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Our Ref SCT6892B

21 August 2013

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Dear Laura

APPLICATION FOR MARINE LICENSES AND SECTION 36 APPLICATION FOR INCH CAPE OFFSHORE WIND FARM AND OFFSHORE TRANSMISSION WORKS

With reference to the recent correspondence dated 9 July 2013 on the above development, we write in our role as Term Consultants to Transport Scotland – Trunk Road and Bus Operations Directorate (TRBOD) in relation to the provision of advice on issues affecting the trunk road network.

We have been passed a copy of the Environmental Statement (ES) report prepared by Inch Cape Offshore Limited and in support of the above development. Having reviewed the information provided, we would make the following comments on behalf of Transport Scotland.

Development Proposals

We understand from the information provided by the applicant that the proposed development involves the construction of an offshore wind farm consisting of up to 231 wind turbines and associated infrastructure in an area of deepwater located approximately 15km to 22km (eight to 12 nautical miles) off the Angus coastline, to the east of the Firth of Tay. We note that the proposed wind farm has a grid connection agreement for 1,050MW of electricity.

We also note that the offshore element of the development proposals include the wind turbines, inter-array cables, offshore export cables and offshore substation platforms among others and the onshore works includes underground electricity cables and an onshore substation.

Access Strategy and Traffic Impact

We understand from the information provided that all the offshore works including delivery of turbine components, turbine support structure installation and marine installation operations and offshore substation, inter-array cables and export cables among others will be undertaken by specialist vessels at sea. In such circumstance, Transport Scotland will offer no comments on the offshore operations of the project and do not require any further information in this regard.

With regards to the onshore works, we note that power generated by the wind farms will be transported to shore via an export cable to a landfall location near Prestonpans, Cockenzie or Seton Sands. The closest trunk road to the proposed landfall areas is the A1 trunk road. We note that cabling will not traverse any part of the trunk road network, however, it is likely that a proportion of construction traffic would travel via the A1(T) to the proposed landfall areas given the close proximity of the trunk road to the sites.



We note that the origins of construction traffic have not yet been determined, however, given the anticipated trip generation of this element of the overall development, we accept that the onshore element will not have a significant environmental traffic or environmental impact on the trunk road network or its adjacent receptors.

Noise & Vibration and Air Quality

Given the scale and the likely associated vehicle movements for the onshore phase of the development proposals, we are satisfied that there will be no significant Noise or Air Quality impacts in relation to receptors adjacent to the trunk road network. In these circumstances, we do not require any further assessment in this regard.

Based on our review, we can confirm that we have no objection to the development in terms of impact on the trunk road network but would recommend that the following conditions are attached to any approval issued.

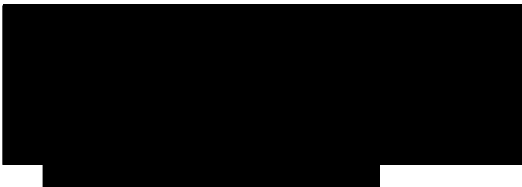
Condition 1: Prior to commencement of works on site, a Construction Stage Traffic Management Plan shall be submitted to and approved in writing by East Lothian Council in consultation with Transport Scotland. The Traffic Management Plan shall include details relating to:

- a) *Traffic Management measures including accommodation works to manage construction traffic;*
- b) *Measures to minimise traffic impacts on existing road users;*
- c) *Details of temporary signage; and*
- d) *Details of construction vehicle routing.*

Reason: In the interests of safety and maintaining the free flow of the trunk road network.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail, please do not hesitate to contact me at our Glasgow Office.

Yours faithfully



Associate Director

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cc Hugh McCafferty, Transport Scotland Development Management

