

Lees E (Emma)

From: andy.mulholland@dundeecity.gov.uk
Sent: 15 April 2020 09:07
To: MS Marine Renewables
Cc: Lees E (Emma); gary.knox@dundeecity.gov.uk
Subject: Re Seagreen Alpha & Bravo Offshore Wind Farms - Traffic and Transportation Plan - Consultation

Dear sir/madam

Thank you for the opportunity to comment on the above information regarding the Traffic and Transportation Plan submitted in response to Condition 25 of the Section 36 Consent. I have no comments to make.

Regards

Andrew

Andrew Mulholland
Planning Officer
Planning Team
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Wright H (Hamish)

From: Miller, Craig <CMiller@scotborders.gov.uk>
Sent: 16 April 2020 14:54
To: MS Marine Renewables
Subject: FW: Seagreen Alpha & Bravo Offshore Wind Farms - Traffic and Transportation Plan - Consultation - Response by 12 May 2020
Attachments: Traffic and Transportation Plan.pdf

Dear Madam

I can confirm that we have no comments on the Traffic and Transportation Plan,

Regards

Craig Miller
Principal Planning Officer
Regulatory Services
Scottish Borders Council
Tel: 01835 825029
E-mail : cmiller@scotborders.gov.uk

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From: Planning & Regulatory Services
Sent: 14 April 2020 11:48
To: Miller, Craig <CMiller@scotborders.gov.uk>
Subject: FW: Seagreen Alpha & Bravo Offshore Wind Farms - Traffic and Transportation Plan - Consultation - Response by 12 May 2020

Received in PRS mailbox

From: MS.MarineRenewables@gov.scot [<mailto:MS.MarineRenewables@gov.scot>]
Sent: 14 April 2020 11:44
To: MS.MarineRenewables@gov.scot
Cc: jessica.wilson@gov.scot

Emma Lees
Marine Scotland
Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB
MS.MarineRenewables@gov.scot

Your ref:

Our ref:
TS00538

Date:
30/04/2020

Dear Sirs,

MARINE (SCOTLAND) ACT 2010 & MARINE AND COASTAL ACCESS ACT 2009, PART 4 MARINE LICENSING

SEAGREEN ALPHA & BRAVO OFFSHORE WIND FARMS - TRAFFIC AND TRANSPORTATION PLAN

With reference to your recent correspondence on the above development, we acknowledge receipt of the Traffic and Transportation Plan (TTP) prepared by RPS Group Ltd in support of the above development.

This information has been passed to SYSTRA Limited for review in their capacity as Term Consultants to Transport Scotland – Roads Directorate. Based on the review undertaken, we would provide the following comments.

We note that the TTP has been prepared to address the requirements of the relevant Conditions attached to the S36 consent for the Seagreen Alpha and Bravo offshore wind farms which together form the Seagreen Project. The project consists of 150 turbines located in the outer Firth of Forth, east of the Angus coastline, with the nearest trunk road to the site being the A90(T) approximately 15km inland. The TTP indicates that the document does not cover any part of the components transported by sea, such as the turbine generators, substructures and foundations, cables and offshore substation platforms. It covers a mitigation strategy for the impact of road based traffic arising from the installation of these components.

Construction Road Traffic Impact

The TTP indicates that traffic movements will be generated to and from the main ports to be utilised during construction, with the principal port identified as being the Port of Montrose.

We note that personnel associated with the WTG installation will be transferred using Crew Transfer Vessels (CTV), and these will operate between the Port of Montrose and the site for the installation of infrastructure. It is estimated that there would be up to 30 staff per vessel, with 975 return CTV trips to construct the 150 WTGs.

Assuming a seven-day working period, this equates to an average of two return CTV trips per day over the construction period of 17 months. Based upon this, it is estimated there would be 100 vehicle movements (includes arrivals and departures), per day, associated with staff for the WTG installation.

In addition to personnel, supplies required during construction will be transported by road, as will waste and grout. A Service Operations Vessel (SOV) to support the WTG installation activities will have a single return trip to Port of Montrose approximately once per month during installation activities, which would generate two HGV movements per month to service the SOV with regards to supplies and waste.

The total daily traffic flows associated with the construction is, therefore, 102 vehicles. The observed Annual Average Daily Traffic Flow on the A92(T) is identified as being 10,679 with 480 HGVs, giving a total percentage impact associated with construction of 0.96% and an HGV percentage impact of 0.42%.

The TTP indicates that as a result of the above figures, no mitigation measures are required in relation to the port traffic. Transport Scotland agrees with this conclusion.

Abnormal Loads

The TTP states that it is not anticipated that any abnormal load deliveries associated with the major components of the Seagreen Project will be transported by road. Transport Scotland is, therefore, satisfied that no Abnormal Loads Assessment is required.

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 Alan DeVenny at SYSTRA's Glasgow Office on 0141 343 9636.

Yours faithfully

John McDonald

**Transport Scotland
Roads Directorate**

cc Alan DeVenny – SYSTRA Ltd.

Lees E (Emma)

From: Martin MCGroarty <Martin.McGroarty@fife.gov.uk>
Sent: 13 May 2020 15:17
To: MS Marine Renewables
Subject: 20/00886/CON - Marine Scotland Consultation – Seagreen A&B Offshore Wind Farm – Traffic and Transportation Plan (TTP)

FAO Jessica Wilson

Dear Jessica

ELECTRICITY ACT 1989

The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended)

MARINE (SCOTLAND) ACT 2010 & MARINE AND COASTAL ACCESS ACT 2009, PART 4 MARINE LICENSING

**The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) and
The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended)**

I write with regard to the above consultation, with apologies for missing yesterday's response deadline.

I can confirm that, having consulted local Elected Members and colleagues, Fife Council has no objection to make on this matter, but would comments as follows.

One of our local Elected Members considers that the TTP was not a very accessible document.

The proposals are expected to have very little impact on traffic in Fife as the major construction components are being pre-assembled close to the mouth of the River Tees and at the Port of Vlissingen in the Netherlands, then transported by sea to a marshalling port or directly to the OWF sites. Construction personnel are being transported to the OWF sited via boats from the Seagreen Marine Co-ordination Centre which is to be based at Montrose.

One point we would make is that there is reference to the use of other ports and harbours for the movement of personnel, refuelling, vessel sheltering, delivery of supplies and disposal of waste. However there is no indication of the location of these ports and harbours, as they have not been decided yet. These operations will generate some level of traffic, although it is intended that the use of these ports / harbours will be infrequent. If any of these ports / harbours are in Fife then there could be some impact, albeit that we do not consider that this impact is likely to be significant.

From both a Transportation aspect and an Economic Development point of view - Fife would welcome port traffic and downstream jobs from these developments - we would request further details of locations and anticipated traffic movements once they become known.

Kind regards,
Martin

Martin McGroarty

Lead Professional (Minerals)

Development Management

Economy, Planning & Employability Services

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