

Prosiect Maen Hir

Solar a Storio Ynni



Preliminary Environmental Information Report Volume III

Appendix 9-7: Outline Construction Traffic Management Plan

Prosiect Maen Hir - September 2024

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This Outline Construction Traffic Management Plan (oCTMP) has been prepared by Velocity Transport Planning on behalf of Lightsource SPV 204 Limited (the Applicant), in respect of a Development Consent Order (DCO) application for solar generating station of ground mounted photovoltaic (PV) arrays with a generating capacity of more than 350MW and associated development including Battery Energy Storage System (BESS), community solar PV array, substations, grid connection and associated infrastructure in Anglesey, Wales (hereafter referred to as 'the Project').
- 1.1.2 The most significant transport impacts of the Project are to be expected during the construction and decommissioning phases. At this stage, the effect of traffic generated during the decommissioning phase is anticipated to be equivalent to or less than the construction phase.
- 1.1.3 The operational impacts of the Project are primarily associated with maintenance and replacement works, as well as a nominal level of staff activity.
- 1.1.4 A detailed Construction Traffic Management Plan (CTMP) will be prepared for the construction phase of the Project and will be secured via requirement under the DCO prior to commencing construction of each phase (as appropriate). The CTMP will be substantially in accordance with the oCTMP which will be submitted as part of the DCO Application.
- 1.1.5 The CTMP must be approved by Isle of Anglesey County Council ('IoACC', as the relevant planning authority), in consultation with IoACC as local highway authority and North and Mid Wales Truck Road Agent (NMWTRA) as the highway authority for the A55 which forms part of the Strategic Road Network (SRN).
- 1.1.6 This draft version of the oCTMP has been prepared for the statutory consultation. The oCTMP submitted with the DCO application will be updated to reflect the ongoing design development, environmental impact assessment and responses to statutory consultation.
- 1.1.7 The oCTMP will provide management, mitigation and a monitoring strategy for the traffic generated during the construction phase of the Project. This will ensure that the potential impact on existing users of the Local Road Network (LRN), or those located close to it, is limited by as much as is practicably possible.
- 1.1.8 This document does not address measures for the operational phase which will be contained in a separate operational management plan.
- 1.1.9 A Decommissioning Traffic Management Plan (DTMP) will be produced as a subsidiary document to the Decommissioning Environmental Management Plan (DEMP), and approved by IoACC, prior to the commencement of the decommissioning works, as secured by the DCO.

1.2 THE PROJECT

- 1.2.1 The Project is located in the north of the island and comprises approximately 1,234 hectares (ha) of land identified with potential to accommodate the required infrastructure.
- 1.2.2 The Project comprises three general areas which are grouped together as follows:
- Parcels near Rhosgoch and Bodewryd - identified as 'Maen Hir North';

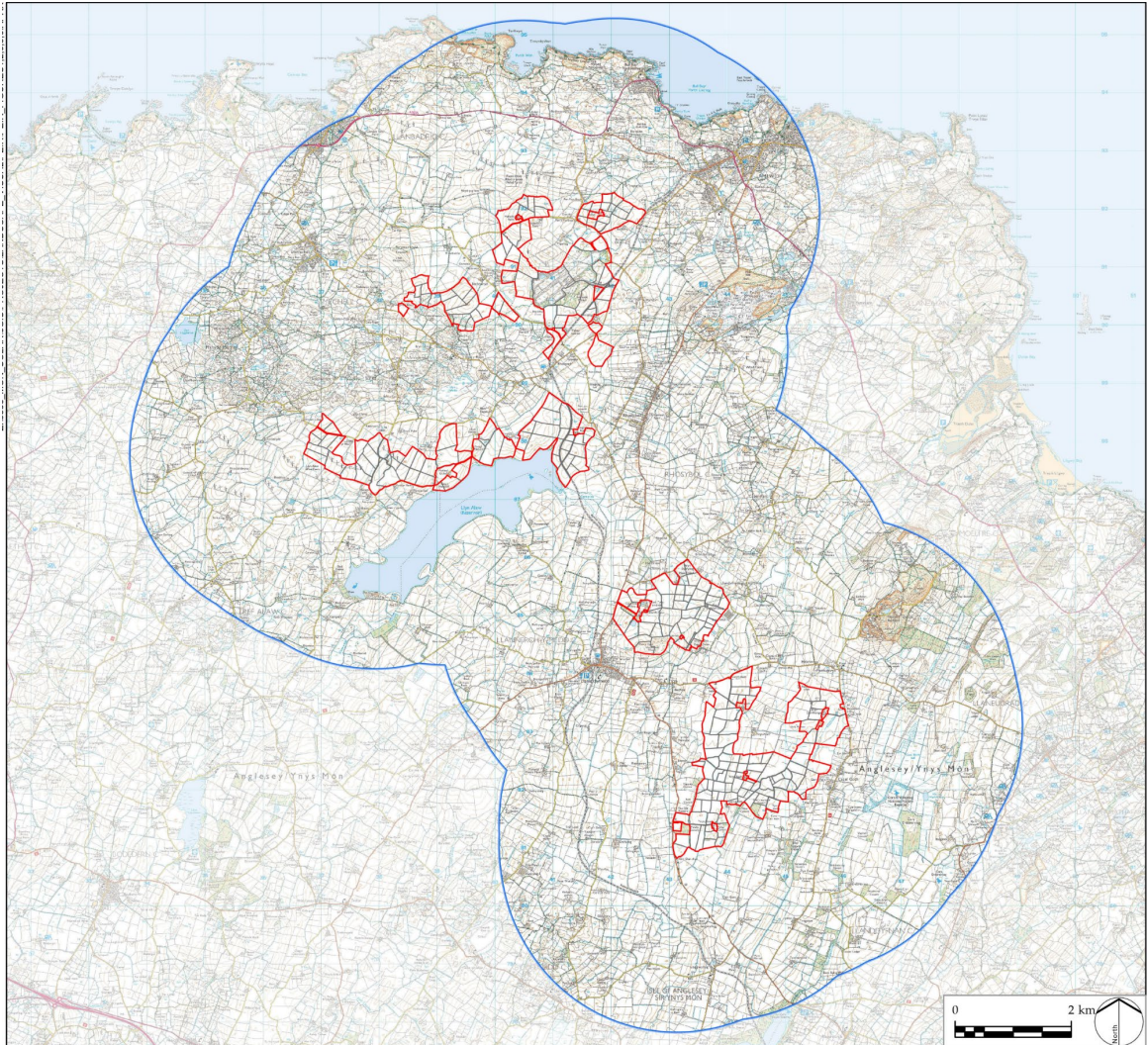


- Parcels to the south-east of Llanerch-y-medd – identified as ‘Maen Hir South’;
- Parcels around the northern and eastern periphery of Llyn Alaw – identified as ‘Maen Hir Central’).

1.2.3 The land predominantly comprises agricultural fields, with an area of brownfield land within Maen Hir North close to Rhosgoch which was formerly an oil depot (the ‘Former Oil Depot Site’).

1.2.4 An overview of the location of the Project is shown in **Figure 1-1**.

Figure 1-1: Project Location Plan



1.3 DOCUMENT CONTEXT

1.3.1 The oCTMP is intended to be a live document, such that modifications and necessary interventions can be made following further information and advice from consultees during the examination of the DCO application.

1.3.2 The final CTMP will be prepared prior to the commencement of construction of the Project which is typically after the appointment of a principal construction contractor.



1.3.3 The overall responsibility for implementation of the final CTMP will lie with Applicant, as the Applicant is ultimately responsible for compliance with the DCO. The Applicant will ensure that its appointed contractor will have contractual obligations to comply with the CTMP.

1.3.4 The CTMP will be communicated to all suppliers, subcontractors and stakeholder by the following means:

- Subcontract orders;
- Pre-let meetings;
- Pre-start meetings;
- Site induction;
- Health and Safety Meetings for the subcontractor supervisors;
- Toolbox talks; and
- Presentations.

1.4 OBJECTIVES

1.4.1 The purpose of this oCTMP is to ensure that construction activities and the associated traffic movements for the Project are well planned to minimise the impact of construction logistics on the SRN, LRN, local residents and businesses. The potential impacts of the construction vehicles include:

- **Environmental Impact:** vehicle emissions, dust and noise levels;
- **Road Risk:** impact on road users, particularly those identified as vulnerable;
- **Congestion:** additional trips generated onto the LRN; and
- **Cost:** associated with poor planning and management and delays to other users of the network.

1.4.2 The objectives of the oCTMP are therefore as follows:

- To detail the access routes from the SRN and LRN, including access points associated with the Project (further detail of which will be provided within the oCTMP that will accompany the DCO);
- To keep freight and construction traffic to a minimum, where practicable, particularly during local network peaks to reduce the impact on the LRN and to mitigate against the impact of construction vehicles;
- Ensure that the movements of people and materials are achieved in a safe, efficient, timely and sustainable manner; and
- Ensure the continued monitoring, review and subsequent improvement of the final CTMP and mitigation measures proposed.

1.4.3 To support the realisation of these objectives, several sub-objectives have been identified:

- Encourage construction workers to travel to the site by sustainable modes;
- Promote smart operations that reduce the need for construction travel or that reduce or eliminate trips in the peak periods;
- Encourage greater user of sustainable freight modes, where practicable;



- Encourage the use of greener vehicles and those which comply to the latest safety standards;
- Manage the ongoing development and delivery of the CTMP with input from the construction contractors;
- Communicate delivery and servicing facilities to workers and suppliers; and
- Encourage the most efficient use of construction freight vehicles.

1.5 POLICY CONTEXT

1.5.1 This oCTMP has been prepared with reference to the following policy and guidance documents:

- Traffic Management Act (2004);
- Overarching National Policy Statement for Energy (EN-1);
- National Policy Statement for Renewable Energy Infrastructure (EN-3);
- Planning Policy Wales (PPW, 2024);
- Technical Advice Note 18 (TAN 18, 2007)
- Emerging North Wales Strategic Development Plan (2021);
- Anglesey and Gwynedd Joint Local Development (LDP, 2017); and
- North Wales Joint Local Transport Plan 2015

1.6 DOCUMENT STRUCTURE

1.6.1 This oCTMP is structured as follows:

- **Section 2: Construction Activities** - summarises the construction activities associated with the Project and the construction methodology;
- **Section 3: Vehicle Routing and Site Access** - details the construction routing and access strategy from both the strategic and local road network;
- **Section 4: Mitigation Measures** - summarises the mitigation strategy and supporting measures that will be implemented;
- **Section 5: Implementing, Monitoring and Review** - sets out how the oCTMP will be delivered, monitored and reviewed; and
- **Section 6: Consultation** - sets out the consultation structure associated with the operational traffic aspects of the Project.



2 CONSTRUCTION ACTIVITIES

2.1 CONSTRUCTION DETAILS

2.1.1 The activities undertaken during the construction phase of the Project include, but are not limited to:

- Project Preparation:
 - Delivery of construction materials, plant and equipment;
 - The establishment of Project fencing;
 - The establishment of the primary and secondary temporary construction compound(s);
 - The upgrade of existing tracks and construction of new tracks (both temporary and permanent) required;
 - The upgrade or construction of crossing points (bridges/culverts) over drainage ditches and below ground utility infrastructure; and
 - Marking out location of the infrastructure.
- Project Construction:
 - Delivery of Project components;
 - Erection of Mounting Structures;
 - Installation of BESS;
 - Mounting of PV Modules;
 - Installation of Distribution Cables;
 - Installation of String Transformer and / or Central Container Inverters;
 - Construction of onsite substation compound;
 - Construction of onsite electrical infrastructure to facilitate the export of generated electricity;
 - Testing and commissioning; and
 - Reinstatement and habitat creation.

2.2 CONSTRUCTION COMPOUNDS

2.2.1 Construction compounds will be established across the Project to serve as the primary construction compounds for each respective part of the Project, with further details to be provided within the Environmental Statement (ES).

2.2.2 These strategically located hubs will serve as central coordination points for construction material deliveries, equipment storage, and vehicle dispatch across the wider parcels of Maen Hir North, South, and Central.

2.2.3 From these compounds, the movement of required goods, equipment, and workforce will be undertaken to work sites and temporary facilities situated within specific parcels across the Project. This approach aims to optimise logistics and minimise traffic impact on local roads.



2.3 CONSTRUCTION PROGRAMME

- 2.3.1 This oCTMP is based on data that has been gathered and assessed for the purposes of the PEIR assessment of the Project. The PEIR assessment is based on a reasonable worst case scenario based on the information available.
- 2.3.2 For the purposes of managing, mitigating and monitoring the traffic strategy during the construction phase, a single, 24-month construction phase is taken to be the reasonable worst case. Subject to the grant of consent, it is anticipated that construction would start in 2027, where 2027 is also expected to be the year of peak construction.
- 2.3.3 These input assumptions are subject to change and the ES will provide further refined details of the construction activities, their anticipated duration and indicative programme.
- 2.3.4 The final construction programme in the CTMP will be dependent on the final layout design and potential environmental constraints on the timing of construction activities..

2.4 WORKING HOURS

- 2.4.1 Core construction hours will run from 07:00 to 19:00 Monday to Friday, with the option of working half a day on a Saturday (08:00 to 13:00). On Saturday afternoons (13:00-18:00), all activities may be undertaken except for HGV deliveries and anything likely to generate substantial levels of noise. No construction works will take place on Sunday or Bank Holidays.
- 2.4.2 Heavy Goods Vehicle (HGV) deliveries to the Project and works likely to generate higher levels of noise, aside from Horizontal Directional Drilling (HDD), would be limited to daytime hours of 07:00 to 19:00 during weekdays or Saturday mornings (until 13:00 hours), unless otherwise agreed with the relevant local authority.
- 2.4.3 HDD drilling is an exception to the above and could be required outside of day-time construction hours (i.e. evening, Sundays, Bank Holidays or at night).
- 2.4.4 Working days will be one 12-hour shift, with employees travelling to and from the Project an hour either side of the 12-hour shift (i.e. between 06:00 and 07:00, and 19:00 and 20:00). Where onsite works are to be conducted outside the core working hours, this will be agreed with the relevant local authority.

2.5 STAFF AND PARKING

- 2.5.1 It is anticipated that the construction of the Project will require an average of 100 to 150 staff at any given time, with the potential for a peak of up to 650 staff.
- 2.5.2 Dedicated temporary car parks will be provided within the relevant construction compounds. These compounds will contain designated parking areas for staff vehicles, with capacity adjusted to meet the needs of each construction phase. It is envisaged that a car parking provision for up to 150 cars will be allowed for within the temporary car parking area.
- 2.5.3 To minimise traffic impact on the LRN during the day, the Project will implement a shuttle bus service from the relevant construction compound for staff. This service will transport staff from the designated parking areas within the construction compounds to the various active construction sites across the Project, including internally, as required subject to the phasing strategy.



- 2.5.4 As different areas of the Project become active or are completed, the shuttle routes and frequency will be adjusted to ensure efficient transfer of staff to relevant work areas.
- 2.5.5 Car parking will not be permitted outside of the designated compounds or on verges adjacent to the LRN. All staff and visitor vehicles will be required to park within the parking areas provided.
- 2.5.6 Further information on the temporary car park arrangements will be confirmed within later iterations of the CTMP once the principal contractor is appointed and full details are available on staffing numbers.

2.6 CONSTRUCTION EQUIPMENT

2.6.1 It is considered that, as a non-exhaustive list, the following vehicles are likely to be required to facilitate construction of the Project:

- Excavators
- Cranes
- Ramming machines
- Telehandlers
- Cable layers
- Forklifts
- Waste vehicles
- Cable pullers
- Trenching machines
- Loaders
- Graders
- Compactors
- Tractor with trailer

2.6.2 In addition to the vehicles noted above, the Project will require the movement of Abnormal Indivisible Loads (AIL) to transport plant to the Project.

2.6.3 The Road Vehicles (Authorisation of Special Types) General Order 2003 sets out the categories of AILs with regard to weight, width and length. Depending on the size of the plant to be transported different arrangements may be required in terms of temporary traffic management and the management and timing of these movements. These movements will be required to meet the standards and guidelines as set out in the Road Vehicles (Authorisation of Special Types) General Order 2003.

2.6.4 For information, the Special Types General Order (STGO) categories are as follows:

- STGO Category 1 – maximum gross vehicle weight 46,000kg (5 axles) or 50,000kg (6 axles);
- STGO Category 2 – maximum gross vehicle weight 80,000kg; and
- STGO Category 3 – maximum gross vehicle weight 150,000kg

2.7 ESTIMATED VEHICLE NUMBERS

2.7.1 As per the PEIR assessment, indicative estimates for the number of daily construction vehicles is provided in **Table 2-1**.



Table 2-1: Estimated Construction Vehicle Summary

SCHEME	TOTAL VEHICLE DAILY PEAK		TOTAL DAILY HGV PEAK	AVERAGE DAILY FLOWS	
	HGV	LGV		HGV	LGV
The Project	71	191	95	73	106

- 2.7.2 For the purposes of the ES, it is proposed to assume that the peak in LGV trips and HGV trips overlap.
- 2.7.3 On that basis, the Project would generate a worst-case of 95 two-way HGVs and 191 two-way LGVs (total of 286 two-way vehicle trips) across the 24-month construction programme.
- 2.7.4 Whilst construction activities will likely be phased and it is unlikely this number of vehicles will consistently be required, for the purposes of assessing the reasonable worst case in the ES, it will be assumed there will be no phasing and the number of vehicles generated will be consistent across the construction programme.
- 2.7.5 These figures will be reviewed and updated in subsequent versions of the oCTMP prior to submission of the DCO Application.



3 VEHICLE ROUTING AND SITE ACCESS

3.1 ROAD NETWORK

- 3.1.1 The majority of the equipment required to implement the Project is likely to be imported into the UK from abroad and as such will most likely arrive at an appropriately located port(s) as will be set out in the ES.
- 3.1.2 It is expected that the vast majority of deliveries will travel into Anglesey from the south east via the Britannia Bridge, with a small number of AILs also travelling from the Holyhead Port to the west.
- 3.1.3 On that basis, an initial feasibility exercise has been undertaken to determine potential access routes along the LRN to the PEIR Boundary, identified as Maen Hir North, Maen Hir Central and Maen Hir South A and B, from the Strategic Road Network (SRN).

STRATEGIC ROAD NETWORK

- 3.1.4 In the south, the Project is connected to the SRN via the B5112 which links to the A55. In the north the Project is connected to the SRN via the B5111 and an unclassified road, which links to the A5025.
- 3.1.5 The A5025 is a strategic coastal highway that acts as the primary ring road around the island. The A5025 connects with the A55 and A5 trunk roads at the Britannia Bridge.
- 3.1.6 The A55 is a major road that runs along the north coast of Wales, providing links between Holyhead, Bangor, Conwy, and Chester. It also connects to the M53 and M56 motorways, continuing onto Manchester and Liverpool.

LOCAL ROAD NETWORK

- 3.1.7 With respect to the LRN, due to the rural nature of the area surrounding the Project, a number of the local roads do not have formal road names or route designations, as well as having a lack of formal restrictions.

3.2 ACCESS ROUTES

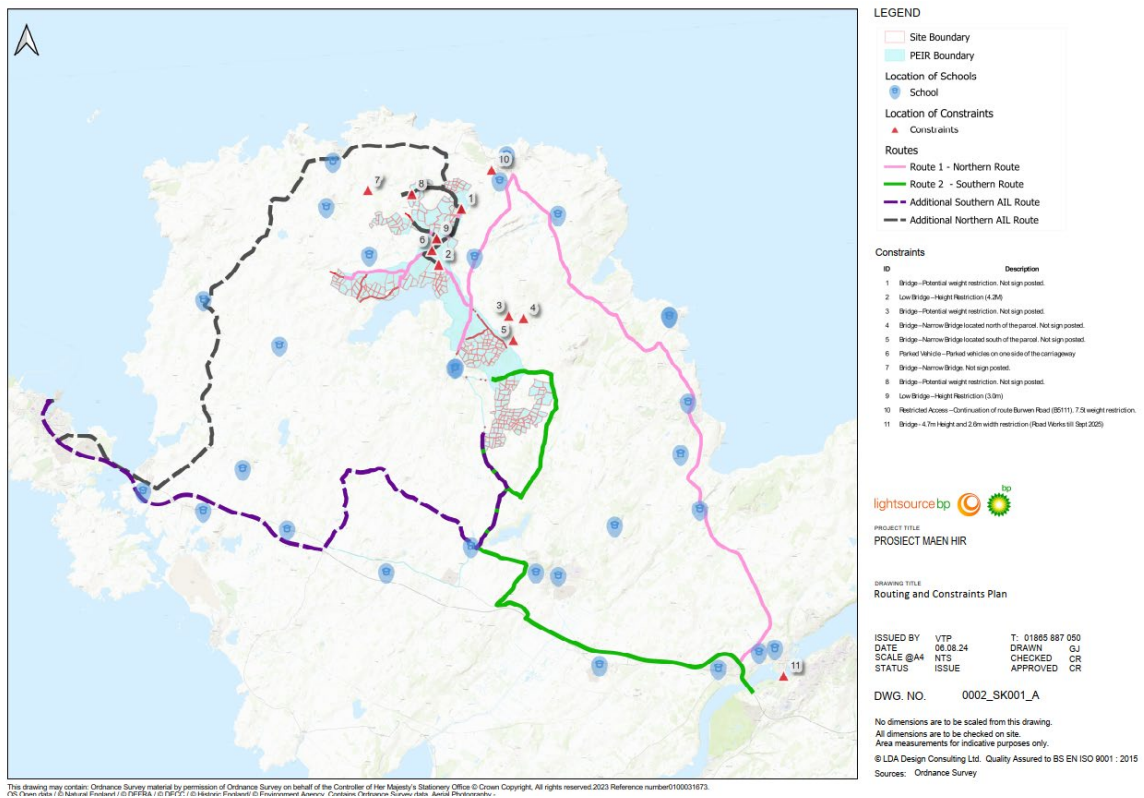
- 3.2.1 Access to the Project during the construction phase for Heavy Goods Vehicles (HGVs) has been identified via two primary routes, as set out below:
- Route 1 - Northern Route: Access to / from the north, via Britannia Bridge - A5025 - B5111 - Unclassified Road towards Penbol - Rhos-goch
 - Route 2 - Southern Route: Access to / from the south, via Britannia Bridge - A55 - Junction 6 of the A5 - Holyhead Road - B4422 - B5109 - Lon Sardis - NCR5
- 3.2.2 Both Route 1 and Route 2 from Britannia Bridge in the east may also be needed for AIL deliveries.
- 3.2.3 It is assumed that staff and other Light Goods Vehicles (LGVs) would not be restricted to the use of these routes and would instead route via the shortest logical route, based on the likely origin / destination of the trip.
- 3.2.4 As well as the routes identified above, two additional routes have been identified for AILs, both of which would originate from the Holyhead Port, west of the Project. These additional AIL routes are set out below:



- AIL Northern Route: via the A55 - A5153 - A5025 - Pig Y Rhos
- AIL Southern Route: via the A55 - Junction 5 - B5112 - B5111

3.2.5 A plan summarising the extent of the HGV access routes, as well as presenting the surrounding constraints regarding weight and height restrictions within the vicinity of the Project, is provided within **Figure 3-1** and at **Appendix A**.

Figure 3-1: Construction Routes Overview



3.3 PROPOSED HIGHWAY WORKS

- 3.3.1 To accommodate the likely vehicles that will need to access the Project during the construction phase, highway works are required on parts of the identified access routes.
- 3.3.2 The works will comprise a combination of permanent and temporary passing places and road widening in to accommodate the HGVs and AILs. These works will be required to allow the safe passing of two vehicles along the identified routes.
- 3.3.3 The final CTMP will explain when these works will take place, which must be prior to the commencement (as will be defined in the DCO) of construction of the Project. The final CTMP(s) will also be required to confirm that the proposed passing places must be removed upon the completion of construction, in light of any ecological sensitivity of the location of these works.
- 3.3.4 It is assumed that all staff and LGV trips will utilise all three routes evenly as the most practicable route to take. This assumption will be reviewed within the final CTMP once the origin(s) of the construction staff has been confirmed.



3.3.5 The oCTMP that will accompany the DCO Application will detail all the highway works and access junctions required to facilitate construction of the Project. A Road Safety Audit will be undertaken of all highway works that will be detailed within the ES.

3.4 CABLING

3.4.1 As part of the construction phase, there may need to be road closures required to facilitate installation of cabling.

3.4.2 A Traffic Regulation Measures (Temporary Road Closures) Plan will be produced as part of the DCO Application, setting out the locations where it is considered likely that such closures would be necessary. Once identified, the DCO will set out the process to ensure that sufficient notice is given to the police, traffic authority and the public as to when these closures are required..

3.5 ACCESS ROUTE SIGNAGE

3.5.1 Temporary signage will be erected along construction traffic routes on the LRN to provide access and routing information. These will be placed to ensure that construction vehicles and staff are able to travel directly to the Project from the SRN.

3.5.2 Temporary signage will also be provided at key junctions within the vicinity of the Project to provide warnings to other road users of the likely presence of construction vehicles and to ensure the passing bays are used correctly. This will be reinforced through the use of banksmen to assist in navigating the passing bays.

3.5.3 Locations of the temporary signage will be agreed with the Local Highway / Planning Authority prior to implementation through the oCTMP.

3.6 HAUL ROAD SIGNAGE

3.6.1 Temporary signage will also be erected along the internal haul roads during construction, providing drivers with navigational journey information e.g. distances to turnings, passing bays, or parcels, as well as warning information such as pinch points or areas where there may be vehicle conflict.



4 MITIGATION MEASURES

4.1 OVERVIEW

4.1.1 This section sets out a framework for the proposed mitigation measures to be implemented as part of the final CTMP. The full details of the mitigation measures to be implemented by the Project will be provided within the final CTMP.

4.1.2 For the purpose of this oCTMP, a number of measures have been identified, which have been categorised into Considered, Proposed and Committed, defined as follows:

- Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future once further detail is known;
- Proposed – Measures that are feasible and likely to be implemented, though further details are required before a commitment can be made; and
- Committed – Measures that will be implemented as part of the CTMP.

4.1.3 summarises the planned measures for the construction of the Project.

Table 4-1: Construction Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries	✓		
Re-timing for out of hours deliveries (excluding AIL)			✓
Use of holding areas and vehicle call off areas		✓	
Use of logistics and consolidation centres	✓		
Measures to Encourage Sustainable Freight			
Freight by water			✓
Freight by rail			✓
Material Procurement Measures			
Design for Manufacture and Assembly and off-site manufacture		✓	
Re-use of material on-site		✓	
Smart procurement		✓	



Planned Measures	Committed	Proposed	Considered
Other Measures			
Collaboration with other sites in the area			✓
Implement a Staff Travel Plan	✓		
Car Parking Management Plan	✓		

4.2 VEHICLE IDENTIFICATION

- 4.2.1 It is anticipated that all construction vehicles associated with the Project will be clearly identifiable through the use of vehicle marking or a tracking scheme. The purpose of this is to assist with the monitoring process of the construction vehicles over the SRN and the LRN.
- 4.2.2 Where protocols have not been followed or the construction routes have not been followed, unless in exceptional circumstances, the appropriate action will be taken to prevent this occurring again.

4.3 CLOCS AND FORS

- 4.3.1 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well as suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 4.3.2 All construction vehicle operators will be required, where possible, to be accredited in line with the Fleet Operator Recognition Scheme (FORS).
- 4.3.3 FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured.
- 4.3.4 It is a mechanism by which adherence to the CLOCS standard can be assured and monitored. Operators will be required to meet a minimum level to be agreed with the key stakeholders. The contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots, to be confirmed at the final CTMP stage.

4.4 ADHERENCE TO DESIGNATED ROUTES

- 4.4.1 Vehicles will only access the Project using the access routes set out within this document, except in emergencies or exceptional circumstances. A detailed review has been undertaken to ensure any potential impacts, conflicts and hazards have been considered. This includes a review of junctions and parts of the routes of potential concern.
- 4.4.2 A copy of the routing plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to be taken. The supplier will be aware that these routes must always be followed unless agreed upon or alternate diversions are in place.



4.5 DELIVERY TIMING

- 4.5.1 As discussed above, construction traffic movements will be scheduled to occur outside of LRN peak times, where feasible.
- 4.5.2 It is anticipated that no HGV movements necessary for the Project will be permitted on the LRN outside of the core working hours, unless otherwise agreed with IoACC. The restrictions are not proposed to apply to the movements of HGVs on the SRN or as part of any AIL.
- 4.5.3 The contractors will be informed of and contractually required to comply with the restrictions on delivery timings prior to award of the contract.

4.6 DELIVERY BOOKING

- 4.6.1 A delivery management and booking system will be used to ensure deliveries to the Project will be spread across the day where possible. This booking schedule will also form part of and inform the monitoring process of the final CTMP.
- 4.6.2 Delivery timings will be carefully managed to ensure (as much as possible) that the identified delivery windows are not missed.
- 4.6.3 HGVs will be held onsite and released in a controlled manner to reduce the potential for two HGVs associated with construction of the Project meeting each other along stretches of road that are subjected to constraints on the LRN.
- 4.6.4 However, in the event that two HGVs need to pass each other, highway works are proposed in order to mitigate the impact in order to facilitate two-way movement.

4.7 BANKSMEN

- 4.7.1 Qualified personnel will be in place at the Project access points where required to guide construction traffic and record arrivals and departures of vehicles against the delivery schedule.

4.8 CLEANING OF VEHICLES

- 4.8.1 All of the Project access points will incorporate a wheel washing system, with rumble grids to dislodge accumulated dust and mud prior to all vehicles leaving the Project and a jet wash to assist with dislodging any material.
- 4.8.2 The Applicant will ensure that any water created in the cleaning of vehicles drains on-site and does not impact the public highway.

4.9 HIGHWAY CONDITION SURVEYS

- 4.9.1 Highway condition surveys will be undertaken both before and after construction.
- 4.9.2 The scope of the condition surveys is to be agreed with IoACC in advance of construction with the agreement that the Applicant will restore any damaged highways as a result of its construction traffic movements to the standard set out in the pre-construction surveys.



4.10 TEMPORARY TRAFFIC MANAGEMENT PROCEDURES

- 4.10.1 Temporary Traffic Management Procedures (TTM) may be required to enhance safety conditions on the LRN and mitigate potential impacts of the construction traffic.
- 4.10.2 The Traffic Regulation Measures (Temporary Measures) Plans will accompany the DCO submission and set out the locations where it is considered likely that traffic signal areas or temporary speed limits changes would be necessary.
- 4.10.3 Provisions in the DCO will ensure that the Applicant will give sufficient notice to the police, traffic authority and the public as to when such areas are required.
- 4.10.4 The works may also include temporary road closures, which will be outlined within the Traffic Regulation Measures (Temporary Road Closures) Plans, in order to enable the installation of cabling. The full details of all TTM will be detailed within the final CTMP once the scope of the works is confirmed by the principal contractor.
- 4.10.5 Discussions on the requirement and scope of any other TTM are ongoing and will be agreed with the relevant local traffic authority prior to the commencement of construction.

4.11 OUTLINE TRAVEL PLAN

- 4.11.1 An outline Travel Plan (oTP) will be prepared and submitted with the DCO Application. The oTP will set out a number of travel planning initiatives including:
- Travel planning awareness
 - Details of the Travel Plan Co-ordinator (TPC)
 - Details on the shuttle bus for staff
 - Details of staff car parking arrangements
 - Car sharing initiatives
 - Modal shift monitoring
 - Mechanisms to monitor, review and update the Travel Plan

4.12 INFORMATION, COMMUNICATION PACKS AND AWARENESS

- 4.12.1 Information packs will be provided to all contractors which will form part of the contractual agreement between the contractors and the Applicant, who will be briefed on the contents. The information packs will include information on the agreed construction routes, the delivery procedures and Project protocols in the event of any incidents.

4.13 ABNORMAL INDIVISIBLE LOADS

- 4.13.1 When AIL movements are required, all AIL vehicles will be escorted by as required, with the timings being agreed with the Police, National Highways and the relevant local authorities. It is assumed this will take place outside of peak hours and/or during the night.
- 4.13.2 The local communities in proximity to the AIL delivery routes will be contacted prior to any movements taking place. It is envisaged that this will include leaflet drops and publication in the local press advising of the AIL movements.



5 IMPLEMENTING, MONITORING AND REVIEW

5.1 OVERVIEW

5.1.1 This section reviews the measures for the implementation, monitoring and review that will be incorporated into the final CTMP.

5.2 IMPLEMENTATION

5.2.1 A Transport Coordination Officer (TCO) will be appointed to oversee the final CTMP and act as a point of contact for all key stakeholders. The TCO will be responsible for monitoring the final CTMP and ensuring that the mitigation measures are sufficient. Where the mitigation is not deemed to be sufficient, the TCO will seek to implement remedial measures to mitigate any issues.

TRAFFIC MANAGEMENT WORKING GROUP

5.2.2 The TCO will provide an overview of the CTMP and any significant findings, in terms of changes, progress or complaints, to the Traffic Management Working Group (TMWG). The TMWG will consist of, but not be limited to, the following:

- Traffic Wales;
- Isle of Anglesey County Council;
- Holyhead Town Council;
- Valley Community Council;
- Rhoscolyn Community Council;
- Llanfachraeth Community Council; and
- Llanfaethlu Community Council.

5.2.3 The TMWG will be updated as appropriate to include any other interested parties who wish to be involved in discussions.

5.2.4 The TMWG will meet to discuss and review the traffic and transportation elements on the construction phase of the Project. The meetings will be scheduled at an agreed frequency to be set out within the final CTMP, allowing for meetings in the event of specific issues being raised and brought to the attention of the TCO.

5.2.5 The role of the TMWG will be to discuss and review the mitigation measures proposed in the final CTMP. The TMWG will also be able to suggest remedial changes to the construction transportation strategy if required.

5.3 COMPLIANCE

5.3.1 The measures set out within the final CTMP will be specified within the principal contractor's contract. Where these measures are not followed, or concerns are raised through the TMWG, the contract of the principal contractor may be reviewed.

5.3.2 The Applicant will set out a complaints protocol in the final CTMP.



6 CONSULTATION

6.1 LOCAL RESIDENTS

6.1.1 The Applicant recognises that it is important to ensure residents and local businesses are made aware of construction traffic activities and the progress of the Project. With this in mind, residents and local businesses will be provided with information on the following:

- When construction works will commence and end;
- The likely times of construction and deliveries;
- The estimated number of daily HGV vehicles;
- Any dates and times of abnormal loads; and
- Contact information for queries and complaints.

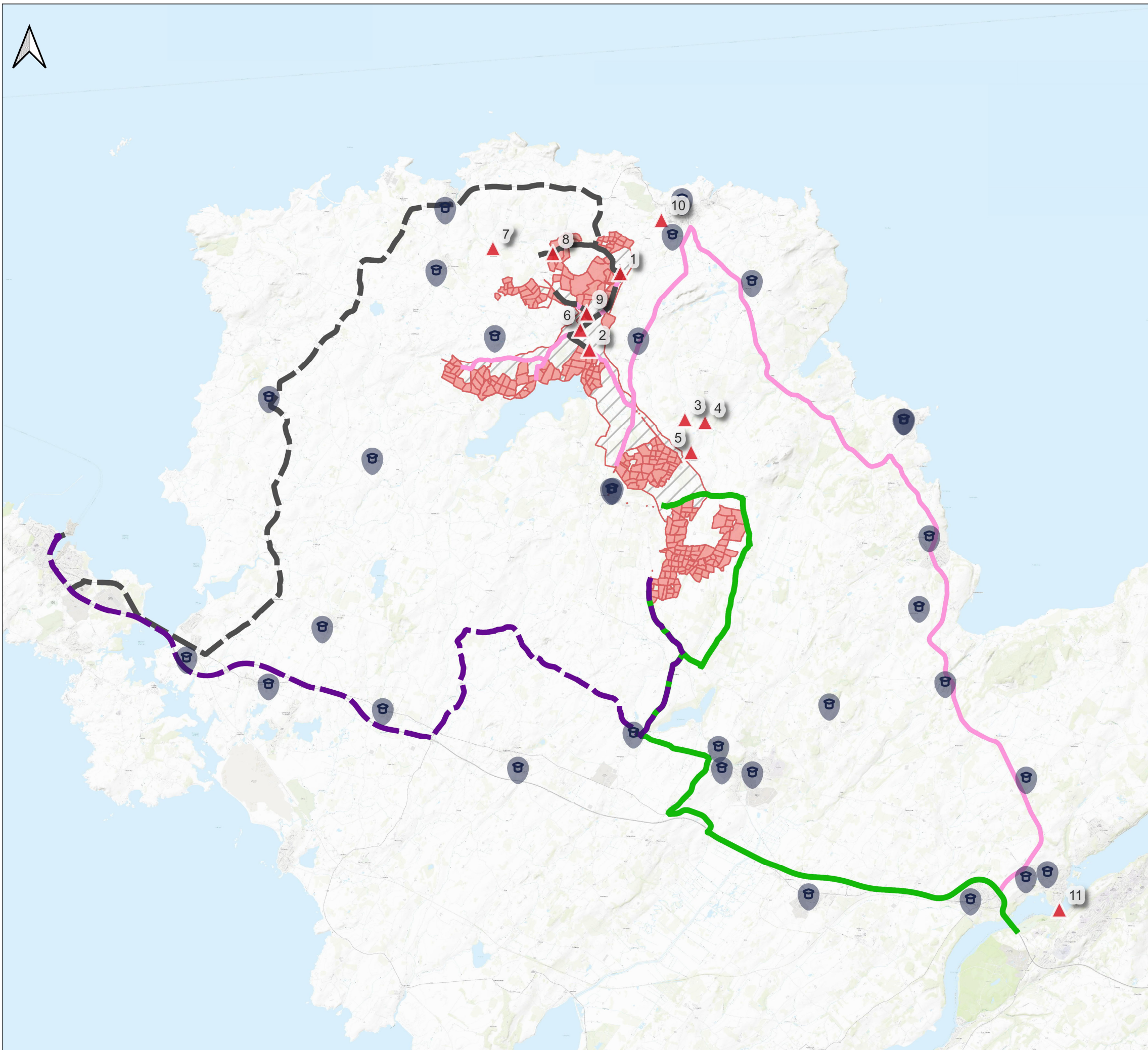
6.1.2 A complaint / feedback procedure will be implemented to ensure that the local community can raise any concerns and receive assurances that they are resolved in an acceptable and timely manner.



APPENDIX A

VEHICLE ROUTING





LEGEND

- Solar PV Site and Mitigation and Enhancement Areas
- Solar PV Site Parcels
- Cable Route Corridor - area for 33kV/132kV cabling (including access) between the Solar PV Site Parcels which would exclude residential properties and their immediate surroundings and sensitive environmental receptors (where practicable)
- Location of Schools**
- School
- Location of Constraints**
- Constraints
- Routes**
- Route 1 - Northern Route
- Route 2 - Southern Route
- Additional Southern AIL Route
- Additional Northern AIL Route

CONSTRAINTS

ID	Description
1	Bridge - Potential weight restriction. Not signposted.
2	Low bridge - Height restriction (4.2m)
3	Bridge - Potential weight restriction. Not signposted.
4	Bridge - Narrow bridge located north of the parcel. Not signposted.
5	Bridge - Narrow bridge located south of the parcel. Not signposted.
6	Parked Vehicle - Parked vehicles on one side of the carriageway
7	Bridge - Narrow bridge. Not signposted.
8	Bridge - Potential weight restriction. Not signposted.
9	Low bridge - Height restriction (3.0m)
10	Restricted access - Continuation of route Burwen Road (B5111). 7.5t weight restriction.
11	Bridge - 4.7m height and 2.6m width restriction (Road works till Sept 2025)



PROJECT TITLE
PROSIECT MAEN HIR

DRAWING TITLE
Appendix A - Construction Vehicle Routing and Constraints

ISSUED BY	VTP	T: 01865 887 050
DATE	10.09.24	DRAWN GJ
SCALE @A4	NTS	CHECKED CR
STATUS	ISSUE	APPROVED CR

DWG. NO. 0002_SK001_A

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

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Sources: Ordnance Survey

