Galileo 05 Limited

Lynemore Wind Farm

Additional Information Volume 2

Chapter 10: Traffic and Transport

663991 (00)

JANUARY 2026

GALILEO EMPOWER

RSK

Table of Contents

10.1 INTRODUCTION 10-1
10.2 POTENTIAL EFFECTS 10-1
10.3 SUMMARY AND CONCLUSIONS 10-2

TABLES
Table 10.1 Summary of Effects 10-3

10 TRAFFIC AND TRANSPORT

10.1 Introduction

10.1.1 The Applicant is submitting AI in respect of a Revised Proposed Development, which reduces the total number of turbines from 14 to 12, with re-location of some of the retained turbines to avoid deep areas of peat, relocation of the vehicle access point, and rationalisation of internal Site access tracks and construction compounds. Refer to **AI Chapter 2: Updated Description of the Proposed Development** for the detailed description of the revised turbine and infrastructure layout, and to **AI Figure 2.5** which shows a plan of the Revised Proposed Development.

10.1.2 A summary of predicted residual effects upon receptors along the proposed transport routes based on the parameters of the EIA Proposed Development was presented in Table 10.20 of **Chapter 10: Traffic and Transport** of the EIA Report. **Chapter 10: Traffic Transport** concludes the following predicted effects:

- The Proposed Development will lead to increased traffic volumes on the study area road network during the construction phase. This increase will be temporary and will only occur during the construction phase.
- An assessment of likely effect using IEMA[1] guidelines has been undertaken. Prior to the implementation of mitigation, a **Minor / Negligible** and **not significant** effect could be expected on users of the A9 and A95, while a **Minor / Negligible** and **not significant** effect could be expected to be experienced by residents along the A9 and A95.
- With the implementation of appropriate mitigation, a Construction Traffic Management Plan (CTMP) and Abnormal Load Traffic Management Plan (ALMP), no significant long lasting residual effects are anticipated in respect of traffic and transport issues. The residual effects on users of the A9 and A95 Road are assessed to be **Minor/Negligible** and **not significant** and the residual effects on residents along the A9 and A95 are assessed to be **Minor / Negligible** and **not significant**.

10.1.3 This chapter considers changes to potential effects as reported in the EIA Report submitted on 1st May 2025.

10.2 Potential Effects

10.2.1 It is not predicted that the Revised Layout would cause any additional effects upon any of the receptors along the proposed transport routes to those predicted in **Chapter 10: Traffic and Transport** of the EIA Report. The only impact of the Revised Layout on identified receptors would be a decrease in traffic volumes predicted relating to a 18% reduction in construction material quantities during the construction period. This results in a reduction in the percentage change in traffic flows of 1.87% across the study network.

[1] Institute of Environmental Management and Assessment (IEMA) is now the Institute of Sustainability and Environmental Professionals (ISEP) as of July 2025. However, the Traffic and Movement guidance publisher remains IEMA when referencing/citation.

This decrease in traffic volume compared to the baseline does not change the conclusions and effects presented in the EIA Report.

10.2.2 The cumulative assessment within the EIA report concluded that the predicted effects were substantially below the 30% IEMA threshold. The reduction in construction vehicle movements associated with the Revised Layout does not materially change the original assessment conclusion.

10.3 Summary and Conclusions

10.3.1 As a result of no expected change or additional effect being predicted, Traffic and Transport has been scoped out of any further assessment and the overarching conclusion remains that with the implementation of appropriate design mitigation, the residual effects of the Revised Proposed Development on users of the A9 and A95 remain Minor / Negligible and not significant and the residual effects on residents along the A9 and A95 remain Minor / Negligible and not significant. The summary of effects is presented below in **Table 10.1**.

10.3.2 As the effects would occur during the construction phase only, they are temporary and reversible.

Table 10.1 Summary of Effects

Topic/Receptor	EIA Significance of Residual Effect	Change	AI Resulting Significance of Residual Effect	Evaluation
Construction and decommissioning effect on Users of the A9 and A95	**Minor / Negligible** and **not significant**.	Reduction in the total number of turbines, re-location of some of the retained turbines, relocation of the vehicle access point, and rationalisation of internal Site access tracks and construction compounds	**Minor / Negligible** and **not significant**.	UNCHANGED. The AI changes to the Proposed Development result in a reduction to the volume of construction material required (18%). The predicted HGV traffic movements reduce by 1.87%. Cumulative assessment conclusions unchanged.
Construction and decommissioning effect on Residents along the A9 and A95	**Minor / Negligible** and **not significant**.		**Minor / Negligible** and **not significant**.	