

Site Access - Proposed Route Options

PROPOSED ACCESS TO SITE

Following the second stage access design process two options (displayed below) were identified to be the only viable routes and were finalised for the Section 36 application process. Two access routes are proposed to ensure optionality is maintained throughout the development process. However, to be clear, only one final route will be selected at the detailed design phase following any consent. The northern bypass has been designed to reduce potential disruption. Conversely, the southern route has been developed as an option that utilises existing infrastructure to the greatest possible extent.

The Northern Bypass Route

The northern bypass route aims to address the concerns of local residents by routing all construction traffic past the main area of Glenbarr Village and removing the Barr Glen road from the route, with the exception of a crossing point towards the top of the road. Following the first public exhibition the route was reassessed to completely remove the Barr Glen road. To facilitate this rerouting a high track line was designed to further increase separation distances between construction traffic and residents in the Barr Glen, whilst continuing to ensure technical constraints were satisfied.

The Northern Bypass Route Pros

- Significantly reduces local traffic disruption.
- All construction and operational traffic will be routed around residential areas

The Northern Bypass Route Cons

- Greater construction footprint.
- 6.92km of new track required to facilitate this route, and 18 new water crossings.
- New junction required with the A83

The Southern Route

The second proposed access route utilises existing infrastructure and tracks previously constructed to facilitate the operational Blary Hill Wind Farm. This route does not avoid the village of Glenbarr and utilises approximately 2.1km of the Barr Glen road before turning off onto Blary Hill tracks.

The Southern Route Pros

- Significantly less access infrastructure required.
- Utilizes pre existing highway and access track.

The Southern Route Cons

- Incurs more disruption on residents, although this will be managed

Traffic Management Plan

As heavy construction traffic and abnormal loads will be frequent during the construction process a robust traffic management plan is proposed and will be implemented in full during the detailed design phase, should the project be granted consent. Detailed below are some of the measures that will be taken to reduce disruption:

- Effective use of the pre constructed HGV bypass (applicable to the southern route).
- Deployment of banks man - during the delivery of abnormal loads banks man will be deployed to safeguard the surrounding area and ensure traffic can pass safely.
- Public notice - active and frequently updated information pages will be created to inform all residents of upcoming traffic movements.
- Timed delivery - construction traffic will be limited during peak road use periods.
- Road upgrades - road widening at key pinch points is proposed to ensure construction traffic can pass freely and quickly (applicable to the southern route)
- Signage, traffic lights and convoy systems - as appropriately assessed traffic management infrastructure and convoy systems will be employed to ensure local traffic can pass freely.