

Memorandum

To: Planning Service (Laura Stewart – Case Officer)

From: Transport Planning Team

Subject: Red John Pumped Storage Hydro Scheme

Date: 31 January 2019

Your ref: 18/05427/s36

Thank you for giving us the opportunity to comment on the additional information provided in support of this Application. This followed our original response dated 7 January 2019.

No site visit has been undertaken, with the response being based purely on a desk-top assessment exercise.

Summary

The latest submitted information provides more clarifications on the issues we raised and appears to support the Conditions and Informatives we recommended should be included in any permission granted. Therefore, subject to the inclusion of those recommended Conditions and Informatives, we have no Objection to these proposals.

Findings

The additional information submitted provides more clarification on the process and criteria used to determine the predicted construction traffic numbers set out in Table 15.10 & 15.11 from Chapter 15 of the submission. This suggests that the figures within those tables do provide a reasonable assessment of the possible higher-end numbers of construction vehicles that could need access to and from this development during the works. We understand that more detailed figures will emerge when a preferred Contractor has been appointed and they've had time to develop their proposed methods of working and package of proposed traffic

management measures. However, this data reinforces our previous conclusion that those predicted numbers will be a significant change to what current users of those routes and the residents and businesses along them presently experience. We therefore welcome the support given in the latest information towards the inclusion of suitably worded Conditions covering the following matters, as recommended in our previous response:

- a package of physical road improvements be submitted to and approved by the Local Roads Authority prior to any works commencing on site. Once agreed, the road improvements shall be implemented and operating prior to any construction works commencing on the development site.
- a Construction Traffic Management Plan be submitted to and approved by the Local Roads Authority prior to any works commencing on site. That Plan should include a specific section on Workforce Access Management that sets out all the measures that will be implemented and all steps taken to require adherence to those measures by the workforce when travelling to and from this development. It should also include a requirement to clearly set out and agree the scope and frequency of monitoring the effectiveness of the traffic management measures, including engaging with and seeking feedback from a Local Community Liaison Group.

The development of measures to be included in both of the above should, as a minimum, be informed by:

- i. Feedback from the local community, possibly through the proposed Community Liaison Group.
- ii. An understanding of the routes that will be used for all possible construction access requirements.
- iii. The quantity and type of construction-related vehicles needing to use those routes, along with the predicted movement profiles and duration of impacts.
- iv. The nature, condition and capability of those routes to safely accommodate the predicted construction-related vehicle movements, alongside existing user demand.
- v. Any special requirements from sensitive facilities along routes (eg schools or school access routes), the proximity and number of residences and businesses

along the routes, known safety issues or other particular matters of local significance.

- vi. Any planned works along the proposed construction access routes (eg Flickerty Bridge and Scottish Water works at Dores), plus what route alternatives will be available should unforeseen issues disrupt planned means of access.

Reference should be made to the detail in our previous response dated 7 January 2019 for further information on a number of specific matters relating to the above.

We also welcome the support for our previously recommended Condition requiring the establishment and ongoing delivery of a Local Community Liaison Group, which should be used to gather input to and feedback on the required package of physical road improvements and Construction Traffic Management Plan.

We note and welcome that the additional information also supports our recommended Condition that the C1076, C1068, B861 & U1084 should not be used for construction access purposes for this development and all construction-related traffic should be prevented from using those routes.

It is also welcomed that the latest submission acknowledges the need for road condition surveys to be undertaken during the works and supports the inclusion of our recommended Condition requiring the scope of road condition surveys to be submitted to and approved by the Local Roads Authority prior to those surveys being undertaken.

We welcome the work done to review more recent road collision data on the public roads in the local area and accept that the most recent data is still to be formally published. This has identified some additional incidents and it is believed from other community feedback that there may still be more. We've suggested earlier that such information should be taken into consideration when developing the recommended Construction Traffic Management Plan and associated package of physical road improvements.

We note and welcome that the Applicant is proposing to design all points of access and public road crossings in accordance with our published Road and Transport Guidelines for New Developments and that those designs will be submitted to the

Roads Authority for Approval prior to construction commencing. To ensure that this is tied into any permission granted, we retain our previous recommendation that a suitably worded Condition is included in any such permission issued. When producing this, reference should be made to the requirements in our previous response dated 7 January 2019.

We've not identified any new information relating to our previous comment that any box culverts installed below the public road network during the works should be removed. Given this, we reiterate our previous comment that we will be expecting them to be removed, unless an acceptable case can be made for their retention.

Finally, we welcome the Applicants recognition that all necessary approvals and permissions will be needed to close roads and undertake works on the publicly adopted local road network. We therefore reiterate that the Informatives recommended in our previous response dated 7 January 2019 should be included in any permission granted.

Transport Planning Team