

Environmental considerations

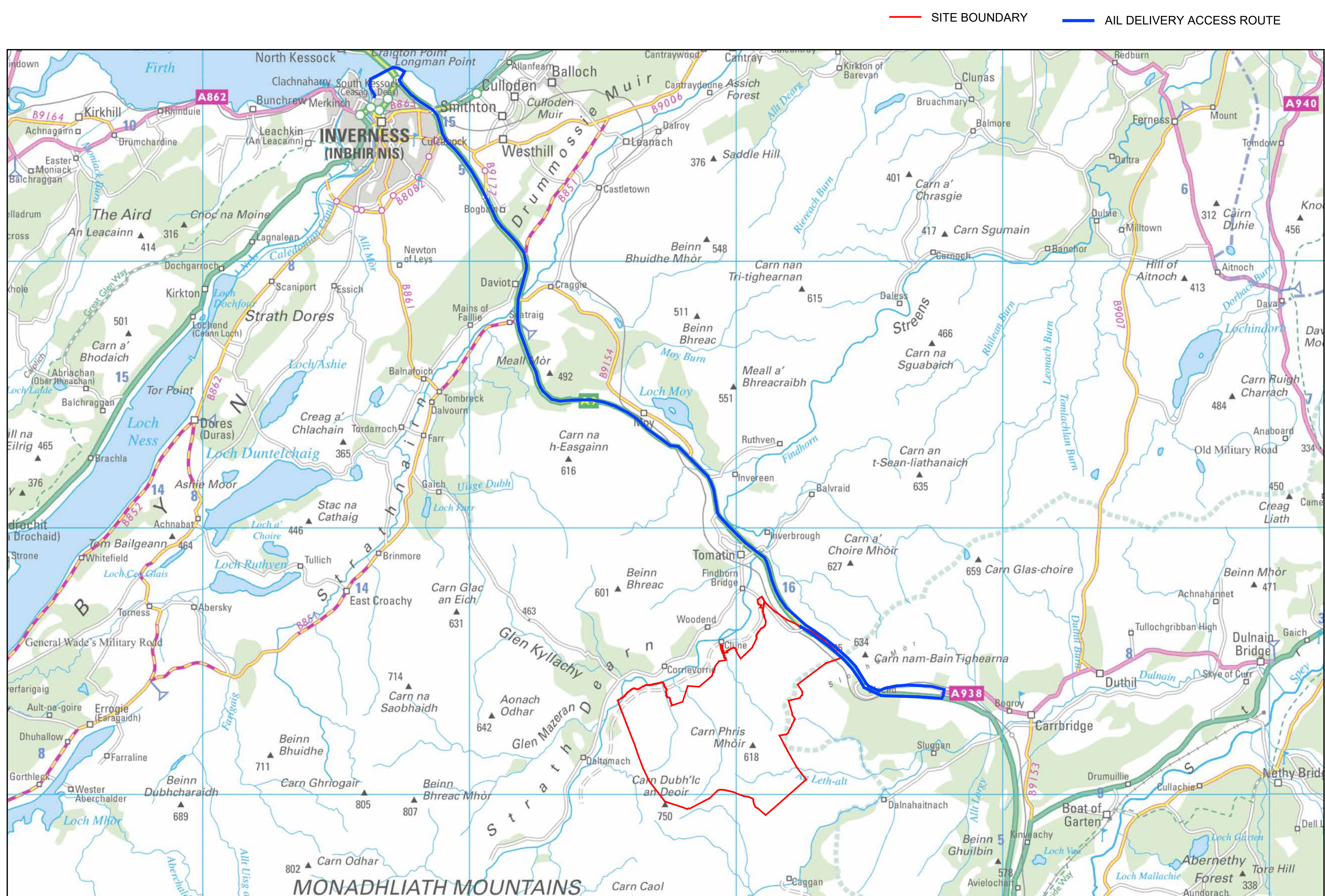
Traffic and transport

The delivery route, as shown on the plan below, for turbine components is expected to be via the A9. Direct access from the southbound carriage of the A9 is constrained, so it is proposed that loads will undertake a turning manoeuvre to the west of Carrbridge before returning on the northbound A9. Loads will then depart the A9 at the Tomatin South junction and proceed north on the unclassified road. We are proposing the construction of a new bridge crossing to replace the existing Raigbeg Rail Bridge (U28560010) as it is unsuitable for abnormal loads. We are currently in discussion with The Highland Council and Network Rail on this proposed bridge.

All road works and measures required to ensure the safe and efficient access for the turbine deliveries will be published in the EIA Report.

A transport assessment will consider the impacts of increased traffic volumes expected on local roads during construction and how to minimise this impact. Likely measures include a 'Wear and Tear' Agreement with The Highland Council to ensure the roads are returned to the same condition they were in before construction, and the production of a Construction Traffic Management Plan to be agreed by the Council.

Wherever reasonably practicable we will use materials available on site and source construction materials locally in order to help reduce traffic movements. The A9 has been assessed as suitable to transport abnormal loads to the site, with some minor modifications required such as the temporary removal of signage or street furniture in certain locations.



Clune Wind Farm - updated proposal

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