

Project Title	Seagreen Wind Energy Ltd
Document Reference Number	LF000009-CST-OF-PLN-0026

Traffic and Transportation Plan

Offshore Transmission Asset Marine Licence Condition 3.2.2.11

For the approval of Scottish Ministers

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Rev	Date	Reason for Issue	Originator	Checker	Approver
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Consent Plan Overview

Purpose of the Traffic and Transportation Plan (TTP)

This Traffic and Transportation Plan (TTP) is submitted by Seagreen Wind Energy Limited (SWEL) on behalf of Seagreen Alpha Wind Energy Limited (SAWEL) and Seagreen Bravo Wind Energy Limited (SBWEL) to address the specific requirements of condition 3.2.2.11 of OTA Marine Licence granted by the Scottish Ministers under the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009 on 10 October 2014 to SAWEL and to SBWEL, as amended by the revised marine licence granted by the Scottish Ministers on 6 March 2019 (reference 04678/19/0) in respect of the Seagreen Offshore Transmission Assets (OTA) associated with the Seagreen Alpha and Seagreen Bravo Wind Farms (OWFs) (the OTA Marine Licence); for the Seagreen Alpha and Seagreen Bravo Offshore Wind Farms and their associated Offshore Transmission Assets.

The OTA is referred to as the 'Seagreen Project'.

The overall aims and objectives of the TTP are to set out a mitigation strategy for the impact of road based traffic and transportation associated with operations phase of the Project, as consented by the OTA Marine Licence. The TTP also provides details on the ports to be used during the operations of the Seagreen Project and the operational activities and their associated vehicle movements.

No significant traffic or transport effects are anticipated and therefore it is considered by Seagreen that no mitigation measures will be required.

All Seagreen Contractors (including their Sub-Contractors) involved in the Seagreen Project are required to comply with this TTP through conditions of contract.

Note that the OTA is subject to the OFTO process. At the point of transfer of the OTA (and the OTA Marine Licence) to the OFTO, the OFTO will be responsible for the traffic and transportation issues surrounding the OTA, for compliance with the OTA Marine Licence and compliance with and ongoing update of the TTP.

Following transfer of the OTA and the OTA Marine Licence to the Offshore Transmission Owner (OFTO), it shall be the responsibility of the OFTO to comply with the TTP - and all other associated Consent Plans that apply to the OTA - in full.

Scope of the TTP

This TTP covers, in line with the requirements of condition 3.2.2.11 of the OTA Marine Licence, a mitigation strategy for the impact of road based traffic and transportation associated with the operational phase of the Project, as consented by the OTA Marine Licence.

This TTP also covers the following:

- Guidance and methodology – DfT Guidance on Transport Assessment and Guidelines for the Environmental Assessment of Road Traffic (The Institute of Environmental Management and Assessment, 1993);
- Seagreen project activities and movements; and
- Description of main ports and harbours.

Structure of the TTP

The TTP is structured as follows:

Section 1&2	Provides an overview of the Project and the consent requirements that underpin the content of this TTP. It also sets out the purpose, objectives and scope of the TTP and sets out the process for making updates and amendments. It also provides a description of the main port and harbours, details on operational activities and vehicle movements.
Section 3	Provides details on construction road traffic at the main Ports identified for the project and provides an assessment of mitigation measures required in line with appropriate guidance.
Section 4	Demonstrates compliance with the original application and commitments made.
Section 5	Lists the references made within this TTP.
Appendices	Appendix A – Abbreviations and Definitions Appendix B – Change Management Process Appendix C – Summary Mitigation Measures

Plan Audience

This TTP will be submitted for approval to the Scottish Ministers (in respect of condition 25 of the S36 Consents)/Licensing Authority (in respect of condition 3.2.2.11 of the OTA Marine Licence) in consultation with:

- OTA Marine Licence: Transport Scotland, Angus Council, Fife Council and any such other advisors as may be required at the discretion of the Licensing Authority

Copies of the TTP are to be held in the following locations:

- Seagreen's head office;
- Seagreen's construction office and marine coordination centre;
- at the premises of any Contractor (as appropriate), including the Seagreen ECoW, acting on behalf of Seagreen; and
- aboard any vessel engaged in the Wind Farm/OTA.

1. Introduction

1.1 Consents and Licences

Seagreen Wind Energy Limited (SWEL), (hereafter referred to as Seagreen) was granted a Marine Licence for Seagreen Alpha and Bravo's Offshore Transmission Asset (OTA) by Scottish Ministers in October 2014, under the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009, (the 'Marine Licence').

The OTA is referred to as the 'Seagreen Project'. In 2019, the OTA Marine Licence was varied by the Scottish Ministers.

1.2 Project Description

The Seagreen Project is located in the North Sea, in the outer Firth of Forth and Firth of Tay region and comprises the Offshore Substation Platforms, OSP, its foundations and the offshore export cables, to facilitate the export of renewable energy to the national electricity transmission grid. The location of the Seagreen Project is shown in Figure 1.1.

The Seagreen Project consists of the following key components:

- One OSP, installed on up to 12 pin pile foundations;
- Three subsea export cables, to transmit electricity from the OSP to the landfall at Carnoustie and connecting to the onshore export cables for transmission to the onshore substation and connection to the National Grid network. Export cables are buried where possible and where burial was not possible cable protection has been provided.

Table 1.1: Consent Conditions to be discharged by this TTP

Consent Document	Condition Reference	Condition Text	Reference to relevant Section of this TTP
Marine Licence (OTA)	3.2.2.11	The Licensee must, no later than 6 months prior to the Commencement of the Works submit a TTP, in writing, to the Licensing Authority for their written approval.	This document sets out the TTP for approval by the Scottish Ministers.
		Such approval may only be granted following consultation by the Licensing Authority with Transport Scotland, Angus Council, Fife Council and any such other advisors as may be required at the discretion of the Licensing Authority.	To be undertaken by the Scottish Ministers.
		The TTP must set out a mitigation strategy for the impact of road based traffic and transportation associated with the Works.	Section 3

1.4 Linkages with other consent plans and Consent Conditions

Marine Licence Condition 3.2.2.11 (see Table 1.1) does not explicitly identify linkages between this TTP and other Consent Plans.

1.5 Updates and Amendments

Should any updates to this TTP become necessary, the change management process for any updates required to the TTP, including resubmission of consent plans for approval, is outlined in Appendix B – The TTP Change Management Procedure.

2. Scope and Objectives of the TTP

This TTP has been prepared to address the specific requirements of the relevant conditions attached to the Marine Licence issued to Seagreen and applies to all offshore operations, as required to be undertaken before the Final Decommissioning of the Works.

This TTP provides an overview of the traffic and transport associated with the offshore operation of the Seagreen Project, that will be utilising the road network and provides an assessment of mitigation measures required in line with appropriate guidance.

2.1 Guidance and Methodology

The following guidance documents have been taken into account in completing this TTP:

- Transport Scotland, Transport Assessment Guidance (2012);
- The Department for Transport (DfT), Guidance on Transport Assessment (GTA) (DfT, 2007); and
- The Institute of Environmental Management and Assessment (IEMA) ‘Guidelines for the Environmental Assessment of Road Traffic’ (1993).

DfT's Guidance suggests that transport assessment is only required for a development that generates 30 or more two-way movements in any hour.

The IEMA guidelines suggest two broad principles to be used as a screening process to determine the scale and extent of the assessment. These are:

- Rule 1 - include road links where traffic flows are predicted to increase by more than 30% (or where the number of heavy goods vehicles is predicted to increase by more than 30%); and
- Rule 2 - include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more.

Existing traffic levels for the roads in the vicinity of the project ports have been established from Department for Transport (DfT) traffic counts. Traffic count locations on trunk roads closest to the ports have been used to indicate the typical traffic volumes.

The anticipated traffic generated by the Seagreen Project can be compared against the estimated baseline traffic. If the IEMA thresholds have not been exceeded, the significance of the effects can be considered to be negligible/low and not significant and further detailed assessments and mitigation are not required.

3. Operational Road Traffic and Mitigation Measures

In line with the requirements of condition 3.2.2.11 of the OTA Marine Licence, an assessment of traffic impacts made as part of the development phase Traffic and Transportation Plan concluded that the increase in overall traffic volumes resulting from construction activities would not breach accepted thresholds, and that no mitigation was assessed to be required. In comparison with the development phase, traffic volumes associated with O&M will be low, without requirement for mitigation.

For clarity, during O&M, it is anticipated that abnormal load deliveries will be by sea, directly or via a marshalling port. Abnormal loads are therefore not expected to be transported on the road network.

4. Compliance with the ES and ES Addendum

The relevant conditions of the OTA Marine Licence require that the Seagreen Project be operated in accordance with the operational methods assessed in the ES and ES Addendum and that operations related mitigation proposed in the ES and ES Addendum are to be delivered.

However, traffic effects were scoped out of the Environmental Statement (ES) or ES Addendum and only one commitment has been identified which is relevant to this TTP.

Appendix C presents the commitments made by Seagreen in the ES and ES Addendum to mitigate measures relative to construction methods and processes set out in this TTP. The table provides details of the commitment and a cross-reference to the relevance of this commitment to the TTP.

5. References

Table 5.1 Seagreen Document References

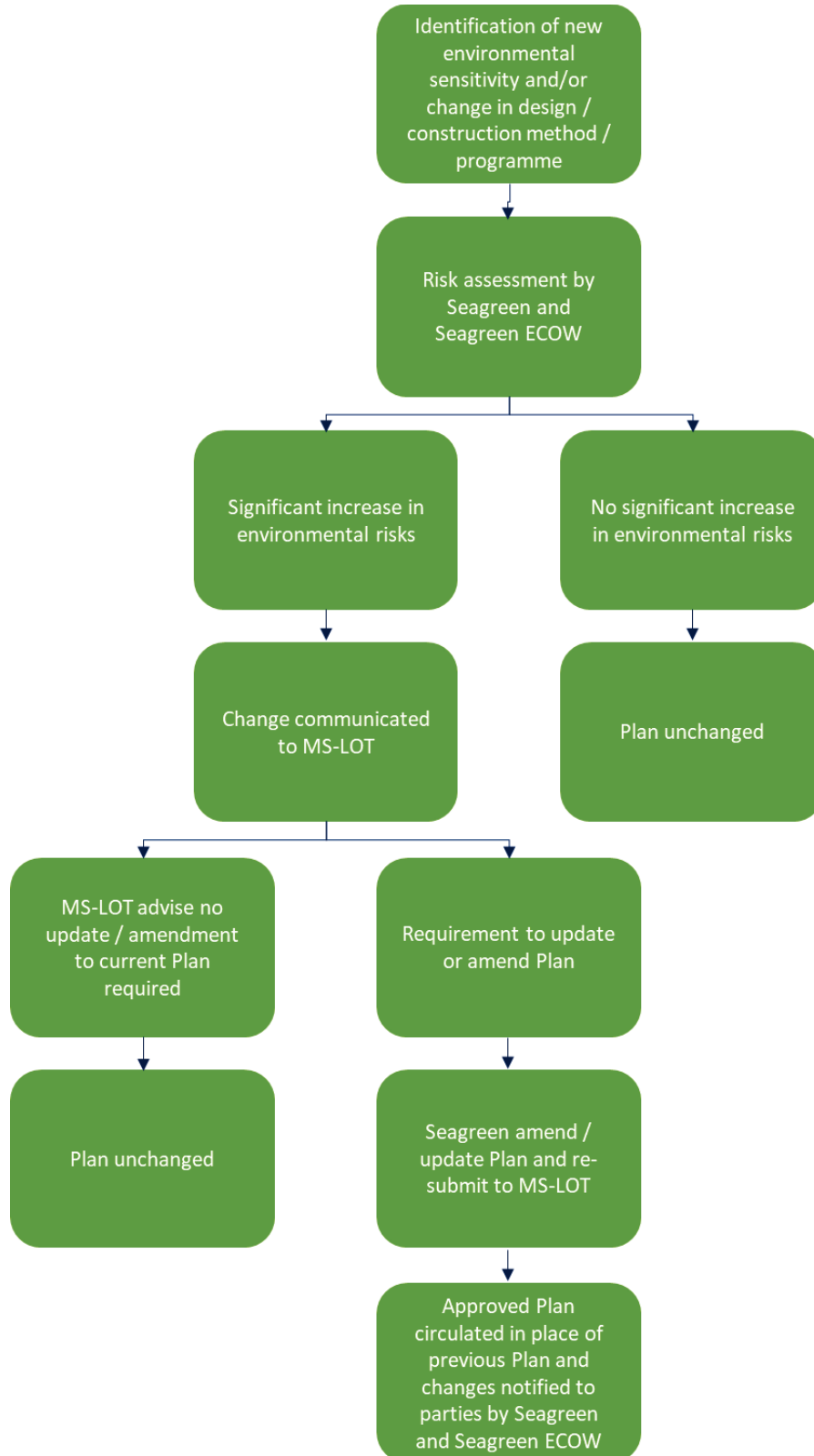
SWEL Document Number	Title
LF000009-CST-OF-PRG-0002	Offshore Construction Programme
LF000009-CST-OF-PLN-0014	Offshore Construction Environmental Management Plan
LF000009-CST-OF-MST-0002	Offshore Transmission Assets Construction Method Statement
LF000009-CST-OF-MST-0001	Offshore Wind Farm Construction Method Statement
LF000009-CST-OF-PLN-0006	Offshore Vessel Management Plan

Appendix A – TTP List of Abbreviations and Definitions

Term	Description
AADF	Annual Average Daily Traffic Flow
CMS	Construction Method Statement as required under Alpha and Bravo Section 36 Condition 11 and the Offshore Transmission Asset Marine Licence Condition 3.2.2.4
commitments register	A register that sets out all commitments to manage and mitigate potential environmental impacts made by SWEL
Contractor	The contractor as appointed by SWEL
CoP	Construction Programme as required under Alpha and Bravo Section 36 Condition 9 and the Offshore Transmission Asset Marine Licence Condition 3.2.2.3
CTV	Crew Transfer Vessel
DfT	The Department for Transport
ECoW	Ecological Clerk of Works as required under Alpha and Bravo Section 36 Condition 29 and the OTA Marine Licence Condition 3.2.2.12.
EIA	Environmental Impact Assessment
ES	Environmental Statement
GTA	Guidance on Transport Assessment
HGV	Heavy Goods Vehicle
IEMA	The Institute of Environmental Management and Assessment
ISO	International Organisation for Standardisation
Landfall site	The point above MHWS where the OTA export cables connects to the OnTW
Licensing Authority	Marine Directorate acting on behalf of the Scottish Ministers
Licensee	SAWEL and SBWEL
Marine Coordination	The management and surveillance of people, vessels and Offshore structures to ensure the safe preparation and execution of Offshore activities, in order to minimise the probability of an incident, and to provide effective response if an incident does occur
Marine Licence	The OTA Marine Licence as granted by the Scottish Ministers under the Marine (Scotland) Act 2010 and the Marine and coastal access Act 2009 on 10 October 2014, and as subsequently varied, on 6 March 2019 and in respect of the OTA Marine Licence as varied under the Marine (Scotland) Act 2010 on 6 March 2019
MHWS	Mean High Water Springs
MD-LOT	Marine Directorate Licensing and Operations Team
OnTW	Onshore Transmission Works, from landfall consisting of onshore buried export cables and new transmission substation

Term	Description
OTA	Offshore Transmission Asset, comprising the OSPs and the transmission cable required to connect the Wind Farm Assets to the OnTW from the OSPs to the MHWS at the landfall at Carnoustie.
SAWEL	Seagreen Alpha Wind Energy Limited, a company with registered number 07185533 and having its registered office at No1 Forbury Place, 43 Forbury Road, Reading, United Kingdom RG1 3JH
SBWEL	Seagreen Bravo Wind Energy Limited, a company with registered number 07185543 and having its registered office at No1 Forbury Place, 43 Forbury Road, Reading, United Kingdom RG1 3JH
Site	The area outlined in red in both Figure 1 attached to the S36 consent Annex 1 and the figure contained in Part 4 of the Marine Licence
Seagreen	Seagreen Wind Energy Limited (SWEL), the parent company of Seagreen Alpha Wind Energy Ltd (SAWEL) and Seagreen Bravo Wind Energy Ltd (SBWEL), (company number 06873902) and having its registered office at No.1 Forbury Place, 43 Forbury Road, Reading, United Kingdom, RG1 3JH
SOV	Service Operations Vessel
WTG	Wind turbine generator

Appendix B – The TTP Change Management Procedure



Appendix C - Summary of mitigation commitments

Source	Reference (ES Chapter and Paragraph)	Details of commitment	Reference (this document)
ES September 2012	Other Marine Users and Activities 20.43, 20.50, 20.55, 20.62, 20.68, 20.72, 20.73, 20.74, 20.75, 20.77	<p>Consultation with the relevant wind farm project managers/ developers and operators, MOD and licensing authority to ensure logistics management is appropriate and to allow discussion of concerns and facilitate resolution of any potential issues.</p> <p>To this end Seagreen will continue to participate in on-going communication between the parties involved. The situation will also be monitored with regard to any future development to assess potential impacts in the future.</p>	Section 3