Chapter 12: Access Traffic and Transport

Tables

Technical Appendices

Technical Appendix 12.1: Abnormal Indivisible Load Route Survey

Executive Summary

A screening assessment has been undertaken to review the potential traffic impact of the Proposed Varied Development when compared to that of the Consented Development, in line with the requirements of the scoping responses.

This Chapter is supported with **Technical Appendix 12.1: Abnormal Indivisible Load Route Survey**.

The Proposed Varied Development will generate marginally more traffic than the Consented Development. This has then been compared against a modern future year baseline traffic estimate.

The Proposed Varied Development will have similar traffic impacts to that of the Consented Development. No further mitigation measures are therefore required, and all impacts are considered **not significant**, following the application of mitigation.

A review of the Abnormal Indivisible Load ('AIL') routes from the pier at Campbeltown to the site access junction has been undertaken and the physical measures required are identified in a revised AIL Route Survey Report.

The Proposed Varied Development will not result in any significant effects. All traffic effects are temporary and negligible in nature.

12.1. Introduction

12.1.1. A traffic and transport assessment was previously undertaken for the consented Tangy IV Wind Farm ('the Consented Development') in accordance with best practice guidance including the methodology for environmental assessment of traffic and movement. This assessed a layout consisting of 16 turbines with a maximum tip height of 149.9m.

12.1.2. This chapter considers the potential for the Proposed Varied Development as described in Chapter 2: Design Iteration and Description of Proposed Varied Development to result in material changes to the effects identified for the Consented Development.

12.1.3. The chapter is supported by Technical Appendix 12.1 in Volume 4 of this EIA Report.

12.2. Scope of Assessment

12.2.1. A screening assessment has been undertaken to review the potential traffic impact of the Proposed Varied Development when compared to that of the Consented Development. The traffic generation associated with the Proposed Varied Development has been estimated using the same construction methodology and programme assumptions used in the Consented Development and then compared against an updated future year baseline, based upon modern traffic flow data.

12.2.2. A revised AIL Route Survey Report ('RSR'), has been prepared to illustrate the physical mitigation works required to transport the larger turbine components to site. This is provided as a Technical Appendix to the EIA Report (please refer to **Technical Appendix 12.1**).

12.3. Consultations

12.3.1. Within the Scoping exercise, comments have been invited from Transport Scotland (as trunk road agency, responsible for the A83) and Argyll & Bute Council ('A&BC') (as local road authority).

12.3.2. Transport Scotland is generally content with the proposed methodology, however, they have requested details of any changes in construction vehicle numbers to be set out in the submission.

12.3.3. Transport Scotland has also requested details of the AIL route to site be included in the submission.

12.4. Assessment Methodology

12.4.1. A review of the likely changes in traffic generation that arise as a result of the Proposed Varied Development have been considered. The likely changes in traffic flows between the Proposed Varied Development and the Consented Development will arise from the following:

- Changes in the number of AIL movements associated with additional tower sections required for the up to 200 metre (m) tip height (increase of up to two additional tower sections per wind turbine);
- An increase in turbine foundation concrete and reinforcement materials; and
- An increase in the number of escort vehicles required to escort AIL sections from the Port of Entry ('POE') to the Proposed Varied Development site.

12.4.2. The change in candidate turbine results in alterations on the road network leading from the quay at Campbeltown to the site access junction. Larger areas of over-run surfacing and oversail to accommodate the larger turbine blades are required and are illustrated in **Technical Appendix 12.1**.

12.4.3. The previous assessment assumed that the majority of aggregate materials used for track and hardstanding construction would be won from site. Further assessment has suggested that a combination of increased aggregate volumes (due to larger hardstands, tracks, etc.) and potential reduced Borrow Pit. Capacity means that a quantity of offsite aggregate may require importing to the site. Conservatively, this could be up to 1120 HGV deliveries (2240 total movements) across the main construction period, peaking at approximately 400 movements per month. This assumption is deemed conservative, and it is our aim to avoid importation of aggregate materials, pending detailed Ground Investigation.

12.4.4. All traffic flows noted in this chapter are two-way flows and are quoted in vehicles per day ('vehs'), unless explicitly stated otherwise.

12.4.5. Using the same assessment assumptions, the revised peak month was estimated as being Month 17 for days when concrete pours were occurring, resulting in a peak traffic flow of 71 Cars and Light Goods Vehicles ('LGV') and 149 Heavy Goods Vehicles ('HGV'). This results in a total peak traffic flow of 220 vehicles per day (110 inbound and 110 outbound per day, circa nine vehicles per direction per hour).

12.4.6. The Consented Development traffic flows during concrete pour days were 69 cars and LGV and 126 HGV, resulting in a total peak traffic flow of 195

vehicles per day (accounting for the erroneous use of a 26-day working month, instead of 22 days).

12.4.7. The change in peak traffic generation from the Consented Development traffic flows is detailed in **Table 12.1** and accounts for the increased materials required for the hardstands, larger foundations and overall increases in materials. The overall increase in traffic is 22% higher than the Consented Development.

Table 12.1: Comparison between Peak Traffic Flows

Development Scenario	Car & LGV (vehs)	HGV (vehs)	Total Traffic (vehs)
Consented Development	69	126	195
Proposed Varied Development	71	167	238

12.4.8. The peak traffic associated with the Proposed Varied Development is marginally higher than that of the Consented Development. A screening review of the likely impact has been undertaken using the same survey locations and this is reported in the following sections.

12.5. Consented Development EIAR Baseline

12.5.1. The Consented Development considered the traffic impacts and effects that could occur on the A83 and on the un-named road leading from the A83 to the development site. An assessment was undertaken considering traffic levels predicted for construction in 2020.

12.5.2. The consented development predicted significant effects prior to the provision of mitigation measures outlined in the Traffic Management Plan ('TMP'). These effects were noted on the un-named road leading from the A83 to site and on the A83 for Pedestrian / Non-motorised User Amenity.

12.6. Summary of Effects Predicted & Mitigation Measures proposed for the Consented Development

12.6.1. The Proposed Varied Development would start construction in 2028 if its application is approved, with the peak of construction traffic (including the traffic flows associated with the decommissioning of Tangy I and Tangy II) occurring in 2029 (in Month 17 of a 23-month construction programme).

12.6.2. Baseline traffic flows for 2029 have been estimated from the Consented Development traffic flows to 2029 conditions. These are summarised in **Table 12.2**.

Table 12.2: 2029 Baseline Traffic Conditions

Survey Location	Car & LGV	HGV	Total Traffic
A83 South of Kilchenzie	1,534	458	1,992
A83 South of Low Ballevain	1,248	560	1,808
Unnamed Road South of High Ballevain Farm	78	17	95

12.6.3. An impact assessment review of the Proposed Varied Development's peak traffic generation (including concrete deliveries) was undertaken against the revised future baseline traffic flows illustrated in **Table 12.2**. The Proposed Varied Development's peak traffic was distributed to the study area road network using the same distribution assumptions used in the Consented Development. This was then compared against the future year baseline to derive the potential impact. The impact is expressed as percentage and is summarised in **Table 12.3**.

Table 12.3: Peak Traffic Impact

	Proposed Varied Development			*Consented Development*		
Survey Location	Car & LGV	HGV	Total Traffic	*Car & LGV*	*HGV*	*Total Traffic*
A83 South of Kilchenzie	4.63%	36.48%	11.95%	*Not reported*	*28%*	*9%*
A83 South of Low Ballevain	5.69%	29.84%	13.16%	*Not reported*	*29%*	*10%*
Unnamed Road South of High Ballevain Farm	91.49%	994.05%	251.85%	*Not reported*	*739%*	*198%*

12.6.4. The overall traffic impact is marginally higher in percentage terms than that reported for the Consented Development where a full assessment of the study area was undertaken.

12.6.5. The increase in traffic flows on the A83 is below the 30% threshold required for further EIA assessment as described in the "Environmental Assessment of Traffic and Movement", published by the Institute of Sustainability and Environmental Professionals ('ISEP'), formally IEMA.

12.6.6. The assessment for the Consented Development considered all traffic impacts where HGV flows were in excess of 10%. As this position has not changed, the level of mitigation used in the previous assessment will still be applicable and relevant, especially given that the increase in overall traffic flows is marginal.

12.7. Revised Assessment of Effects for the Proposed Varied Development

12.7.1. The effects associated with the Proposed Varied Development are the same as those for the Consented Development. All effects are negligible and temporary in nature.

12.8. Revised Mitigation Measures for the Proposed Varied Development

12.8.1. No additional mitigation measures are considered necessary to address the effects of the Proposed Varied Development. The previously submitted Traffic Management Plan ('TMP') submitted to A&BC and Transport Scotland to discharge pre-commencement condition 15 would remain broadly applicable to the Proposed Varied Development.

12.8.2. Other measures, including the road condition survey (Pre-commencement Condition 17) and road improvement scheme (Pre-Commencement Condition 16), would also remain applicable to the Proposed Varied Development.

12.9. Indicative Assessment of the Grid Connection

12.9.1. The Proposed Varied Development may be seen as functionally interdependent with the proposed Scottish and Southern Electricity Networks ('SSEN') Transmission Shared Use Connection (LT404 Cnoc Buidhe 132kV

Overhead Line) ("the Shared Use Connection"), which is the subject of a separate consent process being progressed by SSEN Transmission.

12.9.2. Following Raeshaw Farms v Scottish Ministers and Wull Muir Windfarm Ltd [2026] CSIH 10, the likely significant cumulative traffic and transport effects arising from the construction of the Proposed Varied Development together with the Shared Use Connection have been considered in this chapter, so far as the available information permits.

12.9.3. This consideration is based on the information set out in the SSEN Transmission's scoping report for the shared use connection. At the time of this submission, the Shared Use Connection's design and construction methodology remain at scoping stage, and detailed construction traffic data sufficient to support a quantitative cumulative assessment is not yet available.

12.9.4. The effects associated with the transport of materials and staff associated with the separate planning application for the grid connection will be fully detailed in that application. An indicative review of the likely effects however has been undertaken with respect to this assessment.

12.9.5. Access for the grid connection works will be undertaken from both sides of the grid connection project. Access to the western portion will be via the A83 and the unnamed road south of High Ballevain Farm. Access to the eastern portion will be from the B842.

12.9.6. Experience from similar projects would suggest that the peak of construction traffic will be circa 80 vehicles per day and that this traffic is generally scheduled outwith the peak of construction traffic, so that grid connection works do not interfere with turbine erection works on site.

12.9.7. Given that the exact construction process has yet to be developed, it is assumed that construction traffic will split 50% using the west access and 50% using the east access. This would result in 40 vehicle movements per day on each route.

12.9.8. The increase of this additional traffic on the A83 will not exceed the 30% threshold required for further EIA assessment as described in the "Environmental Assessment of Traffic and Movement", published by the Institute of Sustainability and Environmental Professionals ('ISEP'), formally IEMA, even if this occurred concurrently with the peak of construction traffic associated with the Proposed Varied Development, when compared to the traffic flows for the A83 as noted in **Table 12.2**.

12.9.9. The increase of this additional traffic on the Unnamed Road South of High Ballevain Farm will exceed the 30% threshold required for further EIA

assessment when included with the Proposed Varied Development's peak traffic. The potential effects however would be managed by the extension of the Proposed Varied Development's to also cover the Shared Use Connection traffic, removing any significant effects.

12.9.10. On the basis of the scoping information available, it is unlikely that the additional Shared Use Connection traffic, whether considered separately or in combination with the Proposed Varied Development's peak traffic, would cause that threshold to be exceeded on the A83. No significant cumulative effects are anticipated on the A83 receptors on this basis.

12.9.11. The impact on the B842 will be fully developed in the separate grid connection assessment. Traffic count data taken from the Department for Transport ('DfT') traffic count database suggests that in 2024, the average daily traffic flow was 328 vehicles. With the addition of 40 grid connection movements per day, the average impact will also be below the 30% threshold required for further EIA assessment as described in the "Environmental Assessment of Traffic and Movement".

12.9.12. On the basis of the scoping information available, it is unlikely that any new significant cumulative effects are likely to arise from the construction of the Proposed Varied Development together with the Shared Use Connection that cannot be managed through the mitigation framework set out below. This position is taken on a qualitative basis and is subject to refinement once the Shared Use Connection's EIA Report and detailed construction information are available.

12.9.13. In recognition of the residual uncertainty in the cumulative position, the following mitigation is available and is capable of being secured through an updated TMP and/or planning condition if required:

- a) The Applicant will seek to programme the Proposed Varied Development's construction to avoid, so far as is within the Applicant's control and in coordination with SSEN, coincidence between the Proposed Varied Development's peak construction month and the peak construction period of the Shared Use Connection on the shared western access corridor.
- b) The TMP will be updated prior to commencement of construction if required to incorporate confirmed programming and traffic generation information from the Shared Use Connection, and to specify the agreed traffic management measures on the shared corridor.

12.10. Conclusion

12.10.1. A screening review of the Proposed Varied Development has been undertaken. The screening review was based upon the same methodology and assumptions made for the Consented Development's assessment.

12.10.2. The Proposed Varied Development will generate marginally more traffic than the Consented Development. This has then been compared against a future year baseline traffic estimate.

12.10.3. The Proposed Varied Development will have similar traffic impacts than the Consented Development. No further mitigation measures are therefore required.

12.10.4. A review of the AIL routes from Campbeltown to site have been undertaken and the required physical measures have been identified in a revised AIL RSR.

12.10.5. The Proposed Varied Development will result in **no significant effects**. All traffic effects are temporary and negligible in nature.

12.11. References

Institute of Sustainability and Environmental Professionals (ISEP), "Environmental Assessment of Traffic and Movement", 2023