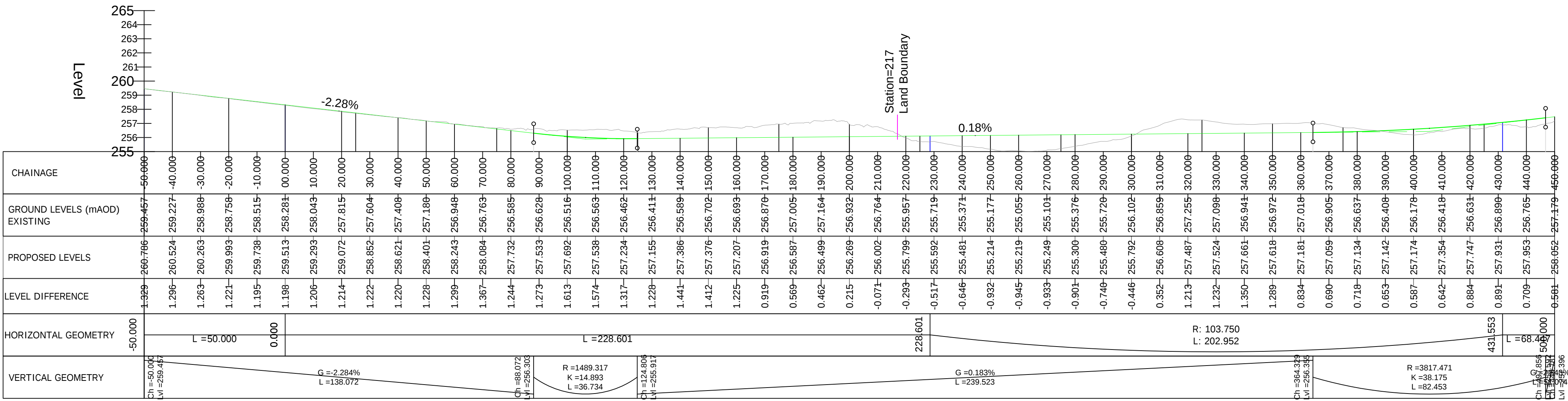
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- KEY:
- Proposed Track
 - Ditch
 - Cut Earthworks
 - Fill Earthworks
 - Cross Section Sample Lines
 - Land Boundary

M74CL - LONGSECTION
SCALE: H 1:500,V 1:100. DATUM: 255.000



- Existing Levels
- Proposed Levels
- Land Boundary

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Client
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Project
Ravengill Wind Farm

Drawing Title
**M74 Sliproad Design
Longitudinal Section**

	Name	Date	Scale	1:1000 @ A1
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Checked	SCM	10.12.2024	Drawing Status	DRAFT
Drawing No.	SK03			Revision R1



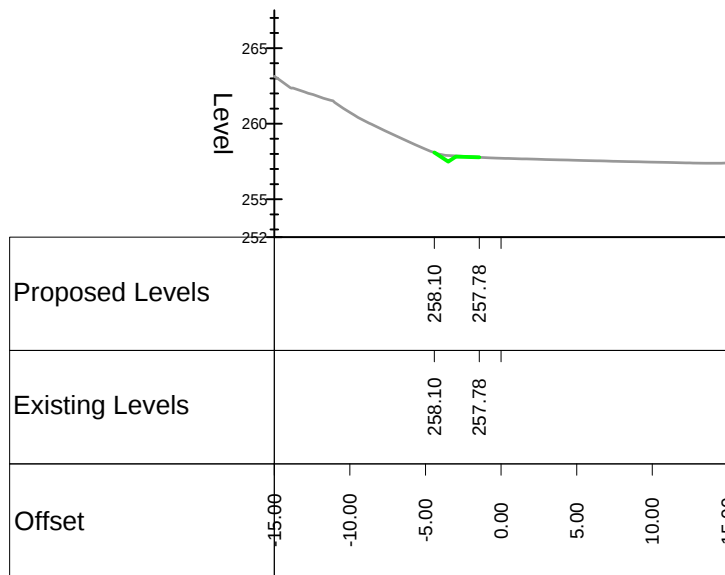
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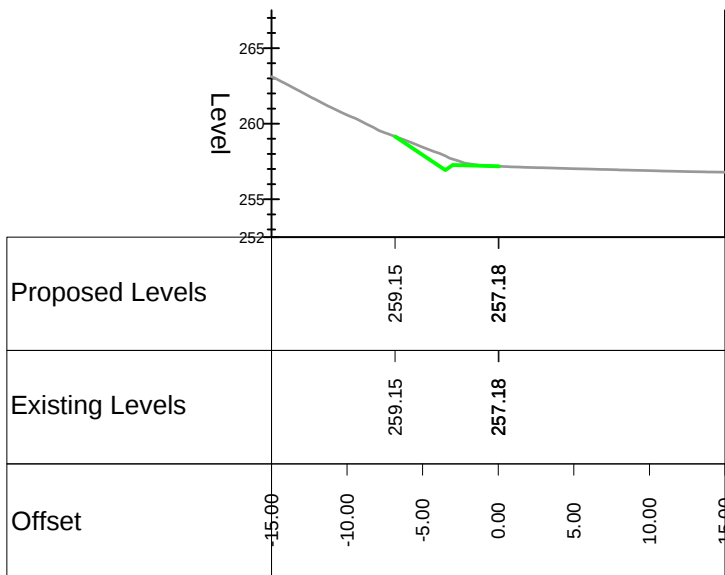
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— Proposed Levels

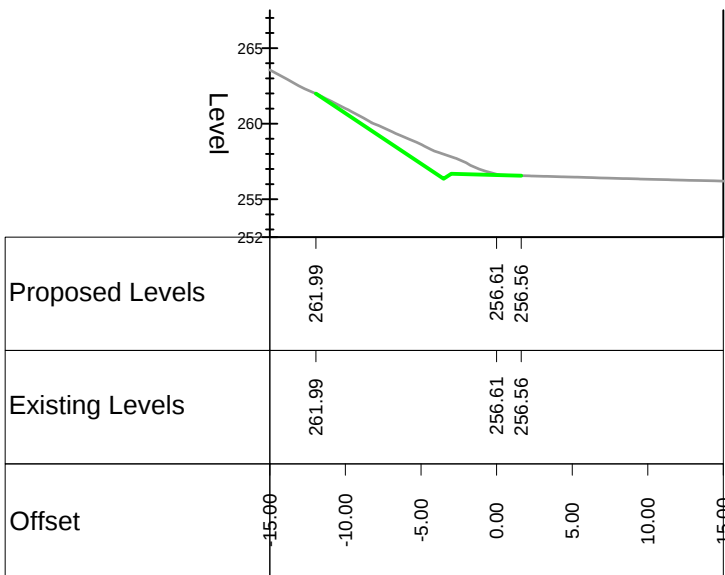
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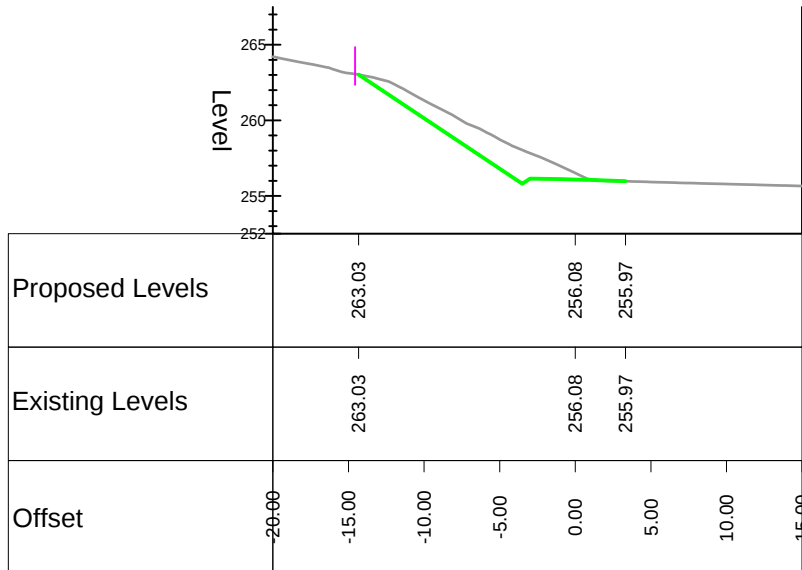
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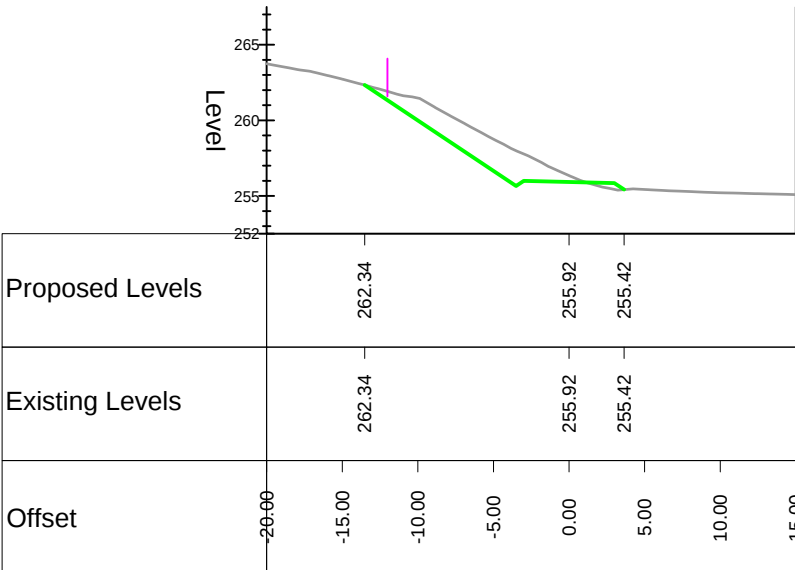
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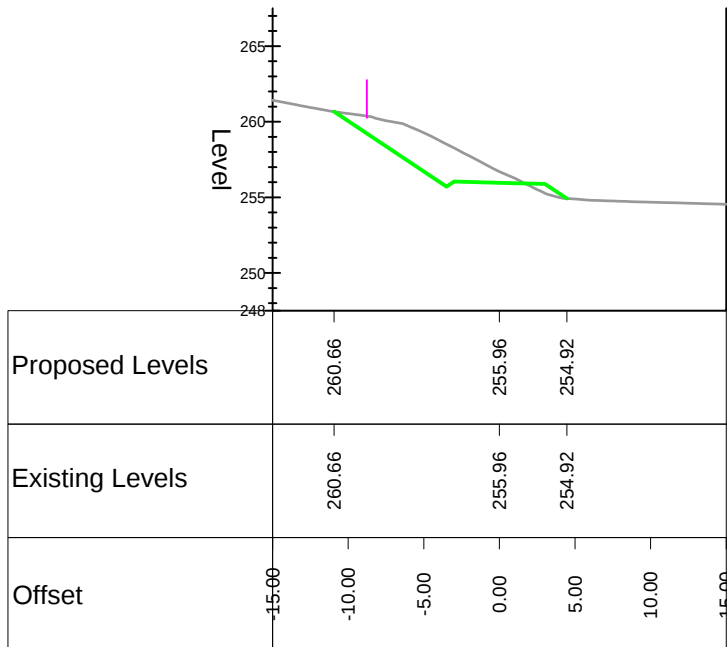
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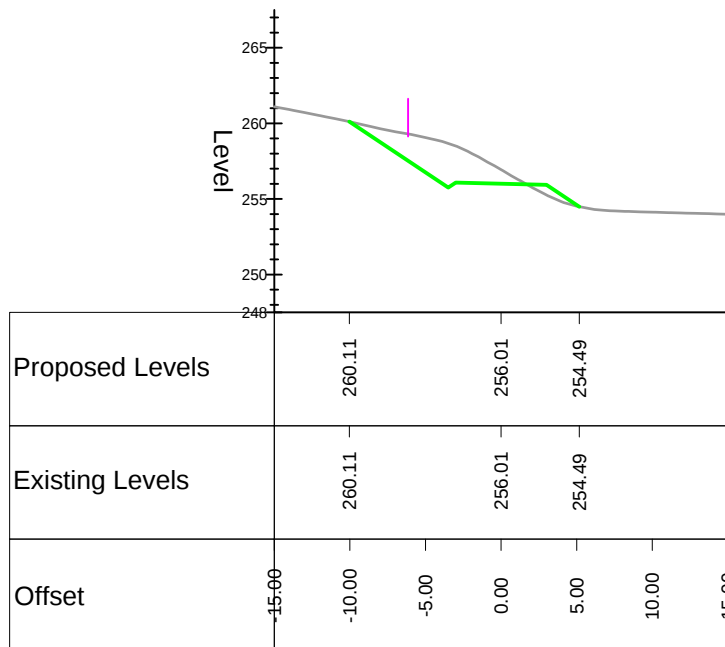
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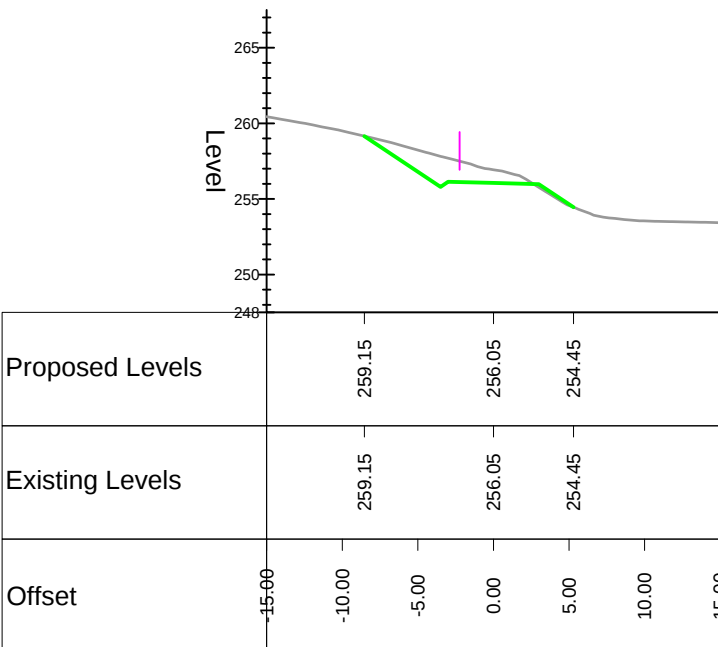
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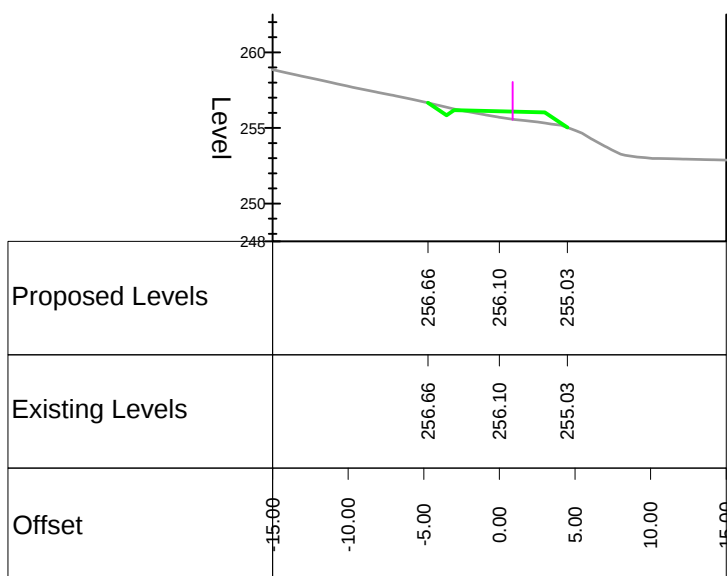
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Chainage 175.000



Chainage 200.000



Chainage 225.000

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Client

Renewco

Project

Ravengill Wind Farm

Drawing Title

M74 Sliproad Design
Cross- Sections
Sheet 1

	Name	Date	Scale
Designed	CN	10.12.2024	1:500 @ A1
Checked	SCM	10.12.2024	File
			Ravengill M74 Junction
			Drawing Status
			DRAFT

Drawing No.

SK04

Revision

R1



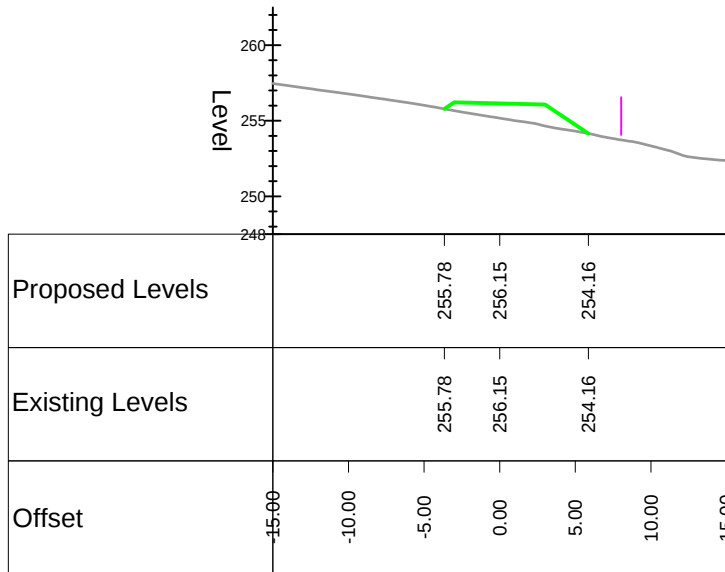
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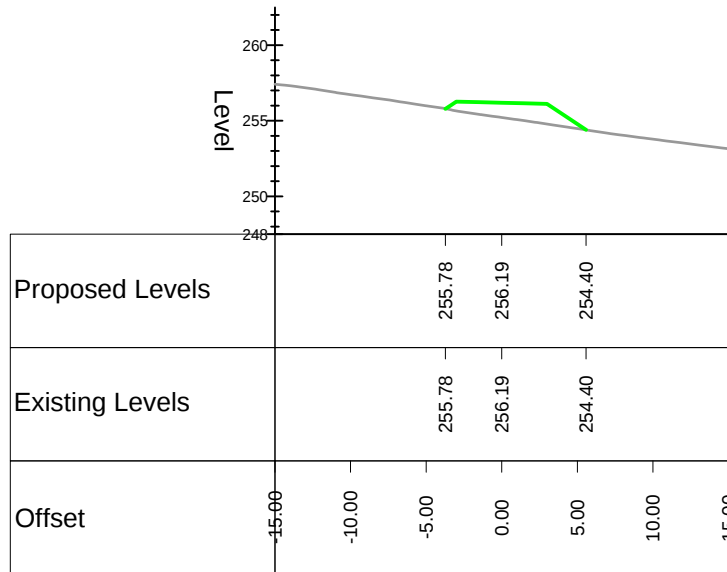
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Proposed Levels

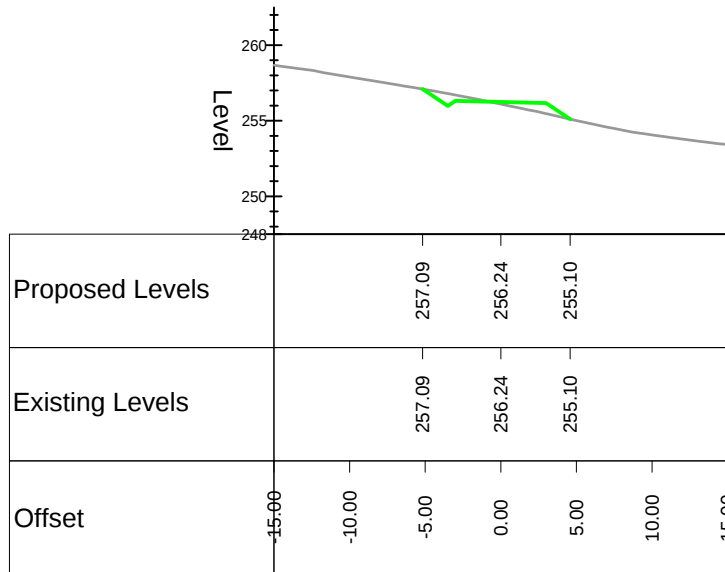
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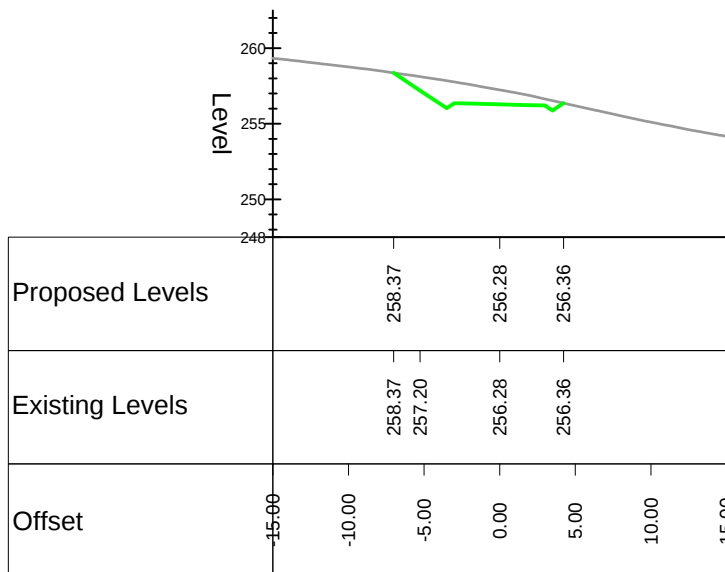
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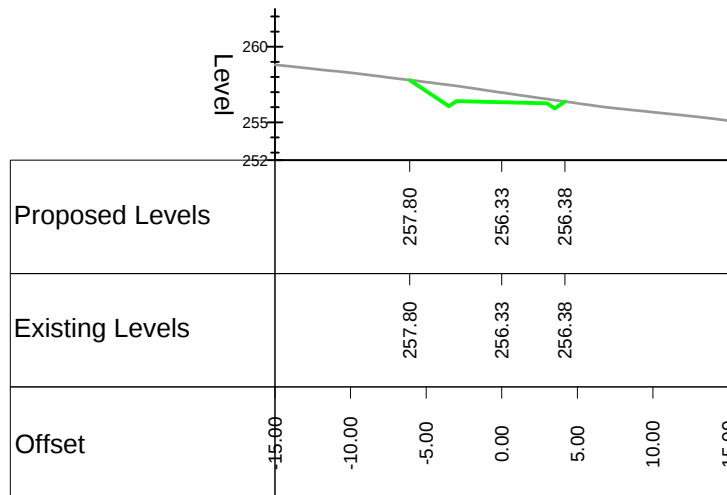
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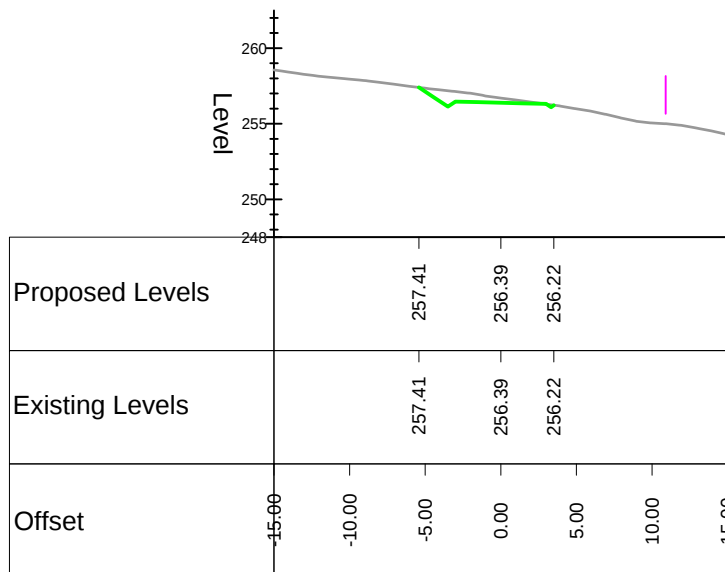
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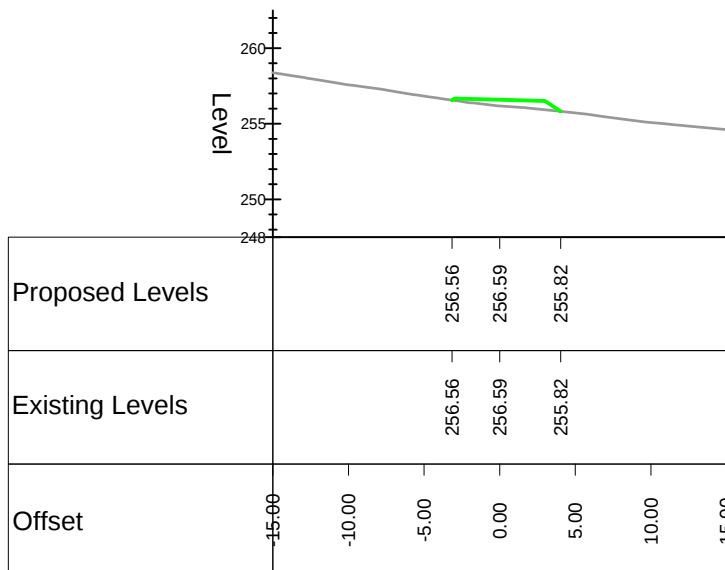
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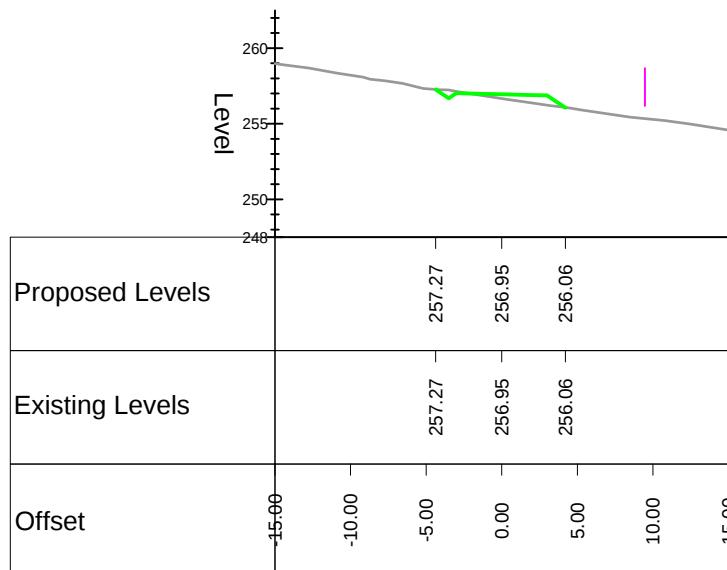
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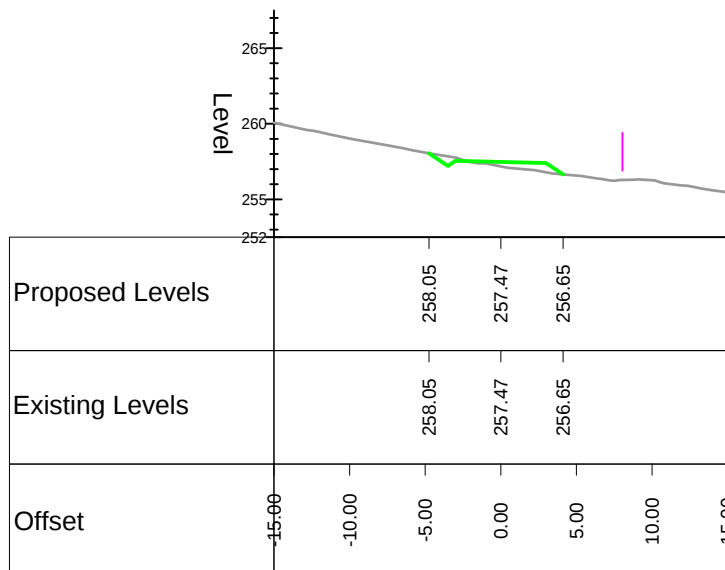
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Chainage 400.000



Chainage 425.000



Chainage 450.000

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Client

Renewco

Project

Ravengill Wind Farm

Drawing Title

M74 Sliproad Design
Cross-Sections
Sheet 2

	Name	Date	Scale
Designed	CN	10.12.2024	1:500 @ A1
Checked	SCM	10.12.2024	File
			Drawing Status
			DRAFT

Drawing No.

SK05

Revision

R1



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- KEY:
- Proposed Track
 - Proposed Reprofilng
 - Cut Earthworks
 - Fill Earthworks
 - Cross Section Sample Lines

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Client
Ramboll

Project
Ravengill Wind Farm

Drawing Title
**Western Junction
General Arrangement**

	Name	Date	Scale
Designed	JS	24.10.2025	1:750 @ A1
Checked	SCM	24.10.2025	File 251024 Ravengill Access Design
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Drawing No.	Revision
SK01	R1



NOTE:

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KEY:

- Proposed Track
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Client

Ramboll

Project

Ravengill Wind Farm

Drawing Title

Western Junction
Signing and Lining

	Name	Date	Scale	1:250 @ A1
Designed	JS	24.10.2025	File	251024 Ravengill Access Design
Checked	SCM	24.10.2025	Drawing Status	DRAFT
Drawing No.		SK01A		Revision
				R1



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 - Cut Earthworks
 - Fill Earthworks
 - Vehicle Wheels
 - Vehicle Body
 - Vehicle Load

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Client
Ramboll

Project
Ravengill Wind Farm

Drawing Title
**Western Junction
Swept Path Analysis**

	Name	Date	Scale	1:750 @ A1
Designed	JS	24.10.2025	File	251024 Ravengill Access Design
Checked	SCM	24.10.2025	Drawing Status	DRAFT

Drawing No.	SK01B	Revision	R1
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