File Note

Summary of changes in the Transport & Access Chapter and Transport Assessment

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Introduction

This Technical Note is submitted in support of changes made to the Traffic and Transport related documents submitted as part of application 24/00699/FULN for the proposed Emmock 400 kV Substation at land to the South West of Balkemback Farm, Tealing. The documents that have been amended are as follows:

- EIA Volume 1: Non-Technical Summary
- EIA Volume 2: Chapter 12 – Transport and Access;
- EIA Volume 3: Chapter 12 – Figure 12.2 Construction Access – Outbound; and
- EIA Volume 4: Appendix 12.1 – Transport Assessment

These documents have been amended following comments made by Angus Council. In response, we have clarified the proposed routes for incoming and outgoing HGV deliveries during the construction phase of the Proposed Development and also provided an updated Chapter 12 of the Environmental Impact Assessment Report and the associated Transport Assessment. This note sets out the changes that have been made to the documents listed above and demonstrates how the clarification of the proposed outbound construction traffic route does not have any material change to the conclusions already presented in the EIA.

Changes to the Non-Technical Summary (NTS)

Changes to Paragraph 12.5 Mitigation and Monitoring

The text under paragraph 10.9 has been updated to reflect the proposed construction traffic access strategy. The updated paragraph summarises the construction access strategy and confirmed that inbound HGV traffic will travel via Moatmill Road and the A90. All outbound HGV's will travel south and will follow the U322 Emmock Road south until it reaches the Emmock Roundabout on the A90 in Dundee.

Changes to Chapter 12: Transport and Access

Changes to Paragraph 12.5 Mitigation and Monitoring

The text under paragraph 12.5 Mitigation and Monitoring has been updated. The chapter previously stated in Paragraph 12.5.2 that "*Traffic management will be used to ensure that the Moatmill junction is only used by construction traffic as a Left In / Left Out junction*", the text has now been updated to reflect that the Moatmill junction is only used by construction traffic as a **Left In** junction and the outbound HGVs will not be permitted to use Moatmill road.

Paragraph 12.5.3 has been updated to state that **all** traffic will exit the Site and use Emmock Road to connect back to the A90 at Emmock Roundabout. There will now only be one outbound traffic route as illustrated in the updated version of EIA Volume 3: Chapter 12 – Figure12.2 Construction Access – Outbound.

Paragraph 12.5.4 has been updated to state that no construction traffic will be permitted to access the Site via Tealing or outbound via Moatmill. For clarity, reference to a bar for HGV traffic in this paragraph only relates to the southern section of Emmock Road (also know in part as Monikie Road) that connects to Old Glamis Road in Dundee, not the outbound HGV route along Emmock Road.

For the purposes of this Chapter, construction traffic (HGVs) and Abnormal Indivisible Loads (AILs) are treated as separate and distinct traffic movements. The updates to Chapter 12 confirm that all inbound construction traffic (HGVs) will enter the Site from Emmock Road, using Moatmill Road and the A90 (northbound carriageway). As shown in EIA Figure 12.3 'construction access – abnormal indivisible load' AILs will access and egress the site using Old Glamis Road in Dundee onto Emmock Road and return in the opposite direction. There will be no AIL traffic on Moatmill Road.

Changes to Table 12.9 Peak Daily Construction Traffic Flows

Due to Moatmill Road now only being used for inbound traffic and all outbound traffic now using Emmock Road to connect back to the A90, the traffic flows for Moatmill Road, Emmock Road and the A90 south of Moatmill Road have been amended as shown in the updated Table 12.9 below.

Table 12.9: Peak Daily Construction Traffic Flows

Site Ref.	Survey Location	Cars & LGV	HGV	Total
1	Emmock Road (Site Access)	84	128	212
2	Moatmill Road	42	64	106
3	Emmock Road	42	64	106
4	A90 Forfar	8	26	34
5	A90 south of Moatmill Road	46	64	110
6	A90 south of Emmock Roundabout	76	102	178
7	A90 Kingsway West	38	20	58
8	A972 Kingsway East	38	82	120

A summary of the changes are as follows:

- 42 cars & LGVs compared to the previous value of 46 now use Moatmill Road, resulting in a total value of 106 as opposed to the previous value of 110.
- Due to the increase in vehicles on Emmock Road 42 cars & LGVs compared to the previous value of 38 now use Emmock Road, resulting in a total value of 106 as opposed to the previous value of 102.
- 46 cars & LGVs compared to the previous value of 50 now use the A90 south of Moatmill Road, resulting in a total value of 110, down from the previous value of 114.

For clarity the Site Reference numbers in Table 12.9 correspond to the numbered locations illustrated in EIA Figure 12.4 Traffic Survey Locations. The 128 HGV movements figure for Site Ref. 1 Emmock Road (Site Access) represents the two-way flow of inbound traffic from Moatmill Road (Site Ref. 2 - 64 HGVs) and outbound traffic that continues south along Emmock Road (Site Ref. 3 – 64 HGVs).

Changes to Table 12.10: Peak Month Daily Construction Traffic Impact

The peak month daily construction traffic impact for Moatmill Road, Emmock Road and the A90 south of Moatmill Road have been amended as shown in the updated Table 12.10 below. Within the Chapter the title of this table has been amended from 'Peak Month Construction Traffic Impact' to 'Peak Combined Traffic Flow and Construction Traffic Percentage Impact (vehicles per day)' to provide greater clarity on what is being represented.

Table 12.10: Peak Month Daily Construction Traffic Impact

Site Ref.	Survey Location	Cars & LGV	HGV	Total	% Car & LGV	% HGV	% Total Traffic
1	Emmock Road (Site Access)	811	135	946	11.6%	1959.8%	28.9%
2	Moatmill Road	151	78	230	38.4%	449.9%	85.8%
3	Emmock Road	830	67	898	5.3%	1917.2%	13.4%
4	A90 Forfar	20,240	5,307	25,547	0.0%	0.5%	0.1%
5	A90 south of Moatmill Road	19,727	3,510	23,237	0.2%	1.9%	0.5%
6	A90 south of Emmock Roundabout	26,803	3,473	30,276	0.3%	3.0%	0.6%
7	A90 Kingsway West	36,399	6,998	43,397	0.1%	0.3%	0.1%
8	A972 Kingsway East	22,669	3,315	25,984	0.2%	2.5%	0.5%

A summary of the changes are as follows:

- 151 cars & LGVs compared to the previous value of 155 on Moatmill Road, resulting in a total of 230 vehicles. The car and LGV% changes from 42.3% to 38.4% and the % Total Traffic changes from 89.2% to 85.8%.
- 830 cars & LGVs compared to the previous value of 826 on Emmock Road, resulting in a total of 898 vehicles. The car and LGV% changes from 4.8% to 5.3% and the % Total Traffic changes from 12.9% to 13.4%.
- 19,727 cars & LGVs compared to the previous value of 19,732 on the A90 south of Moatmill Road, resulting in a total of 23,237 vehicles. The car and LGV% changes from 0.3% to 0.2%.

It is noted in paragraph 12.6.8 beneath this table that "*With the exception of Moatmill Road, the Proposed Development is not predicted to increase total traffic movements on the local road network by more than 30%"*. As Moatmill Road will no longer be used as a route for outbound traffic, the Proposed Development is predicted to increase total traffic by 85.8% as opposed to 89.2% and the actual increase in traffic is now 106 vehicles and not 110 vehicles.

Changes to Table 12.11: Theoretical Capacity Review

The theoretical capacity review for Moatmill Road, Emmock Road and the A90 south of Moatmill Road have been amended as shown in the updated Table 12.11 below.

Table 12.11: Theoretical Capacity Review

Site Ref.	Survey Location	2027Baseline	Theoretical Capacity	2027 Base + Development Flows	Spare Capacity (%)
1	Emmock Road (Site Access)	734	3,360	946	71.86%
2	Moatmill Road	124	3,360	230	93.17%
3	Emmock Road	792	3,360	898	73.29%
4	A90 Forfar	25,513	81,600	25,547	68.69%
5	A90 south of Moatmill Road	23,127	81,600	23,237	71.52%
6	A90 south of Emmock Roundabout	30,098	72,000	30,276	57.95%
7	A90 Kingsway West	43,338	72,000	43,397	39.73%
8	A972 Kingsway East	25,864	72,000	25,984	63.91%

A summary of the changes are as follows:

- The 2027 Base & Development Flows for Moatmill Road is now 230 as opposed to the previous noted value of 234, resulting in a Spare Capacity % change from 93.04% to 93.17%.

- The 2027 Base & Development Flows for Emmock Road is now 898 as opposed to the previous noted value of 893, resulting in a Spare Capacity % change from 73.41% to 73.29%.
- The 2027 Base & Development Flows for the A90 south of Moatmill Road is now 23,237 as opposed to the previous noted value of 23,242.

Changes to Table 12.14: Likely Future Development Sensitivity Review

Table 12.14 has been amended in regard to the Myreton BESS proposals to provide a sensitivity review of the proposed development based upon the updated location of the proposal site. At this stage there is insufficient data available to quantify if there is a cumulative impact associated with this project.

Changes to Appendix 12.1 Transport Assessment

Changes to Paragraph 5.1 Access Arrangement

Similarly to the Transport Chapter, the Transport Assessment previously stated that "*Traffic management will be used to ensure that the Moatmill junction is only used by construction traffic as a Left In / Left Out junction*", the text has now been updated to reflect that the Moatmill junction is only used by construction traffic as a **Left In** junction and the outbound HGVs will not be permitted to use Moatmill road.

Changes to Paragraph 6.2 Traffic Distribution

The routing assumptions have been updated to reflect the changes in the outbound routes of all traffic. Reference to traffic departing the site destined for the north exiting the site via Moatmill Road and turning left onto the A90 have been removed to state that "*All traffic departing the Site will exit the Site via Emmock Road and will join the A90 at Emmock Roundabout*" as per the screenshot below.

For all traffic, the following routing assumptions have been used:

- All inbound traffic will enter the Site from Emmock Road, using Moatmill Road and the A90 (northbound carriageway);
- Traffic originating from the north will undertake a U turn at Emmock Roundabout. No right hand turns from the A90 will be permitted at the Moatmill Junction; and
- All traffic departing the Site will exit the Site via Emmock Road and will join the A90 at Emmock Roundabout.

Changes to Table 6.1: Distributed Construction Traffic (2 Way / Day)

The peak month daily construction traffic impact for Moatmill Road, Emmock Road and the A90 south of Moatmill Road have been amended as shown in the updated Table 6.1 below.

Table 6.1: Distributed Construction Traffic (2 Way / Day)

Site Ref.	Survey Location	Cars & LGV	HGV	Total
1	Emmock Road (Site Access)	84	128	212
2	Moatmill Road	42	64	106
3	Emmock Road	42	64	106
4	A90 Forfar	8	26	34
5	A90 south of Moatmill Road	46	64	110
6	A90 south of Emmock Roundabout	76	102	178
7	A90 Kingsway West	38	20	58
8	A972 Kingsway East	38	82	120

A summary of changes is as follows:

- 42 cars & LGVs compared to the previous value of 46 now use Moatmill Road, resulting in a total value of a 106 as opposed to the previous value of 110.
- Due to the increase in vehicles on Emmock Road 42 cars & LGVs compared to the previous value of 38 now use Emmock Road, resulting in a total value of 106 as opposed to the previous value of 102.
- 46 cars & LGVs compared to the previous value of 50 now use the A90 south of Moatmill Road, resulting in a total value of 110, down from the previous value of 114.

For clarity the Site Reference numbers in Table 6.1 correspond to the numbered locations illustrated in EIA Figure 12.4 Traffic Survey Locations. The 128 HGV movements figure for Site Ref. 1 Emmock Road (Site Access) represents the two-way flow of inbound traffic from Moatmill Road (Site Ref. 2 - 64 HGVs) and outbound traffic that continues south along Emmock Road (Site Ref. 3 – 64 HGVs).

Changes to Paragraph 6.3 Abnormal Indivisible Load Deliveries

The routing strategy for the Abnormal Indivisible Load Deliveries has been amended to confirm that AIL access to the Site will be via Strips of Craigie Road, A972 Kingsway East, A90 Kingsway, Old Glamis Road and Emmock Road. This now corresponds with the detailed Route Survey Report provided in Annex C of the Transport Assessment and EIA Figure 12.3.

Changes to Table 7.1: Peak Month Construction Traffic Impact

The title of this table has been amended from *'Peak Month Construction Traffic Impact'* to *'Peak Combined Traffic Flow and Construction Traffic Percentage Impact (vehicles per day)'* to provide greater clarity on what is being represented. The changes in values for Moatmill Road, Emmock Road, and the A90 south of Moatmill Road are the same changes and explanations as those described for **Table 12.10: Peak Month Daily Construction Traffic Impact** in the Traffic & Access Chapter.

Changes to Table 7.2: Theoretical Capacity Review

The changes in values for Moatmill Road, Emmock Road, and the A90 south of Moatmill Road are the same changes and explanations as those described for **Table 12.11: Theoretical Capacity Review** in the Traffic & Access Chapter.

Construction Traffic Flows

In addition to the matters above, the Council also raised a query in relation to indicative construction traffic flows outside the peak periods identified in Traffic and Transport chapter at Paragraph 12.6.4.

The Transport Assessment and the assessment within the Traffic and Transport chapter of the EIAR addresses the impacts of the Proposed Development for the month when construction related vehicle movements will be greatest which will be during the importation of fill material for the capping layer for the substation platform. This is shown as an eight-quarter duration in Table 3.4 in Chapter 3 of the EIAR and as phases B to J in Figure 3.7.

Prior to and following the completion of these phases of the construction, vehicle movements to and from the Site will be significantly lower than what has been assessed in the Transport Assessment. Should it be considered necessary, further detail on the movements of HGVs to and from the site could be provided as part of the Principal Contractor's Construction Traffic Management Plan which it is anticipated will be secured through a suitably worded planning condition should planning permission be granted.