
Environmental Impact Assessment Report
Volume 4: Outline Construction Traffic Management Plan

# MarramWind Offshore Wind Farm

December 2025

MarramWind

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# Contents

# 1. Introduction

## 1.1 Overview

1.1.1.1 This Outline Construction Traffic Management Plan (CTMP) has been produced along with **Volume 1**, **Chapter 26: Traffic and Transport** and aims to ensure that the management and mitigation measures detailed within this document minimise the likely effects of construction traffic on existing road users during the construction stage.

## 1.2 Project background

1.1.1.1 MarramWind Offshore Wind Farm (hereafter referred to as 'the Project') is wholly owned by ScottishPower Renewables UK Limited (SPR). MarramWind Limited, a subsidiary of SPR, is the Applicant for the Project.

1.2.1.1 The Project is a proposed floating wind farm located in the North Sea, with a grid connection capacity of up to 3 gigawatts. The location of the Project is determined by the Option Agreement Area (OAA), which is the spatial boundary of the Northeast 7 (NE7) Plan Option within which the electricity generating infrastructure will be located. The NE7 Plan Option is located north-east of Rattray Head on the Aberdeenshire coast in north-east Scotland, approximately 75 kilometres (km) at its nearest point to shore and 110km at its furthest point. An Option to Lease Agreement for the Project within the NE7 Plan Option was signed in April 2022.

1.2.1.2 A summary of the Project is provided in Section 1.2 of **Volume 1, Chapter 1: Introduction** and a comprehensive description of the Project is provided in **Volume 1, Chapter 4: Project Description**.

1.2.1.3 The Project's offshore infrastructure, located seaward of Mean High Water Springs (MHWS), includes the following:

- wind turbine generators, including floating units (platforms and station keeping system);
- array cables;
- subsea distribution centres;
- subsea substations;
- reactive compensation platform(s) (if required); and
- offshore export cables to connect the wind farm area to the landfall(s).

1.2.1.4 The Project's onshore infrastructure, located landward of mean low water springs (MLWS) includes:

- landfall(s) – the infrastructure associated with connecting the offshore export cables with the onshore export cables located above MLWS;
- underground onshore export cables running from the landfall(s) to the onshore substations;
- three onshore substations co-located at one site;
- underground grid connection cables (connecting the onshore substations to the grid connection point at the Scottish and Southern Electricity Network (SSEN) Netherton Hub);

- grid connection point (SSEN substation at the SSEN Netherton Hub, which is a separate consented project and does not form part of the consenting applications which the Environmental Impact Assessment (EIA) and Outline CTMP relate to); and
- associated temporary construction areas, including for example temporary construction compounds, access tracks and haul roads.

1.2.1.5 The EIA Report accompanies applications for offshore consents, licences and permissions for the Project to Marine Directorate - Licensing Operations Team (MD-LOT) under Section 36 (s.36) of the Electricity Act 1989, the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009, for the offshore infrastructure seaward of MHWS.

1.2.1.6 The EIA Report also accompanies an application to Aberdeenshire Council for planning permission in principle consent under The Town and Country Planning (Scotland) Act 1997, for the onshore infrastructure landward Mean Low Water Springs (MLWS).

1.2.1.7 There are four sets of EIA regulations applicable to the Project: the Electricity Works (EIA) (Scotland) Regulations 2017 for offshore generating stations requiring s.36 consent; the Marine Works (EIA) (Scotland) Regulations 2017 and the Marine Works (EIA) Regulations 2007 for marine licence applications within Scottish territorial waters (0-12 nautical miles) and offshore waters (12-200 nautical miles) respectively; and the Town and Country Planning (EIA) (Scotland) Regulations 2017 for planning applications submitted to Aberdeenshire Council for onshore infrastructure located landward of MLWS.

## 1.3 Purpose of the Outline Construction Traffic Management Plan

1.3.1.1 The Outline CTMP is an outline document, fixed at the time of submission to inform the EIA and is intended to be expanded into a detailed (Final) CTMP. The indicative measures proposed will be developed as the project progresses up to the construction stage. The Outline CTMP will be further developed by the Principal Contractor, in conjunction with Aberdeenshire Council and Transport Scotland and other appropriate stakeholders.

1.3.1.2 The broad objectives of the Outline CTMP are as follows:

- ensuring the movement of people and materials in a safe, efficient, timely, and sustainable manner;
- keep construction traffic to a minimum during peak network periods to minimise as far as possible the impact on the road network;
- ensure that effects and disruption on local communities are minimised;
- minimise vehicle trips where possible; and
- limit the impacts on the natural and built environment.

1.3.1.3 The Final CTMP will be developed prior to commencement of the relevant stage of works, but will be produced in accordance with the principles, objectives and guidance provided in this Outline CTMP.

1.3.1.4 This Outline CTMP should be read in conjunction with:

- **Volume 1, Chapter 26: Traffic and Transport**;
- **Volume 3, Appendix 26.1: Transport Assessment** which sets out the detailed construction traffic generation methodology, assumptions, material requirement and impact of construction traffic on the local road network.

- **Volume 3, Appendix 26.2: Abnormal Load Route Assessment** which sets out the specific routes required for Abnormal Loads (ALs) and the mitigation required including Swept Path Assessments (SPAs) at identified pinch points;
- **Volume 3, Appendix 4.1: Crossings Register** which sets out all crossings associated with the Project;
- **Volume 4: Construction Traffic Management Plan, Appendix A: Outline Travel Plan** which outlines measures to mitigate and manage effects on the local transport network which may be caused by the daily movement of the construction workforce;
- **Volume 4: Construction Traffic Management Plan, Appendix B: Outline Core Path Management Plan** (Outline CPMP) which addresses the interactions of Public Rights of way, core paths and permissive paths with the Project, setting out an outline management strategy to help minimise any potential disruption to Path users; and
- **Volume 3, Appendix 5.2: Commitments Register** which contains embedded environmental measures associated with the Project.

1.3.1.5 The Final CTMP shall state the legislative requirements, current standards of practice and best practice measures that define the standard of construction practice adhered to by the Contractors. However, adhering to the Final CTMP does not absolve the Applicant, Contractors or Subcontractors from complying with legislation, bylaws and standard industry practice relevant to their construction activities.

## 1.4 Implementation of the Outline Construction Traffic Management Plan

1.4.1.1 The Outline CTMP approved by Aberdeenshire Council will be incorporated into the contracts for Principal Contractors responsible for the works. All parties involved, including Principal Contractors, Subcontractors and their suppliers, must comply with the relevant provisions of the Final CTMP. They are obligated to provide documentation outlining how they will guarantee both the implementation and monitoring of the Outline CTMP requirements.

1.4.1.2 The term Contractors is used throughout this Outline CTMP as a collective noun, referring to the entities engaged in construction work pursuant to the Project. It encompasses both Principal Contractors and their Subcontractors.

## 1.5 Scope of Outline Construction Traffic Management Plan

1.5.1.1 The Outline CTMP will cover the following:

- a description of the onshore construction works;
- proposed access strategy for construction traffic;
- measures to manage heavy good vehicle (HGV) access;
- measures to manage light commercial vehicle (LCV) access;
- general traffic management measures; and
- how the CTMP will be managed and enforced.

## 1.6 Other related implementation plans

1.6.1.1 The Outline CTMP will be developed with consideration of the content and requirements of other relevant Implementation Plans. These are set out in **Table 1.1** below with details of the linkages.

**Table 1.1 Other related implementation plans to the Outline CTMP**

| Implementation plan | Licence / consent conditions | Linkage with Outline CTMP |
|---|---|---|
| **Volume 4: Construction Environmental Management Plan** | *Approval of Matters Specified in Conditions.* | Outlines the overall construction environmental management strategy under which, the Outline CTMP addresses construction traffic-related impacts. |
| **Outline Travel Plan (Volume 4: Outline Construction Traffic Management Plan, Appendix A)** | *Approval of Matters Specified in Conditions.* | Sets out the objectives, management and enforcement of incorporating sustainable travel to and from construction areas by construction staff. |
| **Outline Core Path Management Plan (Volume 4: Outline Construction Traffic Management Plan, Appendix B)** | *Approval of Matters Specified in Conditions.* | Details access and management arrangements in relation to core paths and rights of way during construction. |

# 2. The Onshore Elements of the Project

## 2.1 Overview

2.1.1.1 A full overview of the onshore infrastructure elements of the Project are outlined in **Volume 1, Chapter 4: Project Description**, however, the main onshore construction elements are:

- landfall(s);
- onshore export cable corridor;
- onshore substations; and
- grid cable connection.

2.1.1.2 The above elements are all supported by various temporary construction compounds, access roads and haul roads. Temporary works will be required for the Project, such as access and accommodation works to enable plant and vehicle access to the construction areas and the various temporary construction compounds.

2.1.1.3 The extent of construction works of the Project are shown in **Volume 2, Figure 4.1: Onshore Red Line Boundary and indicative onshore infrastructure layout**.

2.1.1.4 For the purposes of this report, the term construction areas is used interchangeably with the term site. It is considered that the point at which construction traffic leaves the adopted road network, via a construction access point, vehicles are assumed to have entered the site (or construction working area).

## 2.2 Construction stage

2.2.1.1 The anticipated total construction duration for all onshore infrastructure to be completed is approximately nine years. This is aligned with the indicative construction programme detailed within **Volume 1, Chapter 4: Project Description**.

2.2.1.2 During the construction stage, the scale and extent of onshore construction works is expected to vary, according to Project requirements. Therefore, potential impact from construction traffic on the road network will also vary reflective of the onshore construction works. It is estimated that the peak of construction works, (and construction vehicle movements) will occur during year 2 of the construction programme, currently anticipated to take place in 2031, as set out in **Volume 3, Appendix 26.1**.

2.2.1.3 The indicative core working hours for the construction work and any construction-related traffic movements to or from onshore infrastructure of the Project are as follows:

- 08:00-18:00 hours Monday to Friday; and
- 08:00-13:00 hours on Saturday.

2.2.1.4 No activity outside of these indicative hours, including on Sundays, public holidays, or bank holidays, apart from under the following circumstances:

- where continuous periods (up to 24 hours, seven days per week) of construction work are required for horizontal directional drilling (HDD) (or similar trenchless techniques);
- for other works requiring extended working hours such as concrete pouring which will require the relevant planning authority to be notified at least 72 hours in advance;

- for the delivery of ALs to the connection works, which may cause congestion on the local road network, and will require the relevant road authority to be notified at least 72 hours in advance; or
- as otherwise agreed in writing with the relevant planning authority.

2.2.1.5 Prior to and following the core working hours Monday to Friday, a 'shoulder hour' for mobilisation and shut down will be applied (07:00-08:00 and 18:00-19:00). The activities permitted during the shoulder hours include staff arrivals and departures, briefings and toolbox talks, deliveries to construction areas and unloading, and activities including site and safety inspections and plant maintenance. Such activities shall not include use of heavy plant or activity resulting in impacts, breaking ground or earthworks.

2.2.1.6 The requirement for deliveries during shoulder hours and potential restrictions to avoid sensitive receptors (where specifically justified or required) will be determined during detailed design once the construction programme has been developed further. Such restrictions can be included within detailed construction traffic management strategies, which would need to be approved by Aberdeenshire Council.

## 2.3 Temporary construction compounds

2.3.1.1 A number of temporary construction temporary compounds will be required in support of the construction of the onshore infrastructure elements of the Project. Temporary construction compounds will be used to store materials and plant as well as to form a base for traffic travelling to and from the various construction working area locations. The temporary construction compounds include primary compounds, secondary compounds, landfall compounds, trenchless crossing compounds and the onshore substation construction compound which will serve the onshore elements of the Project and are as follows:

- up to three primary construction compounds;
- up to six secondary construction compounds;
- one onshore substation site construction compound;
- up to three landfall(s) construction compounds, and
- 22 trenchless crossing compounds.

2.3.1.2 The indicative locations of these temporary construction compounds are shown in **Volume 2, Figure 4.1**.

## 2.4 Construction vehicles

2.4.1.1 A number of vehicles will be used during construction for delivery of materials and equipment. This includes, but is not limited to, the vehicles presented in **Table 2.1** Typical construction vehicles which have been identified based on similar projects by scale and type.

### Table 2.1 Typical construction vehicles

| Typical LCVs | Typical HGVs |
|---|---|
| **Car** | Articulated HGV (16.5 metres (m)). |
| **Van** | Low loader. |
| **4x4 transit / site vehicle** | Flatbed truck. |
| **Welfare vehicles** | Concrete mixers. |
| **All-terrain vehicles** | 4x4 tipper trucks. |
| | Excavators |
| | Cranes |
| | Horizontal directional drilling (HDD) (or similar trenchless techniques) Rig, (AL). |
| | Cable drums delivery (AL). |
| | Transformer delivery, girder frame (AL). |

## 2.5 Abnormal loads

2.5.1.1 An AL is a vehicle and load combination that exceeds the standard legal limits for weight, length, or width, making it too large or heavy to be carried on a conventional vehicle without special arrangements.

2.5.1.2 An AL is classified as a vehicle that meets any of the following:

- weight over 44,000 kilograms (kg);
- an axle load of more than 10,000kg for a single non-driving axle of 11,500kg for a single driving axle;
- width over 2.9m; and
- rigid length over 18.65m.

2.5.1.3 Construction of the Project will generate AL movements, primarily related to the transportation of cable drums, transformers and HDD (or similar trenchless techniques) rigs. These ALs are considered to be the largest and heaviest to be transported to site, representing a maximum design scenario. These three ALs are what has been assessed within **Volume 3, Appendix 26.2**.

2.5.1.4 Other ALs could also be delivered as part of the construction works such as cranes and piling rigs to the onshore substation. However, these are not included within this assessment as they are anticipated to be smaller or lighter than the maximum design scenario.

2.5.1.5 Where relevant, ALs will be transported by specialist hauliers and subject to Road Vehicles (Construction and Use) Regulations 1986 and Road Vehicles (Authorised of Special Types (General) Order 2003. Hauliers will notify the police, roads and bridge authorities (as required) prior to the movement of ALs. This will be completed through the National Highways Electronic Service Delivery for Abnormal Loads.

2.5.1.6 All AL movements will be subject to the same routing plan as the HGV routing outlined within **Section 3** and management / enforcement controls outlined in **Section 6** of this document.

2.5.1.7 Furthermore, to minimise disruption and maintain safety there is a requirement for all AL movements to be restricted to outside of peak traffic hours and avoidant of darkness in some rural areas. The ALs will be accompanied by an escort vehicle and early notice of two clear working days is required when notifying Police Scotland regarding escort.

2.5.1.8 Example of the ALs assessed within **Volume 3, Appendix 26.2** are shown in **Plate 2.1** to **Plate 2.3**.

### 2.5.2 Abnormal indivisible loads

2.5.2.1 Included in ALs are Abnormal Indivisible Loads (AIL) which refers to a specific load which cannot without undue expense or risk of damage be divided into smaller parts for the purpose of being transported by road.

2.5.2.2 During the construction stage, there is a requirement for delivery of indivisible loads to the onshore substations. This AIL includes the transformers which will require specialist vehicles in the form of a girder frame trailer to be delivered to the onshore substation.

2.5.2.3 The delivery of substation transformers associated with the Project has been presented and assessed in **Volume 3, Appendix 26.2**.

## Plate 2.1 Cable drum delivery vehicle example

## Plate 2.2 HDD (or similar trenchless techniques) rig delivery vehicle example

**Plate 2.3 Substation transformer delivery vehicle example**

## 2.6 Traffic generation

2.6.1.1 As described in **paragraph 2.2.1.2**, it is currently anticipated that peak construction traffic generation will take place in 2031. As construction activities will be taking place in relation to landfall(s), the onshore export cable corridor and the onshore substations concurrently, this has formed the basis of assessment of construction traffic as in all other years of construction of onshore infrastructure the construction traffic levels would be lower than in the second year of construction. The indicative construction programme is included within **Volume 1, Chapter 4: Project Description**.

2.6.1.2 **Table 2.2** Typical monthly construction vehicles during peak construction sets out the monthly traffic generation in 2031, for the key elements of onshore construction as detailed within the indicative construction programme.

**Table 2.2 Typical monthly construction vehicles during peak construction**

| Construction element | LCV two-way movements | HGV two-way movements |
|---|---|---|
| **Onshore substation site preparation works** | 3,000 | 271 |
| **Onshore substations construction** | 3,000 | 81 |
| **Onshore export cable corridor preparation works** | 1,800 | 2,526 |
| **Onshore export cable corridor construction** | 1,800 | 2,320 |
| **Joint bay construction and onshore export cable corridor installation** | 1,800 | 343 |
| **Landfall(s) construction.** | 600 | 50 |

2.6.1.3 The monthly construction traffic generation assigned over the peak year of construction is shown in **Plate 2.4**.

## Plate 2.4 Indicative construction traffic generation for 2031

| Construction Traffic Two-Way Movements | Year 2 (2031) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| **HGVs** | | | | | | | | | | | | |
| Onshore substation site preparation works | | | | | | | | | | | | |
| Onshore substation construction, electrical installation and commissioning | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Onshore export cable corridor preparation works | | | | | | | | | | | | |
| Onshore export cable corridor | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 | 2320 |
| Joint bay construction, onshore export cable installation, commissioning, reinstatement | | | | | | | | | | | | |
| Landfall Construction | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| **LCVs** | | | | | | | | | | | | |
| Onshore substation site preparation works | | | | | | | | | | | | |
| Onshore substation construction, electrical installation and commissioning | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 | 3000 |
| Onshore export cable corridor (including preparation works) | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 | 1800 |
| Joint bay construction, onshore export cable installation, commissioning, reinstatement | | | | | | | | | | | | |
| Landfall Construction | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 | 600 |
| **Total Vehicules** | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 | 7851 |

## 2.7 Outline Construction Traffic Management Plan study network

2.7.1.1 The study network in the Outline CTMP covers that presented in **Volume 1, Chapter 26: Traffic and Transport**.

2.7.1.2 The study network of the Outline CTMP is based on the most probable routes for construction traffic generated by the construction of the onshore elements of the Project. The construction traffic generated covers the movement of deliveries, equipment and construction staff. Identification of most probable construction routes takes into consideration (but is not limited to) the following:

- restrictions such as weight and height limits; and
- suitability of routes based on a review of road types and widths.

2.7.1.3 Consideration has also been given to the Agreed Route Map published by the Timber Transport Forum, which categorises roads supporting access to forestry areas in terms of their capacity to sustain HGV timber haulage movements. The routes are categorised into four groups, namely; 'Agreed Routes', 'Consultation Routes', 'Severely Restricted Routes' and 'Excluded Routes'. 'Agreed Routes' are categorised as routes used for timber haulage without restriction as regulated by the Road Traffic Act 1988. It is considered that this data source can be used as a starting point for construction routing assumptions.

2.7.1.4 The study network includes roads operated and maintained by Aberdeenshire Council and Transport Scotland as local and strategic road authorities.

# 3. Proposed Access Strategy

## 3.1 Overview

3.1.1.1 During the construction stage of the onshore elements of the Project, temporary construction access will be required both onto and from the adopted road network. The management of access points used during the construction stage are covered within this Outline CTMP.

3.1.1.2 Temporary construction access designs are proposed for all of the onshore elements of the Project, the form of which will reflect the volume of movements as well as the physical size of the vehicles anticipated to use the respective access points. The detailed design of individual construction accesses will be formalised as part of the Final CTMP, which will be developed in compliance with this Outline CTMP.

3.1.1.3 The construction stage access points will provide access to landfall(s), temporary construction compounds, and the onshore substations, as well as for trenchless crossing sites within the onshore export cable corridor. The construction stage access points will be designed in reference to the aforementioned scale and volume of traffic as well as the duration for which they will be in use. Therefore, construction access points to the landfall(s), temporary construction compounds, and the onshore substations are anticipated to be more substantive than those for the onshore export cable corridor.

## 3.2 Routing considerations

3.2.1.1 The primary considerations to account for when delivering a route strategy are:

- use of the shortest route available from the location of the access points to the trunk road network;
- use of a sliding scale approach with regards to route assignment and road classification, utilising the 'A' classified road network as far as practicable, before resorting to lower classifications of roads;
- avoid single carriageway roads where alternatives are available; and
- avoid settlements and sensitive receptors where possible.

## 3.3 Location of proposed construction access points

3.3.1.1 During the construction stage, temporary construction access is required across the onshore elements of the Project which spans a wide geographical area across Aberdeenshire. Temporary construction access will be from a range of A, B and C / Unclassified roads, as appropriate, to provide access to all locations of the onshore infrastructure of the Project. **Table 3.1** sets each of the proposed access points including identification numbers, the type of access required, what construction element it relates to and grid reference. It should be noted that the proposed access points are indicative at this stage and are subject to final design extents and landowner agreements.

## Table 3.1 Temporary construction accesses

| Access Point Identification Number | Type of access, main construction element | Approximate location (National Grid Reference) |
|---|---|---|
| **AP01** | Temporary, landfall(s). | NK1072752065 |
| **AP02** | Temporary, onshore export cable corridor. | NK1026551272 |
| **AP03** | Temporary, onshore export cable corridor. | NK1053650613 |
| **AP04** | Temporary, onshore export cable corridor. | NK1067149809 |
| **AP05** | Temporary, landfall(s) and onshore export cable corridor. | NK1060249250 |
| **AP06** | Temporary, landfall(s) and onshore export cable corridor. | NK1056548975 |
| **AP07** | Temporary, onshore export cable corridor. | NK1052948799 |
| **AP08** | Temporary, onshore export cable corridor. | NK0991049085 |
| **AP09** | Temporary, onshore export cable corridor. | NK0948449329 |
| **AP10** | Temporary, onshore export cable corridor. | NK0921148371 |
| **AP11** | Temporary, onshore export cable corridor. | NK0921148371 |
| **AP12** | Temporary, onshore export cable corridor. | NK0916147399 |
| **AP13** | Temporary, onshore export cable corridor. | NK0916147399 |
| **AP14** | Temporary, onshore export cable corridor. | NK0886447265 |
| **AP15** | Temporary, onshore export cable corridor. | NK0886447265 |
| **AP16** | Temporary, onshore export cable corridor. | NK0883746975 |
| **AP17** | Temporary, onshore export cable corridor. | NK0883946825 |
| **AP18** | Temporary, onshore export cable corridor. | NK0851646380 |
| **AP19** | Temporary, grid cable connection. | NK0770846352 |
| **AP20** | Temporary, grid cable connection. | NK0697946445 |
| **AP21** | Temporary, grid cable connection. | NK0658546012 |
| **APSS** | Permanent, onshore substations and onshore export cable corridor. | NK0835746394 |
| **APSS_1** | Permanent, onshore substations and onshore export cable corridor. | NK0863146028 |

3.3.1.2 In developing the construction access strategy, a balance has been struck between the need to access each construction location and over-provision of new accesses onto the road network, and / or providing numerous accesses onto the same section of road. To satisfactorily address this requirement, a haul road is proposed along the full length of the onshore export cable corridor, linking numerous temporary construction compounds and access points.

3.3.1.3 **Volume 4: Outline Construction Traffic Management Plan, Figure 1: Proposed Access Routes** shows all temporary construction and permanent operational access locations along with the roads which are proposed to be used as access routes for staff, materials, HGVs and ALs.

3.3.1.4 The specific routes which will be taken by vehicles will be dependent on the materials and loads being delivered however, the routes shown in **Figure 1** will be the ones designated for the construction works. As can be seen, parts of both C43B and U45B will only be used by LCV movements as geometrical and structural constraints make these sections unsuitable for larger vehicles. This is currently highlighted by existing "*unsuitable for HGV use*" signage along the C43B.

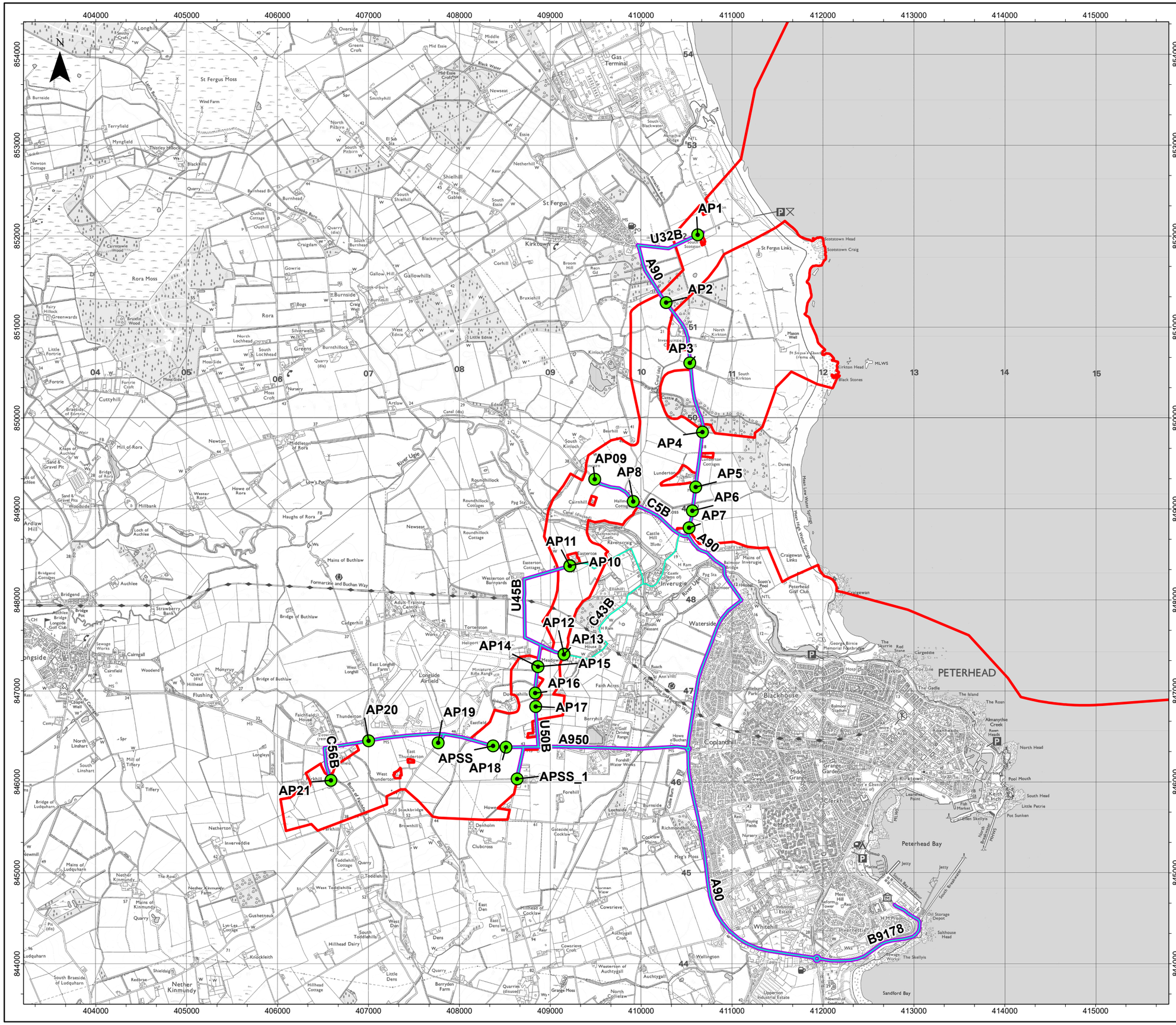


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Figure 1 Proposed access routes

**Environmental Impact Assessment Report**

**Volume 4 Outline Construction Traffic Management Plan**



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# 4. Crossing Schedule

## 4.1 Introduction

4.1.1.1 In addition to the HGV and LCV construction traffic routing, this Outline CTMP also considers the effects of all onshore export cable corridor crossings of the local and trunk road network, as well as the impact on the Core Path Network (CPN). A total of 23 crossings have been identified as part of the onshore construction which includes, for example roads, utilities and watercourses, the details of which are provided in **Volume 3, Appendix 4.1**.

4.1.1.2 The effects of crossings on core paths are covered in the **Volume 4: Outline Construction Traffic Management Plan, Appendix B Outline Core Path Management Plan** which sets out the scale and nature of these effects together with an outline management strategy to help minimise disruption to core path users.

## 4.2 Road crossing schedule

4.2.1.1 Out of the 23 crossings, a total of 16 crossing locations have been identified within the Project where an underground export cable is proposed to be installed and crossed under / across a carriageway part of the adopted road network or the CPN.

4.2.1.2 It is proposed that all major crossings (A or B class roads) will be undertaken using trenchless construction methods (HDD (or similar trenchless techniques) assumed). This construction method involves crossing underneath a feature and therefore prevents the disturbance of the road surface infrastructure during cable crossing installation. This removes the need for shuttle working road closures and / or traffic management.

4.2.1.3 For smaller classification roads, a mixture of trenchless or open cut crossing is proposed. Some smaller single-track roads are also proposed to be crossed by trenchless method due to other constraints around the road rather than the nature of the road crossing.

4.2.1.4 **Table 4.1** details the 16 road crossings and the roads which they affect. Furthermore, the crossing method and reference for each location is outlined together with the authority responsible for the associated roads.

**Table 4.1 Crossing schedule for local road network**

| Crossing No. | Crossing reference | Road affected | Crossing type | Road authority |
|---|---|---|---|---|
| **1** | CRL101 | A90 Trunk Road. | Trenchless crossing – no effect on carriageway. | Transport Scotland. |
| **2** | CRL102 | Unclassified Local Road. | Open cut trench crossing – traffic management / diversion required – local gravel track. | Aberdeenshire Council. |
| **3** | CRL201 | A90 Trunk Road. | Trenchless crossing – no effect on carriageway. | Transport Scotland. |

| Crossing No. | Crossing reference | Road affected | Crossing type | Road authority |
|---|---|---|---|---|
| **4** | CRL203 | C5B Classified Road. | Open cut trench crossing – traffic management / diversion required – two-way carriageway. | Aberdeenshire Council. |
| **5** | CRL301 | A90 Trunk Road. | Trenchless crossing – no effect on Carriageway. | Transport Scotland. |
| **6** | CRL401 | A90 Trunk Road. | Trenchless crossing – no effect on Carriageway. | Transport Scotland. |
| **7** | CRA101 | U45B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – single track carriageway. | Aberdeenshire Council. |
| **8** | CRA102 | Core path. | Open cut trench crossing – diversion required – core path. | Aberdeenshire Council. |
| **9** | CRA103 | C43B Classified Road. | Open cut trench crossing – traffic management / diversion required – single track carriageway. | Aberdeenshire Council. |
| **10** | CRA104 | U50B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – two-way carriageway. | Aberdeenshire Council. |
| **11** | CRA106 | U50B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – single track carriageway. | Aberdeenshire Council. |
| **12** | CRA107 | U50B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – single track carriageway. | Aberdeenshire Council. |
| **13** | CRA109 | A950 A Road. | Trenchless crossing – no effect on carriageway. | Aberdeenshire Council. |
| **14** | CRA202 | U50B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – two-way carriageway. | Aberdeenshire Council. |
| **15** | CRB102 | U63B Unclassified Road. | Open cut trench crossing – traffic management / diversion required – single track carriageway. | Aberdeenshire Council. |
| **16** | CRB103 | C56B Classified Road. | Trenchless crossing – no effect on Carriageway. | Aberdeenshire Council. |

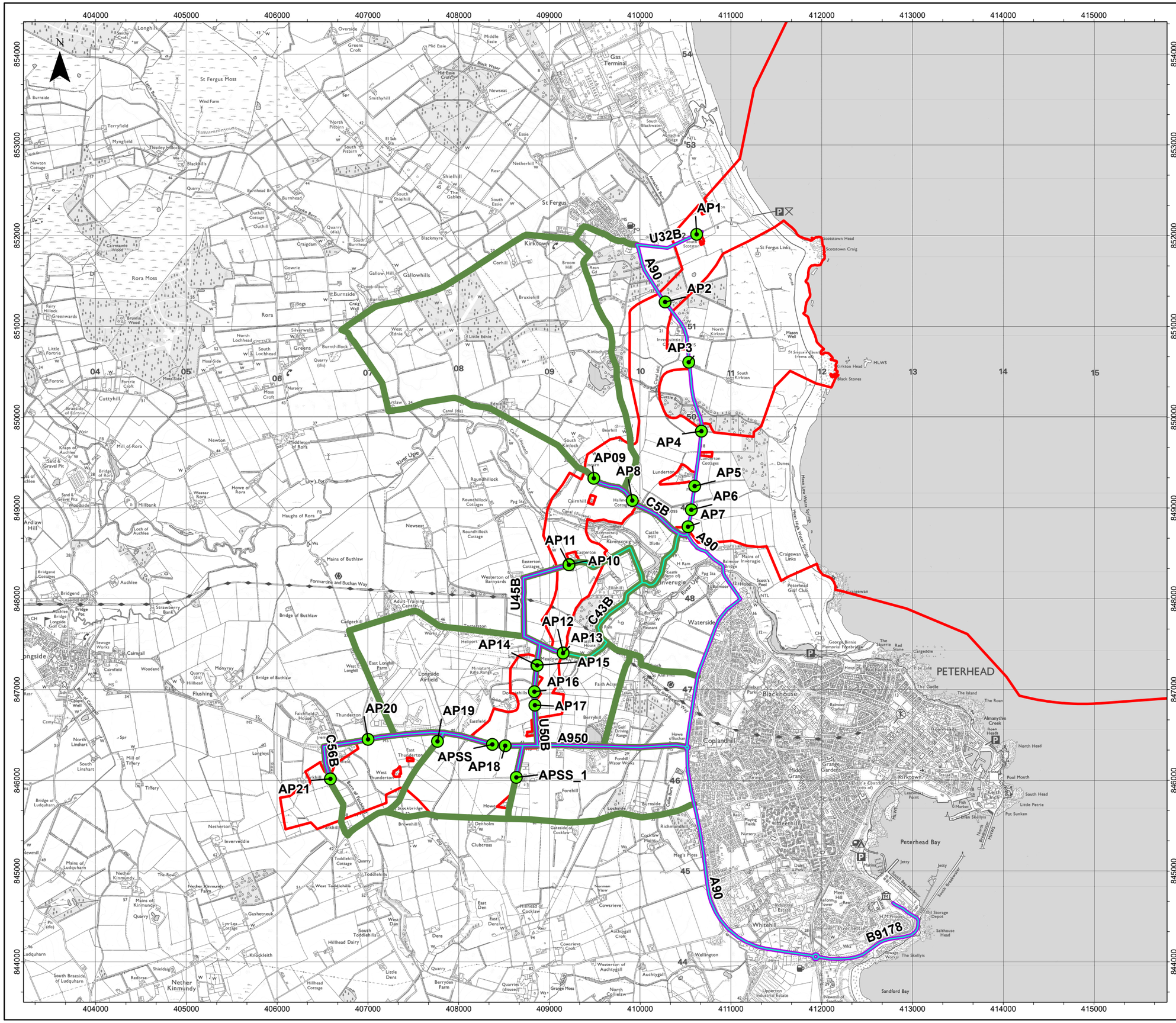
4.2.1.5 As shown in **Table 4.1**, 15 of the crossings would cross the adopted road network. Out of these 15, five are to be installed using trenchless crossing methods (for example, HDD (or similar trenchless techniques)) bringing about no surfaced-based effects on road users, with the remaining crossings involving open cut trenching methods.

4.2.1.6 One additional crossing using open cut trenching will interfere with a core path, which the mitigation and management of is further explained in **Appendix B**.

## 4.3 Diversion routes

4.3.1.1 As a result of the numerous trenched crossings, there may be a requirement for temporary road closures to be put in place, with associated traffic management measures and diversions for existing road users. If required, temporary road closures will be made under the appropriate application with Aberdeenshire Council.

**4.3.1.2** The local road network allows for diversions in and around Inverugie utilising the trunk road network to divert traffic in the case of temporary road closures as a result of open cut trenched crossings. Potential roads that can be used for diversions are shown in **Volume 4: Outline Construction Traffic Management Plan, Figure 2: Potential Diversion Routes**.




| | dd/mm/yyyy | -- | -- | -- | -- |
|---|---|---|---|---|---|
| 2 | 30/09/2025 | PB | LT | MW | NC |
| 1 | 04/09/2025 | PB | LT | MW | NC |
| REV | REV DATE | GIS CREATOR | GIS REVIEWER | TECHNICAL CHECKER | TECHNICAL APPROVER |

| | | | |
|---|---|---|---|
| WSP DRAWING NUMBER | 808368-WEIS-IA-I8-FG-O4-30297 | | |
| MarramWind DRAWING NUMBER | MAR-GEN-ENV-MAP-WSP-000478 | | |
| DATUM | OSGB 1936 | PROJECTION | British National Grid |
| SCALE | 1:40,000 | PAGE SIZE | A3 |

PROJECT TITLE

MarramWind Offshore Wind Farm

DRAWING TITLE

Figure 2 Potential diversion routes

**Environmental Impact Assessment Report**

**Volume 4 Outline Construction Traffic Management Plan**



NOT TO BE USED FOR NAVIGATION

wsp

MarramWind

# 5. Traffic Management Measures

## 5.1 Local issues and constraints

5.1.1.1 A route site visit was undertaken in November of 2024 to identify and review local road network issues and constraints. This included the identification and review of the following potential constraints:

- height and weight restrictions;
- road layouts and classification;
- existing pedestrian crossing facilities;
- existing traffic calming features;
- sensitive receptors adjacent to the road network;
- visibility constraints;
- restricted access;
- speed limits and traffic speeds;
- core paths; and
- other road users (pedestrians, cyclists and equestrians).

5.1.1.2 The findings of these subsequently informed the access strategy and viability of roads which could be used by construction traffic.

## 5.2 General construction traffic mitigation

5.2.1.1 The Applicant may be required to implement a number of Traffic Management measures to help deliver the Project safely. It is essential to provide safe and convenient access from the local road network. Each access needs to be of an appropriate standard and adequately signed to minimise their impacts on the road network and existing landowners / road users.

### 5.2.2 Speed limits

5.2.2.1 It may be required to impose temporary reductions in speed limits at access points to enhance road safety, improve visibility and to assist in overall traffic management.

5.2.2.2 If required, the changes to speed limits will be implemented through Traffic Regulation Orders and Temporary Traffic Regulation Orders, as necessary. Prior to implementation of any temporary speed reduction, the proposed location and form of the access junctions and orders (if necessary) will need to be agreed with Aberdeenshire Council and Transport Scotland. Construction operatives will be informed on newly posted speed limits through regular briefings and parties responsible for deliveries will be made aware of restrictions and other requirements in relation to existing road users.

5.2.2.3 Local residents would be advised to report any instances of speeding to the site Liaison Officer who will take necessary action if needed.

### 5.2.3 Traffic signage overview

5.2.3.1 Where temporary traffic management measures are required, these will be agreed in advance with Transport Scotland for the trunk road network and Aberdeenshire Council for the local road network. Any temporary road closures / diversions will be advertised in advance and alternative routes indicated through signage.

### 5.2.4 Construction access route and point signage

5.2.4.1 Temporary signage will be erected along construction traffic routes on the Aberdeenshire Council local road network to provide directional routeing information for construction vehicles, to ease navigation between the trunk road network, local road network, access points and temporary construction compounds.

5.2.4.2 Temporary signage warning other road users of the likely presence of construction vehicles will also be provided in the vicinity of each temporary construction access location. Where necessary, warning signs at any potential 'short cuts' and 'rat runs' will be erected to remind construction HGV drivers to utilise the prescribed construction traffic routes. This signage will be in accordance with The Traffic Signs Regulations and General Directions 2016 and in agreement with Transport Scotland for the trunk road network and Aberdeenshire Council for the local road network.

### 5.2.5 Onsite access road / haul road signage

5.2.5.1 In addition to the above, temporary road signage will be erected along the proposed construction access roads, where necessary. The temporary signage will provide construction vehicle drivers with information on the distances to construction sites (destinations) and warning (hazard) information related to potential vehicle or pedestrian conflict points. Further information on the strategy for signage of pedestrian crossing areas is contained within **Appendix B**. This signage will be in accordance with The Traffic Signs Regulations and General Directions 2016.

### 5.2.6 Additional signage

5.2.6.1 All other signage will be provided in accordance with the Traffic Signs Regulations and General Directions 2016. Other signage to be erected includes:

- traffic advance warning signs for road closures;
- traffic advance warning signs with contact details of the relevant contractors, so the public can request information / updates; and
- advanced warning signs of road closures.

5.2.6.2 Indicative example signage for use along the access routes are shown in **Plate 5.1**.

**Plate 5.1 Example advance warning signs**


### 5.2.7 Principles of management of potential conflicts with pedestrians, cyclists and equestrians

5.2.7.1 Construction vehicles associated with the Project will be required to use routes which may be used by pedestrians, cyclists, or equestrians, particularly where construction traffic routes use rural single-track roads or those which connect with the wider CPN. As part of the Final CTMP the following information should be provided to all construction workers:

- measures included within the Outline CPMP such as requirements for signage, the 5mph speed limit on routes shared with public access and the need for construction traffic to give-way to core path users where it is safe to do so;
- details of existing pedestrian, cyclists, and equestrian routes on construction traffic routes or where they connect into them; and
- details of any other known locations where potential conflicts may arise with pedestrians, cyclists, or equestrians.

5.2.7.2 In all cases where construction traffic uses single track roads priority must be given to pedestrians, cyclists, or equestrians by stopping where it is safe to do so and allowing users to pass.

### 5.2.8 Core working hours

5.2.8.1 The core working hours for construction of the onshore infrastructure will be 08:00 to 18:00 Monday to Friday, and 08:00-13:00 on Saturdays, unless otherwise approved by Aberdeenshire Council / Transport Scotland and any other relevant stakeholders.

5.2.8.2 Prior to and following the core working hours Monday to Friday, a ‘shoulder hour’ for mobilisation and shut down will be applied (07:00-08:00 and 18:00-19:00). The activities permitted during the shoulder hours include staff arrivals and departures, briefings and toolbox talks, deliveries to construction areas and unloading, and activities including site and safety inspections and plant maintenance. Such activities shall not include use of heavy plant or activity resulting in impacts, breaking ground, or earthworks.

5.2.8.3 It is not proposed there will be construction activity outside of these indicative hours, including on Sundays, public holidays, or bank holidays, other than in exceptional

circumstances that will be agreed with Aberdeenshire Council / Transport Scotland and other key local stakeholders.

5.2.8.4 Except in the case of emergency, any construction work required to be undertaken outside of the core working hours (not including repairs or maintenance) will be agreed with the Aberdeenshire Council and / or Transport Scotland (where relevant) prior to undertaking the works so that traffic management can be considered.

### 5.2.9 Heavy goods vehicles and light commercial vehicles construction vehicle records

5.2.9.1 All construction HGV and LCV movements associated with the onshore elements of the Project will be recorded and timed as vehicles enter and leave all temporary construction compounds and construction areas as part of a delivery management system (DMS). DMS records will be compiled and stored centrally so that any complaints received concerning driver / vehicle conduct can be first referenced against the DMS to confirm whether the vehicle in question is associated with the Project. Poor conduct / management by the contractor will be addressed by a Transport Coordination Officer (TCO).

### 5.2.10 HGV emissions

5.2.10.1 Road-based vehicles used in the construction of the onshore elements of the Project will be to a EURO standard VI class or better, wherever possible.

### 5.2.11 Banksmen

5.2.11.1 Qualified personnel (banksmen) will be placed at access locations, when necessary, during the construction of the onshore elements of the Project. These locations are likely to include temporary construction accesses and at core path intersection points during busy periods. Qualified personnel can also be provided at other sensitive locations where conflict with the construction vehicles may arise.

### 5.2.12 Turning facilities

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

### 5.2.13 Construction traffic timings

5.2.13.1 Construction HGV movements associated with the onshore elements of the Project will normally take place during the core working hours, and for the hour before and after these core working hours.

5.2.13.2 A booking system (included in the DMS) will be used so that construction deliveries to the construction sites are spread across the working day (where feasible). This will minimise the impact of construction HGV traffic during the peak periods. The booking schedule will also form part of and inform the monitoring processes of the CTMP.

5.2.13.3 If delivery vehicles are associated with 24-hour HDD (or similar trenchless techniques) workings, they will work outside the core hours. All other deliveries will be restricted to core working hours. Additionally, and as previously noted, the movement of ALs will also be restricted to outside of traffic peak hours.

5.2.13.4 The Final CTMP will provide further details regarding the management of deliveries in such a way as to minimise the impact from vehicles queuing or travelling at unsociable times, noting the location specific restrictions described within **Section 5.2.14** which will be applied.

## 5.2.14 Exceptional circumstances

5.2.14.1 There may be exceptional circumstances when construction traffic routes on the trunk road network or the local road network are impacted by local traffic conditions such as accidents or temporary road closures, which will impact on construction vehicles not being able to use predetermined construction routes. A non-exhaustive list of exceptional circumstances is defined as one or more of the following:

- where continuous periods of construction work are required, such as concrete pouring or HDD (or similar trenchless techniques), and Aberdeenshire Council has been notified prior to such works 72 hours in advance;
- for the delivery of ALs to the onshore infrastructure works, where the relevant road authority has been notified prior to such works 72 hours in advance;
- where a road traffic collision or other similar incident on the road network that disrupts the normal operation of the road network or results in a road closure;
- where a breakdown of a construction LCV / HGV en-route to a temporary construction site or temporary construction compound occurs and then arrives later due to time critical reasons;
- where work is requested to be completed out of hours by Aberdeenshire Council or Transport Scotland;
- where there is a need for emergency health and safety requirements (incident); and
- where there is a need to implement urgent mitigation activities such as emergency flood prevention works.

5.2.14.2 In the event of an exceptional circumstance, the following impacts need to be considered and appropriately acted upon with regards to road and construction safety of the onshore elements of the Project:

- incidents on the road network could result in stoppage (at previously agreed locations) or rescheduling of deliveries;
- incidents on the road network causing delays, resulting in construction vehicles travelling outside of approved movement hours; and
- impacts of deliveries not being made, which could have impacts on health and safety due to a lack of equipment or materials or require a stop to construction works leading to delays to construction programme.

5.2.14.3 In the event any of the above impacts, appropriate actions will be taken as dictated by context and extent of circumstances, and may include, but are not limited to, the following:

- shifting of deadlines for impacted construction activities;
- establishing line-of-communication with local and/or national authorities;
- temporary rerouting of construction traffic;
- enhanced / additional road safety measures; or

- redistribution of staff deployment and resources.

### 5.2.15 Abnormal Loads

5.2.15.1 For the construction of the Project, ALs, as described within **Section 0**, are required to deliver larger components such as transformers, cable drums and HDD (or similar trenchless techniques) rigs. **Volume 3, Appendix 26.2** has been prepared to support **Volume 1, Chapter 26: Traffic and Transport**.

5.2.15.2 In regard to the delivery of transformers, a possible delivery route to the onshore substation from marine delivery berths at the port of Peterhead has been assumed in absence of a named construction port. Potential mitigation measures are outlined and are supported through inclusion of SPA at identified pinch points.

5.2.15.3 The final AL specifications will be undertaken during the detailed design process and in cooperation with manufacturers and the Principal Contractor. Port of Entry suitability in terms of lifting capacity and access restrictions along the transport route will need to be reviewed in detail once the AL specifications are defined. While the port of Peterhead is considered suitable for the current AL specifications, alternative ports in proximity to the Project may also be suitable and are considered well connected to the major road network.

5.2.15.4 The Principal Contractor responsible for completion of AL deliveries will be required to comply with the statutory regulations in terms of consulting with the Aberdeenshire Council and police prior to undertaking the works. The notification requirements and process are provided in the Road Vehicles (Authorisation of Special Types) (General) Order 2003.

### 5.2.16 Vehicle cleaning

5.2.16.1 All vehicles exiting from a construction access point will be checked and cleaned manually (or if it is deemed necessary, will pass through a wheel cleaning facility) prior to using public roads, to prevent the debris from being transferred off the site onto the road network.

5.2.16.2 If required, a road sweeper will be utilised to further ensure that the local road network and the trunk road network remains safe and clear of debris. It is assumed at this stage, that this would only ever be required at the larger temporary construction sites such as at the onshore substations, landfall(s), HDD (or similar trenchless techniques) compounds and other temporary construction compound sites.

### 5.2.17 Delivery management system

5.2.17.1 A DMS is a system used on construction projects for tracking all construction movements into and out of construction sites. It can also track personnel located at temporary construction compounds. The DMS will enable the management of construction deliveries and allow the number of vehicles accessing / egressing to be recorded.

5.2.17.2 This information will be collated by the contractor and retained for reference. The objectives of the DMS are:

- to control the delivery of materials and equipment in line with the construction programme;
- to minimise the number of construction vehicles on the road;
- to ensure that construction vehicles do not exceed any agreed restrictions, for example peak period traveling through certain towns / villages / junctions; and

- effectively plan all HGV movements to / from the construction sites in accordance with the construction programme to maximise construction and site efficiency.

5.2.17.3 Contractors will be required to pre-book all HGV deliveries to the construction sites through the DMS by providing details of the planned delivery. Bookings will be able to be made by Contractors up to a predefined period in advance of the delivery day.

5.2.17.4 The details of the planned delivery to be recorded in the DMS will include:

- delivery date and time;
- driver details (for example, name, driving licence number, expiry date and country);
- vehicle details (for example, vehicle classification, vehicle registration, haulage company, vehicle emission standards); and
- movement details (for example, origin, destination, HGV route).

5.2.17.5 Bookings will require approval by the TCO(s) and Contractors will be issued with confirmation and a unique reference code for their booking. The specifics of the DMS will include:

- mandatory advance booking (for instance, no booking, no admittance to the main development site);
- confirmed booking to relate to a specific vehicle (for instance, vehicle registration number); and
- capability to amend bookings in advance of the delivery (up to a predefined period in advance of the delivery day).

5.2.17.6 The DMS will provide the delivery team with a daily schedule of the expected HGV deliveries to the main temporary construction compounds on a specified day. All delivery slots will include a 'reserve capacity' to cater for vehicles which are running behind schedule. The DMS will record the planned and actual arrival time HGV deliveries as well as the actual departure time.

### 5.2.18 Information packs and communications

5.2.18.1 Information packs will be provided to Contractors and will form part of the contractual agreement between the Principal Contractor (and Subcontractors) and the Applicant. The information pack will contain the following information and communication procedures which may be included in the Final CTMP, to be worked up by the Principal Contractor prior to commencement:

- proposed access strategies;
- non-compliance guidance;
- complaints procedure;
- the CTMP protocols and indications required for all Contractors including a code of good practice;
- guidance on standard communication procedures between contractors; and
- CTMP contacts (emergency and non-emergency).

5.2.18.2 Information packs and communication details will be shared with the road authorities (Aberdeenshire Council and Transport Scotland) ahead of any construction works.

### 5.2.19 Communication strategy

5.2.19.1 A targeted strategy will be developed outlining the methodology for informing key stakeholders of upcoming works. Information could include:

- duration of works;
- timing of the works; and
- traffic management including road closures.

5.2.19.2 The objective of this strategy will be to ensure road users are notified of any proposed road closures, diversions, and / or alternative access arrangements at least one month prior to commencement.

5.2.19.3 Stakeholders identified include directly affected Local Planning Authorities and bodies identified as Statutory Consultees (for example, Transport Scotland).

5.2.19.4 Where possible, the Principal Contractor will consider other construction projects taking place within the vicinity of the Project. The Principal Contractor will endeavour to manage the Project construction traffic in coordination with other projects.

# 6. Road Conditions Survey

## 6.1 Pre-construction surveys

6.1.1.1 Subject to discussions with Aberdeenshire Council, a pre and post-construction road condition survey will be undertaken to help identify any potential damage caused by construction traffic associated with the Project. The surveys may include all local access routes, access junctions and verges used by construction traffic, but the scope, extent and requirement of any survey may vary from location to location and will be agreed with Aberdeenshire Council / Transport Scotland as applicable.

6.1.1.2 Plans will identify where there is existing evidence of carriageway defects as part of the pre-construction survey, with the survey being repeated following completion of the works to identify evidence of road defects as part of the post-construction survey.

## 6.2 Interim surveys

6.2.1.1 In addition to undertaking surveys prior to, and on completion of the construction works, the contractor would also undertake regular inspections (interim surveys) of the road network to identify any emerging issues (such as damage to verges or potholes forming). The exact frequency of these interim surveys is subject to factors such as construction complexity, phase of construction and existing road conditions and will be further detailed within the Final CTMP. Where emerging issues are identified as a result of the Project, the contractor would notify Aberdeenshire Council / Transport Scotland and either repair the issue or ask relevant road authority to undertake the repairs (with costs being recharged to the contractor).

6.2.1.2 The pre-construction survey shall be carried out no later than five weeks prior to the intended start of work. The following sequence of works will be undertaken:

- carry out a video survey of agreed roads using a suitable video camera to record the condition of the road and verges;
- identify during the video survey specific areas where pre-existing damage has occurred;
- inspect each area of specific damage and record the details such as:
  - location of the damage;
  - type of damage;
  - extent of damage;
  - potential for increased damage (vulnerability);
  - photography of the damaged areas;
  - compile a report to include the recorded details and submit the report to Aberdeenshire Council for consultation and consent; and
  - Aberdeenshire Council to approve the details recorded in the report after any consultation process.

## 6.3 Post construction surveys

6.3.1.1 Upon completion of the site restoration works, post-construction surveys will be carried out jointly with Aberdeenshire Council and the condition recorded in the same way as for the pre-construction surveys. These surveys shall be carried out within two weeks of the completion of the development. The appropriateness and programming of surveys should reflect the multi-phased construction programme, potentially repeated to record changes to carriageway conditions throughout the full construction.

## 6.4 Repairs

6.4.1.1 In the case of defects being identified as a result of construction activities, repairs need to be undertaken quickly, and the contractor will have arrangements in place to respond to serious and significant defects within agreed hours.

# 7. Management and Enforcement

## 7.1 Introduction

7.1.1.1 This Section reviews the management structure that will oversee the Final CTMP. It is important that a strong management structure is in place so that the objectives outlined in the Outline CTMP are met, and that the objectives are continually monitored and reviewed.

7.1.1.2 A TCO will be appointed by the Contractors to implement the Final CTMP (approved by Transport Scotland as the strategic road authority and Aberdeenshire Council as the local road authority). While it is likely that several Contractors will be appointed to undertake the varying construction works, it is unknown whether one TCO will be required for Project, or each contractor will appoint an individual TCO. This will be agreed as part of the CTMP process, and it is likely that a single TCO, hereby referred to as executive TCO, will be expected to co-ordinate and oversee all TCOs. The executive TCO would be employed by the Applicant, and they would be responsible for liaison with stakeholders and the contractor(s).

7.1.1.3 All TCO(s) will be employed prior to commencement of the works and will have the following transport related responsibilities:

- monitor contractor obligations with regards to the Final CTMP;
- liaise with and report to the local and strategic road authorities about mitigation and remedial measures as required;
- update the Final CTMP as required; and
- resolve issues and problems through the liaison with relevant stakeholders.

## 7.2 Monitoring and review

### 7.2.1 Monitoring strategy

7.2.1.1 The TCO(s) appointed by the Contractors will undertake monitoring as necessary to comply with requirements of the Final CTMP and this will constitute the maintenance of records and construction traffic management measures.

7.2.1.2 The contractor will employ a suitable, qualified, member of staff is to conduct surveys and monitor construction vehicle activity at specific locations along the construction routes to adhere to the Final CTMP. This will include the monitoring of construction vehicles on the local road network and speed enforcement monitoring.

### 7.2.2 Review

7.2.2.1 The executive TCO will monitor and review the Final CTMP to ensure the CTMP delivers on the commitments and achieves the agreed goals as set out in this document.

### 7.2.3 Compliance

7.2.3.1 As part of the Final CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the

requirements contained within the Final CTMP are not achieved. It is anticipated that these mechanisms will be determined prior to construction and will include:

- **Risk Assessment Method Statement (RAMS)** procedures – the Principal Contractor, through the executive TCO, will implement the Final CTMP, adhere to the requirements and meet the goals through management practices. This will include site inductions for the Contractors, briefing on the obligations of the Principal Contractor's standards, induction, and adherence to RAMS procedures, DMS briefing, driver inductions and compliance guidance;
- **contractual conditions** – to be employed as part of the Final CTMP compliance methodology and will be built into the Principal Contractor's contract, this will be subject to a performance review by the Applicant; and
- **actions** – to be employed if the commitments of the Final CTMP are not met.

### 7.2.4 Enforcement

7.2.4.1 The Applicant will ensure that appropriate measures are taken to monitor Principal Contractor construction staff behaviour and performance and where appropriate corrective measures are taken to resolve, redress and enhance service performance, which is in breach of the standard within the Final CTMP.

7.2.4.2 The Applicant will require that the appointed Principal Contractor's disciplinary procedures incorporate the Project commitments (**Volume 3, Appendix 5.2**) including this Outline CTMP, and these items are reflected in the contract between the Applicant and the relevant Principal Contractor. The Applicant will have the power to remove person(s) should it be required and deemed appropriate.

# 8. Summary

8.1.1.1 This Outline CTMP represents a commitment to satisfy reviewing authority requirements and sets out proposed traffic management and enforcement measures to enhance road safety and limit potential for disruption associated with construction traffic on the existing road network and the communities it serves.

8.1.1.2 It is anticipated that once a Principal Contractor is appointed and design is finalised, further useful information will become available, including finalised details of the construction programme, and as such will be submitted to Aberdeenshire Council for information and / or approval as appropriate.

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# 10. Glossary of Terms and Abbreviations

## 10.1 Abbreviations

| Acronym | Definition |
|---|---|
| **AIL** | Abnormal Indivisible Load |
| **AL** | Abnormal Load |
| **CPMP** | Core Path Management Plan |
| **CPN** | Core Path Network |
| **CTMP** | Construction Traffic Management Plan |
| **DMS** | Delivery management system |
| **EIA** | Environmental Impact Assessment |
| **HDD** | Horizontal directional drilling |
| **HGV** | Heavy Vehicle Goods |
| **kg** | kilograms |
| **km** | kilometres |
| **LCV** | Light Commercial Vehicle |
| **m** | metres |
| **MHWS** | Mean High Water Springs |
| **MLWS** | Mean Low Water Springs |
| **NE7** | Northeast 7 |
| **OAA** | Option Agreement Area |
| **RAMS** | Risk Assessment Method Statement |
| **s.36** | Section 36 |
| **SPA** | Swept Path Assessment |
| **SSEN** | Scottish and Southern Electricity Network |
| **TCO** | Transport Coordinator Officer |

## 10.2 Glossary of terms

| Term | Definition |
|---|---|
| **Abnormal Load** | A vehicle and load combination that exceeds the standard legal limits for weight, length, or width, making it too large or heavy to be carried on a conventional vehicle without special arrangements |
| **Abnormal Indivisible Load** | Is a load that exceeds the standard legal limits for weight, length, or width and due to its dimensions or weight, cannot be divided into two or more smaller loads without undue expense or the risk of damage |
| **construction access point** | It is considered that the point at which construction traffic leaves the adopted road network, via a construction access point, that this is considered to have entered the site (or construction working area). |
| **construction working area** | The term construction areas is used interchangeably with the term site. It is considered that the point at which construction traffic leaves the adopted road network, via a construction access point, that this is considered to have entered the site (or construction working area). |
| **Contractors** | The term Contractors is used throughout this Outline CTMP as a collective noun, referring to the entities engaged in construction work pursuant to the Project. It encompasses both Principal Contractors and their Subcontractors. |
| **Principal Contractor** | A Principal Contractor is appointed by the client to oversee the construction stage of Project which is anticipated to involve multiple Contractors. The Principal Contractor is responsible for overseeing construction stages and ensuring compliance with regulations and managing health and safety risks. |
| **Site** | The term site is used interchangeably with the term construction areas. It is considered that the point at which construction traffic leaves the adopted road network, via a construction access point, that this is considered to have entered the site (or construction working area). |
| **Subcontractor** | The Principal Contractor may hire Subcontractors to perform specific tasks, to complete the Project. The Subcontractor undertakes or performs part (or all of the obligations) of the Principal Contractor's contract. |


Environmental Impact Assessment Report
Volume 4: Outline Construction Traffic Management Plan
Appendix A: Outline Travel Plan

# MarramWind Offshore Wind Farm

December 2025

MarramWind

| | |
|---|---|
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| **Accepted by:** | MarramWind Limited |

# Contents

# 1. Introduction

## 1.1 Overview

1.1.1.1 This Outline Travel Plan has been produced along with the Environmental Impact Assessment (EIA) Report and details how construction staff travel would be managed during the construction of the Project by setting specific targets for sustainable travel and outlines the measures and actions to achieve these goals. This document should be read in conjunction with project description provided in **Volume 1, Chapter 4: Project Description** and **Volume 4, Outline Construction Traffic Management Plan**.

## 1.2 Project background

1.2.1.1 MarramWind Offshore Wind Farm (hereafter referred to as 'the Project') is wholly owned by ScottishPower Renewables UK Limited (SPR). MarramWind Limited, a subsidiary of SPR, is the Applicant for the Project.

1.2.1.2 The Project is a proposed floating wind farm located in the North Sea, with a grid connection capacity of up to 3 gigawatts. The location of the Project is determined by the Option Agreement Area (OAA), which is the spatial boundary of the Northeast 7 (NE7) Plan Option within which the electricity generating infrastructure will be located. The NE7 Plan Option is located north-east of Rattray Head on the Aberdeenshire coast in north-east Scotland, approximately 75 kilometres (km) at its nearest point to shore and 110km at its furthest point. An Option to Lease Agreement for the Project within the NE7 Plan Option was signed in April 2022.

1.2.1.3 A summary of the Project is provided in Section 1.2 of **Volume 1, Chapter 1: Introduction** and a comprehensive description of the Project is provided in **Volume 1, Chapter 4 Project Description**.

1.2.1.4 The Project's offshore infrastructure, located seaward of Mean High Water Springs (MHWS), includes the following:

- wind turbine generators, including floating units (platforms and station keeping system);
- array cables;
- subsea distribution centres;
- subsea substations;
- reactive compensation platform(s) (if required); and
- offshore export cables to connect the wind farm area to the landfall(s).

1.2.1.5 The Project's onshore infrastructure, located landward of mean low water springs (MLWS) includes:

- landfall(s) – the infrastructure associated with connecting the offshore export cables with the onshore export cables located above MLWS;
- underground onshore export cables running from the landfall(s) to the onshore substations;
- three onshore substations co-located at one site;
- underground grid connection cables (connecting the onshore substations to the grid connection point at the SSEN Netherton Hub); and

- grid connection point (SSEN substation at the SSEN Netherton Hub, which is a separate consented project and does not form part of the consenting applications which the EIA and Outline Travel Plan relate to).

1.2.1.6 The EIA Report accompanies applications for offshore consents, licences and permissions for the Project to Marine Directorate - Licensing Operations Team (MD-LOT) under Section 36 (s.36) of the Electricity Act 1989, the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009, for the offshore infrastructure seaward of MHWS.

1.2.1.7 The EIA Report also accompanies an application to Aberdeenshire Council for planning permission in principle consent under The Town and Country Planning (Scotland) Act 1997, for the onshore infrastructure landward Mean Low Water Springs (MLWS).

1.2.1.8 There are four sets of EIA regulations applicable to the Project: the Electricity Works (EIA) (Scotland) Regulations 2017 for offshore generating stations requiring s.36 consent; the Marine Works (EIA) (Scotland) Regulations 2017 and the Marine Works (EIA) Regulations 2007 for marine licence applications within Scottish territorial waters (0-12 nautical miles) and offshore waters (12-200 nautical miles) respectively; and the Town and Country Planning (EIA) (Scotland) Regulations 2017 for planning applications submitted to Aberdeenshire Council for onshore infrastructure located landward of MLWS.

## 1.3 Purpose and structure of this Outline Travel Plan

1.3.1.1 The Outline Travel Plan is an appendix to **Volume 4: Outline Construction Traffic Management Plan** (CTMP) and will form the basis for a Final Travel Plan. The Final Travel Plan will be finalised and approved post-consent as part of the Approval of Matters Specified in Conditions. **Volume 4: Outline Construction Traffic Management Plan** (which this document is appended to) was produced in response to the Aberdeenshire Council pre application advice, where this was identified as a requirement.

1.3.1.2 This Outline Travel Plan sets out the principles for managing the travel by construction personnel during the construction stage of the Project. This Outline Travel Plan covers onshore construction works associated with the construction of the landfall(s) onshore export cable corridor, onshore substations and the proposed SSEN Netherton Hub grid connection works.

1.3.1.3 This Outline Travel Plan is intended to set out a plan to maximise the sustainability of travel methods used to get to and from onshore construction areas, as well as minimise impacts on the local road network and by association the local communities and road users around Peterhead and beyond.

1.3.1.4 This Outline Travel Plan presents a set of measures that could be implemented to meet the aforementioned objectives and provides a framework for the submission of a Final Travel Plan to be secured and approved at the post-consent stage.

1.3.1.5 The Outline Travel Plan is a live document, which will remain live post-consent and will be updated as required based on engagement with stakeholders and when further information regarding the key parameters (such as, workforce origins, logistics strategy, construction programme) will have been refined by the Applicant. The outcomes of this engagement will also feed into the Final Travel Plan.

1.3.1.6 The Final Travel Plan shall state the legislative requirements, current standards of practice and best practice measures that define the standard of construction practice adhered to by the Principal Contractor. However, adhering to the Final Travel Plan does not absolve the Applicant, Principal Contractor or Subcontractors from complying with legislation and bylaws relevant to their construction activities.

## 1.4 Policy Context

1.4.1.1 The policy relevant to this Outline Travel Plan includes:

- National Planning Framework 4 (NPF4) (Scottish Government, 2023);
- Aberdeenshire Local Development Plan (LDP) (Aberdeenshire Council, 2023);
- Transport Assessment Guidance (Transport Scotland, 2012);
- Regional Transport Strategy for the North East of Scotland (Nestrans, 2021); and
- Aberdeen City and Shire Local Transport Strategy (Aberdeenshire Council, 2012).

## 1.5 Implementation of the Final Travel Plan

1.5.1.1 The Final Travel Plan approved by Aberdeenshire Council will be incorporated into the contracts for the Principal Contractor responsible for the works. All parties involved, including the Principal Contractor, Subcontractors and their suppliers, must comply with the relevant provisions of the Final Travel Plan. They are obligated to provide documentation outlining how they will guarantee both the implementation and monitoring of the Final Travel Plan requirements.

## 1.6 Scope of Outline Travel Plan

1.6.1.1 The Outline Travel Plan covers all movements of the construction workforce during the working day, including:

- travel of the construction workforce between residential addresses and the primary and secondary temporary construction compounds which they are first required to attend;
- travel between the temporary construction compounds and any other construction site(s) during the day for example landfall(s), onshore export cable corridor, trenchless crossing locations, and onshore substations; and
- travel back to residential addresses at the end of the working day.

1.6.1.2 The Outline Travel Plan does not cover long-distance travel associated with the construction workforce which may have migrated to the area around the Project for an extended period.

## 1.7 Other related implementation plans

1.7.1.1 The Outline Travel Plan will be developed with consideration of the content and requirements of other relevant Implementation Plans. These are set out in **Table 1.1** below with details of the linkages.

## Table 1.1 Other related implementation plans to the Outline Travel Plan

| Implementation plan | Licence / consent conditions | Linkage with Outline Travel Plan |
|---|---|---|
| **Volume 4: Outline Construction Traffic Management Plan (CTMP)** | *Approval of Matters Specified in Conditions* | Details access and management arrangements in relation to construction traffic during construction. |
| **Outline Core Path Management Plan (Volume 4: Outline Construction Traffic Management Plan, Appendix B)** | *Approval of Matters Specified in Conditions* | Details access and management arrangements in relation to core paths and Rights of Way (RoW) during construction. |

## 1.8 Structure of the Outline Travel Plan

1.8.1.1 The remainder of this Outline Travel Plan is structured as follows:

- **Section 2** – Construction;
- **Section 3** – Policy and guidance;
- **Section 4** – Management structure;
- **Section 5** – Objectives and targets;
- **Section 6** – Travel Plan measures;
- **Section 7** – Monitoring and review;
- **Section 8** – Enforcement; and
- **Section 9** – Conclusion.

# 2. Construction

## 2.1 Construction staff

2.1.1.1 The onshore construction works for the Project will require a specialist construction workforce, which is likely to originate from various home locations in the region and beyond, and for the purpose of construction, will frequently need to access locations largely unserved by public transport.

## 2.2 Construction programme

2.2.1.1 The construction of the onshore elements of the Project is proposed to occur over an approximately nine year construction programme. For the purpose of this Outline Travel Plan, the maximum construction workforce has been assumed for the peak intensity of construction anticipated in year 2 of construction, 2031.

2.2.1.2 During the construction stage, several elements of onshore construction works will be undertaken simultaneously, at different locations on the road network as shown in **Volume 4, Outline Construction Traffic Management Plan**.

2.2.1.3 Indicative core working hours for the construction work and any construction-related traffic movements to or from onshore elements of the Project are found in **Volume 4, Outline Construction Traffic Management Plan** and are anticipated as follows:

- 08:00-18:00 hours Monday to Friday; and
- 08:00-13:00 hours on Saturday.

2.2.1.4 Prior to and following the core working hours Monday to Friday, a ‘shoulder hour’ for mobilisation and shut down will be applied (07:00-08:00 and 18:00-19:00) for which restrictions are described further in **Volume 4, Outline Construction Traffic Management Plan**.

2.2.1.5 The activities permitted during the shoulder hours include staff arrivals and departures, briefings and toolbox talks, deliveries to site and unloading, and activities including site and safety inspections and plant maintenance. Such activities will not include use of heavy plant or activity resulting in impacts, breaking of ground or earthworks.

2.2.1.6 No activity outside of these indicative hours, including on Sundays, public holidays or bank holidays will take place apart from under the following circumstances:

- where continuous periods of construction work are required, such as concrete pouring or trenchless crossings, and Aberdeenshire Council have been notified prior to such works 72 hours in advance;
- the delivery of Abnormal Loads to the connection works, which may cause congestion on the local road network, where the relevant highway authority has been notified prior to such works 72 hours in advance;
- where works are being carried out on the foreshore; or
- as otherwise agreed in writing with Aberdeenshire Council.

# 3. Policy and Guidance

## 3.1 Introduction

3.1.1.1 This Section presents a review of policies and other relevant documents (such as guidance) to demonstrate how the Project is consistent with, and will contribute to relevant policies, objectives, and priorities at a national and local level. This Outline Travel Plan has been developed in accordance with the relevant policy and guidance as outlined in this Section.

## 3.2 National policy

### 3.2.1 National Planning Framework 4

3.2.1.1 Within National Planning Framework 4 (Scottish Government, 2023), under the Sustainable Transport policy principles, the following is stated in relation to Travel Plans:

*"Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation."*

### 3.2.2 Transport Assessment Guidance

3.2.2.1 Transport Assessment Guidance (Transport Scotland, 2012) describes a Travel Plan as follows:

*"A travel plan is a site-specific package of practical measures which minimise the negative impacts of travel and transport and aims to co-ordinate transport with wider policy issues (such as environment, accessibility and social inclusion) into a co-ordinated strategy. Travel plans have been demonstrated to influence travel behaviour in favour of more sustainable options. They can be applied at a wide range of establishments, such as schools, businesses, homes, hospitals and airports, and also targeted at individuals."*

## 3.3 Regional policy

### 3.3.1 Regional Transport Strategy for the North East of Scotland

3.3.1.1 The Regional Transport Strategy for the North East of Scotland (Nestrans, 2021) further reinforces the need for travel plans throughout all types of developments and locations to encourage employers to consider how they can influence behaviour of staff and visitors.

3.3.1.2 The document also states that Nestrans will action to produce a Regional Travel Planning Strategy which will help by *"providing guidance and a framework within which measures to ensure an adequate choice and mode split can be demonstrated".*

## 3.4 Local policy

### 3.4.1 Aberdeenshire Local Development Plan

3.4.1.1 The Aberdeenshire LDP (Aberdeenshire Council, 2023) actively promotes sustainable ways of travel and aligns with national planning frameworks to promote low-carbon travel, including walking, cycling, and public transport. This supports Scotland's climate targets and reduces car dependency.

3.4.1.2 As part of the LDP, it is a requirement for developers to incorporate Travel Plans in order to achieve the travel planning outcomes sought by the council.

### 3.4.2 Aberdeen City and Shire Local Transport Strategy

3.4.2.1 The Aberdeen City and Shire Local Transport Strategy (Aberdeenshire Council, 2012) actively encourages the benefits of travel plan implementation and has as one of its main objectives to *"make Travel Plans mainstream and recognised as standard practice for employers, schools and Council buildings."*

3.4.2.2 The guidance recognises a need in considering journeys before travel in an attempt to reduce the impact of transport on the environment which will help to delivery savings in time and costs. The council is doing this by continuing *"to ensure that travel plans are an integral part of the planning process."*

# 4. Management Structure

## 4.1 Introduction

4.1.1.1 This Section sets out the proposed management structure for the Final Travel Plan and the responsibilities of each stakeholder.

4.1.1.2 The overall management and implementation of the Final Travel Plan will be the responsibility of the Applicant and the submission of the Final Travel Plan which will be in accordance with the Outline Travel Plan.

4.1.1.3 The following groups and individuals will be involved:

- Transport Review Group (TRG);
- Travel Plan Coordinator (TPC); and
- Stakeholders and local groups.

## 4.2 Transport Review Group

4.2.1.1 A TRG will be established post consent with members taken from the key transport stakeholders and the Applicant. The scope of the TRG in relation to the Final Travel Plan is proposed to be as follows:

- receive transport monitoring reports from the Applicant relating to the implementation and operation of the Final Travel Plan;
- monitor the implementation of and compliance with the Final Travel Plan;
- consider the views and opinions of stakeholders and local groups;
- consider the case for, and approve amendments to the Final Travel Plan put forward by the TPC; and
- advise the Applicant on potential enhancements to the Final Travel Plan.

4.2.1.2 The TRG members will comprise as a minimum:

- the TPC; and
- a representative to be nominated by Aberdeenshire Council.

4.2.1.3 Other members of the TRG may include (as required):

- one representative to be nominated by Transport Scotland.

4.2.1.4 Membership of the TRG does not limit the members' planning and other statutory duties.

4.2.1.5 In addition to the TRG members, specialist ad-hoc attendance can be called upon by the TRG from transport providers, emergency services and the Principal Contractor however, these invitees will not have any voting rights.

4.2.1.6 The TRG will be formed prior to commencement of construction and will meet every six months unless the TRG decides to meet at a different frequency. The TRG will be able to delegate issues or functions to a sub-group if it decides to.

## 4.3 Travel Plan Coordinator

4.3.1.1 A TPC will be appointed by the Applicant and be in place prior to commencement of construction and throughout the construction stage of the Project. The TPC will be responsible for the management, development and implementation of the Final Travel Plan and the CTMP.

4.3.1.2 The TPC will have the following responsibilities related to the Final Travel Plan:

- promote the objectives and benefits of the Final Travel Plan to encourage compliance with its contents;
- monitor the success of the Final Travel Plan against the mode share targets;
- report the monitoring of the Final Travel Plan to the TRG to allow consideration of appropriate mitigation action if required;
- report to the TRG on relevant feedback from the stakeholder and local groups;
- propose Final Travel Plan updates to the TRG as required and make any approved amendments; and
- resolve issues and problems through liaison with other parts of the Applicant and the Principal Contractor.

4.3.1.3 This role will be appointed prior to commencement of the construction of the Project.

4.3.1.4 Within the context of an Outline CTMP, TPC is also commonly referred to as Transport Coordination Officer (TCO). For the purpose of this document, TPC will be used referring to the two interchangeably.

## 4.4 Construction communications strategy

4.4.1.1 Prior to commencement of construction, the Applicant will produce a Construction Communications Strategy. This will include the stakeholders and local groups, including those focused on traffic and transport, and set out plans for engagement going forward. The TPC will attend meetings with these groups, which are expected to include focus on the onshore elements of the Project including landfall(s), onshore substations and the onshore export cable corridor.

# 5. Objectives and Targets

## 5.1 Introduction

5.1.1.1 This Section outlines the objectives of the Outline Travel Plan and the proposed targets.

## 5.2 Travel plan objectives

5.2.1.1 One of the prime objectives of an active Outline Travel Plan is to set clear and realistic targets. The main targets to be achieved during the construction of Project are:

- promote sustainable travel, including to encourage the minimum number of single car occupancy traffic movements to and from construction sites associated with the Project;
- minimise the volume of traffic associated with the construction of Project so far as reasonably practicable;
- maximise the sustainable movement of the construction workforce required for the construction of the Project so far as reasonably practicable; and
- address the access needs of site users (construction workforce).

5.2.1.2 The TPC will monitor parking utilisation at any temporary construction compound sites where parking facilities are provided and where significant numbers of construction staff vehicles may be expected to park.

5.2.1.3 This monitoring will include distinguishing between different types of vehicles such as cars, vans and minibuses to achieve a proposed mode share target. Meeting this target is dependent on the Principal Contractor encouraging workers to travel to and from work by sustainable options provided in the Outline Travel Plan. If the monitoring finds that the target is not being met, this will result in the implementation of additional measures to help to facilitate the Final Travel Plan staying on course to meet its overall objectives.

## 5.3 Travel plan targets

5.3.1.1 The targets which will be included in the Outline Travel Plan will be ‘SMART’, outlined as:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime-related.

5.3.1.2 There are two types of targets, namely: ‘aim’ and ‘action’ targets. Aim targets are generally based on the percentage share of each travel mode used and are measured over a specific time frame. Action targets are task specific and are typically consolidated into an Action Plan.

## 5.4 Aim targets

5.4.1.1 This Outline Travel Plan provides a series of mode share aim targets for the construction stage of Project.

5.4.1.2 It is recognised that for certain aspects of **Volume 3, Appendix 26.1: Transport Assessment**, the assessment includes some worst-case assumptions used in order to provide a robust assessment of the impact on the road network.

5.4.1.3 Therefore, the mode share targets are:

- mode share assessment targets – these targets are based on the assumptions included in **Volume 3, Appendix 26.1** and which the traffic modelling is based (for instance, no workers will walk or cycle as part of their journey to work); and
- mode share aim targets – these targets are based on the Applicant's aim to encourage workers to use modes alternative to single occupancy car trips to temporary construction compounds.

5.4.1.4 There are a number of factors which limit the opportunity to work towards mode share aim targets with a significantly higher mode share for sustainable modes, as compared to the assessment targets, including the staggered construction activity during this time (which reduces opportunity for integration across construction sites) and the overall rural location.

5.4.1.5 It is therefore important to establish good practices which encourage sustainable travel from the outset of the construction stage, in order to work towards achieving the mode share targets.

5.4.1.6 **Table 5.1** compares the assessment targets and aim targets for mode share at the peak of construction activity. These mode share targets mainly comprise journeys between home and the any temporary construction compound where staff are expected to gather prior to starting their workday. The targets do not apply to trips made between temporary construction compounds and the construction location(s), which will be undertaken by multi-occupancy vehicle.

### Table 5.1 Mode share assessment and aim targets

| | Car driver | Car passenger | Bus / train | Walk | Cycle | Motorcycle |
|---|---|---|---|---|---|---|
| **Assessment targets** | 100% | 0% | 0% | 0% | 0% | 0% |
| **Aim targets** | 75% | 20% | 0% | 0% | 5% | 0% |

5.4.1.7 As shown in in **Table 5.1**, the assessment targets are based on a worst-case assumption that construction staff will drive to the temporary construction compounds. It is the aim that up to 25 per cent of journeys could be undertaken by car sharing and cycling.

5.4.1.8 As part of the early monitoring of the Final Travel Plan, the mode share split will be derived and reviewed by the TPC and reported to the TRG. Any proposed changes to the mode share targets will be put forward by the TPC to the TRG. The mode share targets will only be adjusted in agreement with the TRG.

5.4.1.9 The mode share will be monitored by means of on-site surveys at the temporary construction compounds. The number of cars will be counted as they enter, together with the number of passengers they are carrying. The number of pedestrians, cyclists and motorcyclists will also be counted at site entrances if applicable.

5.4.1.10 It is proposed to undertake these counts during the temporary construction compounds' opening hours on one weekday every six months. Traffic count data will also be collected at the same sites as identified in the **Volume 1, Chapter 26: Traffic and Transport** of the

EIA Report by automatic counters for traffic monitoring purposes. The automatic counter data can be cross-checked against the manual counts at the site entrances to enable an adjustment to be applied if necessary.

## 5.5 Project journey to work

### 5.5.1 Mode share assessment targets

5.5.1.1 The implementation of the Outline Travel Plan measures is designed to achieve a realistic level of non-car modes of transport for the journey to work at the Project for the construction workforce.

### 5.5.2 Action targets

5.5.2.1 **Table 5.2** provide a list of potential early actions that could be implemented for the Outline Travel Plan. These actions include appointing a TPC and details around travel as part of construction site inductions by the TPC.

**Table 5.2 Action plan**

| Mode share element | Action |
|---|---|
| **TPC** | Appoint a TPC. |
| **Walking** | Prepare walking routes and benefits of walking information. |
| **Cycling** | Provide cycle parking at construction compounds, where possible. |
| **Bus** | Engage with local bus operators on services provision. |
| **Rail** | Prepare rail service information. |
| **Motorcycle** | Prepare motorcycle parking guidance. |
| **Parking** | Provide on-site car parking reflective of mode share targets. |
| **Communication** | Introduce a transport strategy as part of induction before commencing work. |
| | Distribute driver code of conduct information. |
| **Travel pack information** | Develop and issue to staff. |
| | Advise staff on recommended routes to minimise impact on unclassified roads and areas where sensitive receptors and vulnerable users exist. |
| **Monitoring** | Develop a strategy for transport monitoring process and reporting. |

5.5.2.2 As part of the six monthly TRG monitoring report, an Action Plan will be provided, which will set out the proposed actions put forward by the TPC for the subsequent six months with regards to the Outline Travel Plan.

5.5.2.3 Some of the actions will be associated with the continued implementation of the Final Travel Plan, but others may be proposed as refinements / remedial actions to be agreed by the

TRG at the six-monthly meeting, to ensure that the mode share targets set within the Final Travel Plan are met.

5.5.2.4 This is a standard approach for implementing Travel Plans, as not all of the measures will be delivered upon commencement of construction and there will be ongoing implementation and refinements. There may be additional measures or refinement to measures that are needed to those set out in the Outline Travel Plan in order to meet the mode share aim targets.

5.5.2.5 The Final Travel Plan actions will be approved by the TRG, funded by the Applicant and managed by the TPC to ensure that the mode share targets are met.

# 6. Travel Plan Measures

## 6.1 Introduction

6.1.1.1 This Outline Travel Plan sets out a framework of measures which would be implemented for the Project to seek to reduce travel by single occupancy vehicles and increasing awareness of travel choices within the construction workforce.

6.1.1.2 As set out above, the Principal Contractor will optimise this framework once planning is consented and develop a Final Travel Plan. This will include specific targets relating to workforce trip rates and mode share.

## 6.2 Walking and cycling measures

### 6.2.1 Cycle parking

6.2.1.1 The Applicant will provide secure, sheltered cycle parking for the construction workforce at any temporary construction compounds where construction staff are expected to gather prior to the workday and where arrival by cycle is possible and safe in order to encourage cycling to work. The number of spaces is to be agreed with Aberdeenshire Council prior to commencement of construction.

6.2.1.2 Cycle parking utilisation will be monitored by the TPC, and further cycle parking will be provided, where necessary. Amendments to the provision of cycle parking will be subject to the review process set out in this Outline Travel Plan.

### 6.2.2 Storage and shower facilities

6.2.2.1 Shower, changing, and storage facilities are proposed for construction workers at the temporary construction compounds where construction staff are expected to gather prior to the workday. The facilities would mean that any worker who walks or cycles directly to these temporary construction compounds would be able to wash, change, and store their clothes.

### 6.2.3 Walk and cycle information

6.2.3.1 The Applicant will provide the construction workforce with information about walk and cycle facilities as well as the benefits of active travel. This is set out in the Communication Strategy in **Section 6.8**.

## 6.3 Bus measures

### 6.3.1 Bus service

6.3.1.1 Due to the rural context of the some of the temporary construction compounds, it is unlikely that construction staff will be able to reach some of the sites using existing public transport.

6.3.1.2 The Applicant could give consideration to providing a dedicated bus / shuttle service linking some of the temporary construction compounds with nearby settlements where workers may reside during the construction stage. This is subject to further investigation post-application and in liaison with local bus operators and Aberdeenshire Council.

6.3.1.3 Precise routes, frequencies and timings would be discussed at the TRG and subsequently monitored and reviewed based on ongoing demand.

## 6.4 Rail measures

### 6.4.1 Rail services

6.4.1.1 Due to the rural context of the Project, it is unlikely that construction staff will be able to reach the sites using existing public transport. Information regarding rail services will be provided and the connectivity with bus services however, the use of rail will be limited to periodic arrival of workers reaching the sites as part of initial prolonged work rather than on a day-to-day basis.

## 6.5 Motorcycle measures

### 6.5.1 Motorcycle parking

6.5.1.1 The Applicant will provide motorcycle parking at the any temporary construction compounds where construction staff are expected to gather prior to the workday for workers who choose to motorcycle to work.

6.5.1.2 The number of motorcycle parking spaces will be determined once the detailed design of the construction compounds has been finalised and following discussion with Aberdeenshire Council.

6.5.1.3 Motorcycle parking utilisation will be monitored by the TPC, and increased parking provision considered where appropriate.

### 6.5.2 Motorcycle information

6.5.2.1 The Applicant will provide information regarding motorcycle rules and provision to all workers within the Project Travel Information. This is set out in the Communication Strategy in **Section 6.8**.

## 6.6 Car share measures

### 6.6.1 Car share scheme

6.6.1.1 Successful car sharing schemes are based on matching of potential sharers. A car share scheme will be implemented by the Applicant to allow workers to search for matches amongst their colleagues.

### 6.6.2 Multi-occupancy vehicles

6.6.2.1 Multi-occupancy vehicles will be utilised to transport construction workers from accommodation locations to any temporary construction compounds where construction staff are expected to gather prior to the workday. Such vehicles may comprise mini-buses or vans which have capacity for multiple occupants including tools and equipment.

6.6.2.2 The construction workforce will report to one of any construction compounds where construction staff are expected to gather prior to the workday and be transferred to the

appropriate construction access by a multi-occupancy site transfer vehicle. This may comprise transfer to any construction site within the Onshore Red Line Boundary.

6.6.2.3 It is anticipated that these vehicles will be made available throughout the day, focusing on arrival and departure times at the start and end of a working day.

6.6.2.4 It has been assumed that the use of multi-occupancy vehicles will be contractor-led. The route to site will be developed with due consideration to the local road network, avoiding sensitive locations wherever possible. These pick-up locations, and routes to site, will be developed alongside the Final CTMP.

6.6.2.5 In the event of construction workers residing in the same area, this might also lead to temporary car sharing between home and any temporary construction compounds where construction staff are expected to gather prior to the workday; however, in order to adopt a worst-case scenario, it has been assumed that no car sharing takes place on these journeys.

## 6.7 Knowledge sharing

6.7.1.1 The contractor will provide travel information packs to the construction workforce. These packs will include site-specific travel information to all temporary construction compounds and method of transport to particular onshore construction sites. Information may include:

- summary of the reasons why sustainable transport measures have been identified and should be implemented where possible (for example, information identifying traffic-related environmental impacts, congestion etc.);
- travel options provided by the measures set out in the Final Travel Plan (such as multi-occupancy vehicle pick-up points and centralised arrival locations etc.);
- public transport options, routes and timetables;
- local cycle and RoW routes;
- local accommodation options; and
- parking provisions for both car and bicycle.

6.7.1.2 The contractor will be responsible for briefing new employees and sub-contractors about the Final Travel Plan, through the provision of an information leaflet summarising the key features of the Final Travel Plan within the travel information packs.

6.7.1.3 At any temporary construction compounds where construction staff are expected to gather prior to the workday, a staff notice board will be provided allowing an opportunity for organising shared travel, as well sharing information on travel choices.

## 6.8 Communication strategy

### 6.8.1 Induction process

6.8.1.1 All workers involved in the construction of the onshore elements will be required to attend an induction session prior to commencing work.

6.8.1.2 The induction process is proposed to cover security and safety aspects of working on the various elements of the Project. A specific session during the induction will cover transport issues and in particular will:

- explain the overall transport strategy being adopted for the Project, including the use of a strategy combining parking at temporary construction compounds plus transfer onto multi-occupancy vehicles for the movement of the construction workforce;
- explain the on-site parking that would be available at each temporary construction compounds, if applicable;
- explain the Driver Rules and Worker Code of Conduct, to be produced by the Applicant; and
- explain the importance of compliance with the Final Travel Plan.

### 6.8.2 Travel information

6.8.2.1 It is proposed that at induction, each worker will also be issued with a Project information pack in electronic and paper format which will contain the following information:

- a summary of the information on the Final Travel Plan presented at induction;
- information on local bus services and rail timetables;
- information on walk and cycle routes;
- information on motorcycling and where people can park;
- information to encourage and facilitate car sharing arrangements, including details of the car share scheme;
- promotional literature within the Project travel information covering such things as the benefits of walking and cycling and cost saving associated with car sharing; and
- information for non-home-based workers undertaking journeys to and from their permanent residence and how this could be undertaken using sustainable travel modes and / or avoiding peak periods of congestion.

6.8.2.2 Travel information for the Project will be updated on a regular basis to ensure it continues to be accurate and relevant to the needs of the construction workforce. Updated information will be circulated to the construction workforce and displayed at compounds. The TPC will be responsible for the updates.

6.8.2.3 During the course of the construction programme, regular information will be made available to all staff as well as the evolving Final Travel Plan. The information supplied will not only enhance adherence to the Final Travel Plan but will also assist in encouraging the use of sustainable modes in respect of non-work trips made by the construction workforce while resident in the local area.

6.8.2.4 Resources will be made available at dedicated temporary construction compounds to enable staff to raise issues and queries in regard to the transport arrangements and updates and changed relating to travel will be communicated in person to staff through means such as toolbox talks on a regular basis.

## 6.9 Contractual conditions

6.9.1.1 All staff employed by the Applicant, and their Contractors will receive training to ensure they are fully aware of their responsibilities in ensuring the measures outlined in **Volume 4, Outline Construction Traffic Management Plan** and supporting management plans (including this Outline Travel Plan) are complied with.

## 6.10 Summary

6.10.1.1 Taken together, these measures demonstrate the Applicant's commitment to the delivery of the transport strategy associated with the Project and effective implementation of the Final Travel Plan thus providing confidence that the approach proposed will operate successfully in practice. The approach adopted will continue to be refined as the Project progresses and in the light of experience and changing circumstances. The review procedures will be adopted as per the monitoring and review set out in the **Section 7** of this document.

# 7. Monitoring and Review

## 7.1 Introduction

7.1.1.1 The Final Travel Plan will require monitoring, review, and revision so that it remains effective. All monitoring will be the responsibility of the Applicant, through the appointed TPC. The review of the Final Travel Plan will be undertaken in consultation with the TRG.

## 7.2 Monitoring strategy

7.2.1.1 Monitoring may include:

- the extent to which the mode share and other targets set out in the Final Travel Plan have been achieved and / or are reasonably likely to be achieved;
- prior to any potential shuttle-bus service being set up, the potential level of demand amongst the construction workforce for such a service serving one or more temporary construction compounds;
- if a bus service is set up, the level of usage of the bus service; and
- provision of a Travel Plan Report to the TRG every six months, unless otherwise agreed by the TRG in accordance with this Outline Travel Plan.

### 7.2.2 Data collection

7.2.2.1 The following data is proposed to be collected for the Project in order to monitor the Final Travel Plan:

- mode share;
- car, cycle and motorcycle parking utilisation; and
- car share scheme enrolment.

7.2.2.2 It is anticipated that the Travel Plan data will be reported in the TRG report with the following being collected:

- mode share - travel plan staff survey data; and
- parking utilisation - surveyed every six months to monitor against supply.

7.2.2.3 All information captured will be subject to compliance with any relevant data protection legislation. Additionally, a formal annual staff travel survey will be undertaken in a format agreed with the TRG. The results will be shared with the TRG as part of the monitoring report.

### 7.2.3 Monitoring frequency

7.2.3.1 A monitoring report will be produced every six months from the commencement of the construction works, unless otherwise agreed by the TRG. The format of the monitoring report will be agreed with the TRG prior to commencement of the Project.

7.2.3.2 The monitoring report will be available to TRG members prior to any TRG meeting.

### 7.2.4 Transport monitoring reports

7.2.4.1 The Applicant will prepare a transport monitoring report and submit it to the TRG for review along with the TRG meeting agenda. The monitoring report will be available to TRG members in advance of any TRG meetings.

7.2.4.2 The TRG members will be able to notify the TPC if there are any additional members of their organisation that should be issued the TRG monitoring report.

7.2.4.3 For the first three months of the construction stage, transport monitoring reports will be submitted on a monthly basis and thereafter every six months unless otherwise agreed with the TRG.

7.2.4.4 The transport monitoring reports as well as TRG meeting minutes will be made publicly available through the appropriate channels.

## 7.3 Review

### 7.3.1 Transport review group review

7.3.1.1 The TPC will monitor progress against the mode share targets set out in this Outline Travel Plan. Mode shares will be reported to the TRG and the review by the TRG will consider whether:

- the Project is meeting or are on track to meet the mode share targets and no amendments to the Action Plan or mode share targets are required;
- the Project is not on track to meet the mode share targets and additional measures are needed; and
- the Project is not on track to meet the mode share targets but no further action should be taken either because there are remedial actions already in place or because any reasons for divergence from the mode share split are reasonable and legitimate.

7.3.1.2 The TRG and stakeholder and local groups will also play an important role in providing feedback on the implementation of the Final Travel Plan and any issues associated with it.

7.3.1.3 Where considered appropriate by the Applicant, in the light of monitoring feedback from the TRG or stakeholders, there is a need to amend or update the Final Travel Plan, the Applicant will submit an amended version of the Final Travel Plan to the TRG for approval.

### 7.3.2 Project review

7.3.2.1 In addition to the TRG review process, internal meetings will take place to discuss the Final Travel Plan. Continual monitoring and review will be particularly important for a range of reasons. For example, it will be necessary to continually monitor the overall level of demand for and frequency of bus services, the demand for parking, and to consider any emerging issues of compliance, as well as monitoring the overall level of efficiency of implementation of the Final Travel Plan as a whole.

### 7.3.3 Travel database

7.3.3.1 The construction workforce will be asked to record their form of travel as they sign in at the any temporary construction compound where they are expected to gather prior to the workday. Provision will be made on the sign in sheet for construction workers to record their mode of transport taken that day. This will enable data to be collated on a monthly basis

and allow the identification of any trends which may indicate targets are not appropriate, and or alternative measures should be identified.

7.3.3.2 The demand and supply of car parking at the any temporary construction compounds where parking provision exists, will be monitored on a month basis so that single-person occupancy vehicles are not encouraged.

7.3.3.3 The findings of this monitoring will be reported to the local road team within Aberdeenshire Council every six months. The purpose of which will be:

- demonstrate that the aims and objectives of the Travel Plan are being achieved;
- identifies any measures that are not working as anticipated; and
- offers an opportunity for ongoing consultation with Aberdeenshire Council to identify improvements to the Travel Plan.

## 7.4 Parking

7.4.1.1 The TPC will monitor the total number of staff on-site and the number of parking spaces provided to help achieve the proposed car occupancy targets. It is anticipated that monitoring will be undertaken every six months throughout construction.

# 8. Enforcement

## 8.1 Introduction

8.1.1.1 This Section provides a summary of the mechanisms that will facilitate compliance with the Final Travel Plan.

8.1.1.2 The enforcement of the Final Travel Plan is considered under the following headings:

- **best practice** - the Applicant will instigate management practices with its contractors in order to deliver the best outcomes for all stakeholders, which includes the local community;
- **contractual conditions** - the Applicant will use contractual conditions that require compliance with the Final Travel Plan; and
- **default mechanisms** - should the Final Travel Plan fail to meet the targets then corrective measures will be taken.

## 8.2 Best practice

8.2.1.1 Project will use internal management procedures to achieve compliance with the requirements of the Final Travel Plan including:

- **contractor kick-off meetings** - contractors reminded of the Applicant's standards and expectations as set out in contract documentation;
- **induction** - worker induction to include briefing on Final Travel Plan and Worker Code of Conduct; and
- **learning reports** - incidences of potential breaches or non-compliance with the Final Travel Plan will be investigated and acted upon.

## 8.3 Contractual conditions

8.3.1.1 Any contractor appointed by the Applicant will have within their contract a condition to comply with the Final Travel Plan. Non-compliance could lead to sanctions and enforcement measures by the Applicant, which could lead to workers being removed from the project.

## 8.4 Remedial actions

8.4.1.1 The Applicant is committed to implementing a comprehensive transport strategy and package of travel plan measures in order to meet the mode share assessment targets and will use best endeavours to meet the mode share aim targets.

8.4.1.2 Nevertheless, it should be recognised that the construction of the Project is large and complex construction project within a rural location and the mode share assessment and aim targets are ambitious. Within this context, there may be a requirement to implement further measures in order to meet the targets.

8.4.1.3 As part of the TRG review process, actions will be agreed upon for the TPC to implement. Some of the actions will be associated with the continued implementation of the Outline Travel Plan but others may be proposed as refinements / remedial actions to be agreed by the TRG at the six-monthly meeting to ensure that the targets set within the Outline Travel Plan are met. The approved actions at each TRG meeting are to be funded by the Applicant and managed by the TPC.

# 9. Conclusion

9.1.1.1 This Outline Travel Plan sets out the principles for managing the impact of travel by the construction staff associated with the Project construction works (landfall(s), onshore export cable corridor installation and onshore substations).

9.1.1.2 It is intended that this document will provide the basis for a Final Travel Plan at the post-consent stage. Thus, the Final Travel Plan will be submitted for approval by Aberdeenshire Council prior to the commencement of construction works.

9.1.1.3 The Final Travel Plan will be developed post-consent, but will be produced in accordance with the principles, objectives and guidance provided in this Outline Travel Plan. This Outline Travel Plan therefore presents the principle of measures which could be employed to meet the aforementioned objectives and provides a framework for the submission of a Final Travel Plan to be secured as a condition which requires approval by Aberdeenshire Council at the post-consent stage.

9.1.1.4 It is likely that overseeing the coordination and delivery of the Final Travel Plan will be the responsibility of the Principal Contractor at the post-consent stage. The Final Travel Plan will be a live document which will be updated as required based on engagement with stakeholders and when further information regarding the key parameters (for example, workforce origins, logistics strategy, construction programme) will have been refined by the appointed contractors.

# 10. References

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# 11. Glossary of Terms and Abbreviations

## 11.1 Abbreviations

| Acronym | Definition |
|---|---|
| **AL** | Abnormal Load |
| **CTMP** | Construction Traffic Management Plan |
| **LDP** | Local Development Plan |
| **MD-LOT** | Marine Directorate – Licensing Operations Team |
| **MHWS** | Mean High Water Springs |
| **MLWS** | Mean Low Water Springs |
| **NE7** | North East 7 |
| **Nestrans** | North East of Scotland Transport Partnership |
| **OAA** | Option Agreement Area |
| **RoW** | Rights of Way |
| **s.36** | Section 36 |
| **SSEN** | Scottish and Southern Electricity Network |
| **TPC** | Travel Plan Coordinator |
| **TRG** | Transport Review Group |

## 11.2 Glossary of terms

| Term | Definition |
|---|---|
| **Abnormal Loads** | A vehicle and load combination that exceeds the standard legal limits for weight, length, or width, making it too large or heavy to be carried on a conventional vehicle without special arrangements |
| **Principal Contractor** | A construction contractor appointed by the client to manage and complete construction project that involves more than one contractor. |
| **Travel Plan** | A long-term strategy for a site or organisation that promotes sustainable transport, encouraging alternatives to single-occupancy car use through measures like walking, cycling, public transport, and car-sharing |
| **Travel Plan Coordinator** | A person responsible for the day-to-day implementation, promotion, and monitoring of a Travel Plan. |

| Term | Definition |
|---|---|
| **Transport Review Group** | A group of stakeholders that makes recommendations to improve the implementation of a Travel Plan where appropriate. |

MarramWind


Environmental Impact Assessment Report
Volume 4: Outline Construction Traffic Management Plan
Appendix B: Outline Core Path Management Plan

# MarramWind Offshore Wind Farm

December 2025

MarramWind

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|---|---|
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| **Version:** | Final for Submission |
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| **Prepared by:** | WSP UK Limited |
| **Checked by:** | WSP UK Limited |
| **Accepted by:** | MarramWind Limited |

# Contents

# 1. Introduction

## 1.1 Overview

1.1.1.1 This Outline Core Path Management Plan (CPMP) has been produced along with the Environmental Impact Assessment Report (EIA) Report and details how existing public access would be managed during the construction and operation of the proposed MarramWind Offshore Wind Farm Project.

1.1.1.2 This document should be read in conjunction with project description provided in **Volume 1, Chapter 4: Project Description, Volume 1, Chapter 26 Traffic and Transport** and **Volume 4, Outline Construction Traffic Management Plan (CTMP).**

1.1.1.3 This document has been prepared in response to Aberdeenshire Council Scoping Opinion (Aberdeenshire Council, 2023a) where a request was raised to consider impacts on the core paths affected by the construction stage of the Project.

## 1.2 Project background

1.2.1.1 MarramWind Offshore Wind Farm (hereafter referred to as 'the Project') is wholly owned by Scottish Power Renewables UK Limited (SPR). MarramWind Limited, a subsidiary of SPR, is the Applicant for the Project.

1.2.1.2 The Project is a proposed floating wind farm located in the North Sea, with a grid connection capacity of up to 3 gigawatts. The location of the Project is determined by the Option Agreement Area (OAA), which is the spatial boundary of the Northeast 7 (NE7) Plan Option within which the electricity generating infrastructure will be located. The NE7 Plan Option is located north-east of Rattray Head on the Aberdeenshire coast in north-east Scotland, approximately 75 kilometres (km) at its nearest point to shore and 110km at its furthest point. An Option to Lease Agreement for the Project within the NE7 Plan Option was signed in April 2022.

1.2.1.3 The Project's offshore infrastructure, located seaward of Mean High Water Springs (MHWS), includes the following:

- wind turbine generators, including floating units (platforms and station keeping system);
- array cables;
- subsea distribution centres;
- subsea substations;
- reactive compensation platform(s) (if required); and
- offshore export cables to connect the wind farm area to the landfall(s).

1.2.1.4 The Project's onshore infrastructure, located landward of Mean Low Water Springs (MLWS) includes:

- landfall(s) – the infrastructure associated with connecting the offshore export cables with the onshore export cables located above MLWS;
- underground onshore export cables running from the landfall(s) to the onshore substations;
- three onshore substations co-located at one site;

- underground grid connection cables (connecting the onshore substations to the grid connection point at the Scottish and Southern Electricity Networks (SSEN) Netherton Hub); and
- grid connection point (SSEN substation at the SSEN Netherton Hub, which is a separate consented project and does not form part of the consenting applications which the EIA and Outline CPMP relate to).

1.2.1.5 The EIA Report accompanies applications for offshore consents, licences and permissions for the Project to Marine Directorate - Licensing Operations Team (MD-LOT) under Section 36 (s.36) of the Electricity Act 1989, the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009, for the offshore infrastructure seaward of MHWS.

1.2.1.6 The EIA Report also accompanies an application to Aberdeenshire Council for planning permission in principle consent under The Town and Country Planning (Scotland) Act 1997, for the onshore infrastructure landward MLWS.

1.2.1.7 There are four sets of EIA regulations applicable to the Project: the Electricity Works (EIA) (Scotland) Regulations 2017 for offshore generating stations requiring s.36 consent; the Marine Works (EIA) (Scotland) Regulations 2017 and the Marine Works (EIA) Regulations 2007 for marine licence applications within Scottish territorial waters (0-12 nautical miles) and offshore waters (12-200 nautical miles) respectively; and the Town and Country Planning (EIA) (Scotland) Regulations 2017 for planning applications submitted to Aberdeenshire Council for onshore infrastructure located landward of MLWS.

## 1.3 Purpose of the Outline Core Path Management Plan

1.3.1.1 The Outline CPMP will form the basis of the Final CPMP. The Final CPMP will be finalised and approved post-consent and approved as part of condition discharge prior to construction Aberdeenshire Council associated with the planning permission.

1.3.1.2 The broad objectives of the Outline CPMP are as follows:

- to identify the core paths which fall within the study network;
- to assess the impact construction activities may have on access to these core paths;
- to provide potential mitigation measures to minimise the impact of construction activities on the core path network; and
- to outline how these measures will be managed and monitored.

1.3.1.3 The Final CPMP shall state the legislative requirements, current standards of practice and best practice measures that define the standard of construction practice adhered to by the Principal Contractor. However, adhering to the CPMP does not absolve the Applicant, the Principal Contractor or Subcontractors from complying with legislation and bylaws relevant to their construction activities.

## 1.4 Policy context

1.4.1.1 This Section identifies the relevant legislation and policy context that has informed the scope of the Outline CPMP. Further information on policies relevant to the Project and their status is set out in **Volume 1, Chapter 2: Legislative and Policy Context**.

1.4.1.2 **Volume 1, Chapter 2: Legislative and Policy Context** is supported by **Volume 3, Appendix 2.1: Planning Policy Framework**, which provides a detailed summary of international, national, marine and local planning policies of relevance to the Project.

1.4.1.3 In order to recognise the legislative and policy basis for this Outline CPMP, this Section presents a summary of legislation and policies relevant to this document. This summary provides a foundation for understanding the specific requirements that the Outline CPMP must address in terms of assessing and mitigating impacts on users of the core path network affected during the construction stage of the Project.

1.4.1.4 The legislation relevant to the Outline CPMP includes:

- Land Reform (Scotland) Act 2003 (Scottish Government, 2003).

1.4.1.5 The policy relevant to the Outline CPMP includes:

- National Planning Framework 4 (Scottish Government, 2023);
- Aberdeenshire Local Development Plan (Aberdeenshire Council, 2023).
- Nestrans Regional Transport Strategy (Nestrans, 2021); and
- Scottish Outdoor Access Code (SOAC) (Scottish Government, 2003).

1.4.1.6 The guidance relevant to the Outline CPMP includes:

- NatureScot's 'Guidance for the Preparation of Outdoor Access Plans' (NatureScot, 2010);
- Safety at Street Works and Road Works Code of Practice (Red Book) (Department for Transportation (DfT), 2013); and
- Traffic Signs Manual Chapter 8 (Design and Operations) (DfT, 2009).

## 1.5 Implementation of the Outline Core Path Management Plan

1.5.1.1 The Outline CPMP approved by Aberdeenshire Council will be incorporated into the contracts for Principal Contractors responsible for the works. All parties involved, including Principal Contractors, Subcontractors and their suppliers, must comply with the relevant provisions of the Final CPMP. They are obligated to provide documentation outlining how they will guarantee both the implementation and monitoring of the CPMP requirements.

## 1.6 Scope of the Outline Core Path Management Plan

1.6.1.1 The Outline CPMP will cover the following:

- a description of the baseline conditions of the core paths within the study area;
- core path management proposals; and
- how the CPMP will be implemented and monitored.

## 1.7 Other related implementation plans

1.7.1.1 The Outline CPMP will be developed with consideration of the content and requirements of other relevant implementation plans. These are set out in **Table 1.1** below with details of the linkages.

## Table 1.1 Other related implementation plans to the Outline CPMP

| Implementation plan | Licence / consent conditions | Linkage with Outline CPMP |
|---|---|---|
| **Volume 4: Outline Construction Traffic Management Plan (CTMP)** | *Approval of Matters Specified in Conditions* | Details access and management arrangements in relation to construction traffic during construction. |

# 2. Outdoor Access Baseline

2.1.1.1 A desktop study has been undertaken to identify core paths that intersect with the Onshore Red Line Boundary and study network as shown in **Volume 1, Chapter 26, Figure 26.1 Traffic and transport study area** to help establish where potential interactions may occur in relation to the Project. The study network has been reviewed and compared against Aberdeenshire core paths plan map (Aberdeenshire Council, no date) to identify each core path which may be impacted by construction activities. The core path network, study network and identified points of intersection (POIs), where core paths and construction activities intersect are shown in **Volume 4, Outline Construction Traffic Management Plan, Appendix B: Outline Core Path Management Plan, Figure 1: Core path network**.

2.1.1.2 As can be seen in **Volume 4, Outline Construction Traffic Management Plan, Appendix B: Outline Core Path Management Plan, Figure 1**, a total of four core paths pass through the Onshore Red Line Boundary:

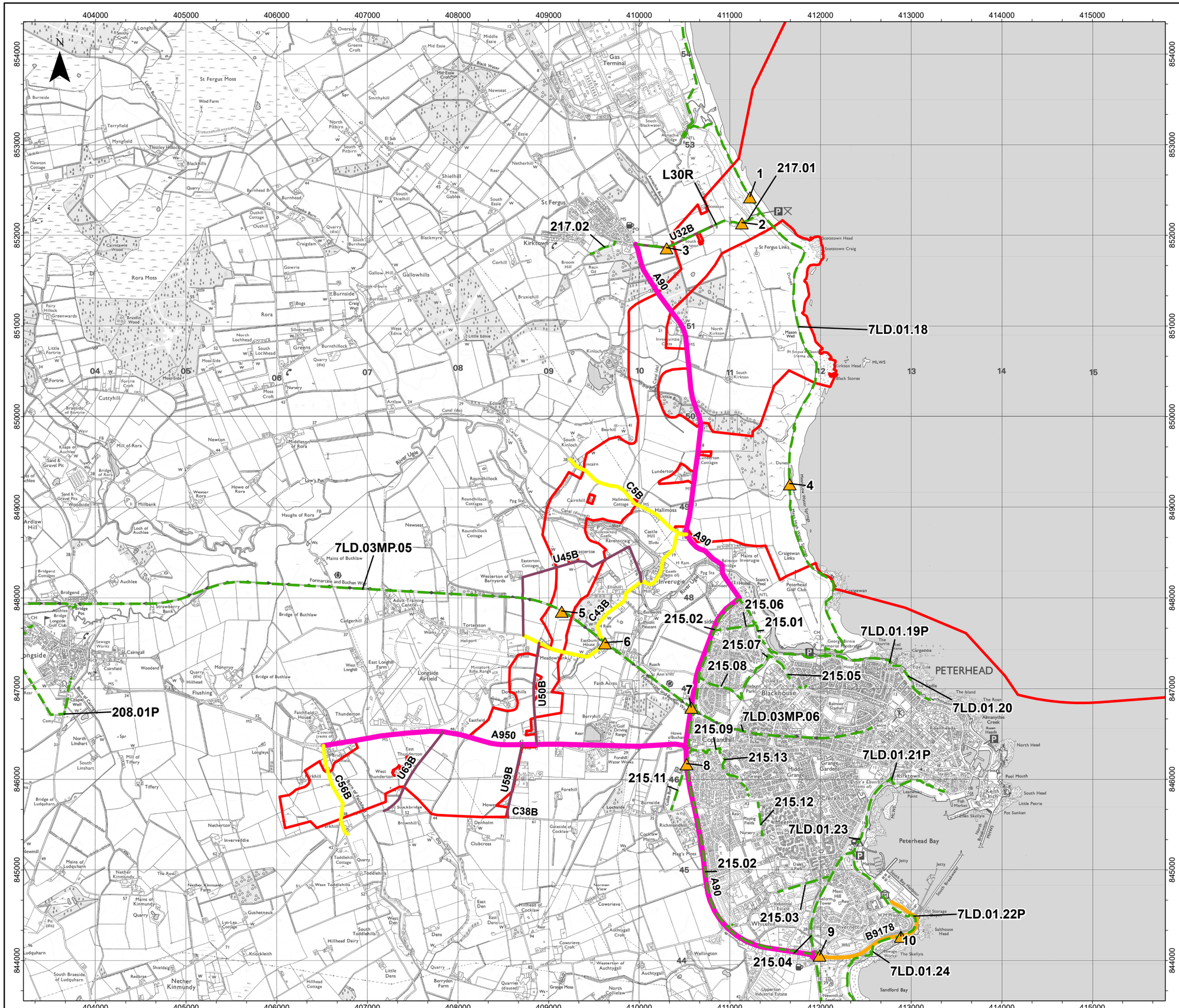
- **Core path 7LD.01.18** - a coastal section of core path that is predominantly of an unmade nature and links Old Rattery with Peterhead. It passes through the study network at Scotstown Beach and near Lunderton;
- **Core path 217.01** - a coastal section of path that connects into core path 7LD.01.18 at Scotstown Beach, also linking into core path L30R at its western end;
- **Core path L30R** - an on-road section of core path that links Scotstown Beach to St Fergus; and
- **Core path 7LD.03MP.05** - a section of core path that forms part of the Formartine and Buchan Way, a long-distance off-road route through Aberdeenshire. This section runs between Peterhead and Longside, passing through the study network near Inverugie.

2.1.1.3 A further four locations have been identified where the core path network crosses the study network, with these being located at:

- **Core path 7LD.03MP.05 / 7LD.03MP.06** - form part of the Formartine and Buchan Way, and cross the A90 (T) where the two sections of core path meet;
- **Core path 215.11 / 215.02** - form part of the core path network within Peterhead, and cross the A90 (T) where the two sections of core path meet;
- **Core path 215.04** - form part of the core path network within Peterhead, and routes south along the A90 (T) towards Boddam; and
- **Core path 7LD.01.22P / 7LD.01.24** - form part of the core path network within Peterhead, and cross South Base Road where the two sections of core path are proposed to meet.

2.1.1.4 It is anticipated these routes may be used recreationally by walkers, cyclists or horse-riders and it is considered that they are unlikely to accommodate a large number of users.

## Figure 1: Core path network




| REV | REV DATE | GIS CREATOR | GIS REVIEWER | TECHNICAL CHECKER | TECHNICAL APPROVER |
|---|---|---|---|---|---|
| | dd/mm/yyyy | -- | -- | -- | -- |
| 2 | 30/09/2025 | PB | LT | MW | NC |
| 1 | 04/09/2025 | PB | LT | MW | NC |

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|---|---|---|---|
| WSP DRAWING NUMBER | 808368-WEIS-IA-I8-FG-O4-66890 | | |
| MarramWind DRAWING NUMBER | MAR-GEN-ENV-MAP-WSP-000476 | | |
| DATUM | OSGB 1936 | PROJECTION | British National Grid |
| SCALE | 1:40,000 | PAGE SIZE | A3 |

PROJECT TITLE

MarramWind Offshore Wind Farm

DRAWING TITLE

Figure 1 Core Path Network

**Environmental Impact Assessment Report**
**Volume 4 Outline Construction Traffic Management Plan**
**Appendix B: Outline Core Path Management Plan**



NOT TO BE USED FOR NAVIGATION

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MarramWind

# 3. Potential Access Impacts

3.1.1.1 This Outline CPMP presents all effects anticipated as a result of the construction of the onshore elements of the Project (be that during the construction stage or where permanent infrastructure is provided) including the following:

- core paths which are crossed by the landfall(s);
- core paths which are crossed by the onshore export cable corridor;
- core paths which are affected by the construction of any permanent elements of the onshore elements of the Project;
- core paths which are affected by the siting of temporary construction compounds and trenchless crossing sites (and associated temporary compounds);
- core paths which are affected by the routing of temporary construction access haul roads and access tracks; and
- core paths which are affected by the provision of temporary construction accesses and related visibility splays.

### 3.1.2 Construction stage

3.1.2.1 The primary access impact associated with the Project would occur during the construction stage. The construction stage for the onshore elements of the Project is proposed to occur within an approximate nine-year construction programme. The main onshore construction activities affecting core path users are associated with construction of the landfall(s) and the onshore export cable corridor. During the works undertaken, the core paths may be impacted by the following construction elements:

- open cut trenching where cable is laid in an excavated trench or ducts and in addition joint bays constructed and then resurfaced;
- trenchless crossings (such as horizontal directional drill (HDD) (or similar trenchless technique) – no surface impacts are incurred directly above the HDD (or similar trenchless technique) operations, although more minor impacts may occur more broadly at surface level as a result of the movements of construction vehicles; and
- core paths used by construction traffic for access;
- general movements of construction traffic at core path road crossings; or
- construction of the haul road.

### 3.1.3 Operational stage

3.1.3.1 Following completion of the construction stage, no above ground infrastructure will result in permanent changes to the routes of any core paths.

3.1.3.2 Potential access impacts during the operation and maintenance stage would be limited to occasional access for maintenance purposes. It is unlikely that there would be any restrictions to accessing the core path network during this stage. Should any major maintenance activities be scheduled, consideration and planning for core path access management would be reviewed prior to works commencing.

## 3.2 Onshore elements impact on core paths

### 3.2.1 Landfall(s)

3.2.1.1 Landfall(s) infrastructure could be located at Scotstown, Lunderton North and Lunderton South. For any of these landfall locations, it is proposed that the export cables will cross under core path 7LD.01.18 via trenchless crossing. At the Scotstown landfall location, the export cables will also pass beneath core path 217.01 and L30R via trenchless crossing.

### 3.2.2 Onshore export cable corridor

3.2.2.1 After landfall(s) the onshore export cable corridor will continue south where it is proposed to cross under core path 7LD.03MP.05 via a trenched crossing, before continuing further south to connect into the onshore substations. The onshore export cable corridor then runs from the new onshore substations to the grid connection at the proposed SSEN Netherton Hub.

### 3.2.3 Onshore substations

3.2.3.1 There are no core paths located in the vicinity of the onshore substation site footprint.

### 3.2.4 Temporary construction compounds

3.2.4.1 A number of temporary construction compounds will be required in support of the construction of the onshore elements of the Project. Temporary construction compounds will store materials and plant as well as form a base for traffic travelling to and from the various construction site locations. Only one of the temporary construction compounds are located in the immediate area of a core paths, L30R which is used for construction access to Landfall location at Scotstown and its associated HDD (or similar trenchless technique) compound.

### 3.2.5 Construction access route crossing points

3.2.5.1 The study network is made up of sections of the trunk and local road network, which will support access to the construction access points across the study network. There are four locations along the study network where core paths will cross the road network. Two of these are located on the A90(T) to the west of Peterhead. There are also two crossing points on South Base Road to the south of Peterhead, with one at the Invernettie Roundabout and one where proposed core path 7LD.01.22P is to connect into core path 7LD.01.24.

# 4. General Access Arrangements

4.1.1.1 The Applicant is committed to enabling day to day access of all core paths within the Onshore Red Line Boundary, where the safety of the general public or construction staff is not compromised. During the construction stage, every effort would be made to ensure access to existing routes are maintained. However, to ensure the safety of the public, some additional measures may be required.

4.1.1.2 Prior to commencement of the construction works, access arrangements and appropriate warnings would be communicated to the local community via a community liaison group, project website and local mailing list.

4.1.1.3 It is intended that this Outline CPMP would continue to be updated as the Project moves forward into pre-construction and construction stages, with specific measures for access at individual locations addressed in further detail, as necessary.

## 4.2 Mitigation measures

4.2.1.1 Any temporary traffic management along the local road network will comply with Traffic Signs Manual Chapter 8 (Design and Operations) and the Safety at Street Works and Road Works Code of Practice (Red Book), and approvals/notifications to Aberdeenshire Council will be secured where required. This should cover signage, speed control, and protection for vulnerable users (walkers, cyclists, equestrians).

### 4.2.2 Trenched crossings

4.2.2.1 Management of core path access at trenched crossings will be subject to discussion with the appointed Principal Contractor. This process will be discussed through consultation with the local Access Officer at Aberdeenshire Council.

4.2.2.2 Management of core path crossings within working areas in the onshore export cable corridor can be managed by either:

- core path restrictions and / or diversions; or
- site-specific small scale core path diversions and / or closures.

#### Core path 7LD.03MP.05

4.2.2.3 It is proposed to cross core path 7LD.03MP.05 by open cut trenching method as part of the construction of the onshore export cable corridor, which may require a temporary closure and diversion during the construction stage.

4.2.2.4 As there is not a suitable alternate route to avoid the section of core path, which is to be impacted by construction activities, it is proposed to provide a small diversion, not significantly longer than original route, within the proposed working area to ensure access to the path is retained throughout the works.

4.2.2.5 Appropriate signage will be provided to inform core path users of the diversion, with fencing installed to provide appropriate separation from construction activities. If the diversion crosses a temporary construction haul road, signage will be installed to inform construction vehicles of the potential to encounter core path users. Exact details of this diversion will be further developed in the Final CPMP.

### 4.2.3 Trenchless crossings

4.2.3.1 Generally trenchless crossings are not expected to have a noticeable effect on core paths. Although core paths 7LD.01.18, 217.01 and L30R pass through the study network, it is proposed to cross these core paths by trenchless crossing, which will allow them to remain open and function as normal during the construction stage. No specific mitigation measure will be required on these core paths.

### 4.2.4 Shared routes

4.2.4.1 During construction, at locations where pedestrians and construction traffic might interact, active management measures may be required such as construction workers patrolling movements along the route. The need for active management will be identified within the construction stage, which will consider delivery timescales and movements of plant and machinery. These measures may also be subject to specific risk assessments prepared by the contractor, when analysing the effects of any construction activities which may bring core path users into proximity with construction traffic.

#### Core path L30R

4.2.4.2 It is proposed to route a construction access along core path L30R. Along the route, appropriate signage will be erected to alert drivers of construction vehicles of the shared route and potential interface between construction traffic and core path users. Speed limit signage will be provided along the shared routes to make sure that all construction vehicles travel under manageable speed (nominally five miles per hour) to avoid conflict with core path users at speed. This will be implemented in accordance with the driver and vehicle routing instructions as laid out within **Volume 4, Outline Construction Traffic Management Plan**.

4.2.4.3 Core path users may have to wait for a short period of time whilst the shared route is in use by the construction traffic. Users will be advised by construction staff when works are complete, and it is safe to use the route shared. If the length of shared route is significant, then a safe standing area may be provided off-track, adjacent to the construction access route.

### 4.2.5 Construction access route crossings

4.2.5.1 Several locations have been identified where the core path network crosses a proposed construction access route. At each of these locations appropriate warning signage will be installed to inform construction vehicles of the potential to encounter core path users. Signage will also be provided for core path users to warn them of the potential to encounter construction traffic.

4.2.5.2 The core path crossing locations identified along the construction access routes include informal pedestrian crossings with not dedicated crossing facilities. Two crossing points between 7LD.03MP.05 / 7LD.03MP.06 and between 215.02 / 215.11 are located to the west of Peterhead along the A90(T). Both of these uncontrolled crossing points are currently supported by dropped kerbs but no formal road marking or signage.

4.2.5.3 Core path 215.04 crosses the eastern arm of the Invernettie Roundabout to the south of Peterhead and is also currently uncontrolled and supported by dropped kerbs. Meanwhile, the crossing point between 7LD.01.22P and 7LD.01.24 on South Base Road currently has no crossing facilities. Signage and safety measures will be implemented accordingly to reflect the conditions and usage of each crossing point.

4.2.5.4 Any temporary traffic management along the A90(T) and other trunk road interfaces will comply with Traffic Signs Manual Chapter 8 (Design and Operations) and the Safety at Street Works and Road Works Code of Practice (Red Book), and approvals/notifications to Transport Scotland will be secured where required. This should cover signage, speed control, and protection for vulnerable users (walkers, cyclists, equestrians).

## 4.3 Summary of impacts on core paths

4.3.1.1 The review has identified that there are ten locations on the core path network which may be impacted by construction activities. **Volume 4, Outline Construction Traffic Management Plan, Appendix B: Outline Core Path Management Plan, Figure 1** shows the locations where each core path may be affected, referred to as Points of Intersection (POIs). For each identified core path, the following information has been summarised and set out in **Table 4.1**:

- POI reference;
- core path identification (ID);
- route type;
- type of Impact; and
- proposed mitigation.

**Table 4.1 Core paths impacted by the onshore elements of the Project**

| POI reference | Core path ID | Route type | Type of impact | Mitigation |
|---|---|---|---|---|
| **1** | 7LD.01.18 (Scotstown Beach). | Footpath | Footpath crossed by trenchless crossing method. | Signage only. |
| **2** | 217.01 | Footpath | Footpath crossed by trenchless crossing method. | Signage only. |
| **3** | L30R | Road | On road link for construction access. | Signage and traffic management. |
| **4** | 7LD.01.18 (Lunderton). | Footpath | Footpath crossed by trenchless crossing method. | Signage only. |
| **5** | 7LD.03MP.05 | Footpath | Footpath is crossed by open cut trenching method. | Temporary diversion. |
| **6** | 7LD.03MP.05 | Road crossing. | Core path crosses key construction access route. | Signage only. |
| **7** | 7LD.03MP.05 / 7LD.03MP.06 | Road crossing. | Core path crosses key construction access route. | Signage only. |
| **8** | 215.02 / 215.11 | Road crossing. | Core path crosses key construction access route. | Signage only. |
| **9** | 215.04 | Road crossing. | Core path crosses key construction access route. | Signage only. |

| POI reference | Core path ID | Route type | Type of impact | Mitigation |
|---|---|---|---|---|
| **10** | 7LD.01.22P / 7LD.01.24 | Road crossing. | Core path crosses key construction access route. | Signage only. |

4.3.1.2 Any temporary restrictions or diversion of core paths will be implemented via temporary exemption orders under in accordance with Section 11 Orders under the Land Reform (Scotland) Act 2003 and in further coordination with Aberdeenshire Council Access Officers post consent and as required.

# 5. Management and Monitoring

## 5.1 Project roles

5.1.1.1 The successful implementation of the Final CPMP relies on a clearly defined management structure, with roles and responsibilities allocated to ensure that all aspects are effectively coordinated and executed.

### 5.1.2 Principal Contractor

5.1.2.1 The Principal Contactor has overall responsibility for the successful delivery of the project, including the implementation of the Final CPMP. The Principal Contractor will oversee the coordination of all construction activities, ensuring that all measures are implemented in accordance with the plan and that any issues are addressed promptly.

### 5.1.3 Site Manager

5.1.3.1 The Site Manager is responsible for the day-to-day management of the construction site, enforcement of safety protocols, and communication with the construction team.

### 5.1.4 Environmental Manager

5.1.4.1 The Environmental Manager is responsible for ensuring that all construction activities, including traffic management, are conducted in a manner that minimises environmental impact. This role involves overseeing the implementation of environmental protection measures, monitoring compliance with environmental regulations, and managing any incidents that may arise.

## 5.2 Inspection and maintenance

5.2.1.1 In addition to the individual measures that will be required for core paths that may be impacted, regular inspection of the core paths will be required to ensure they are maintained in a safe and usable condition. Maintenance operations will include:

- inspection and if required, repair / re-surfacing of core paths;
- inspection and repair of drains associated with temporary construction access routes;
- maintenance of temporary construction access infrastructure including signage, waymakers, interpretation boards and bridges; and
- clearance of any litter associated with temporary construction works that may blight core paths.

5.2.1.2 The contractor will undertake to inspect the core paths impacted at the following times:

- prior to commencement of a construction stage;
- at least once during a construction stage; and
- following completion of a construction stage.

5.2.1.3 Due to the phased construction of the Project and possibility of repeated impacts on core paths, the above inspections may be required to be undertaken multiple times throughout the total onshore construction programme.

5.2.1.4 The pre-commencement condition survey (undertaken in the week before works commence that will affect any specific core paths) will enable a baseline of the condition of the core path to be made, to ensure that during the construction stage, no obstructions or impediments to using the core paths are created and to enable the reinstatement of core paths to their previous condition once the construction stage has been completed. A final inspection of any repair work under the contractor's remit will be undertaken to ensure that work has been completed to the required standard prior to being handed back to the Planning Authority. The findings for all inspections will be recorded within dedicated logbooks for review.

## 5.3 Signage management

5.3.1.1 Appropriate signage will be required for all core paths which may be impacted by construction activities.

5.3.1.2 The Applicant is committed to enabling access to all core paths during the construction stage where this does not compromise the safety of the general public and construction staff. Where temporary restrictions to wider access rights are required, the Applicant and the contractor will provide accurate and up-to-date information relating to the construction stage activity being carried out, identifying which core paths will remain open and those which are currently diverted or scheduled for future diversion.

5.3.1.3 Suitable location(s) will be identified to provided information about the Project and the construction stage processes. This will include timings and maps setting out temporary construction activities affecting relevant core paths.

5.3.1.4 The nearest access points to any core paths affected by construction will also have signs to keep people informed. These will be prominently displayed and clearly indicate the relevant information. All signage will contain contact details for the Site Manager. Examples of potential signage is shown in **Plate 5.1**. Contact numbers will be provided to enable core path users to report any problems encountered when accessing the site, particularly regarding the condition of core paths. Signs will be regularly inspected so that they remain in place and are readable and have not been tampered with or altered.

5.3.1.5 All signage will be removed once construction is complete and all core paths with temporary measures returned to their former condition where agreed.

## Plate 5.1 Potential signage examples


*Source: Bhlaraidh wind farm extension – Outdoor Access Plan (2021).*

# 6. Conclusions

6.1.1.1 The Outline CPMP establishes a framework to protect public access to core paths during the onshore construction stage. A combination of mitigation measures will be deployed to ensure the Project will minimise disruption to core path access.

6.1.1.2 Key commitments include:

- maintaining safe, day-to-day access wherever possible;
- providing clear, up-to-date communications and signage for all affected core paths;
- conducting condition surveys and inspections before, during, and after construction; and
- reviewing and updating the Final CPMP every six months, in collaboration with Aberdeenshire Council's Access Officer.

6.1.1.3 Locations on the core path network that could potentially be impacted by construction activities has been identified as part of this Outline CPMP and types of appropriate mitigation and management measures detailed.

6.1.1.4 Finalisation of detailed, site-specific measures will occur in pre-construction, ensuring seamless coordination between the Principal Contractor, local stakeholders, and the community. This proactive, adaptive approach will ensure core paths continue to serve users safely and effectively throughout the Project lifecycle.

# 7. References

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# 8. Glossary of Terms and Abbreviations

## 8.1 Abbreviations

| Acronym | Definition |
|---|---|
| **CPMP** | Core Path Management Plan |
| **GW** | Gigawatt |
| **HDD** | horizontal directional drilling |
| **MD-LOT** | Marine Directorate – Licensing Operations Team |
| **MHWS** | Mean High Water Springs |
| **MLWS** | Mean Low Water Springs |
| **NE7** | Northeast 7 |
| **POI** | Points of Intersection |
| **s.36** | Section 36 |
| **SPR** | ScottishPower Renewables |
| **SSEN** | Scottish and Southern Electricity Networks |

## 8.2 Glossary of terms

| Term | Definition |
|---|---|
| **Core path** | A designated public access route, established under Scotland's Land Reform (Scotland) Act 2003, that forms a basic network across a local authority area to provide reasonable access for walking, cycling, horse riding, and other non-motorized activities |
| **Department for Transport** | The government department responsible for the transport network in the UK. |
| **Principal Contractor** | A principal contractor is appointed by a client to control the construction stage of any project involving more than one contractor. |
| **Rights of Way** | For Scotland, rights of way are paths that link two public places and have been used by the public for a period of at least 20 years without permission or any attempt to stop this use. |

| Term | Definition |
|---|---|
| **Section 11 Order** | Allows access authorities to issue orders temporarily exempting land, including core paths, from public access rights for reasons such as events or safety concerns |

MarramWind