

<i>Consultee Details</i>	
<i>Consultee Organisation</i>	
<i>Officer Name</i>	
<i>Officer Phone Number</i>	
<i>Officer Email</i>	
<i>Date</i>	

<i>Project Name</i>	Kinnelhead Wind Farm
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**KINNELHEAD WIND FARM**  
**FIGURE 1.1**  
**SITE LOCATION & PRELIMINARY LAYOUT**

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 OS LICENCE NUMBER: 100035000

**KEY:**  
 — SITE BOUNDARY  
 (DOTTED LINE INDICATES BOUNDARY)

**NOTES:**  
 INDICATIVE TURBINE DIMENSIONS: 200m x  
 HEIGHT: 150m PLUS HEIGHT: 170m ROTOR  
 DIAMETER

**TURBINE CO-ORDINATES**

TURBINE	EASTING	NORTHING
T1	227132	602707
T2	227212	602718
T3	227401	601830
T4	228201	601700
T5	228205	602021
T6	228273	601899
T7	228273	602029
T8	228337	601125
T9	228329	602048
T10	228296	601390
T11	228211	602057
T12	228580	602128
T13	229179	602074
T14	228555	601471
T15	229144	602550
T16	230047	602230
T17	229282	602220
T18	230029	601108
T19	229282	602050
T20	231135	602135
T21	230959	601394
T22	230047	602050
T23	231002	600730
T24	231444	601301
T25	231716	601847
T26	232201	601911

**SCALE:** AS SHOWN @ 1:2500

**SCOPING REPORT**

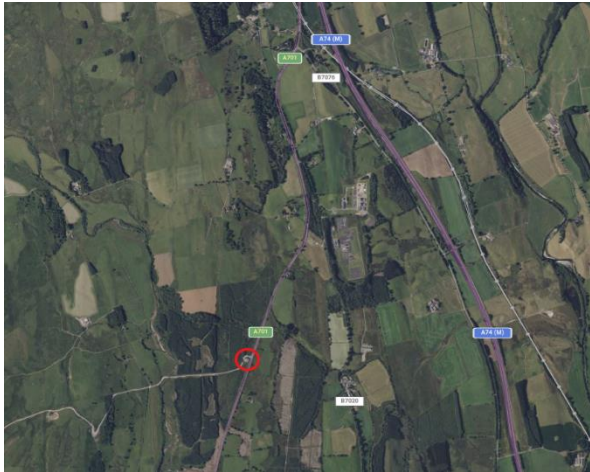
DATE: 10/01/2018  
 BY: J. HARRISON  
 FOR: RES-LAY-DR-XX-001

Onshore Wind Farm	<input type="checkbox"/>	Power Output (MW)
Onshore Wind Farm plus solar	<input type="checkbox"/>	
Onshore Wind Farm plus BESS	x	50MW+
Onshore Wind Farm plus BESS and solar	<input type="checkbox"/>	

<i>Construction to commence in</i>	To be confirmed
<i>Construction period length</i>	18 – 24 months
<i>Length of Operational Life</i>	50 years

<i>Trunk Road</i>	Transport Scotland
<i>Local Roads</i>	Dumfries & Galloway Council South Lanarkshire Council
<i>Others</i>	n/a

# EIA Transport Scoping Form

Means of Access: Construction access	
<i>Junction Location</i>	<p>Access for the Proposed Development will be taken directly from the A701 using the Ae Forest Timber haulage road junction.</p> <p>Loads will then proceed to the proposed turbine locations using upgraded forestry, estate and new access tracks.</p>
<i>Proposed Construction Access</i>	The proposed access on the A701 has been previously used for wind farm deliveries in the past (Minnygap and Harestanes) and is proposed to be used by the proposed Rivox and Daer Wind Farm schemes.
<i>Is the construction access the same as the operational access?</i>	Yes
<i>If no, please advise:</i>	n/a
<i>Road Number</i>	A701
<i>Junction Location</i>	
<i>Proposed Operational Access</i>	As noted above

# EIA Transport Scoping Form

Relevant Policy & Guidance
<ul style="list-style-type: none"> <li>• Transport Assessment Guidance (Transport Scotland, 2012)</li> <li>• Environmental Assessment of Traffic and Movement (Institute of Environmental Management &amp; Assessment (IEMA), 2023)</li> </ul>
<i>Other relevant policy documents that the local authority and trunk road agencies require to be referenced and reviewed in the assessment</i>
1) 2) 3) 4)

Baseline Conditions	Consultee Comments / Approval
<p><i>Detail baseline sources for active travel network affected by development traffic</i></p> <p>National Cycle Route (NCR) 74 Gretna – Glasgow runs along the A701 between the junction of the A701 / B7076 to the south of Beattock, through to the B7076 to the north of Junction 15 of the M74. The route is segregated from the A701 to the south of Beattock, however it continues as a painted cycle lane on the B7076 to the north of the Junction 15 roundabout.</p> <p>The Dumfries and Galloway Council cycle map indicates that the A701 between Beattock and Moffat is a recognised cycle and pedestrian link. A separate shared footway / cycleway is provided between the two settlements.</p> <p>There are two Core Paths recorded by Dumfries and Galloway Council that may cross potential access routes to the Proposed Development site. These are:</p> <ul style="list-style-type: none"> <li>• The Annandale Way; and</li> <li>• The Southern Upland Way.</li> </ul> <p>Both routes cross the construction access route on the off-road section of the route. They cross the public road network on the A701 near Beattock, however the crossing is grade separated and no physical interaction at this location between users is possible.</p>	<p>Agreed <input type="checkbox"/></p> <p>Comment</p>

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<i>Detail baseline road links to be included in the assessment</i>	<ul style="list-style-type: none"> <li>• The A701 between Moffat and St Anns;</li> <li>• The M74 between Junctions 16 and 16; and</li> <li>• B7076 between M74 Junctions 14 and 15.</li> </ul>	Agreed <input type="checkbox"/> Comment
<i>Detail proposed road survey sources</i>	<p>Baseline traffic count data will be obtained from new Automatic Traffic Count (ATC) surveys located on the B7076 to the north of Junction 15 of the M74.</p> <p>Further traffic data for the study area road network will be obtained from UK Government Department for Transport (DfT) traffic count data and the Traffic Scotland database. National Road Traffic Forecast (NRTF) Low Traffic Growth assumptions will be used to provide a common future year baseline to coincide with the expected construction traffic peak.</p>	Agreed <input type="checkbox"/> Comment
<i>Detail proposed road safety data sources</i>	<p>Traffic accident data will be obtained from Crashmap UK for the study network to inform the accident review for the immediate road study area. Five years of data will be collated for the roads leading from Junction 15 of the M74 to the site access junction</p>	Agreed <input type="checkbox"/> Comment
<i>What is the future year of assessment</i>	TBC	
<i>Traffic growth assumption</i>	Low NRTF	Agreed <input type="checkbox"/> Comment

# EIA Transport Scoping Form

Assessment Methodology – Scoping Out		
		<b>Consultee Comments / Approval</b>
<i>Is the traffic generation in construction below 100 movement (50 in and 50 out) per day at peak?<sup>1</sup></i>	No	
<i>Is transport to be scoped out of the assessment?</i>	No	Does the consultee agree? Yes <input type="checkbox"/> No <input type="checkbox"/>
Consultee Comments		

Assessment Methodology			
			<b>Consultee Comments / Approval</b>
<i>Assessment criteria. An assessment will be undertaken based upon the following criteria:</i> <ul style="list-style-type: none"> <li>• Rule 1: Include highway links where traffic flows are predicted to increase by more than 30% (or where the number of HGVs is predicted to increase by more than 30%); and</li> <li>• Rule 2: Include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more.</li> </ul>			Does the consultee agree? Yes <input type="checkbox"/> No <input type="checkbox"/>
<i>Consultee comments/ alternative assessment methodology:</i>			
<i>The assessment will be accompanied by the following as appendices:</i>	Transport Assessment Abnormal Load Survey	x	Agreed <input type="checkbox"/>
		x	Comment
<i>The assessment will include details of the following:</i>	Construction Traffic Management Plan (CTMP) Staff Travel Plan Visual Road Condition Review	x	Agreed <input type="checkbox"/>
		x	
<i>Consultee comments/ alternative productions:</i>			

<sup>1</sup> As per Transport Scotland Transport Assessment Guidance, a Transport Assessment is required where there are more than 100 vehicle movements per day ([https://www.transport.gov.scot/media/4589/planning\\_reform\\_-\\_dpmtag\\_-\\_development\\_management\\_dpmtag\\_ref\\_17\\_-\\_transport\\_assessment\\_guidance\\_final\\_-\\_june\\_2012.pdf](https://www.transport.gov.scot/media/4589/planning_reform_-_dpmtag_-_development_management_dpmtag_ref_17_-_transport_assessment_guidance_final_-_june_2012.pdf))

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Abnormal Loads	
Are any abnormal loads proposed as part of the proposed development?	Yes
Describe proposed abnormal load access route(s)	M8, M74, join A701 at M74 Junction 14, B7076, A701 to site access junction.
Describe the approximate number of abnormal loads travelling to site	Circa 286
Is consultation with structure authorities / operators proposed?	Yes

Impact Assessment			
			Consultee Comments / Approval
Impacts on sensitive receptors will be reviewed on the following where the assessment criteria have been met or exceeded:	Study area road users	x	Agreed <input type="checkbox"/>
	Residents living alongside study area roads	x	Comment
	Specific sensitive receptors	x	
	Users of Core Paths /	x	
		Recreational Paths within the site boundary	
Impacts considered will include	Severance;	x	Agreed <input type="checkbox"/>
	Driver delay;	x	
	Pedestrian delay;	x	
	Pedestrian amenity;	x	
	Fear and intimidation;	x	
	Accidents and safety; and Abnormal loads.	x	
Comment:			

# EIA Transport Scoping Form

Cumulative Assessment		
<i>Cumulative development assessments will be undertaken for schemes that have met the following criteria:</i> <ul style="list-style-type: none"> <li><i>Schemes that have planning consent</i></li> <li><i>Schemes where traffic data is publicly available and approved by the planning authority</i></li> <li><i>Schemes where traffic flows exceed a 10% increase in recorded traffic flows.</i></li> </ul>		<b>Consultee Comments / Approval</b>
<i>Please detail any cumulative schemes to be included:</i>	n/a	Does the consultee agree? Yes <input type="checkbox"/> No <input type="checkbox"/>
Consultee comments, including any other schemes to be included:		

Operational & Decommissioning Assessment		
<i>What is the likely operational traffic flow per day once the site is fully operational</i>	4 per day	<b>Consultee Comments / Approval</b>
<i>Is an operational traffic assessment proposed (note typically scoped out as standard)</i>	No	Does the consultee agree? Yes <input type="checkbox"/> No <input type="checkbox"/>
Consultee comments (if required):		
<i>Will the decommissioning phase traffic be less than construction?</i>	Yes	
<i>Please provide justification to support this</i>	Elements of the access track network and other site infrastructure will remain to support future agricultural and forestry uses	
<i>Is a decommissioning traffic assessment proposed (note typically scoped out as standard)</i>	No	Does the consultee agree? Yes <input type="checkbox"/> No <input type="checkbox"/>
Consultee comments (if required):		

# EIA Transport Scoping Form

## Other Consultee Comments

Any other points the consultee wishes to raise:

Can the consultee comment on likely planning conditions that could be attached to the application?