11 Transport & Traffic Assessment

11.1 Introduction

11.1.1 This chapter provides a revised assessment of the likely significant effects on transport and traffic issues associated with the construction and operation of the revised proposed development. It details the post-submission consultation responses and how these have been addressed, relevant changes in policy, legislation and guidance, and the amendments to the original proposed development detailed and assessed in the EIA Report October 2023 that are relevant to transport and traffic matters.

11.1.2 As interrelationships exist between the assessment of effects on transport and certain other disciplines, reference should be made to the following chapters of the AEI:

- **AEI Chapter 3: Revised Proposed Development Description**.

11.1.3 This chapter should be read in conjunction with Chapter 11 of the EIA Report October 2023.

11.1.4 The assessment has been carried out by Gordon Buchan BEng (Hons), MSc, CEng, CMILT, FCIHT, Sector Director for Energy at Pell Frischmann. He has over 28 years of undertaking the transport assessments associated with new developments and has worked on renewable energy and energy distribution projects across the UK, Ireland and Northern Europe.

11.2 Legislation, Policy and Guidance

11.2.1 There have been no changes in legislation, policy or guidance relevant to transport and traffic matters between the assessment of the original proposed development and the revised proposed development.

11.3 Consultation

11.3.1 **AEI Table 11.1** provides a summary of the consultation responses received in relation to transport and traffic matters for the EIA Report October 2023.

AEI Table 11.1: Consultation Responses

Consultee / Date	Consultee Comment	Applicant Response / Action
Scottish Borders Council 1st February 2024	The Council does not object, subject to the provision of a planning condition covering the requirement for a Transport Management Plan.	The applicant is content to accept the proposed planning condition.
Transport Scotland 9th January 2024	Transport Scotland does not object, subject to the provision of planning conditions covering the following: 1) Confirmation of the AIL route;	The applicant is content to accept the proposed planning conditions.

Consultee / Date	Consultee Comment	Applicant Response / Action
	2) Trunk road accommodation works to be agreed prior to AIL movements commencing; and 3) Any transport management measures in the trunk road should be undertaken by an approved consultant.	
East Lothian Council 3rd July 2024	No objection on transport and access grounds	Noted
Lauderdale Community Council 28th February 2024	No objection on transport and access grounds	Noted
Scotways 27th March 2024	Scotways does not object, subject to the provision of planning conditions covering the following: 1) The need for an Outdoor Access Management Plan (OAMP); 2) That Core Path 16 will not be realigned.	The applicant is content to accept the proposed planning conditions.
Oxton & Channelkirk Community Council (Undated)	The Community Council objects, but requests that should the proposed development be consented, that the Community Council and community are consulted on the Traffic Management Plan.	The applicant will consult with both Oxton & Channelkirk and Lauderdale Community Councils on the development of the Traffic Management Plan.

11.4 Scope of Additional Environmental Information

11.4.1 This chapter considers the likely significant effects of the revised proposed development upon the same receptors as previously assessed in Chapter 11 of the EIA Report October 2023.

11.5 Methodology

11.5.1 The methodology used in this assessment for transport and traffic is the same as that previously used in the assessment of original proposed development as detailed in Chapter 11 of the EIA Report October 2023.

11.6 Baseline

11.6.1 The baseline conditions are fully described in Chapter 11 of the EIA Report October 2023 and that for the purposes of this chapter, the baseline previously described is unchanged.

11.7 Updated Assessment of Potential Effects

Design Amendments

11.7.1 The design elements that have had an influence on transport and traffic matters are as follows:

- the removal of seven wind turbines, their associated low to medium voltage transformers and related switchgear, foundations, hardstands and cabling; and
- the reduction in access tracks associated with the removal of seven wind turbines.

11.7.2 The design amendments only influence the construction phase. The operational and decommissioning effects and proposed mitigation are the same as those stated in Chapter 11 of the EIA Report October 2023.

11.7.3 The traffic generation associated with the revised proposed development has been reviewed using the same methodology as stated in Technical Appendix 11.1: Transport Assessment of the EIA Report October 2023.

11.7.4 The peak daily traffic flows associated with the revised proposed development would continue to occur in month 8, however the peak traffic flows are now 48 cars / Light Goods Vehicles (LGV) and 94 Heavy Goods Vehicles (HGV). These are reduced from 72 LGV movements and 100 HGV movements.

Construction Effects

Summary of Assessment of Original Proposed Development

11.7.5 The revised proposed development peak flows have been compared against the future baseline flows as calculated in Chapter 11 of the EIA Report October 2023. The revised traffic impact is summarised below in **AEI Table 11.2**. The impact associated with the original proposed development is provided for comparison.

AEI Table 11.2: 24-hour Predicted Traffic Impact

		Original Proposed Development			Revised Proposed Development		
Site Ref	**Survey Location**	**Cars & LGV % Increase**	**HGV % Increase**	**Total Traffic % Increase**	**Cars & LGV % Increase**	**HGV % Increase**	**Total Traffic % Increase**
1	A68(T) at Pathhead	0.4%	0.4%	0.4%	0.2%	0.4%	0.3%
2	A68(T) North of Carfraemill	0.4%	0.3%	0.4%	0.3%	0.3%	0.3%
3	A68(T) North of Lauder	0.5%	9.0%	1.1%	0.3%	8.4%	0.9%
4	A697 South of Addinston	2.7%	36.4%	5.8%	1.8%	34.0%	4.8%

11.7.6 The revised proposed development has a reduced impact on the study area road network when compared to the original proposal development. The change in impact is however minimal.

11.8 Mitigation

11.8.1 The revised proposed development results in a lower number of vehicles operating on the study area during the construction phase. The proposed mitigation noted for the original proposed development, and outlined in Chapter 11 of the EIA Report October 2023 is therefore unchanged and still valid.

11.9 Updated Assessment of Residual Effects

11.9.1 The residual effects noted in Chapter 11 of the EIA Report October 2023, remain unchanged. All residual effects are noted as being not significant.

11.10 Updated Assessment of Cumulative Effects

11.10.1 The cumulative effects noted in Chapter 11 of the EIA report October 2023, remain unchanged

11.11 Summary of Effects

11.11.1 There is no significant change in effects between that reported for the original proposed development in Chapter 11 of the EIA Report October 2023, and that for the revised proposed development. A comparison between the effects for both is provided in **Table 11.3**.

Table 11.3: Summary of Residual Effects

Receptor and Impact Pathway	Original Proposal Development		Revised Proposed Development	
	Magnitude of Impact	Residual Significance	Magnitude of Impact	Residual Significance
Users of the A697 South of Addinston (Severance, Pedestrian Delay, NMU Amenity, Fear, Road Safety, Large Loads)	Major / Moderate	Not Significant	Major / Moderate	Not Significant
Residents / Users living and working along the A697 South of Addinston (Severance, Pedestrian Delay, NMU Amenity, Fear, Road Safety)	Moderate	Not Significant	Moderate	Not Significant
Core Paths / Public Rights of Way Users within the site (Severance, Fear, Large Loads)	Major	Not Significant	Major	Not Significant
Users of the D124 (Severance, Pedestrian Delay, NMU Amenity, Fear, Large Loads)	Major / Moderate	Not Significant	Major / Moderate	Not Significant

11.12 Conclusion

11.12.1 The revised proposed development would lead to a temporary increase in traffic volumes on the study area during the construction phase. As with the original proposed development, traffic volumes would fall considerably outside the peak period of construction.

11.12.2 The peak of construction activity is expected to occur in month 8, when there will be 94 two-way HGV movements and 48 two-way LGV movements. These figures are less than that presented in the EIA Repot October 2023.

11.12.3 The greatest potential impact would occur along the A697, D124 and the Core Path / PRoW / Path network within the site.

11.12.4 With the implementation of appropriate mitigation, no significant residual effects are anticipated in respect of traffic and transport issues. The residual effects are all assessed to be Slight or insignificant but as they will occur during the construction phase only, they are considered temporary and reversible.

11.12.5 The results indicate that the overall traffic impact will be marginally less than that previously assessed. All proposed mitigation therefore remains valid.