

# Chapter 11: Traffic and Transport

- 11. TRAFFIC AND TRANSPORT ..... 1
- 11.1. INTRODUCTION..... 1
- 11.2. CONSULTATIONS..... 1
- 11.3. CONCLUSION ..... 4

# 11. Traffic and Transport

## 11.1. Introduction

- 11.1.1. Traffic and transport effects associated with the initial proposed development were assessed in **Chapter 13: Traffic and Transport** of the **2021 EIAR** for a 20 WTG project. The decrease to an 18-turbine layout (the Consented Development) occurred through stakeholder consultation in relation to landscape and visual concerns, and further assessment of the change in impacts associated with the reduced scheme was reported in the 2022 AIR. The 2022 AIR reported that the removal of two turbines (Turbine 10 and 20) and associated infrastructure would result in a slight decrease in construction phase traffic, in comparison to the 20 turbine Proposed Development. The 2022 AIR concluded that no further assessment was required as the decrease would not materially change the roads and traffic impact assessment (still no significant impact).
- 11.1.2. As the Proposed Varied Development uses the same delivery routes, access points, and general construction approach as the Consented Development, the Scoping Report concluded that the significance of likely effects therefore remains as assessed in the 2021 EIAR and no significant effects would arise as a result of the Proposed Varied Development.
- 11.1.3. This approach was accepted through scoping consultation and this chapter provides a summary of the stakeholder consultation completed for the Proposed Varied Development in relation to Traffic and Transport effects.

## 11.2. Consultations

- 11.2.1. Consultations regarding Traffic and Transport with statutory consultees, that were received in relation to the scoping report for the 2021 EIAR, are outlined in the **2021 EIAR, Chapter 13: Traffic and Transport**.
- 11.2.2. Transport Scotland's consultation response in relation to the 2021 EIAR, dated 2<sup>nd</sup> Sept 2021, confirmed satisfaction with the 2021 EIAR and no objection to the development in terms of environmental impacts on the trunk road network, subject to standard conditions requiring a CTMP and signing or temporary traffic control measures undertaken by a recognised QA traffic management consultant, to be approved by Transport Scotland before delivery commences.
- 11.2.3. Transport Scotland's consultation response in relation to the Consented Development as presented in the 2022 AIR, dated 1 June 2022, also confirmed satisfaction with the conclusion on no material change to the impact assessment and confirmed the comments provided in their letter of 2nd September 2021 remained valid.
- 11.2.4. The Highland Council Transport Planning Team also did not object to the Consented Development 2021 EIAR or 2022 AIR, subject to conditions (responses detailed within the Report on Handling dated 7 December 2021 & 29 June 2022).

11.2.5. **Table 11.1** sets out relevant consultee responses with respect to traffic and transport following submission of the Scoping Report for the Proposed Varied Development (**Technical Appendix 3.1: Scoping Report**).

**Table 11.1: Consultee Scoping Responses for the Proposed Varied Development**

Consultee	Summary of Key Issues	Response to Comments
Energy Consents Unit (ECU) Scoping Opinion 13 August 2025	Due to the increase in turbine height and weight, Transport Scotland (TS) is requesting a screening assessment of Traffic and Transport effects for the EIAR. TS also requests that updated data is used for the trunk road base traffic flows in the screening assessment. Furthermore, TS is requesting that a full Abnormal Loads Assessment Report is provided.	Refer below to response to Transport Scotland scoping consultation.
Energy Consents Unit (ECU) Scoping Opinion 13 August 2025	The Scottish Ministers request that the company assess the impact of the proposed development on existing and/or planned infrastructure. In particular, the company should carry out the necessary assessments to confirm if any part of the proposed development is within the consultation zone of any of the following: <ul style="list-style-type: none"> <li>• a licenced explosives site;</li> <li>• gas (or any other) pipeline;</li> <li>• existing overhead electric lines;</li> <li>• underground cables;</li> <li>• water pipes;</li> <li>• telecommunications links.</li> </ul>	This was considered and assessed where appropriate as part of the 2021 EIAR. As no major changes are proposed to the site layout, no changes are expected to consultation requirements and no further assessment is provided in this EIAR.
THC Scoping Response 25 July 2025	Any additional impact on the road network assumes the turbines are heavier and more difficult to move which may result in more damage to the road surface or structures therefore the local Roads Authority would look to the consented mitigation measures including the C.P.T.M.P which needs to ensure repairs to the roads used by the developer are repaired quickly and efficiently ensuring the roads are fit for travelling public to use.  Noted that it is likely the program for construction will be longer although no timescale has been given	Noted. Mitigation for any impact on the road network will be implemented as per the Outline Construction Traffic Management Proposals presented in the Transport Assessment provided as <b>Technical Appendix 13.1</b> of the <b>2021 EIAR</b> . It is expected that a CTMP will be required as part of planning conditions similar to condition 14 of the Consented Development decision notice.  An outline construction programme is provided in <b>Chapter 2: Design Iteration and Proposed Development, Table 2.4</b> .

THC Scoping Response 25 July 2025	Considering the changes being proposed regarding this scoping application and looking at the project which already has approval the Roads Authority believes it is acceptable to scope out Transportation & Traffic when reviewing this application as road mitigation measures are already in place to manage the road network within the consented application.	Noted. No further assessment required.
THC Scoping Response 25 July 2025	A Transport Assessment (TA), Construction Traffic Management Plan (CTMP) and an Abnormal Load Assessment will be required within the EIA.	This was addressed through further consultation with The Highland Council ( <b>Technical Appendix 3.3: Further Consultation</b> ), and no further assessment was required.
THC Further Consultation 01 October 2025	From the THC planner: "Have spoken with my colleague in transport planning, and it is understood the original consent will have details of a transport assessment and that transportation and traffic can be scoped out, as road mitigation measures are already in place to manage the road network within the consented application" ( <b>Appendix 3.3</b> ).	Noted, no further assessment required.
Transport Scotland Scoping Response 19 June 2025	Consider that a screening assessment for the new development content is necessary. This should be carried out in accordance with the thresholds as indicated within the Institute of Environmental Management and Assessment (IEMA) Guidelines entitled Environmental Assessment of Traffic and Movement (July 2023).	This comment has been addressed by further communication with Transport Scotland ( <b>Technical Appendix 3.3: Further Consultation</b> ). A letter by Pell Frischman was provided to Transport Scotland, confirming that the comparison between the traffic impacts of the Consented and Proposed Varied Developments are negligible.
Transport Scotland Scoping Response 19 June 2025	Given the age of the base traffic used with the original assessment, we would also request that updated trunk road base traffic flows be used in this screening exercise.	As above.

Transport Scotland  Scoping Response  19 June 2025	We acknowledge there is no change to the proposed route for Abnormal Loads, however, given the 50m increase in tip height of the turbines, Transport Scotland will require to be satisfied that the size of turbines proposed can negotiate the selected route and that transportation will not have any detrimental effect on structures within the trunk road route path.	As above.
Transport Scotland  Further Consultation  03 September 2025	The FI provided by Pell Frischmann [Technical Appendix 3.3] includes a comparison of the revised Traffic Generation associated with the changes in content, as well as a Traffic Generation Estimate Summary. This information provides confirmation that the changes in traffic flows arising between the original Transport Assessment and the revised 18 turbine layout are negligible. As such, we can confirm that Transport Scotland is satisfied that no further detailed assessment is necessary and the findings of the original assessment can be relied upon.	Noted. The further information provided to Transport Scotland by Pell Frischman (dated 25 <sup>th</sup> August 2025) as part of the scoping consultation is provided in <b>Volume 4 – Technical Appendix 3.3: Further Consultation</b> . No further assessment is provided herein.

### 11.3. Conclusion

- 11.3.1. The Scoping Report for the Proposed Varied Development (**Technical Appendix 3.1**) proposed that no further assessment of traffic and transport effects is required within the EIAR and therefore this is ‘scoped out.’
- 11.3.2. After consultation with key stakeholders, through the scoping responses and further communication post receipt of the scoping opinion (**Technical Appendices 3.2 & 3.3**), it has been determined that traffic and transport can remain scoped out, as the Proposed Varied Development’s changes do not create a risk of significant impact from construction traffic.