

Figure 3 Dolly Clamp Trailer



Figure 4 Tower Clamp Trailer



3 Policy Context

3.1 Introduction

An overview of relevant transport planning policies has been undertaken and is summarised below for national and local government policies.

3.2 National Policy & Guidance

3.2.1 National Planning Framework 4 (NPF4)¹

The National Planning Framework (NPF) is a long-term plan for Scotland that sets out where development and infrastructure is needed in the country. NPF4 sets out the Government's plan looking forward to 2045 that will guide spatial development, set out national planning policies, designate national developments and highlight regional spatial priorities. It is part of the statutory Development Plan and so influences planning decisions across Scotland.

NPF4 puts the climate and nature crises at the heart of the Scottish planning system and was adopted in February 2023.

Policy 11: which relates to Energy makes specific reference to the impacts of construction traffic associated with renewable energy projects. Policy 11 states the following:

"e) In addition, project design and mitigation will demonstrate how the following impacts are addressed:

➤ vi. impacts on road traffic and on adjacent trunk roads, including during construction."

The assessment undertaken as part of this TA and the associated **Chapter 9: Traffic and Transport (EIAR Volume 2)** has taken cognisance of this and has provided appropriate mitigation where necessary.

3.2.2 Transport Assessment Guidance (2012)²

Transport Scotland's (TS) Transport Assessment Guidance was published in 2012. It aims to assist in the preparation of TA for development proposals in Scotland such that the likely transport effects can be identified and dealt with as early as possible in the planning process. The document sets out requirements according to the scale of development being proposed.

The document notes that a TA will be required where a development is likely to have significant transport effects, but that the specific scope and contents of a TA will vary for developments, depending on location, scale and type of development.

3.3 Local Policy & Guidance

3.3.1 South Lanarkshire Council Local Development Plan 2 (2021)³

In Chapter 7: Infrastructure, the LDP notes that:

¹ Scottish Government (2023), National Planning Framework 4. Available at: <https://www.gov.scot/publications/national-planning-framework-4/>

² Transport Scotland (2012), Transport Assessment Guidance. Available at: <https://www.transport.gov.scot/media/4589/planning-reform-dpmtag-development-management-dpmtag-ref-17-transport-assessment-guidance-final-june-2012.pdf>

³ South Lanarkshire Council (2021), Local Development Plan 2. Available at: <https://www.southlanarkshire.gov.uk/downloads/file/14534/ldp2-volume-1-document>

“The use of the public road network by significant numbers of heavy goods vehicles and their interaction with other road users can lead to a variety of issues, such as spillage, noise, dust and damage to the carriageway. The Council will expect operators to ensure that a drivers code of conduct is in place to mitigate many of these issues.”

Within Chapter 7, Policy 18 Renewable

“All renewable energy proposals shall be assessed against the relevant criteria and requirements set out in the Assessment Checklist for Renewable Energy Proposals contained in Volume 2.”

In terms of transport, checklist considerations within Volume 2 are as follows:

“Impact on public access

The impact from renewable energy developments on core paths, wider access network routes and recreational uses across South Lanarkshire should be fully assessed and if appropriate, mitigation measures require to be identified.”

“Impact on road traffic and trunk roads

The impact from renewable energy developments on road traffic and trunk roads should be fully assessed and if appropriate, mitigation measures require to be identified and agreed with Transport Scotland and/or SLC Roads and Transportation.”

“Mitigation

Where proposals are shown to have a significant adverse impact in respect of any of the above criteria, the developer will require to demonstrate that appropriate mitigating measures will be applied.”

3.3.2 South Lanarkshire Local Development Plan 2 – Supporting Planning Guidance: Renewable Energy (2021)⁴

In terms of the development management considerations for the impacts on road traffic and on adjacent trunk roads, the LDP Supporting Planning Guidance: Renewable Energy noted that:

“Road and traffic impacts require to be identified in the application submission. In siting wind turbines close to major roads, it is recommended that pre-application discussions are held with Transport Scotland’s Trunk Road and Bus Operations (TRBO). This is also particularly important for the movement of large components (abnormal load routing) during the construction period, periodic maintenance and for decommissioning. Where the trunk road network is to be used to transport turbine components to site then an abnormal load route assessment should be undertaken and submitted to Transport Scotland for consideration. The assessment should identify the preferred route to site and should identify any pinch points on the trunk road network where mitigation measures may be required. Swept path analysis should be included to help identify the nature and extent of the trunk road mitigation required. In terms of siting and design, it is recommended that a minimum set back from roads and railways is one and half times the height to tip of the turbine proposed, though this will be considered in detail on a case-by-case basis.

For wind farm developments (of three or more turbines) a Transport Assessment will be required. Prior to drafting the Transport Assessment, a Roads and Transportation Transport Assessment/Statement Scoping form is required to be completed and approved to ensure the necessary details are submitted with the application. Details of the development will be required such as programme of works including, junction requirements, phases of development, volume and frequency of vehicles, impact on road network, surveys (including swept path analysis)

⁴ South Lanarkshire Council (2021), Local Development Plan 2 – Supporting Planning Guidance: Renewable Energy. Available at: <https://www.google.com/search?q=%E2%80%A2+South+Lanarkshire+Local+Development+Plan+2+%E2%80%93+Supporting+Planning+Guidance%3A+Renewable+Energy>

and travel plan. Where appropriate, the Assessment should demonstrate the likely impacts of the development on the trunk road network. If a proposal involves locating wind turbines close to the Trunk Road Network, approval will be required from Transport Scotland who will require to be satisfied that the proposal will not adversely affect the safety and free flow of the trunk road network. It should be noted that any new or modified direct access from the trunk road network will require approval from Transport Scotland. The design of the new or modified access junction will require to be designed in accordance with the Design Manual for Roads and Bridges (DMRB).

The construction of wind energy developments can have significant short-term impacts on the road network. Access for construction traffic must not compromise road safety, residential amenity or cause significant permanent damage to the environment. Applicants must provide an assessment of the traffic impact during both the construction and operational periods and demonstrate suitability of the transport routes for delivering turbine and other components from their source. It is likely that the developer will be required to enter into a Section 96 Agreement with the Council or agree to an upfront payment for smaller sites. Where appropriate, pre and post construction road surveys will be required to be completed that cover damage to public roads by construction traffic. A bond or guarantee may be required to cover the cost associated with this damage.”

3.4 Policy and Guidance Summary

The Proposed Development can align with the stated transport policy objectives, and the design of the Site and proposed mitigation measures would ensure compliance with national and local objectives.

4 Study Methodology

4.1 Introduction

There are three phases of the Proposed Development which have been considered in this assessment and are as follows:

- Construction Phase;
- Operational Phase; and
- Decommissioning Phase.

4.2 Project Phases – Transport Overview

Of the three phases, the construction phase is considered to have the greatest impact in terms of transport and potential impacts on the road network and sensitive receptors. Construction plant, bulk materials and wind turbine components would be transported to Site, potentially resulting in a significant increase in traffic on the road network.

The operational phase would be restricted to occasional maintenance operations which would generate significantly lower volumes of traffic that are not considered to be in excess of daily traffic variation levels on the road network.

The decommissioning phase would involve fewer trips on the road network than the construction phase, as some elements of infrastructure, subject to further appraisal of the best environmental option, would be left in place.

It should be noted, however, that construction effects would be short lived and transitory in nature, whilst the operational phase assessment has been assumed to be based on typical operating conditions with occasional operational and maintenance traffic.

4.3 Scoping Discussions

The Applicant submitted a request for an EIA Scoping Opinion to SLC and the Energy Consents Unit (ECU) in respect of the EIA which included a section considering access, traffic and transport. The scope of the study has been based on the submitted Scoping Report, and Scoping Opinion received, and a summary of those pertinent points is provided in **Chapter 9: Traffic and Transport (EIAR Volume 2)**.

5 Baseline Conditions

5.1 Study Area Determination

The Study Area has been based on those roads that are expected to experience increased traffic flows associated with the construction of the Proposed Development. The geographic scope was determined through a review of the other developments in the area, Ordnance Survey (OS) plans and an assessment of the potential origin locations of construction staff and supply locations for construction materials.

Strategic access to the Site would be taken from the M74 / A74(M), which forms part of the trunk road network, accessed via the A702 and B797. Construction vehicles delivering loads to and from the Site are likely to originate from quarries along the M74 / A74(M).

The likely Port of Entry (POE) used for the discharging of wind turbine components will be Glasgow King George V (KGV) Docks. AILs would likely travel to the Site via the following route:

- Loads would exit KGV Dock and travel straight on at three roundabouts continuing on Kings Inch Drive westbound;
- Loads would turn left and join M8 eastbound at Junction 25A;
- Loads would exit M8 at Junction 22 and merge onto M74 eastbound;
- Loads would merge from M74 onto A74(M) southbound at Junction 13;
- Loads would merge from A74(M) onto M6 southbound at Junction 45;
- Loads would exit M6 southbound at Junction 42 Golden Fleece Interchange and use the roundabout to re-join the M6 northbound;
- Loads would merge from M6 onto A74(M) northbound at Junction 45; and
- Loads would exit A74(M) at a newly provided off-slip access junction on the A74(M) to the south of Junction 13 near Abington, which will provide direct access to the Site.

Based on the above, the Study Area for the assessment has therefore been assumed to be:

- The B797 Leadhills Road, between the A702 and Leadhills;
- The C16 Crawfordjohn Road, within the Site boundary;
- The A702, between Junction 13 of the M74 / A74 (M) and Junction 14 of the A74(M); and
- The M74 / A74(M) between Junctions 12 and 14.

Effects associated with construction traffic generated by the Proposed Development would be most pronounced in close proximity to the Site and on the final approaches to the Site. As vehicles travel away from the Site, they would disperse across the wider road network, thus diluting any potential effects. It is therefore expected that the effects relating to construction traffic are unlikely to be significant beyond the Study Area identified above. The Study Area is shown in **Figure 5**.