

## 13.0 Traffic and Transport

### Introduction

- 13.1 This chapter provides a comparative assessment of the likely effects on traffic and transport of the proposed development compared with those previously assessed for the consented development.

### Consented Development Effects

- 13.2 The Original ES considered the effects of the consented development on the traffic and transport network. The ES included estimates of the traffic likely to be generated during construction. These estimates were based on an assumption that aggregate would be won from on-site borrow pits although it was assumed a small proportion of aggregate required for enabling works would be imported from sources out-with the Application site.
- 13.3 The ES concluded that *“The environmental effect is therefore considered not significant in terms of the EIA Regulations assuming the proposed mitigation measures are implemented.”* The proposed mitigation refers to the implementation of a Construction Traffic Management Plan (CTMP).
- 13.4 A CTMP was submitted prior to the determination of the consented development and a copy of that document is provided in **Variation Appendix 13.1**. The CTMP presented revised estimates of the traffic likely to be generated during the construction of the consented development, since the number of turbines had decreased from 21 (at the time the Original ES was submitted) to 19 at the time the CTMP was submitted.
- 13.5 A scheme of passing places on Afton Road was agreed between the applicant and Ayrshire Roads Alliance (ARA) prior to the determination of the consented development. These are shown on the drawings in **Variation Appendix 13.2** and involve the creation of some new passing places, formalisation of some existing passing places and improvements to passing places constructed by the developers of the Afton Wind Farm.

### Baseline

- 13.6 The traffic and transport chapter of the Original ES included traffic flows on the road network around the consented development observed in 2011 and 2012. The Department for Transport has a database of traffic counts (Department for Transport, 2017) at various locations on the road network and there are two locations on the A76, one on each side of New Cumnock.
- 13.7 The one to the west shows a decline of 3% in traffic flows between 2012 and 2017 (the last year for which data is available) while that to the east shows an increase in traffic flows of around 4% (although it should be noted that the traffic flows on the A76 to the east are less than half of those on the A76 to the west). On average, it could be taken that the traffic flows presented in the Original ES for the consented development are broadly representative of current traffic flows.

13.8 As mentioned above, the developers of the completed Afton Wind Farm constructed a number of passing places on Afton Road and resurfaced the carriageway.

13.9 No other changes to the baseline have been observed.

### Proposed Development Effects

13.10 The proposed development will likely require a lower volume of construction material to be delivered to the Application site compared to that required to be delivered to the consented development. The construction of the proposed development will therefore, at worst, generate no more general construction vehicle movements on the road network surrounding the proposed development than envisaged during the assessment of the consented development and may generate fewer.

13.11 The general construction vehicle movements estimated to be generated by the proposed development will therefore have, at worst, no more of an effect on the surrounding transport network than the consented development.

13.12 The proposed development will, however, require larger turbine components to be delivered than was envisaged for the consented development. **Variation Appendix 13.3** contains a Route Assessment Report, commenting on the issues associated with the delivery of the turbine components along the public road network. The report mentions that the turbine blades are proposed to be delivered using vehicles that can tilt the blade vertically, which will allow the vehicle to manoeuvre around constraints which would prohibit the passage of conventional blade carrying vehicles.

13.13 There is the potential for cumulative effects to arise on Afton Road should construction of another wind farm be scheduled to overlap with that of the proposed development. However, planning condition 16 of the consented development states:

*“16. Traffic and Transport*

*(1) There shall be no use of the C90 Afton Road by construction traffic involved in the construction of the development unless and until the Planning Authority has given written approval that either:*

*a) No other wind farm has commenced development, is under construction and construction traffic is also taking access / egress from the C90 Afton Road; or*

*b) Commencement of Development whilst another wind farm has commenced development, is under construction and construction traffic is also taking access / egress from the C90 Afton Road, is acceptable.”*

13.14 It is proposed that the above condition would also be included in any consent issued for the proposed development. The requirement for EAC’s written approval to the use of Afton Road would allow any potential cumulative effects to be addressed during that approval process.

### Conclusions

- 13.15 The proposed development, similar to the consented development, will have no significant effect on the surrounding traffic and transport network. Any potential cumulative effects can be addressed by appending planning condition 16 of the consented development to any consent for the proposed development.

### References

Department for Transport (2017). Traffic Counts. <https://www.dft.gov.uk/traffic-counts/>

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