

moray offshore renewables ltd

Environmental Statement

Technical Appendix 5.7 A - Consultee Responses

Telford, Stevenson, MacColl Wind Farms
and associated Transmission Infrastructure
Environmental Statement



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From: James Cameron
Sent: 22 March 2012 16:15
To: 'David.Naismith@aberdeenshire.gov.uk'
Cc: Shane Bermingham; 'Angus.MacIver@aberdeenshire.gov.uk'
Subject: RE: Moray Offshore Renewables Ltd - Traffic Impact Assessment

David,

Thanks for taking my call earlier. I just wanted to write to you to confirm our conversation about our assumptions for Chapter 13.1.1 Traffic for the Moray Offshore Renewables Limited Environmental Statement and that they are suitable for this stage of the planning application .

- At present the exact cable route is undecided, therefore we have surveyed all the C-roads that could potentially be affected by the works. The C-roads were identified by you and have been listed in Chapter 10.12 Traffic on pages 2 & 3. (The characteristics of the C-roads surveyed have been detailed in table 13.1.1.8 in Chapter 13.1.1)
- No traffic data is available for the C-roads however from the site survey and for the reason mentioned below (with regards to typical road capacity) we have assumed that the traffic levels are low and that the increase in traffic numbers due to the proposed development has a negligible magnitude of effect.
- For this reason we have evaluated the environmental effects for the C-roads as a grouped receptor and proposed mitigation for potential impacts due to the proposed development (as per table 13.1.1.8 and 13.1.1.9).

Once the exact cable route and roads that will be crossed have been identified, we will consult with Local Roads Development to sensitively route the related development traffic and ensure minimum impact on the local roads and community. We would envisage this being an item to be covered in the Traffic Management Plan.

Kind Regards,

James Cameron MEng (Hons)
Assistant Civil Engineer, Renewables
URS Infrastructure & Environment UK Limited

Direct: +44 (0)131 718 5159
james.cameron@urs.com

From: James Cameron
Sent: 21 March 2012 15:31
To: 'Richard.Bailie@aberdeenshire.gov.uk'
Cc: Shane Bermingham; 'David.Naismith@aberdeenshire.gov.uk'; 'Angus.MacIver@aberdeenshire.gov.uk'
Subject: RE: Moray Offshore Renewables Ltd - Traffic Impact Assessment

Hi Richard,

Further to your call, I just wanted to clarify my understanding of your email and our telephone conversation. I have inserted some comments in *red* below. We shall get in contact with David and Angus with respect to the comments below.

Kind Regards,

James Cameron MEng (Hons)
Assistant Civil Engineer, Renewables
URS Infrastructure & Environment UK Limited

Direct: +44 (0)131 718 5159
james.cameron@urs.com

James,

We have reviewed the draft Traffic Impact Assessment (TIA) chapter of the Environmental Impact Assessment (EIA) and supply the following comments;

We agree with the methodology used in completing the TIA.

Noted

For the final document that will be submitted to planning, it is recommended that the exact proposed access points and junction types are included and discussed and agreed with Local Roads Development.

These are currently unknown as the design is being finalised. To clarify, we will be utilising existing access points where possible and also creating temporary construction accesses which would be reinstated upon completion. No new permanent access points or junctions would be created. We will speak with David Naismith to further discuss this point.

It is noted that an evaluation on the environmental effects of increased traffic, especially HGV's, on the C-Roads is to be carried out. The exact C Road routes are to be discussed with Local Roads to determine whether these are suitable enough to cope with the increase in traffic and identify any mitigating measures that may need to take place.

It should be noted that the percentage increase in traffic and HGVs is in relation to the A roads. However the table 13.1.1.5 does give a breakdown of the currently anticipated traffic volumes that would be on the C-roads. We will discuss this further with David Naismith also. While we have addressed this in the chapter, we would envisage this being an item to be covered by the Traffic Management Plan.

It is agreed that the level of extra traffic on the local road network with regards to the substation is minor and will not require further detailed evaluations.

Noted

The increased percentage of proposed generated traffic and HGV's on Aberdeenshire Council roads is referred to as having a negligible significance in terms of an environmental effect and will not have any appreciable operational effects in terms of capacity. It is required that this is confirmed by Local Roads Development and the effects of increased levels of HGV's in general road maintenance terms is also discussed and any further mitigating measures agreed upon.

The baseline section of this traffic impact assessment was split into a separate chapter (by request of the client - to Chapter 10.12 Traffic). We have attached this also now for your information. In this chapter, section 10.12.4.7 describes the typical road capacities (as provided in DMRB Vol. 15 Table 5/3/1) vs their typical peak flows. Although this draft of chapter 10.12 does not include for B & C-Roads at present in table 10.12.13 it is worth noting at this stage that the DMRB table 5/3/1 - refers to 'Rural - poor single 5.5m' (Road Category 22) as have a capacity of 800 vehicles/hour/direction.

Referring back to Chapter 13.1.1 Traffic, table 13.1.1.5 details our modelled distribution of vehicle movements during the construction period. Assuming a 7 hour day, with the total average number of vehicles utilising any section of A,B or C-Road per day as 72 vehicles, 11 vehicles would utilise the roads per hour. With a capacity of 800 vehicle/hour/direction or similarly 1600 vehicle/hour. Therefore 11 vehicles utilising any C-Road in the assessment area would account for 0.7% of that roads capacity.

Based on this, we have determined that the magnitude of the increase in traffic would be negligible. We shall update section 13.1.1.11 - B & C Roads on page 10 to reflect the above explanation.

We will speak with Angus McIver as you suggested to ensure the concerns you have raised are adequately addressed within the assessment. I would envisage that this would be addressed through the mitigation required to maintain the road network integrity, ie. TMP and Condition Surveys as currently stated in section 13.1.1.13.

To ensure the local road networks experience minimal disruption with regards to proposed site and construction traffic, a planning condition stating that all delivery and works vehicles required for this type of development will not exceed the size of the type of delivery and works vehicles common to rural Aberdeenshire and therefore the local road network and proposed site access's will be adequate to cope. Any vehicles that exceed these sizes will be regarded as abnormal loads and subsequent traffic management plans will be required to be discussed and agreed with the Local Roads Development team and the relevant police authorities.

Noted

The mitigation measures included in section 13.1.1.13 are all acceptable. Any possible diversions planned as a result of the proposed development are to be discussed and agreed with Local Roads Development with regards to the suitability of coping with increased HGV traffic.

We appreciate that any traffic relating to the development will need to be sensitively routed to ensure minimum impact on the local roads and community. We would envisage this being an item to be covered by the Traffic Management Plan.

If you have any further questions with regards to the above points then do not hesitate in contacting me to discuss.

Regards,

Richard Bailie
Engineer - Transportation
Infrastructure Services
Aberdeenshire Council
Woodhill House, Westburn Road
Aberdeen, AB16 5GB
01224 664921
725 4921
07775010986
richard.bailie@aberdeenshire.gov.uk

From: 'Richard.Bailie@aberdeenshire.gov.uk'
Sent: 21 March 2012 11:31
To: James Cameron
Subject: Moray Offshore Renewables Ltd - Traffic Impact Assessment

James,

We have reviewed the draft Traffic Impact Assessment (TIA) chapter of the Environmental Impact Assessment (EIA) and supply the following comments;

We agree with the methodology used in completing the TIA. For the final document that will be submitted to planning, it is recommended that the exact proposed access points and junction types are included and discussed and agreed with Local Roads Development. It is noted that an evaluation on the environmental effects of increased traffic, especially HGV's, on the C-Roads is to be carried out. The exact C Road routes are to be discussed with Local Roads to determine whether these are suitable enough to cope with the increase in traffic and identify any mitigating measures that may need to take place. It is agreed that the level of extra traffic on the local road network with regards to the substation is minor and will not require further detailed evaluations.

The increased percentage of proposed generated traffic and HGV's on Aberdeenshire Council roads is referred to as having a negligible significance in terms of an environmental effect and will not have any appreciable operational effects in terms of capacity. It is required that this is confirmed by Local Roads Development and the effects of increased levels of HGV's in general road maintenance terms is also discussed and any further mitigating measures agreed upon.

To ensure the local road networks experience minimal disruption with regards to proposed site and construction traffic, a planning condition stating that all delivery and works vehicles required for this type of development will not exceed the size of the type of delivery and works vehicles common to rural Aberdeenshire and therefore the local road network and proposed site access's will be adequate to cope. Any vehicles that exceed these sizes will be regarded as abnormal loads and subsequent traffic management plans will be required to be discussed and agreed with the Local Roads Development team and the relevant police authorities.

The mitigation measures included in section 13.1.1.13 are all

acceptable.

Any possible diversions planned as a result of the proposed development are to be discussed and agreed with Local Roads Development with regards to the suitability of coping with increased HGV traffic.

If you have any further questions with regards to the above points then do not hesitate in contacting me to discuss.

Regards,

Richard Bailie
Engineer - Transportation
Infrastructure Services
Aberdeenshire Council
Woodhill House, Westburn Road
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01224 664921
725 4921
07775010986
richard.bailie@aberdeenshire.gov.uk

From: James Cameron
Sent: 07 March 2012 14:45
To: 'David.Naismith@aberdeenshire.gov.uk'
Cc: 'Angus.MacIver@aberdeenshire.gov.uk'; 'John.Stronach@aberdeenshire.gov.uk'; 'Mark.peters@aberdeenshire.gov.uk'; 'Richard.Bailie@aberdeenshire.gov.uk'; Shane Bermingham
Subject: RE: Moray Offshore Renewables Ltd - Traffic Impact Assessment

David,

Thanks for your quick response. I look forward to Aberdeenshire Council's responses (if required).

Kind Regards,

James Cameron MEng (Hons)
Assistant Civil Engineer, Renewables
URS Infrastructure & Environment UK Limited

Direct: +44 (0)131 718 5159
james.cameron@urs.com

From: 'David.Naismith@aberdeenshire.gov.uk'
Sent: 07 March 2012 14:40
To: James Cameron
Cc: 'Angus.MacIver@aberdeenshire.gov.uk'; 'John.Stronach@aberdeenshire.gov.uk'; 'Mark.peters@aberdeenshire.gov.uk'; 'Richard.Bailie@aberdeenshire.gov.uk'; Shane Bermingham
Subject: RE: Moray Offshore Renewables Ltd - Traffic Impact Assessment

James,

I acknowledge receipt as per your e-mail of today.

I will rely on my colleagues Mark Peters/Richard Baillie to respond with comments relating to methodology etc.

I personally have no comments to make at this stage and my other colleagues Angus MacIver/John Stronach will probably only be interested in the physical effects on the network infrastructure and as such will await the final route selection.

Regards

David Naismith BSc CEng MICE
Principal Engineer (Roads Development)

Transportation
Infrastructure Services
Aberdeenshire Council
Tel No 01261 813415 (internal 723 3415)
Web Site www.aberdeenshire.gov.uk

From: James Cameron
Sent: 07 March 2012 11:05
To: 'David.Naismith@aberdeenshire.gov.uk'
Cc: 'Angus.MacIver@aberdeenshire.gov.uk'; 'John.Stronach@aberdeenshire.gov.uk'; 'Mark.peters@aberdeenshire.gov.uk'; 'Richard.Bailie@aberdeenshire.gov.uk'; Shane Bermingham
Subject: Moray Offshore Renewables Ltd - Traffic Impact Assessment

David,

My colleague Shane Bermingham and I have previously been in contact with you with regards to Moray Offshore Wind Farm and the traffic and transport impact assessment that we have been commissioned to carry out for MORL. MORL have recently issued their draft ES to the relevant consultees and stakeholders for their comment, prior to the planning application being submitted later this year. The TIA chapter was not submitted as part of that document and I have attached the draft chapter for you and your colleagues information and where relevant, your comment.

In previous correspondence, you discussed that several colleagues would be interested in different aspects of the assessment. In particular, we would like to draw your attention to the methodology we have employed and also the assumptions we have made with regards the road network and the potentially affected areas. Your comments on these two aspects would be welcomed.

Please note the exact route is yet to be determined and MORL are working towards a preferred route in the coming weeks. For your reference, our initial assumption with regards to the cable installation site access points is covered in section 13.1.1.1

At present, we are in the process of finalising our assumptions as more details are made available with regards the development. This includes the dimensions of the substation building which have been overestimated and therefore the traffic associated with it's construction are currently conservative.

We would welcome any thoughts or suggestions that you have with our assumptions or methodology. If you have any queries, please do not hesitate to contact either myself or Shane Bermingham.

Kind Regards,
James Cameron MEng (Hons)
Assistant Civil Engineer, Renewables
URS Infrastructure & Environment UK Limited

23 Chester St, Edinburgh, EH3 7EN, United Kingdom

Direct: +44 (0)131 718 5159
james.cameron@urs.com
www.ursglobal.com

From: 'David.Naismith@aberdeenshire.gov.uk'
Sent: 21 November 2012 09:58
To: James Cameron
Subject: Re: Moray Offshore Renewables - Traffic and Transport Impact Assessment Consultation

James,

Apologies for not replying sooner.

I don't have much to add to the information given to Shane during our telephone conversation. Until a route is chosen and corridor access points/methods of road crossing identified I cannot give any further

detailed advice other than to say that, in general terms our network is generally lightly trafficked when compared to roads further south. Also the most major road to be crossed is the TRA90 which is managed by BEAR Scotland on behalf of Transport Scotland. The most major local road is the A950 from Peterhead to Mintlaw which carries a significant amount of commercial traffic to and from Peterhead Harbour and South Bay (Fishing and Oil related) as well as daily commuter traffic.

I trust these comments are of value.

Regards

David Naismith BSc CEng MICE
Principal Engineer (Roads Development)
Transportation
Infrastructure Services
Aberdeenshire Council
Tel No 01261 813415 (internal 723 3415)
Web Site www.aberdeenshire.gov.uk

From: James Cameron
Sent: 25 October 2011 15:44
To: David.Naismith@aberdeenshire.gov.uk
Cc: 'Richard.Baillie@aberdeenshire.gov.uk'; 'Mark.peters@aberdeenshire.gov.uk'
Subject: Moray Offshore Renewables - Traffic and Transport Impact Assessment Consultation

David,

My colleague Shane Bermingham had recently been in contact with you with regards to Moray Offshore Wind Farm and traffic and transport impact assessment that we have been commissioned to produce for EDP Renewables and Repsol.

Please find attached our consultation letter and drawing 846001-PPZ0020-MOR-MAP-002

If Aberdeenshire Council had not been issued with the scoping report for this development by EDPR or Repsol then a pdf version of the report can be found at the address below.

http://www.morayoffshorerenewables.com/intranet/uploads/Eastern_Area_Scoping_Report.pdf?bcsi_scan_AB11CAA0E2721250=1&bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=Eastern_Area_Scoping_Report.pdf

Kind Regards,

James Cameron MEng (Hons)
Civil Engineer
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www.urs-scottwilson.com

David Naismith
Aberdeenshire Council
Cape House
21 Seafield Street
Banff
AB45 1ED

Our Ref: 47059951-L003

Your Ref:-

Date: 25.10.2011

Dear David,

MORAY OFFSHORE WIND FARM – TRAFFIC AND TRANSPORT IMPACT ASSESSMENT

In January 2010, The Crown Estate awarded EDP Renovávies (EDPR) and Repsol Nuevas Energias UK the exclusive rights to develop wind farm sites within Zone 1 of the UK Round 3. Through their joint venture, Moray Offshore Renewables Ltd (MORL), they are to develop the zone within the Moray Firth.

URS Scott Wilson Ltd (URS SW) has been appointed by MORL to provide a traffic and transport impact assessment for the construction, operation and decommissioning stages of the proposed onshore cable route and associated infrastructure as part of their offshore wind farm development. The onshore cable route is to landfall at either of two proposed sites, Fraserburgh beach or Rattray, from where it continues through Aberdeenshire to a grid connection point near Peterhead power station. Please find enclosed drawing 846001-PPZ0020-MOR-MAP-002 which details the extent of the Fraserburgh and Rattray corridor study areas.

The scoping report for the onshore infrastructure was issued in mid September to various consultees. If you wish to receive a copy of the report I will organise for a copy to be sent to you.

To date, as part of URS SW's role as consultants on the traffic and transport impact assessment, we have carried out a survey of the road network affected by the proposed Fraserburgh and Rattray construction corridors. We have also made enquiries regarding traffic count data for the A90, A950 and A952 in addition to conducting our own traffic counts to establish a baseline.

At this point in the assessment we would like to ask if you have any further comments on the road network in Aberdeenshire, in particular the Buchan district, in relation to the traffic associated with the proposed development of Moray Offshore Wind Farm. We would appreciate your opinion outlining areas of concern such as traffic routes, traffic queuing, stress points, road geometry, road construction, maintenance works, accident records etc.

In addition, in order to identify and assess the likely environmental impacts of the proposed route corridors and any potential mitigation measures that may be required, we would appreciate if you could assist

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the proposed routes ; and

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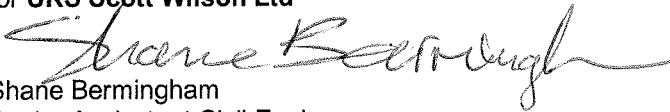
URS Scott Wilson Ltd
Registered in England: No 880328
Registered Office: Scott House, Alençon Link, Basingstoke, Hampshire, RG21 7PP, United Kingdom



- To identify any issues that you would like to see included in the Environmental Statement.

A prompt response to this letter would be greatly appreciated. Should you wish to discuss any of the above, please do not hesitate to contact me.

Yours sincerely,
for **URS Scott Wilson Ltd**



Shane Bermingham
Senior Assistant Civil Engineer
URS Scott Wilson

Direct Line: +44 (0)131 718 5194
shane.bermingham@scottwilson.com

Road Policing Department
Dunnottar Avenue
Stonehaven
AB39 2JD

Our Ref: TRF/7/IK/11
Your Ref:

Date: 30 October 2011

Mr James Cameron
URS Scott Wilson
23 Chester Street
EDINBURGH
EH3 7EN

Tel: 0845 600 5 700
Fax: 01224 30566
service centre@grampian.pnn.police.uk
www.grampian.police.uk

5.7 A
APPENDIX

Dear Mr Cameron

**MORAY OFFSHORE RENEWABLES – TRAFFIC AND TRANSPORT IMPACT
ASSESSMENT CONSULTATION**

I refer to your e-mail of 25 October 2011, and our subsequent telephone conversation regarding the above matter.

As discussed, I can confirm that we have no adverse comment to make on the proposals and have no further information regarding the proposed routes which would be of relevance to you.

I would however appreciate if we were kept informed of and given the opportunity to comment on, any traffic management issues as the proposals progress.

In the meantime, please do not hesitate to contact me on the above telephone number if you require anything further.

Yours sincerely

Inspector
Road Policing

-----Original Message-----

From: James Cameron [<mailto:James.Cameron@scottwilson.com>]

Sent: 25 October 2011 15:54

To: Service Centre

Cc: Shane Bermingham

Subject: Moray Offshore Renewables - Traffic and Transport Impact Assesment Consultation

Dear Grampian Police,

My name is James Cameron and I am working with EDPR and Repsol as part of their joint venture for the proposed offshore wind farm in the Moray Firth within Zone 1 of the UK Round 3 development. URS Scott Wilson have been appointed to assist MORL address the potential traffic issues associated with the onshore activities as part of the Environmental Statement to be submitted as part of their application for the consents required for the development. The roads assessed for this development are the A90 (from Boddam to Fraserburgh), the A950 (from Peterhead to Mintlaw) and the A952 (from Mintlaw to Cortes).

I have been informed by your head office that this consultation should be directed to either your Mintlaw or Peterhead offices.

Please find attached our consultation letter and drawing 846001-PPZ0020-MOR-MAP-002 with regards tot the traffic and transport assessment for the onshore works associated with Moray Offshore Wind Farm.

If Grampian Police have not been issued with the scoping report for this development by EDPR or Repsol then a pdf version of the report can be found at the address below.

http://www.morayoffshorerenewables.com/intranet/uploads/Eastern_Area_Scoping_Report.pdf?bcsi_scan_AB11CAA0E2721250=1&bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=Eastern_Area_Scoping_Report.pdf

Kind Regards,

James Cameron MEng (Hons)
Civil Engineer
URS Scott Wilson
23 Chester St, Edinburgh, EH3 7EN, United Kingdom

T +44 (0)131 718 5159 (DL)
E james.cameron@scottwilson.com
www.urs-scottwilson.com

Grampian Police
Force Headquarters
Queen Street,
Aberdeen
AB10 1ZA

Our Ref: 47059951-L002

Your Ref:-

Date: 25.10.2011

Dear Sir/Madam,

MORAY OFFSHORE WIND FARM – TRAFFIC AND TRANSPORT IMPACT ASSESSMENT

In January 2010, The Crown Estate awarded EDP Renovávies (EDPR) and Repsol Nuevas Energias UK the exclusive rights to develop wind farm sites within Zone 1 of the UK Round 3. Through their joint venture, Moray Offshore Renewables Ltd (MORL), they are to develop the zone within the Moray Firth.

URS Scott Wilson Ltd (URS SW) has been appointed by MORL to provide a traffic and transport impact assessment for the construction, operation and decommissioning stages of the proposed onshore cable route and associated infrastructure as part of their offshore wind farm development. The onshore cable route is to landfall at either of two proposed sites, Fraserburgh beach or Rattray, from where it continues through Aberdeenshire to a grid connection point near Peterhead power station. Please find enclosed drawing 846001-PPZ0020-MOR-MAP-002 which details the extent of the Fraserburgh and Rattray corridor study areas.

The scoping report for the onshore infrastructure was issued in mid September to various consultees. If you wish to receive a copy of the report I will organise for a copy to be sent to you.

To date, as part of URS SW's role as consultants on the traffic and transport impact assessment, we have carried out a survey of the road network affected by the proposed Fraserburgh and Rattray construction corridors. We have also made enquiries regarding traffic count data for the A90, A950 and A952 in addition to conducting our own traffic counts to establish a baseline.

At this point in the assessment we would like to ask if you have any further comments on the road network in Aberdeenshire, in particular the Buchan district, in relation to the traffic associated with the proposed development of Moray Offshore Wind Farm. We would appreciate your opinion outlining areas of concern such as traffic routes, traffic queuing, stress points, road geometry, road construction, maintenance works, accident records etc.

In addition, in order to identify and assess the likely environmental impacts of the proposed route corridors and any potential mitigation measures that may be required, we would appreciate if you could assist

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the proposed routes ; and


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- To identify any issues that you would like to see included in the Environmental Statement.

A prompt response to this letter would be greatly appreciated. Should you wish to discuss any of the above, please do not hesitate to contact me.

Yours sincerely,
for **URS Scott Wilson Ltd**


Shane Bermingham
Senior Assistant Civil Engineer
URS Scott Wilson

Direct Line: +44 (0)131 718 5194
shane.bermingham@scottwilson.com

From: Stuart.Edgar@transportscotland.gsi.gov.uk
[\[mailto:Stuart.Edgar@transportscotland.gsi.gov.uk\]](mailto:Stuart.Edgar@transportscotland.gsi.gov.uk)
Sent: 02 February 2012 16:22
To: James Cameron
Subject: RE: Moray Offshore Renewables - Traffic and Transport Impact Assessment Consultation

James,

I have no further comment to add at present to those in my previous e-mail. I have also forwarded a copy of your Scoping Report to our Development Control Section for their information, but I would not anticipate any comments from them as the only possible effect on the road network will be from the laying of your grid connection cables.

Yours,

Stuart Edgar.

From: James Cameron [\[mailto:James.Cameron@Urs.com\]](mailto:James.Cameron@Urs.com)
Sent: 01 February 2012 10:16
To: Edgar S (Stuart)
Cc: Shane Bermingham
Subject: RE: Moray Offshore Renewables - Traffic and Transport Impact Assessment Consultation

Hi Stuart,

I'm just following up my consultation letter dated 25.10.2011 (which I sent via the below email) to see whether or not you have any further comments on the road network in Aberdeenshire, in particular the Buchan district, in relation to the traffic associated with the proposed development of Moray Offshore Wind Farm. We are trying to finalise a draft of our chapter for our client.

Since we have not received any response from you we shall assume that you have no comments with regards to the traffic associated with the proposal.

If you wish to discuss further please do not hesitate to contact me.

Kind Regards,

James Cameron MEng (Hons)
Assistant Civil Engineer, Renewables
URS Infrastructure & Environment UK Limited

Direct: +44 (0)131 718 5159
james.cameron@urs.com

From: James Cameron
Sent: 25 October 2011 15:45
To: Stuart.Edgar@transportscotland.gsi.gov.uk
Cc: Shane Bermingham
Subject: Moray Offshore Renewables - Traffic and Transport Impact Assessment Consultation

Stuart,

Just to clarify we are working with EDP Renewables and Repsol as part of their joint venture (Moray Offshore Renewables Ltd) for the proposed offshore wind farm in the Moray Firth within Zone 1 of the UK Round 3 development. URS Scott Wilson have been appointed to assist MORL address the potential traffic issues associated with the onshore activities as part of the Environmental Statement to be submitted as part of their application for the consents required for the development. No permissions have yet been granted for construction.

Please find attached our consultation letter and drawing 846001-PPZ0020-MOR-MAP-002

If Transport Scotland had not been issued with the scoping report for this development by EDPR or Repsol then a pdf version of the report can be found at the address below.

http://www.morayoffshorerenewables.com/intranet/uploads/Eastern_Area_Scoping_Report.pdf?bcsi_scan_AB11CAA0E2721250=1&bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=Eastern_Area_Scoping_Report.pdf

Kind Regards,

James Cameron MEng (Hons)
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From: Stuart.Edgar@transportscotland.gsi.gov.uk
[\[mailto:Stuart.Edgar@transportscotland.gsi.gov.uk\]](mailto:Stuart.Edgar@transportscotland.gsi.gov.uk)
Sent: 25 October 2011 10:14
To: James Cameron
Subject: RE: Traffic Impact Assessment of the A90, A952 and A950 in the Banff and Buchan district of Aberdeenshire

James,

E-mail acceptable, but would require hard copies of any agreements etc for signing.
Address is:-

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow G4 0HF.

Yours,

Stuart Edgar.

From: James Cameron [\[mailto:James.Cameron@scottwilson.com\]](mailto:James.Cameron@scottwilson.com)
Sent: 25 October 2011 09:53
To: Edgar S (Stuart)
Subject: RE: Traffic Impact Assessment of the A90, A952 and A950 in the Banff and Buchan district of Aberdeenshire

Hi Stuart,

Thanks for your quick reply, would the letter and attachments sent via email be acceptable or would you prefer a hard copy? If a hard copy of the letter is required could you send me your address?

Kind Regards,

James Cameron

T +44 (0)131 718 5159 (DL)

E james.cameron@scottwilson.com

From: Stuart.Edgar@transportscotland.gsi.gov.uk
[\[mailto:Stuart.Edgar@transportscotland.gsi.gov.uk\]](mailto:Stuart.Edgar@transportscotland.gsi.gov.uk)

Sent: 25 October 2011 09:48

To: James Cameron

Subject: RE: Traffic Impact Assessment of the A90, A952 and A950 in the Banff and Buchan district of Aberdeenshire

James,

Thanks for your e-mail which has been forwarded to myself as Transport Scotland Area Manager for the North East of Scotland. I would be the initial contact in relation to the construction of a grid connection cable with reference to the A90 Trunk Road. Once all agreements, wayleaves etc where required are in place, Bear Scotland, Transport Scotland's Operating Company for the North East will be involved with regard to road access and construction works.

Regarding the A952 and A950 these roads fall under the jurisdiction of the Local Authority where they are located and are therefore outwith the control of Transport Scotland.

Yours,

Stuart Edgar.

From: James Cameron [\[mailto:James.Cameron@scottwilson.com\]](mailto:James.Cameron@scottwilson.com)

Sent: 24 October 2011 17:10

To: Transport Scotland Info

Subject: Traffic Impact Assessment of the A90, A952 and A950 in the Banff and Buchan district of Aberdeenshire

Dear Transport Scotland,

We have been appointed to carry out a traffic and transport impact assessment of the above mentioned roads in relation to the construction of a grid connection cable to Moray Offshore Wind Farm.

We would like to consult Transport Scotland whether or not they have any particular areas of concern with regards to the above mentioned roads. Could you provide me with a contact who deals with traffic impact assessment for your managed road network in the north east of Scotland (Banff and Buchan).

Regards,

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Stuart Edgar,
Transport Scotland,
Buchanan House,
58 Port Dundas Road,
Glasgow
G4 0HF

Our Ref: 47059951-L001

Your Ref:-

Date: 25.10.2011

Dear Stuart

MORAY OFFSHORE WIND FARM – TRAFFIC AND TRANSPORT IMPACT ASSESSMENT

In January 2010, The Crown Estate awarded EDP Renovávies (EDPR) and Repsol Nuevas Energias UK the exclusive rights to develop wind farm sites within Zone 1 of the UK Round 3. Through their joint venture, Moray Offshore Renewables Ltd (MORL), they are to develop the zone within the Moray Firth.

URS Scott Wilson Ltd (URS SW) has been appointed by MORL to provide a traffic and transport impact assessment for the construction, operation and decommissioning stages of the proposed onshore cable route and associated infrastructure as part of their offshore wind farm development. The onshore cable route is to landfall at either of two proposed sites, Fraserburgh beach or Rattray, from where it continues through Aberdeenshire to a grid connection point near Peterhead power station. Please find enclosed drawing 846001-PPZ0020-MOR-MAP-002 which details the extent of the Fraserburgh and Rattray corridor study areas.

The scoping report for the onshore infrastructure was issued in mid September to various consultees. If you wish to receive a copy of the report I will organise for a copy to be sent to you.

To date, as part of URS SW’s role as consultants on the traffic and transport impact assessment, we have carried out a survey of the road network affected by the proposed Fraserburgh and Rattray construction corridors. We have also made enquiries regarding traffic count data for the A90, A950 and A952 in addition to conducting our own traffic counts to establish a baseline.

At this point in the assessment we would like to ask if you have any further comments on the road network in Aberdeenshire, in particular the Buchan district, in relation to the traffic associated with the proposed development of Moray Offshore Wind Farm. We would appreciate your opinion outlining areas of concern such as traffic routes, traffic queuing, stress points, road geometry, road construction, maintenance works, accident records etc.

In addition, in order to identify and assess the likely environmental impacts of the proposed route corridors and any potential mitigation measures that may be required, we would appreciate if you could assist

- To identify any information you may hold which would be relevant;
- To identify any concerns that you may have about the proposed routes ; and

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- To identify any issues that you would like to see included in the Environmental Statement.

A prompt response to this letter would be greatly appreciated. Should you wish to discuss any of the above, please do not hesitate to contact me.

Yours faithfully
for **URS Scott Wilson Ltd**


Shane Bermingham
Senior Assistant Civil Engineer
URS Scott Wilson

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