

# Euchanhead Renewable Energy Development

Additional Environmental Information  
Chapter 12: Access, Traffic and  
Transport

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## Abbreviations

Additional Environmental Information	AEI
Dumfries and Galloway Council	DGC
Environmental Impact Assessment	EIA
Section 36 (of The Electricity Act 1989)	S36

## 12. Access, Traffic and Transport

### 12.1. Introduction

**Chapter 12: Access, Traffic and Transport**, of the Environmental Impact Assessment (EIA) Report sets out the transport and access issues associated with the proposed Development and considers the likely significant effects on transport and access associated with the construction, operation, and decommissioning phases.

This Additional Environmental Information (AEI) Chapter supplements **Chapter 12** of the EIA Report. The methodology employed in this AEI Chapter remains as set out in **Chapter 12** of the EIA Report.

The following key documents should be read in conjunction with this AEI chapter:

- EIA Report Volume 2 – **Chapter 12: Access, Traffic and Transport** (2020); and
- EIA Report Volume 4b – Technical Appendices 12.1 to 12.4.

### 12.2. Consultee Responses to 2020 Application

All consultation, regarding access, traffic and transport, with statutory consultees that was received prior to the 2020 S36 application being submitted, is outlined in **Chapter 12: Access, Traffic and Transport** of the EIA Report.

**Table 12:1** sets out the relevant consultee responses to the 2020 S36 application.

*Table 12:1 – 2020 S36 Application Consultee Responses*

Consultee	Summary of Key Issues	Response to Comments
<b>Transport Scotland</b>  Response Date: 18 December 2020	Having reviewed the EIAR, Transport Scotland notes that the ‘likely’ scenario whereby access track aggregate is sourced from onsite borrow pits will not result in the IEMA thresholds being exceeded for any of the trunk road receptor points and in which case, Transport Scotland would have no objection to the development in terms of environmental impact on the trunk road network. In the scenario where the access track aggregate is required to be brought to site, Transport Scotland would seek mitigation in the form of an agreed CTMP and would require a formal Condition to this effect. With regards the use of the blade-lifter technology during the abnormal load deliveries, Transport Scotland will require a detailed methodology to be provided, with a technical approval process followed thereafter (with no guarantee of approval).	Noted. The number and size of borrow pits proposed remains the same as in the 2020 EIA Report. The reduction in wind turbines and track lengths would mean that construction of the proposed Development would require less aggregate than was calculated in the 2020 EIA Report. The number of borrow pits (and the volume of aggregate that could be won from them) remains as estimated in the 2020 EIA Report. The reduction in aggregate required for the amended layout therefore makes it more likely that all of the demand for aggregate could be met from the onsite borrow pits than was the case for the layout in the 2020 EIA Report.



		<p>It is anticipated that the details of the use of blade-lifter technology, would be controlled via planning condition. ECU standard planning conditions include conditions relating to Enabling Works and also Abnormal Load Route Assessment Report – both of which are relevant here and would allow local authorities, Transport Scotland and Police Scotland to comment on any proposals.</p>
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### 12.3. Design Amendments

The amendments to the 2020 S36 application Site Layout are detailed in **AEI Chapter 2: Site Description and Design Evolution**. The key amendments with regards to access, traffic and transport are:

- The removal of Turbines No.20 and No.21, as well as the access track associated with these turbines; and
- The reduction in turbine blade tip height of Turbines No.9, No.10, No.11, No.18 and No.19, from 230m to 200m.

These amendments have not been made as a result of feedback from consultees regarding the assessment presented in EIA Report **Chapter 12: Access, Traffic and Transport**.

### 12.4. Changes to Baseline Conditions

There is no reason to believe that there have been any significant changes to the baseline conditions on the road network surrounding the Site, since completion of the 2020 EIA Report. Therefore, no changes to the baseline conditions are provided from those presented in **Chapter 12** of the EIA Report.

### 12.5. Assessment of Design Amendments Effects

#### 12.5.1. Construction Effects

The removal of two wind turbines from the proposed Development would see a reduction in the number of abnormal load vehicle movements (such as turbine blades and turbine tower sections), and also a slight reduction in general construction vehicle movements (due to less construction related material being required).

**Chapter 12** of the EIA Report submitted with the proposed Development concluded that no significant effects would arise. The revised layout would result in fewer vehicle movements throughout the overall balance of plant construction and turbine works programme than were estimated in that report. The revised layout does not change the significance of effects stated previously and no significant effects on transport or traffic would result.

### 12.5.2. Operational Effects

There have been no changes to the operational effects from those presented in **Chapter 12** of the EIA Report.

### 12.5.3. Cumulative Effects

**Chapter 12** of the EIA Report considered the following windfarm projects in its cumulative assessment:

- Pencloe;
- Sandy Knowe;
- Glenmuckloch; and
- Sanqhuar II.

These four windfarm projects have all been consented since the S36 application for the proposed Development was submitted in 2020.

Several other windfarm projects have emerged since the EIA Report was submitted. **AEI Chapter 5: EIA Approach and Methodology**, presents a list of the windfarm projects that are under construction, consented, or in planning, within 10km of the Euchanhead Site.

The proposed Development and other windfarm projects could cause cumulative effects on traffic and the transport network only if the vehicles travelling to and from those developments used the same sections of road as those travelling to and from the proposed Development and the construction periods of those projects overlapped with that of the proposed Development.

**Chapter 12** of the EIA Report stated that vehicles travelling to and from the proposed Development would use the A76. Information submitted with the consented applications for the windfarm projects listed in **AEI Chapter 5** was reviewed to identify the sections of road that would be used by vehicles traveling to and from those developments.

No cumulative effects would be anticipated from windfarms that are already operational, or are expected to be operational before construction of the proposed Development begins, as windfarms typically generate minimal vehicle movements once operational. Similarly, no cumulative effects would be expected to arise once the proposed Development was operational, as it too would be expected to generate few vehicle movements.

**Chapter 12** of the EIA Report stated that construction of the proposed Development would be expected to take 22 months. The proposed Development has a connection date to the grid of October 2030. Assuming a 24 month construction period (to allow for a two month buffer prior to the grid connection date), this would mean that the proposed Development would be expected to commence construction in late 2028.

The National Energy System Operator's (NESO) Transmission Energy Capacity (TEC) register<sup>1</sup> was consulted to determine grid connection dates for those windfarm projects listed in **AEI**

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<sup>1</sup> [Transmission Entry Capacity \(TEC\) register | National Energy System Operator](#)



**Chapter 5** which would use the A76 for construction vehicles. The register is described by NESO as “A list of projects that hold contracts for Transmission Entry Capacity (TEC) with us. These include existing and future connection projects and projects that can be directly connected to the National Electricity Transmission System (NETS)”.

**Table 12:2** lists the windfarm projects listed in **AEI Chapter 5** and whether the traffic generated by them during construction would have the potential to cause cumulative effects with traffic generated by the construction of the proposed Development. That table shows that traffic involved in the construction of the following windfarm projects could be expected on the A76 at around the same time as traffic involved in the construction of the proposed Development:

- Lorg (2022);
- Appin;
- Herds Hill;
- Cloud Hill; and
- Rowancraig.

It is considered that in the worst case (and highly unlikely) scenario, of the construction of the proposed Development and the above windfarm projects occurring simultaneously, the maximum vehicular traffic movements generated are considered likely to be less than those presented in the cumulative assessment in **Chapter 12** of the EIA Report. This is due to the number of wind turbines proposed in the schemes currently going through planning being fewer than was the case for the cumulative assessment in the 2020 EIA Report.

For additional context, the traffic and transport assessment in the Rowancraig Wind Farm EIA Report, which was submitted in January 2024, concluded that the cumulative effects of construction traffic from Rowancraig Wind Farm, Cloud Hill Wind Farm, Herds Hill Wind Farm and Sanquhar II Wind Farm on the local road network would not be significant in EIA terms.



Table 12:2 – Potential Cumulative Windfarms

Name	Status (in 2020 EIA Report)	Status (1 June 2025)	Construction traffic expected to use A76 corridor?	NESO Connection date	Potential for cumulative effects with proposed Development ?	Reason for exclusion
Sanquhar II	In Planning	Consented	Yes	28 February 2027	No	Expected to be complete before construction of proposed Development is likely to commence
Lorg	Consented	Consented	Yes	07 April 2027	No	Expected to be complete before construction of proposed Development is likely to commence
Manquhill	Not included	Consented	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Cornharrow	In Planning	Consented	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Pencloe	Consented	Under Construction	Yes		No	Will be complete prior to construction of Proposed Development commencing
Shepherds Rig	In Planning	Consented	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Troston Loch	Not included	Consented	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Glenmuckloch	Consented	Consented	Yes	29 September 2028	No	Expected to be complete before construction of proposed Development is likely to commence



Enoch Hill	Not included	Under Construction	Yes	30 May 2025	No	Will be complete prior to construction of Proposed Development commencing
Lethans + Extension	Consented + Not included	Consented	Yes	30 October 2027	No	Expected to be complete before construction of proposed Development is likely to commence
Windy Standard 3	In Planning	Consented	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Sandy Knowe Extension	Not included	In Planning	Yes	31 October 2027	No	Expected to be complete before construction of proposed Development is likely to commence
Windy Standard 1 Repowering	Not included	In Planning	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Pencloe Extension	Not included	In Planning	Yes	01 April 2028	No	Expected to be complete before construction of proposed Development is likely to commence
Enoch Hill 2	Not included	In Planning	Yes	30 April 2027	No	Expected to be complete before construction of proposed Development is likely to commence
Quantans Hill	Not included	In Planning	No	Not relevant as construction traffic would not use A76 corridor	No	Construction traffic would not use A76 corridor
Lorg (2022)	Not included	In Planning	Yes	13 August 2029	Yes <sup>2</sup>	
Appin	Not included	In Planning	Yes	31 October 2031	Yes <sup>2</sup>	
Herds Hill	Not included	In Planning	Yes	-	Yes <sup>2</sup>	
Cloud Hill	Not included	In Planning	Yes	31 May 2030	Yes <sup>2</sup>	
Rowancraig	Not included	In Planning	Yes	30 October 2028	Yes	

<sup>2</sup> See text in sections preceding Table 12:2 for assessment.



## 12.6. Summary of Changes to the Significance of Effects

Overall, the removal of two turbines with associated tracks and infrastructure, and the reduction in height of five of the proposed turbines from 230m to 200m, would result in no changes to the previously identified effects presented in the 2020 EIA Report.

Therefore, there remains no significant residual effects predicted.

## 12.7. Conclusions

The proposed design amendments will result in fewer vehicle movements and so no updated assessment (from that presented in **Chapter 12** of the 2020 EIA Report) is considered required.

There remain no significant residual effects predicted.