Chapter 12: Traffic and Transport

Tables

Appendices

- Technical Appendix 12.1: Construction Traffic Management Plan

12.1. Executive Summary

12.1.1. 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, in line with the requirements of the scoping responses.

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

12.1.3. The Proposed Varied Development will have similar traffic impacts to that of the Consented Development. No further mitigation measures are therefore required.

12.1.4. A review of the Abnormal Indivisible Load (AIL) routes from both Inverness and the Mowi Pier have been undertaken and the physical measures required are identified in a revised AIL Route Survey Report. A revised Construction Traffic Management Plan (CTMP), based upon the planning conditions associated with the Consented Development has also been produced.

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

12.1.6. In this assessment **major** and **moderate** effects are considered 'Significant' in EIA terms, while **minor** and **negligible** effects are regarded as 'Not Significant'.

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 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 CTMP has been prepared and is presented as a separate appendix (refer to **Technical Appendix 12.1: Construction Traffic Management Plan).**

12.2.3. 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 **Appendix H** to **Technical Appendix 12.1**.

12.3. Consultations

12.3.1. Within the Scoping exercise, comments from Transport Scotland, the relevant trunk road authority, where received, requesting the following:

- A new RSR for AIL movements to demonstrate the ability of turbine equipment being able to be transported to the Proposed Varied Development site; and
- A screening review of the Proposed Varied Development and its likely impact when compared against a modern future year baseline traffic flows.

12.3.2. No transport comments were received from The Highland Council. Given all of roads within the study area road network are trunk roads, the Council has no direct transport interest. There will be minor roads that construction traffic may use, feeding into the trunk road network and a Section 96 commitment for these local roads is included within the CTMP.

12.3.3. It has been assumed that should the Proposed Varied Development be consented, then similar planning conditions to those proposed for the Consented Development would be used. The CTMP report is structured to cater for this.

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 turbines considered in the original application (18 turbines) to 15 turbines considered in the Proposed Varied Development, noting that the reduction from 18 turbines to 15 was not assessed in Consented Development Additional Information submission;
- Changes in the number of AIL movement associated with additional tower sections required for the 230 metre (m) tip height (increase from four to seven tower sections);
- 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 Ports of Entry (POE) to the Proposed Varied Development site.

12.4.2. All traffic flows noted in this chapter are two way flows and are quoted in vehicles per day (veh), unless explicitly stated otherwise.

12.4.3. Using the same assessment assumptions, the revised peak month was estimated as being Month 9, resulting in a peak traffic flow of 42 Cars and Light Goods Vehicles (LGV) and 30 Heavy Goods Vehicles (HGV). This results in a total peak traffic flow of 76 vehicles per day (38 inbound and 38 outbound per day, circa three vehicles per direction per hour).

12.4.4. The change in peak traffic generation from the Consented Development traffic flows is minor. A comparison is provided in Table 12.1.

Table 12.1: Comparison between Peak Traffic Flows

Development Scenario	Car & LGV (vehs)	HGV (vehs)	Total Traffic (vehs)
Consented Development	45	35	80
Proposed Varied Development	46	30	76

12.4.5. The peak traffic associated with the Proposed Varied Development is marginally less than that previously assessed. A screening review of the likely impact has been undertaken as requested using modern traffic flow data.

12.5. Future Year Baseline

12.5.1. The same traffic survey locations used in the Consented Development assessment were used in reviewing the likely impact of the Proposed Varied Development.

12.5.2. Traffic data was sourced from the Department for Transport (DfT) road traffic database[1] to allow a direct comparison between data sources.

12.5.3. Traffic data from manual counts at each location for 2024 was obtained, with the sole exception of the A887 where data from 2023 was obtained.

12.5.4. The peak of traffic generation is likely to occur in 2028, should the Proposed Varied Development be consented. National Road Traffic Forecast (NRTF) low growth factors were used to develop baseline traffic flows to be used in the

[1] https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints

impact assessment. The 2028 future year baseline traffic flows are noted in Table 12.2.

Table 12.2: 2028 Future Year Baseline Traffic Flows

Survey Location	Car & LGV (vehs)	HGV (vehs)	Total Traffic (vehs)
A82 south of Invergarry (Count Point 40762)	4,329	190	4,519
A87 west of Bunloyne (Count Point 10770)	2,891	152	3,044
A887 between Bunloyne and Invermoriston (Count Point 40958)	1,370	93	1,463
A82 south of Drumnadrochit (Count Point 758)	3,403	367	3,770
A82 north of Invergarry (Count Point 10760)	2,651	182	2,832
A82 south of Invermoriston (Count Point 50707)	2,624	188	2,812
A87 south of its junction with the A887 (Count Point 30776)	1,374	75	1,449

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

12.6.1. An impact review of the Proposed Varied Development peak traffic generation was undertaken against the revised future baseline traffic flows illustrated in Table 12.2. The Proposed Varied Development peak traffic was distributed to the study area road network using the same distribution assumptions used in the Consented Development. This was then comparted 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

Survey Location	Car & LGV	HGV	Total Traffic
A82 south of Invergarry (Count Point 40762)	0.2%	5.8%	0.5%
A87 west of Bunloyne (Count Point 10770)	0.1%	1.2%	0.1%
A887 between Bunloyne and Invermoriston (Count Point 40958)	3.4%	32.1%	5.2%
A82 south of Drumnadrochit (Count Point 758)	1.0%	3.5%	1.2%
A82 north of Invergarry (Count Point 10760)	0.4%	6.0%	0.8%
A82 south of Invermoriston (Count Point 50707)	0.4%	5.8%	0.8%
A87 south of its junction with the A887 (Count Point 30776)	0.0%	0.0%	0.0%

12.6.2. The overall traffic impact is less than that reported for the Consented Development (5.2% compared to 6.96% in the Consented Development on the A887, where all development traffic flows combine at the site access junction).

12.6.3. The overall impact of traffic flows is below the 10% threshold associated with daily variations in road traffic. The increase in traffic flows is also below the thresholds 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. As such, no further mitigation or assessment is required.

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 required to offset or mitigate the impact of the Proposed Varied Development.

12.9. Conclusion

12.9.1. A screening review of the Proposed Varied Development has been undertaken in line with the scoping request of Transport Scotland.

12.9.2. The screening review was based upon the same methodology and assumptions made for the Consented Development assessment.

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

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

12.9.5. A review of the AIL routes from both Inverness and the Mowi Pier have been undertaken and the required physical measures have been identified in a

revised AIL RSR. A revised CTMP, based upon the planning conditions associated with the Consented Development has also been produced.

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

12.10. References

Department for Transport (DfT), Road Traffic Database, available at https://roadtraffic.dft.gov.uk/#6/55.254/-6.053/basemap-regions-countpoints and accessed in October 2025

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