

14 Access, Traffic & Transport

14.1 Non-Technical Summary

14.1.1 This chapter assesses the effects of the proposed development on the local road network and the capacity of the network to support the additional construction traffic. Operational traffic is considered to be so low that its effect will be insignificant and has been scoped out of further assessment. Decommissioning traffic is anticipated to be less than that required for construction, and would not require abnormal load movements, therefore, decommissioning effects have been scoped out of further assessment.

14.1.2 Baseline traffic levels were gathered for two potential construction routes (B846 and A889) to the proposed development and an assessment undertaken on both.

14.1.3 Although the percentage increase in traffic flows on certain sections of the routes are high the overall increase in vehicle trips compared to the existing capacity of the road network is negligible. It is therefore considered that the existing road network can accommodate the anticipated construction traffic.

14.1.4 A series of mitigation measures have been proposed to minimise any adverse impacts of traffic generation and construction vehicle movements during the construction phase. As a result of the measures outlined in this chapter, none of the effects reported are considered to be significant in terms of the EIA regulations.

14.2 Introduction

14.2.1 This chapter assesses the traffic and transportation effects and issues surrounding the proposed wind farm at Talladh-a-Bheithe, and is based on discussions with Perth & Kinross Council, The Highland Council and Transport Scotland, site visits and traffic observations. The chapter has been produced in accordance with the Institution of Highways and Transportation (IHT publication "Guidelines for Traffic Impact Assessment" and the Scottish Government document "Transport Assessment Guidance"). Consideration has also been given to the requirements of Local and Central Government policies.

14.3 Scope of Assessment

14.3.1 This chapter assesses and includes for the following:-

- Guidance, Methodology & Policy;
- Significance Criteria;
- Baseline Conditions;
- Proposals for Mitigation and Monitoring;
- Predicted Impacts and Effects;
- Statement of Significance;
- Summary of Assessment.

14.3.2 The site of the proposed wind farm lies approximately 25 km south of Dalwhinnie and 14 km west-north-west of Kinloch Rannoch. The site is centred at OS Grid Ref 253489,759190 within the Talladh-a-Bheithe Estate. The

Estate extends from the far north western end of Loch Rannoch northwards to the Talladh-a-Bheithe Forest and the southern end of Loch Erich. The Estate boundary is shown in Figure 2.1.. The dominant transport issues surrounding the realisation of the wind farm will form around the movements of Heavy Goods Vehicles (HGV) and Abnormal Loads during the construction phase of the development.

14.3.3 Upon completion of the construction phase, it is envisaged that traffic associated with the proposed development will be minimal, and amount to occasional visits by maintenance and monitoring vehicles. The number of trips generated during the operational phase is likely to be 10 - 20 vehicles per month, as experienced on similar wind farm sites of this magnitude, and this is a worst case scenario. The site will continue to have the facility to be accessed by HGV's and abnormal vehicles throughout its operational period as required to satisfy maintenance and component replacement issues.

14.3.4 As the effects of traffic during the wind farm operational period are considered to be negligible, no detailed assessment has been undertaken regarding operational traffic generation.

14.3.5 This chapter does not provide for any assessment of traffic generation and potential issues during the decommissioning phase due to baseline data at the anticipated cessation of operation being unavailable. It is proposed that a separate Transport Statement would be produced to cover the chosen decommissioning option prior to this phase, and that this could be controlled by way of a suitably worded condition to be attached to any consent.

14.4 Guidance, Methodology & Policy

14.4.1 There are a number of established central government policy documents which have been considered for this assessment, as detailed below:-

- Institution of Highways and Transportation (IHT): 'Guidelines for Traffic Impact Assessment', October 1994;
- Scottish Government: 'Transport Assessment Guidance', 2012; and
- Institute of Environmental Assessment (IEA): 'Guidelines for the Environmental Assessment of Road Traffic' 1993, (the IEA Guidelines).

14.5 Methodology

14.5.1 The Institution of Highways and Transportation (IHT) document 'Guidelines for Traffic Impact Assessment' recommends that reference should be made to the Institute of Environmental Assessment (IEA) document 'Guidelines for the Environmental Assessment of Road Traffic' in the production of Environmental Statements for large developments.

14.5.2 The IEA document is now somewhat outdated in certain aspects, and assessment methodology has been sourced mainly from The Scottish Governments Guidelines.

14.5.3 The methodology utilised for this assessment has been taken from a combination of approaches from the above documents, and has been selected to best represent current views and policy trends. The main focus will be on potential effects on the local road network and associated users, and also on potential effects regarding land uses and environmental resources fronting the local roads, including flora and fauna, watercourses, and general environmental quality.

14.6 Transport & Environmental Policy

14.6.1 There are a number of established policy documents which have been considered for this assessment:-

- 'Planning Advice Note (PAN) 75 - Planning for Transport' The Scottish Executive;
- 'Scottish Planning Policy (SPP) - Planning for Transport' The Scottish Executive;
- 'National Planning Policy Guideline (NPPG) 6 - Renewable Energy Developments' The Scottish Executive;
- 'Planning Advice Note (PAN) 45 - Renewable Energy Technologies' The Scottish Executive; and
- 'Planning Advice Note (PAN) 58 - Environmental Impact Assessment' The Scottish Executive.

14.7 Significance Criteria

14.7.1 The criteria utilised in determining the significance level of the development traffic issues has been sourced from The Scottish Government document 'Transport Assessment Guidance'. This document states the following regarding perceived traffic impacts:-

'The significance of a traffic impact depends not only on the percentage increase of traffic but the available capacity. A 10% increase on a lightly trafficked route may not be significant, whereas a 1% increase on a congested motorway will be'.

14.7.2 The above statement also applies in reverse in terms of environmental impacts, i.e. a 10% increase on a lightly trafficked route may not represent a significant capacity issue, but could be considered to have a major environmental impact.

14.7.3 The IHT document 'Guidelines for Traffic Impact Assessment' states the following in paragraph 3.9.5;

'In general, the impact of marginal changes in traffic on the perceptible environment is less sensitive than changes in traffic flows at junctions in the surrounding network. It is recommended that the following criteria should be adopted to assess whether particular links in the network should be subject to environmental assessment;

Include traffic links where traffic flows will increase by more than 30% in the opening year as a result of development traffic;

Include any other sensitive areas affected by traffic increases of at least 10%, or similar changes in HGV movements.'

14.7.4 Generally, increases in traffic flow which amount to less than 10% of the baseline are considered to have a negligible impact on the road network given that daily fluctuations equal to this figure can occur.

14.7.5 For the purposes of this assessment, impact will be quantified and significance examined based on the above assumption, and also on the specific local characteristics of the road network. Effects and Impacts will be deemed as 'Acceptable' where it can be shown that they do not exceed the aforementioned criteria.

14.8 Construction Standards

14.8.1 Construction will be undertaken in accordance with the Code of Considerate Constructors. This requires constructors to comply with the Code of Considerate Practice, and seeks to:-

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood;
- Eradicate offensive behaviour and language from construction sites; and
- Recognise and reward the constructor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.

14.8.2 In addition, during the construction period the site should include, a security system, project office, welfare facilities, wheel wash and decontamination and a temporary water supply. Vehicles leaving the site would be cleaned using wheel washer and, if necessary, road cleaning equipment would be used to avoid debris being deposited on the road.

14.9 Baseline Conditions / Vehicle Routes

14.9.1 The following provides an overview of the routing strategy and options available with regard to accessing the site and delivering component part. However, a detailed description of the proposals and delivery methodology is contained within the Transport Statement which is included within Appendix 14.1 of the ES. As detailed earlier in this report, components of the wind turbines will be transported to the Talladh-a-Bheithe Estate via several different methods. The majority of the components will be shipped to Corpach near Fort William and transported via rail to Rannoch Station. Upon arrival at Rannoch Station, abnormal load vehicles will collect the turbine components and deliver these sections to the site via the A846.

14.9.2 The site access proposal involves the enhancement of the current estate access with the A846 at the south western edge of the site. The site access will replace the existing access and be constructed in the form of a priority junction with the B846 adjacent to Ericht Cottage, which lies approximately 7 miles east of Rannoch Railway Station. Construction vehicles will access the site via the same location, however, will route to the site via the A9 in the east.

14.9.3 The B846 is a single carriageway route and is subject to the national speed limit in the vicinity of the site. The width of the B846 and horizontal alignment is suitable for such movements as this routing strategy supported similar vehicle movements associated with the construction of the SSE Loch Ericht dam.

14.9.4 From the site access junction with the B846, a series of new tracks will be constructed to enable access to be gained to each of the proposed turbine locations. This access will be maintained following completion of the construction phase and used as the main site entrance for maintenance access and continued access to Loch Ericht.

14.9.5 Larger component parts which cannot be transported by rail will be loaded onto barges on Loch Ericht and transported to the site from the head of the Loch at Dalwhinnie. The component parts will be transported to the head of Loch Ericht by abnormal load vehicles via the A9 and the A889. Currently access to the head of the loch is available via two locations, the existing railway underbridge, and a level crossing accessed via Ben Alder Road. These routes are subject to constraints and although the blade could technically be transported via the underbridge a review of alternative options was considered prudent to provide flexibility with regards abnormal

load delivery. Other options do, however, exist and the components can be hoisted over the railway line which will involve the use of cranes and the construction of crane pads. The two routes to the head of Loch Ericht described above will be suitable to accommodate construction traffic associated with the delivery of cranes and material for construction of set-down areas and access tracks. The selection of the preferred route to get components onto Loch Ericht will be finalised on the basis of ongoing discussions with landowners and associated commercial arrangements, and confirmation of final component sizes for delivery.

14.9.6 The final approach will be selected on the basis of consultation with the community, PKC, Transport Scotland and other relevant stakeholders, and on the basis of selecting the most acceptable and advantageous option in terms of potential environmental effects, practicality and deliverability, economic viability.

14.9.7 For the purposes of this chapter, consideration will be given only to the effects of additional traffic on the A9 north of Pitlochry and south of Dalwhinnie, at the location of the proposed access junction on the B846 and the access to Loch Ericht on the A889. It is not considered necessary to quantify effects on any routes as the development impact will be negligible as most construction traffic becomes diluted by baseline traffic flows.

14.9.8 As previously mentioned in this chapter, it is not considered to be necessary to assess the impact of vehicles during the operation period of the wind farm, due to the insignificant volume of trips which will be generated. It is also considered inappropriate to assess the impacts of decommissioning at this time.

14.9.9 Automatic Traffic Counts (ATC) were collected in June 2014. Existing two-way traffic flows at the ATC sites are summarised in Table 14.1 for the times during which the proposed development site is likely to be open for construction activities (Monday to Friday 07:00 - 19:00 and Saturday 07:00 - 13:00). There will be no work undertaken on a Sunday or on a public holiday.

Table 14.1 Baseline Conditions

Heading	A889	B846
Base HGV's	257	23
Total Traffic	1275	177
Percentage HGV	20.2%	13%

14.10 Proposals for Mitigation & Monitoring

14.10.1 The access strategy for the proposed wind farm has been selected following careful consideration and investigation into a range of options. Exhaustive investigations were carried out to determine a suitable access point from the A889 to the head of Loch Ericht, and this included a number of site visits, and a range of surveys and vehicle swept path analyses.

14.10.2 Measurements taken during site visits have confirmed that there are a number of areas where abnormal loads will be unable to pass without road widening and additional passing places being provided. Again, this has a knock-on impact on the local environment. All widening will be temporary and removed following completion of the construction phase.

14.10.3 The site access with the B846 has been sited to minimise impact on the local environment and mature forestry, maximise the safety of existing road users by providing a high level of junction visibility in both directions and has been designed to accommodate all abnormal sized loads.

14.10.4 The site access routes are included within the Transport Statement contained within Appendix 14.1.

14.10.5 Inherent mitigation items included in the design of the proposed wind farm are summarised in Table 14.2 below.

Table 14.2 Inherent Mitigation

Effect	Inherent Mitigation / Offsetting Enhancement Measures	Extent to which Adverse Effects Mitigated	Monitoring Requirements	Mechanism by which Mitigation / Offsetting Enhancement may be Secured
Construction vehicles will carry mud and debris onto the carriageway	Wheel washing facilities will be installed on the access road.	Fully	Monitor condition of main carriageway throughout works	Planning Condition
Effect of abnormal loads on traffic flow	Escorts vehicles and delivery programme timed to cause minimal disruption.	Substantially	None	Agreement with Local Roads Authority and Transport Scotland.
Effects of abnormal loads on the local road network	Accommodation and reinstatement works. Initial and completion inspection surveys with agreement to return to existing condition	Fully	Survey at start and end of construction	Agreement with Local Roads Authority and Transport Scotland.
Increased HGV traffic on local roads.	The number of HGV trips required during the construction phase has been minimised by proposals to utilise an on-site borrow pit for all roadstone requirements. This is subject to approval from Perth & Kinross Council. Specific travel routes and time periods to and from the proposed development site will be defined for delivery vehicles.	Substantially Partially	None None	Planning Condition and agreement with Local Authority. Agree a traffic management plan with the Local Authority

- 14.10.6 It is intended to seek permission as part of the proposals to utilise borrow pits within the site boundary to obtain roadstone required for the construction of access tracks, as such, no external traffic is associated with this element of construction. The borrow pit assessment report is included in Appendix 4.1.
- 14.10.7 A full route inspection for the purposes of determining suitability for abnormal loads has been undertaken by ECS Transport Planning, and this encompasses the entire route for turbine components from Rannoch Station to the site and from the A9 to the head of Loch Ericht. The ECS Transport Statement Report in Appendix 14.1 details a number of small mitigating measures which are required to widen carriageway widths and junctions in the locale to allow abnormal load movements to occur.
- 14.10.8 The mitigating measures to accommodate the abnormal loads would be temporary in nature, and all road alterations would be restored to original condition under agreement with the Road Authority.
- 14.10.9 It is proposed that an abnormal load trial run will be undertaken post planning stage utilising vehicles types set to mimic the largest component parts of the agreed turbine, and the results of this will be documented so that exact mitigation requirements can be detailed and agreed with the Roads Authorities.

14.11 Predicted Impacts & Effects

- 14.11.1 There are likely to be a number of impacts and effects that will occur on the local highway network in association with the construction, operation and decommissioning of the proposed wind farm.

14.12 Construction Effects

- 14.12.1 The access strategy for the proposed wind farm has been selected following careful consideration and investigation into a range of options.
- 14.12.2 Estimations of construction traffic trip generation have been calculated based on previous experience with regards to the main component activities involved in site completion. These trips have been split between the proposed travel route as follows:-
- 14.12.3 No estimates have been made for trips generated by construction staff working at the site. It is estimated that the maximum number of staff likely to be on-site would be 40, and the resulting number of vehicle trips is likely to be low and have little environmental effect. The majority of staff trips will be shared, and will not correspond with the timing of HGV movements. Where appropriate use of local accommodation for construction workers will be actively encouraged. Tables 14.3 & 14.4 summarise the predicted traffic generations associated with each relevant activity during the construction phase of the proposed development.

Table 14.3 Predicted Traffic Generations

Activity	Approximate No of Vehicle Loads	Total Trips B846 (Two-way)
Stone	0	0
Concrete		0
Steel Reinforcement	192 (HGV)	384
Cables	740 (HGV)	1480
General Waste	5	38
Plant Deliveries Machinery will be brought in by low-loader on the approved route	7 (Excavator)	14
	2 (Bulldozers)	4
	2 (4 Dump truck – 2 per low loader)	4
	1 (wheel wash)	2
	1 (2 x Ride on roller)	2
	1 (mobile concrete plant)	2
	2 (cable laying vehicles)	4
	4 (Site welfare cabins)	8
Abnormal Loads		
Cranes	2 (Cranes)	4
Cranes equipment	3 (Low loader – normal size)	6
72 Blade trailer loads	480 (Abnormal indivisible load)	960
96 Tower trailer loads	72 Nacelle abnormal indivisible load, 15m o.a.l)	144
24 Nacelle trailer loads	26-(Transformers, low loader, normal size)	52
Transformers		
Site Access Junction	20 (20 Loads assumed for temporary junction construction)	40
LGV Movements (general construction)		2500
LGV movements (component escort)		1100
Total HGV	1552	3104
Total LGV	-	3600
Total	1670	6704

Table 14.4 Predicted Traffic Generations

Activity	Approximate No of Vehicle Loads	Total Trips A889 (Two-way)
Stone	0	0
Concrete		0
Steel Reinforcement	192 (HGV)	384
Cables	740 (HGV)	1480
General Waste	5	10
Plant Deliveries Machinery will be brought in by low-loader on the	1 (Excavator)	2
	1 (Bulldozers)	2
	1 (Dump truck – 2 per low loader)	2
	1 (Dump truck)	2

approved route	1 (Ride on roller) 1 (Site welfare cabins)	2 2
Abnormal Loads		
Cranes	2 (Cranes)	4
Cranes equipment	3 (Low loader – normal size)	6
72 Blade trailer loads	72 (Abnormal indivisible load)	144
96 Tower trailer loads	96 (Abnormal indivisible load)	192
24 Nacelle trailer loads	24 (Nacelle abnormal indivisible load, 15m o.a.l)	48
Transformers	26-(Transformers, low loader, normal size)	52
Site Access Junction	10 (10 Loads assumed for temporary junction construction)	20
LGV Movements (general construction)		1000
LGV movements (component escort)		500
Total HGV	1176	2352
Total LGV	-	1500
Total	1267	3852

14.12.4 It is predicted that the construction period of the proposed wind farm will be approximately 15 months. Tables 14.4 and 14.5 indicates the total trips distributed according to the construction programme.

Table 14.4 Two-way Trips per Month

B846	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Plant & Equipment Delivery	20	20													
Site Track Construction	0	0	0	0	0	0	0	0	0	0	0	0			
Tracks at Rannoch Station		20	20												
Transformers			10	10	10	10	10	2							
Turbine Base Steelwork			70	70	70	70	70	34							
Turbine Foundations	0	0	0	0	0	0	0	0	0	0	0	0			
Cabling & Electrical Systems				370	370	370	370								
Turbine Delivery & Erection							222	222	222	222	226				
Site Demobilisation															48
General Waste	2	3	2	3	2	3	2	3	2	3	2	3	2	3	3
LGV movements (General Construction)	167	167	167	167	167	167	167	167	167	167	167	167	167	167	172
LGV movements (component escort)							220	220	220	220	220				
Total Trips	189	210	269	620	619	620	1061	648	611	612	615	170	169	170	223

Table 14.5 Two-way Trips per Month

A889	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Plant & Equipment Delivery		12													
Site Track Construction	0	0	0	0	0	0	0	0	0	0	0	0			
Tracks at Access off A889		20													
Transformers			10	10	10	10	10	2							
Turbine Base Steelwork			70	70	70	70	70	34							
Turbine Foundations	0	0	0	0	0	0	0	0	0	0	0	0			
Cabling & Electrical Systems				370	370	370	370								
Turbine Delivery & Erection							78	79	78	79	80				
Site Demobilisation												20			
General Waste			1		1			1				2			
LGV movements (General Construction)		90	90	90	90	90	90	90	90	90	90	100			
LGV movements (component escort)							100	100	100	100	100				
Total Trips	0	122	171	540	541	540	718	306	268	269	270	122	0	0	0

14.12.5 In order to provide an assessment that is comparable with the baseline information provided, the figure from Table 14.1 must be converted into approximate daily flows. Table 14.6 & 14.7 indicates the total daily trips by month for all construction activities, based on an average of 22 working days per month.

Table 14.6 Two-way Trips per Month

B846	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LGV Trips	8	8	8	8	8	8	18	18	18	18	18	8	8	8	8
HGV Trips	1	2	5	21	21	21	31	12	10	10	10	1	1	1	2
Total Trips	19	10	13	29	29	29	49	30	28	28	44	9	9	9	10

Table 14.7 Two-way Trips per Month

A889	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LGV Trips	0	4	4	4	4	4	9	9	9	9	9	5			
HGV Trips	0	1	1	21	21	20	24	5	4	4	9	1			
Total Trips	0	5	5	25	25	24	33	14	13	13	18	6	0	0	0

14.12.6 Table 14.6 indicates that the maximum traffic effects associated with the construction of the wind farm is predicted to occur in the 7th month at the B846. During this month an average of 49 two-way trips are predicted to be generated on each working day, i.e. 25 vehicle in and 24 vehicles out.

14.12.7 Table 14.7 indicates that the maximum traffic effects associated with the construction of the wind farm is predicted to occur in the 7th month at the A889. During this month an average of 33 two-way trips are predicted to be generated on each working day, i.e. 17 vehicle in and 16 vehicles out

14.13 Percentage Effects

14.13.1 The access strategy for the proposed wind farm has been selected following careful consideration and investigation into a range of options.

14.13.2 Estimations of construction traffic trip generation have been calculated based on previous experience with regards to the main component activities involved in site completion.

14.13.3 The effects of construction related HGV traffic has been calculated relative to the baseline ATC survey counts undertaken in June 2014.

14.13.4 Table 14.8 indicates the predicted percentage impact at the ATC count location sites for the highest traffic generating month.

Table 14.8 Predicted Percentage Effect

	B846 (month 7)	A889 (month 7)
Base HGV	23	257
HGVs	49	33
Percentage Effect	213	12.8

14.13.5 The maximum predicted percentage effect is shown to be a 213% and 12.8% increase in HGV movements on the B846 and A889, respectively. Whilst an impact of 213% appears to be significant, such an increase in HGV movements is typical of the final section of the access route given the rural nature of these types of

developments. The percentage increase further demonstrates that the route is currently lightly trafficked and the proposed movements will cause minimal disruption to existing users.

- 14.13.6 It should be recognised that the worst-case approach to HGV impact has been calculated on the B846 to ensure a robust assessment. As the component parts will be delivered to Rannoch Station and the general construction traffic will approach the site from the A9 the full extent of the construction traffic will not be experienced other than directly at the site entrance. The actual impact on the B846 east and west of the site access will be considerably lower than the 213% identified above.
- 14.13.7 As these movements will be temporary and the background HGV traffic is currently low due to the rural nature of the site, according to the significance test criteria set out in the Scottish Government Guidance this is considered to be a negligible impact, and no further assessment is required.
- 14.13.8 Given the traffic volumes on the A9 the percentage impact will be minimal therefore a detailed assessment has not been undertaken.
- 14.13.9 To facilitate the proposed development of a number of the proposed turbines, and in accordance with the recommendations contained in the Outline Habitat Management Plan (see Appendix 9.2) timber from the Garragher forestry plantation will be felled and removed from the site. The detailed approach to felling and replanting in accordance with Scottish Government guidance will require to be the subject of a Forest Plan to be developed by the Estate and in consultation with PKC a, Forestry Commission Scotland and the local community. It is anticipated that the trees will be felled and stockpiled on site pending transport to the agreed end user, and where possible, alternatives to road transport will be prioritised in the proposed development of the Forest Plan, and the timing of any transportation considered in the context of the associated construction activity for the proposed development.
- 14.13.10 The preferred method of transport would be to utilise the rail freight movements at Rannoch Station as part of the proposed development which would limit the need for long distance road freight. This approach is in accordance with Scottish Government objectives to reduce the volume of timber haulage by road.

14.14 Summary

- 14.14.1 The percentage effect analysis indicates that the traffic volume impact on the B846 and A889 from HGV construction related traffic is negligible, and therefore no further evaluation is required. The environmental effects are not significant when considering the mitigating measures proposed for the site.
- 14.14.2 As can be seen in the above tables, it is evident that utilising an on-site borrow pit will have a major effect in reducing the percentage impact on HGV levels on the haulage routes described above, and therefore reducing impacts on local residents and road users.

14.15 Evaluation of the Significance Effect

- 14.15.1 Disturbance to local residents and other road users due to abnormal load deliveries is considered to be a negative effect, and one which is likely to occur. However, given the relatively low number of vehicles involved, and the mitigation measures described earlier in this chapter, the significance level of the effects is therefore considered to be low.

14.15.2 Disturbance to local residents and other road users due to general HGV deliveries is another effect that can be considered to be negative, and one which will occur. Given that the construction period is short and the number of HGV's will be low in comparison to background levels, and that there are a number of mitigation measures proposed, the significance level of effects is considered to be low.

14.15.3 Delays on nearby roads and junctions are also considered to be a negative effect, although this is unlikely to occur due to the very low levels of site traffic, and the proposed delivery timings involved with abnormal loads. The significance level of this effect is again considered to be low.

14.16 Summary of Assessment

14.16.1 A summary of predicted effects is indicated in Table 14.9 below;

Table 14.9 Summary of Effects

Potential Effects	Primary Effects Significance	Proposed Mitigation Measures	Residual Effects Significance
Effects of abnormal loads on traffic flows	Acceptable	Escort vehicles and delivery programme timed to cause minimal disruption.	Acceptable
Effects of abnormal loads on the local network	Acceptable	Accommodation and reinstatement works. Initial and completion inspection surveys with agreement to return to existing condition.	Acceptable
Increased HGV traffic on local roads	Acceptable	The number of HGV trips required during the construction phase has been minimised by proposals to utilise an on-site borrow pit for all roadstone requirements. Specific travel routes and time periods to and from the proposed development site will be defined for delivery vehicles.	Acceptable

14.16.2 This chapter assesses the effects of the proposed development on the local road network and the capacity of the network to support the additional construction traffic. Operational traffic is considered to be so low that its effect will be insignificant and has been scoped out of further assessment. Decommissioning traffic is anticipated to be less than that required for construction, and would not require abnormal load movements, therefore, decommissioning effects have been scoped out of further assessment.

14.16.3 Baseline traffic levels were gathered for two potential construction routes (B846 and A889) to the proposed development and an assessment undertaken on both.

- 14.16.4 Although the percentage increase in traffic flows on certain sections of the routes are high the overall increase in vehicle trips compared to the existing capacity of the road network is negligible. It is therefore considered that the existing road network can accommodate the anticipated construction traffic.
- 14.16.5 A series of mitigation measures have been proposed to minimise any adverse impacts of traffic generation and construction vehicle movements during the construction phase. As a result of the measures outlined in this chapter, none of the effects reported are considered to be significant in terms of the EIA regulations.