



# Construction Access Management Plan

## Beinn Bheag Meteorological Mast

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## Revision History

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# Contents

1	Introduction .....	4
1.1	Project Overview .....	4
1.2	Purpose of the Access Plan .....	4
2	Site Description.....	4
2.1	Location and Site Conditions .....	4
3	Access Route Planning .....	4
3.1	Access Route Overview .....	4
3.2	Existing Access Roads and Infrastructure.....	5
3.3	Required Modifications.....	5
4	Delivery Logistics.....	5
4.1	Vehicle Types and Specifications .....	5
4.2	Transport Plan .....	5
4.2.1	Day 1: .....	5
4.2.2	Day 2, 3 & 4: .....	6
4.2.3	Day 5: .....	6
4.3	Staging Areas .....	6
4.4	Traffic Management .....	6
5	Health and Safety .....	6
5.1	Signage and Communication .....	6
6	Conclusion.....	7

# 1 Introduction

## 1.1 Project Overview

The application seeks planning permission for a tubular-style performance meteorological mast secured by guy wires of 70m in vertical height. The mast will be situated within the Beinn Bheag Wind Farm study area.

The erection of the proposed mast will require plant to access the site. Installation of the ground anchors will require a semi-LGP excavator. No additional construction will be required as part of this met-mast application.

The proposed operations will allow the wind resource to be accurately measured at the prospective wind farm site, providing critical data to determine the potential energy production and viability of the site. It will also allow turbine performance to be predicted more accurately to increase the efficiency of the design and layout to maximise energy production.

## 1.2 Purpose of the Access Plan

The purpose of this Construction Access Plan is to outline the logistical considerations for the successful delivery and installation of the met mast at the prospective Beinn Bheag Wind Farm study area. Given the site's remote location, a detailed plan is necessary to outline the expected delivery process.

This plan addresses the required access routes, transportation logistics, traffic management, and health and safety protocols, providing a comprehensive guide for all interested stakeholders.

# 2 Site Description

## 2.1 Location and Site Conditions

The proposed mast will be at National Grid Reference (NGR) of NN 06995 99961 as shown on Drawing 1 - 05019-RES-LAY-XX-002. The site is of c. 0.146ha and is located entirely within The Highland Council (THC).

At the mast location, the topography is flat and c. 240m Above Ordnance Data (AOD). No felling operations are required as part of this application.

# 3 Access Route Planning

## 3.1 Access Route Overview

The delivery access route for the mast begins from the entry point at the A87 highway, where it connects with an existing forestry track. The route follows this forestry track until reaching a designated unloading area near the proposed mast location. From the unloading area, all-terrain vehicles (ATVs) will be used to transport materials along an existing track followed by a final stint off-road to the installation site.

## 3.2 Existing Access Roads and Infrastructure

The selected road for the delivery route is deemed suitable for the transport of the meteorological mast due to its regular use by logging vehicles. These vehicles, which are large and heavy, routinely navigate the forestry track, indicating that the road is well-maintained and capable of supporting substantial loads. The existing infrastructure is therefore robust enough to accommodate the delivery vehicles required for this project, ensuring a safe and efficient transportation process.

## 3.3 Required Modifications

The road's existing condition is appropriate for the needs of the project, requiring no upgrades, changes, or modifications to support the planned delivery operations.

# 4 Delivery Logistics

## 4.1 Vehicle Types and Specifications

The vehicles listed below provide a general outline of the equipment expected to be used, though the exact types may vary slightly based on availability and project needs.

- Tractor & Trailer (for transport of plant and equipment)
- Hagglund (ATV) BV206 (for transport of plant and equipment)
- Excavator 8T Tracked (for lifting and temporary excavation that will be backfilled during installation)
- 4x4 Vehicle (for transport of workers and equipment)

## 4.2 Transport Plan

### 4.2.1 Day 1:

- **Tractor & Trailer:**
  - 2 journeys from road to loading area and back.
- **4x4 Vehicles:**
  - 2 vehicles from road to loading area (and return at the end of the day).
- **Excavator:**
  - Transport from loading area to mast location (to remain at mast location).
- **Hagglund:**
  - 2 journeys from loading area to mast location and return.

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#### 4.2.2 Day 2, 3 & 4:

- **4x4 Vehicles:**
    - 2 vehicles from road to loading area (and return at the end of each day).
  - **Hagglund:**
    - 1 journey from loading area to mast location and return.
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#### 4.2.3 Day 5:

- **Tractor & Trailer:**
  - 2 journeys from road to loading area and back.
- **4x4 Vehicles:**
  - 2 vehicles from road to loading area (and return at the end of the day).
- **Excavator:**
  - Transport from mast location to loading area.
- **Hagglund:**
  - 1 journey from loading area to mast location and return.

### 4.3 Staging Areas

One staging area, as shown in drawing 05019-RES-ACC-DR-PE-003, is required to facilitate the transfer of equipment from the trailer to the Hagglund, ensuring a smooth transition for the final leg of the delivery.

### 4.4 Traffic Management

Traffic management will not be necessary for this project, as the delivery route is situated entirely on private land.

## 5 Health and Safety

### 5.1 Signage and Communication

At all times during operation, the site will be monitored to prevent unauthorised access. Individuals found on-site without proper authorisation will be asked to leave immediately. Members of the public are not

allowed on site unless they have a prior arrangement, a valid reason for being there, and have undergone induction by the project manager or site manager.

It is essential to be mindful of public safety during construction works and access to the works immediately surrounding the application site will be monitored by staff during the erection of the mast. Work will cease immediately if unauthorised persons are detected. The Site Manager will then assess the situation, address the individuals' needs, and inform them of site hazards. Unauthorised individuals will be escorted off-site or, if necessary, given proper induction and guidance as visitors.

## 6 Conclusion

This Construction Access Management Plan provides a comprehensive approach for the successful delivery and installation of the meteorological mast at this site. It details the access routes, logistics, and vehicle requirements necessary for the project, ensuring safe and efficient operations given the site's remote location.

Key aspects include the use of existing infrastructure for transportation, a clear plan for vehicle movements across the site, and a focus on health and safety through stringent access controls. The plan ensures that the delivery and installation processes will be managed effectively while maintaining safety for all site personnel and the public.