

>> Site Access - Overview and Design

PROPOSED ACCESS TO SITE

Access routes to site have been assessed for the transportation and delivery of turbine components. The Section 36 application will propose two access route options. Both routes follow the A83 from Campbeltown up the peninsula until Glenbarr, at this point the routes split.

The finalised access route options are detailed in the following display board

Other traffic movements associated with construction (e.g. concrete and aggregate) will be dependent on the location of the nearest supplier. However, all vehicles accessing the site during construction and operation will follow the same route to site between the A83 and onsite tracks.

Access Route Design Process

The two access options proposed are the product of an extensive access route design process. This process sought first to identify all possible access routes to site, assessing options including;

- Accessing from the south of the site through operational windfarms
- Utilising the full extent of the Barr Glen road
- Constructing short bypass sections around Glenbarr and along the Barr Glen road

All access routes were then assessed against construction specifications and turbine component delivery specifications utilising a swept path analysis. Routes were additionally assessed against known environmental constraints and the ability to minimise impacts.

At this stage access options deemed not technically or contractually viable were dismissed.



Overview of the proposed turbine delivery route from port to site

Public Consultation - Access

Following the initial access route design process 3 route options to link the site to the A83 were proposed at the first public exhibition. These preliminary access options followed the below routes;

- Option 1 - Utilised the full extent of the Barr Glen road, entering through Glenbarr village.
- Option 2 - Utilised the first 2.1km of the Barr Glen road, entering through Glenbarr village before accessing the site through the currently operational Blary Hill Wind Farm.
- Option 3 - Constructed a bypass track with a junction to the A83 approximately 1km north of Glenbarr village, avoiding the main village area, before rejoining the Barr Glen road for approximately 1.2km.

Feedback and input was collected at the public exhibition on all 3 routes - it was identified that a key concern was construction traffic disruption and related access infrastructure around the village of Glenbarr and the single track Barr Glen road during the 18 month construction period.

Having identified this as a primary issue the second stage of the design process sought to address this and proposed 2 finalised access route options that address concerns and mitigate against potential disruption.