Environmental Statement: Technical Appendix 10.2 – Outline Construction Traffic Management Plan

ES TA 10.2

Development of National Significance

Alaw Môn Solar Farm

Land west of the B5112, 415m south of Llyn Alaw, 500m east of Llantrisant and 1.5km west of Llannerch-y-Medd, Anglesey

February 2024

Transport Planning Associates

A Development of National Significance Application by

WYLFA GREEN LIMITED

In respect of

Alaw Môn Solar Farm, ANGLESEY

Outline Construction Traffic Management Plan

March 2024

Document Management

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RR	RR	JD	21 | 07 | 23
-	Issue	RR	RR	JD	13 | 10 | 23
A	Revision[a]	AC	RR	JD	13 | 03 | 24
B	Revision[b]				

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[a] Updated CTMP
[b]

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1 Introduction

1.1 This Outline Construction Traffic Management Plan (CTMP) has been prepared by Transport Planning Associates ('TPA') on behalf of Wylfa Green Limited (the 'Applicant') in relation to a proposed solar farm and battery storage facility (the 'Development') on land to the west of the B5112, approximately 325m to the south of Llyn Alaw and approximately 500m to the east of Llantrisant on the Isle of Anglesey in North Wales (the 'Site').

1.2 The Site is situated within the administrative area of the Isle of Anglesey County Council ('IACC') who act as the planning and highway authority.

Site Location

1.3 The Site location is shown in **Figure 1.1**.

1.4 The Site area is 268.77 hectares and currently comprises agricultural land and public highway forming the cable route.

1.5 The Site is dissected by a number of unclassified roads. These connect to the B5112 which is situated to the east of the Site. To the south, the B5112 connects to the A55 which forms part of the wider Strategic Highway Network, providing the main route in to and out of Anglesey.

1.6 National Cycle Network ('NCN') Route 5 runs along part of one of the unclassified roads that dissect the Site. In addition, a number of public rights of way ('PRoW') operate through the Site.

The Development

1.7 The Development comprises the construction, operation, management and decommissioning of a grid connected solar farm with battery storage and associated infrastructure. The solar farm will have a generating capacity of approximately 160 Mega-Watts ('MW'). The Development will connect to the electricity network via the National Grid Substation at Wylfa.

1.8 The modelled operational lifespan of the Development is 40 years, prior to decommissioning.

1.9 The Development exceeds the 10MW threshold for energy generating projects in Wales. Therefore, it constitutes a Development of National Significance ('DNS') under the Planning (Wales) Act 2015.

Consultation

1.10 This outline CTMP has been prepared following detailed discussions with officers at IACC. Details of the consultation comments and response are included with Chapter 10 of the Environmental Statement (Transport & Access).

Construction Traffic Management Plan

1.11 This Outline CTMP provides a framework for the management of construction vehicle movements to and from the Site, to ensure that the effect of the construction phase on the local highway network is minimised.

1.12 This CTMP sets out the strategy for the following;

- Site access;
- Construction vehicle routing;
- Site compound and internal routing;
- Construction vehicle trip generation and dimensions; and
- Proposed mitigation measures.

1.13 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines in relation to construction and movement activities.

1.14 A Final CTMP, based on the principles set out in this Outline CTMP, will be agreed with IACC prior to construction commencing. The Site manager's details will be provided to the highway authority as part of the Final CTMP.

2 Construction Works

2.1 This section provides an overview of the Development and the construction programme.

Construction Programme

2.2 The construction programme is anticipated to last approximately 12 months.

Solar Array Works Area

2.3 The main element of the Development will accommodate the solar photovoltaic ('PV') arrays. The key equipment within the solar array works are:

- **Solar PV Panels** – to convert sunlight into electrical current;
- **Mounting Structures –** solar PV panels will be mounted on a metal assembly of PV Mounting Structures. This includes metal rails to directly support the solar PV panels, which themselves are supported by larger metal frames which are fixed on top of metal piles;
- **Conversion Units –** The Conversion Units incorporate inverters, transformers and switchgear and are required to manage the electricity generated by the solar PV panels;
- **Electric Cabling –** Electrical cabling will be required as part of the Generating Stations to connect PV Panels to the Conversion Units**.**

Battery Energy Storage System

2.4 A Battery Energy Storage System ('BESS') Facility will be located within the Scheme.

2.5 The BESS Facility is designed to provide peak generation and grid balancing services to the electricity grid by allowing excess electricity generated either from the solar PV panels, or imported from the electricity grid, to be stored in batteries and dispatched when required.

Substation

2.6 The substation will consist of electrical infrastructure such as the transformers, switchgear and metering equipment required to facilitate the export of electricity from the Site.

Grid Connection

2.7 The electricity generated by the Development will be exported to the National Grid substation at Wylfa via a number of electrical cables. These connections will also facilitate the import of electricity to be

stored within the energy storage system. Where this follows the public highway, all appropriate licences will be obtained, including a Section 50 licence. Through this process, any required traffic management will be agreed with IACC.

Other Works

Contractors Compound

2.8 A Construction compound will be set up within the Development. This will accommodate storage, parking, offices and welfare facilities.

2.9 Appropriate parking will be provided within the construction compound. At this stage, it is envisaged that approximately 50 parking spaces will be provided at the Site. This is based on the requirements at other solar farm construction sites across England and Wales. No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network or the Site access road at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the Site. The Site Manager will monitor that parking is taking place in the designated area on a regular basis.

Internal Access Roads

2.10 The Development will include internal access roads throughout the Site allowing for the movement of construction and maintenance vehicles. The internal access road will be completed during the initial stages of construction.

2.11 Appropriate turning areas will be provided in the vicinity of the internal access road to ensure all vehicles egress the Site in a forward gear.

2.12 A wheel washing facility will be provided at the end of each access road, ahead of the egress onto the local highway network.

2.13 Other works include the following:

- Fencing, security and lighting;
- Landscaping; and
- Surface water drainage.

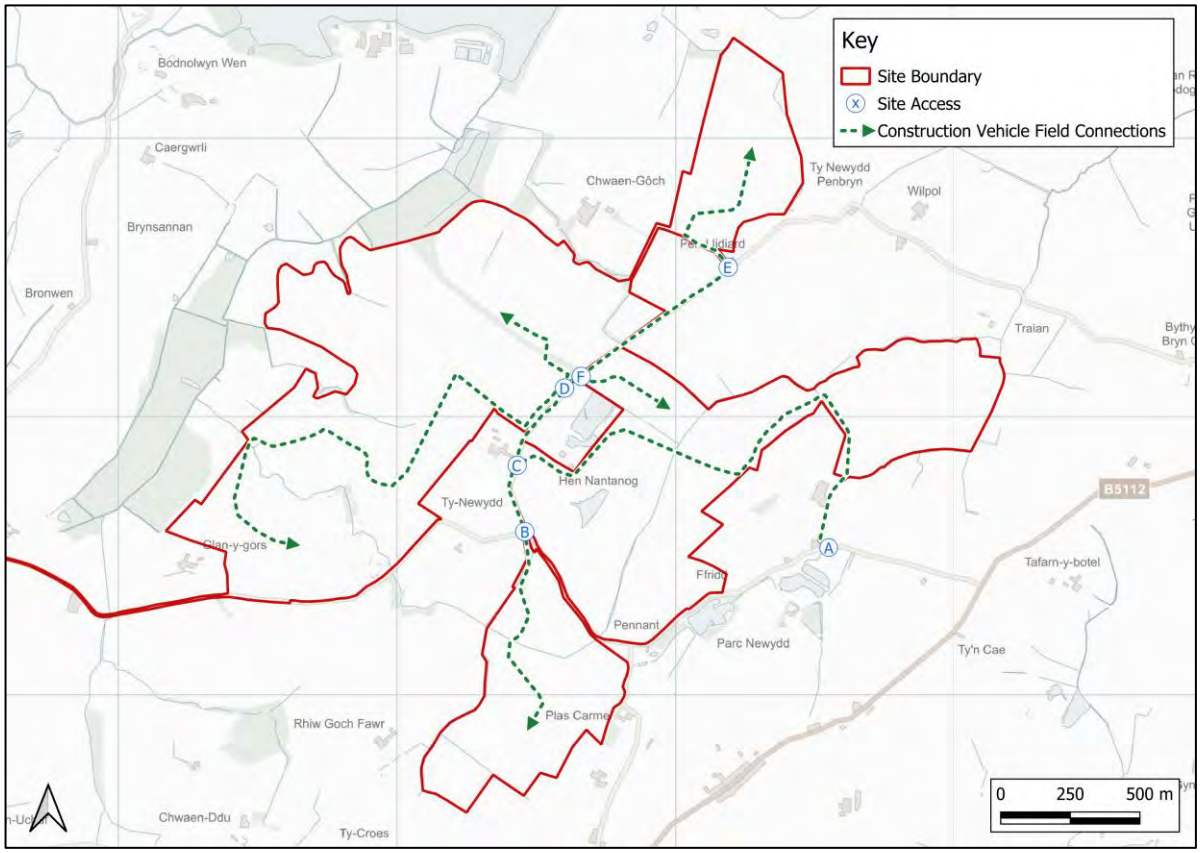
3 Construction Site Access Arrangements

3.1 This section sets out the details of the construction vehicle access arrangements.

Construction Phase

3.2 The construction vehicle access strategy is shown in **Figure 3.1.** All access arrangement drawings are shown in **Appendix A**

Figure 3.1 Construction Vehicle Access Strategy



3.3 All vehicles will access the Site via Access A, which is the closest access point to the B5112. An internal access track will be constructed to the connect to other land parcels that make up the Site. Due to topography and ecological constraints, not all land parcels can be reached directly from Access A and the northern section of the unclassified road will need to be used. However, the access strategy does remove the need for construction vehicles to use the narrowest section of the unclassified road, around the bend.

3.4 In total, there will be six accesses, all of which are shown on **Figure 3.1** with access arrangement drawings in **Appendix A**.

- Access A (Drawing SK01) – Existing access to be used by all construction vehicles;
- Access B (Drawing SK02) – Existing access to south western parcel of land;
- Access C (Drawing SK03) – Access from main parcel of land to unnamed road;
- Access D (Drawing SK04) – Access from unnamed road to north-western parcel of land;
- Access E (Drawing SK05) – Access from unnamed road to north-eastern parcel of land;
- Access F (Drawing SK07) – Access from unnamed road to the main parcel of land

Detailed Design

3.5 Prior to carrying out any works to the public highway, including at the access junctions, the detailed design drawings will be submitted to the highway authority for approval and include:

- A programme for the works, method statement and any traffic management proposals;
- Detailed technical drawings;
- Any health and safety documentation required under the CDM Regulations;
- Stage 1/2 Safety Audit; and
- Details of the contractor.

3.6 Details of any verge strengthening surrounding the accesses will be included. The first 15m of all access will be constructed with a bound materials to a specification that is agreed with the highway authority.

Management of Accesses

3.7 All construction vehicles will access and egress the Site in a forward gear.

3.8 A booking system will be set up to manage arrivals and departures at each access. The intention of this procedure is to avoid instances of HGVs arriving and departing the Site at the same time.

3.9 Banksmen will be deployed at each access whenever construction vehicles are accessing or egressing each Site. This will ensure the safe movement of construction vehicles in and out of the accesses.

3.10 Temporary signage will be erected in the vicinity of the accesses during the construction phase. Diagram 7301 'WORKS TRAFFIC' in the Traffic Signs Regulations and General Directions (TSRGD) will be used to indicate the access and will read 'WORKS TRAFFIC LARGE VEHICLE TURNING'. These signs will be white text and red background 1050 x 750 mm mounted in 'A' frames. The temporary signs will be in place for the duration of the construction phase.

4 Construction Vehicle Trip Generation

4.1 The section sets out the trip generation associated with the construction, operation, and decommissioning phase of the Scheme.

HGV Movements

4.2 A summary of the construction activity that requires HGV movements is as follows:

- Delivery of solar modules and mounting structures;
- Delivery of Inverters and Transformers;
- Delivery of Substation equipment;
- Delivery of material for the access track construction;
- Other deliveries for items such as waste, fencing, sand and gravel, and for non-grid connection elements such as landscaping.

4.3 The vast majority of deliveries by HGV will be by 16.5m articulated vehicles or 8-10m rigid vehicles. However, there will be a single abnormal load delivery associated with the substation transformer.

4.4 **Table 4.1** sets out a summary of the HGV movements that will be associated with the construction phase of the Scheme.

4.5 It is expected that there will be a relatively flat profile of deliveries throughout the construction period. Therefore, an average number of deliveries per day has been calculated based on the length of the construction period.

Table 4.1 Anticipated Construction Deliveries (HGV)

Construction Activity	Vehicle Size (Max)	Total No. Deliveries
Construction Period (Working Days)		304
Solar Farm		
Modules and Mounting Structures	16.5m Articulated	1,350
Inverters/Transformers	16.5m Articulated	30
Substation	16.5m Articulated Abnormal Load Vehicle	50 1
Access Track	10m Tipper	500
JCB Delivery	Low Loader	20
Other (Sand, Gravel, Waste, etc.)	16.5m Articulated or 10m Rigid	900
BESS Facility		
Battery Modules	16.5m Articulated	40
General Deliveries (cables, fencing etc.)	16.5m Articulated	75
Contractor's Compound	16.5m Articulated	6
Total		2,972
Average per Day		10
Total Movements (Arrivals + Departures)		5,944
Average Movements per Day		20
Average Arrivals per Day (Peak Period – Plus 10%)		11
Average Movements per Day (Peak Period – Plus 10%)		22

Abnormal Loads

4.6 There will be a single abnormal indivisible load ('AIL') movement to transport transformer for the 132kv substation. An abnormal load is one where the vehicle exceeds 44 tonnes, the width is over 2.9m or the length is more than 18.65m. This movement will be managed by a specialist haulage company, with all appropriate licences and traffic management in place.

Construction Phase: Cars/LGVs Movements

4.7 Up to 100 construction workers are anticipated to be on-Site during an average day throughout the construction period. A temporary construction compound will be provided and will provide parking for contractors.

4.8 The location of where staff will travel from is unknown at this stage, as this will depend on the appointed contractor. However, it is envisaged that a number of the non-local workforce will stay at local accommodation and be transported to the Site by minibuses to minimise the impact on the strategic and local highway network. In addition, a Construction Worker Travel Plan will form part of the final CTMP. This will aim to encourage workers to travel to the Site as sustainably as possible (e.g. minibus, car share etc). As a robust judgement, it is assumed that there could be 50 vehicle arrivals and 50 vehicle departures associated with construction workers per day by car/LGV (100 two-way trips).

Timings of Construction Vehicle Movements

4.9 Deliveries by HGV will be coordinated through a booking system to avoid travel during the network peak hours, where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30 where possible. Furthermore, all deliveries will be coordinated to also avoid the school pick up times, between 15:00-16:00.

4.10 Construction worker shifts will be schedule so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.

4.11 Therefore, there should be limited or no construction vehicle movement between 08:00-09:00 and 17:00-18:00 or during school drop-off or pick-up times during school term time.

5 Construction Vehicle Routing

5.1 This section provides details of the construction vehicle routes the Site. Drivers will be made aware of the route in advance of driving to the Site. The selected route is considered the most appropriate to the Site.

Route Overview

5.2 The designated route for all vehicles associated with the construction period is illustrated in **Figure 4.1** and will be as follows:

- A55 → B5120 → Unnamed Site Access Road → Access

Inbound Construction Traffic Route

5.3 Construction vehicles will route to the Site via the A55 North Wales Expressway, which connects to the M53 and M56 Motorway. In the vicinity of the Site, the A55 comprises a dual carriageway two-way road subject to the national speed limit.

5.4 At Junction 5 of the A55, construction vehicles will exit the A55 and take the third exit onto the A4080, which routes northwards and crosses the A5 via a crossroads junction, before continuing as the B5112. The B5112 is a single carriageway road generally subject to the national speed limit, with a 40mph speed limit in Carmel.

5.5 For the most part, it is wide enough for two vehicles to pass comfortably with central line markings. However, there are narrower sections where some traffic management is required. This is discussed further below.

5.6 Approximately 2km north of Carmel, construction vehicles will turn left onto an unclassified road and proceed for approximately 600m before turning right into Site Access A at Chawaen Bach Farm.

5.7 There are no posted weight or height restrictions along the route described above.

Outbound Construction Traffic Route

5.8 Upon egressing the Site at Access A, outbound construction vehicles will follow the reverse of the above described route.

Alternative Routes

5.9 Several alternative construction vehicle routes were explored, as summarised below:

- From Junction 3 of the A55, construction vehicles would travel along A5025 to Llanfachraeth. From here, they would head in an eastward direction towards the Site. This route was discounted as the roads are more rural in nature compared to the route via the B5112;
- From Junction 6 of the A55, construction vehicles would travel in a northbound direction through Llangefni. They would then continue along the B511, looping around through Llannerch-y-medd and arriving at the Site from the north. This route was discounted as the route is less direct than the B5112 route, and travels through a number of settlements; and
- From Junction 6 of the A55, construction vehicles would travel to the east on the A5, and then northwards on the B422 to reach the B5019. From here, vehicles would travel in a westward direction to Trefor, where they would join the B5112 and travel north to the Site. This route was discounted as the route is less direct than the B5112 route from Junction 5 of the A55.

Route Signage

5.10 Temporary road signing will be implemented along the designated route to inform background traffic of the ongoing construction works and to direct construction traffic to and from the Site. The signs will be located at key points along the route, including junctions.

5.11 All signage will be compliant with Chapter 8 of the Traffic Signs Manual where applicable. The following points will be considered when locating signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts.

5.12 The signage strategy will be agreed with IACC through the final CTMP.

Traffic Management

5.13 It is proposed that traffic management is employed at the two narrower sections of the B5112 whenever an HGV arriving or departing the Site. Due to the limited verges in these locations, the provision for passby bays in not possible.

5.14 The proposed traffic management solution is shown in **Drawing SK06**, shown in **Appendix B**. It will work as follows:

- A booking system will be in place to coordinate all HGV deliveries, with booking slots provided to suppliers;
- When approaching Junction 6 of the A55, HGVs will pull into the layby situated 3.3km to the east of the junction. If this is full, they will continue to the layby 1.2km to the east of Junction 5.
- From the layby, they will call ahead to the Site to allow qualified traffic marshals to get into position. The traffic marshals will confirm when it is safe for HGVs to progress to the Site;
- When the HGV is approaching, traffic marshals will hold traffic using stop/go signs or temporary obstruction signs at the two narrower sections of the B5112 until the HGV has safely passed through. The proposed location of traffic marshals is shown in Drawing SK06;
- Temporary obstruction signs permitted traffic marshals to temporarily obstruct a road for up to 15 minutes at a time. It is expected that traffic will only need to be held for a few minutes.
- Where possible, HGVs will be coordinated to arrive and depart in groups of two or three vehicles. This way, they can travel through the traffic management area in small convoys, and limit the number of times traffic marshals are required to hold traffic throughout the day;
- When leaving the Site, the Site manager will call ahead to the traffic marshals to coordinate the departure of vehicles along the B5112 back to the A55;
- The traffic management methodology will evolve throughout the construction process, so that it can adapt as appropriate.

5.15 This method is preferred over traffic lights, which could cause unnecessary delays to non-construction traffic at times when HGVs are not approaching. Due to the low volume of traffic on the B5112 and the low number of HGV deliveries associated with the construction phase (approximately 11 per day), it is not expected that any significant queuing will occur during periods when vehicles are held.

5.16 The final traffic management scheme will be set out by an approved traffic management company within the Final CTMP, based on the principles set out above. At this time, it will be subject to a road safety audit and risk assessment. All necessary permits and temporary traffic regulation orders will be obtained.

5.17 It is also acknowledged that the Site Access route from the B5112 to the Site is narrow in places. As there is highway verge in this location, passby bays are proposed. In addition, a passby bay will be provided on the local highway network between Access D and Access E. Indicative locations for passby bays are shown in **Drawings SP04, SP05, SP06**, and **SP07** contained in **Appendix C**.

5.18 At the request of IACC, passby bays will be permanent to provide a longer-term benefit to the local highway network.

Summary

5.19 The proposed construction vehicle route provides the most direct and appropriate route from the strategic highway network to the Site.

5.20 The use of any roads other than the designated and signposted route shall not be permitted and this shall be enforced through the agreement of the CTMP.

5.21 Traffic management and passing areas will ensure the safe movement of vehicles along the B5112 to the Site.

6 Construction Traffic Mitigation and Management Measures

6.1 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Project Manager and Site Manager to oversee the implementation of the mitigation and management measures.

6.2 The measures are set out below.

Public Rights of Way

(i) A Public Right of Way Management Plan will be implemented during the construction phase of the Scheme. Where a vehicle track crosses a Public Right of Way, the following measures will be implemented:

- A widened access track to ensure vehicles can pass PRoW users safely;
- The provision of banksmen at either end of the PRoW, to hold vehicles if a PRoW user is present and advise PRoW users of the potential for construction vehicles to be present;
- Speeds to be limited to 10mph;
- Drivers will stop and give-way to any PRoW user that they encounter;
- Appropriate signage will be installed along the PRoW to make PRoW users aware of the construction activity. This will include information on construction times and contact details for a public liaison officer;
- The PRoW will be kept clear of construction vehicles and apparatus outside of permitted construction hours so far as is practicable to do so; and
- Any damage to the surface of the footpath will be repaired as soon as practicable. The surface will be returned to its original condition following completion of construction.

National Cycle Network

(ii) Appropriate signage will be installed along the section of the NCN near to the Site to advise users of the ongoing construction activity. Banksmen will support vehicle movement in and out of the Site, to ensure the safety of cyclists and other road users.

Specific Highway Measures

(iii) Where existing accesses are utilised, these will be widened and formalised as appropriate. Visibility splays will be kept clear throughout the construction period and banksmen will support vehicle manoeuvres;

(iv) On narrower sections on the highway, temporary pass-by bays will be created.

Traffic Management

(v) Traffic management will be in place along the B5112 to support HGVs through narrower sections of the network where the provision of passing areas is not possible;

Signage

(vi) Signs to direct construction vehicles associated with the development will be installed along the construction traffic route. Delivery drivers, contractors and visitors will be provided with a route plan in advance of delivering to Site to ensure that vehicles follow the identified route;

(vii) All signage on the designated route will be inspected daily by the Site Manager, to ensure they are kept in a well maintained condition and located in safe and appropriate locations;

Vehicle Movement

(viii) Where possible, construction deliveries by HGV will be coordinated to avoid the network peak hours of 08:00-09:00 and 17:00-18:00;

(ix) Construction deliveries will be prohibited between 08:15 – 09:15 and 15:00 – 16:00 to avoid the school drop-off and pick-up times during school term time. This will be enforced by the contractor and all coordinating delivery companies;

(x) Banksmen will be provided at the Site accesses to indicate to construction traffic when it is safe for them to enter and exit the Site;

(xi) A Construction Worker Travel Plan will be implemented, to encourage construction workers to travel to the Site via sustainable travel, where possible. Measures include the provision of a shuttle bus and a car sharing scheme. Shifts will be organised to avoid construction worker movement between 08:00-09:00 and 17:00-18:00 as well as avoiding the school drop-off and pick-up times of 08:15 – 09:15 and 15:00 – 16:00 during school term time. A draft Travel Plan is shown in **Appendix D.**

(xii) The management associated with Abnormal Load movements will be agreed with the local highway authority and the police prior to the delivery;

Booking System

(xiii) A booking system will be set up to manage arrivals and departures to the Site. A log will be kept as part of the booking system. The intention of this procedure is to avoid instances of HGVs passing each other in opposite directions on the local roads surrounding the Site and to support the traffic management procedure.

Parking

(xiv) Advisory signs informing contractors and visitors that parking is not permitted on-street in the vicinity of the Site or on the Site access road. Contractors and visitors will be advised that parking facilities will be provided on-Site in advance of visiting the Site and that they should not park on-street;

Wheel Wash Facility

(xv) A wheel washing facility in the form of a drive through bath will be provided. This will be located on the access track within proximity to the Access A. In the unlikely case the wheel wash facility breaks down for a short period, construction workers will spray wheels using a power hose, before they re-enter the public highway;

(xvi) A visual inspection of vehicles will be undertaken before they depart the Site, to ensure that they are not carrying any residual debris onto the highway;

(xvii) If required a road sweeper will be provided for the area surrounding access to alleviate any residual debris generated during the construction phase, as required;

Noise Reduction and Air Quality

(xviii) When on Site and when not in use, vehicle engines will be switched off;

(xix) Vehicles carrying material off-Site will be sheeted to prevent the spread of dust;

(xx) In dry conditions, areas near to the Site access will be sprayed with water supplied to prevent the spread of dust;

Site Security

(xxi) The Site will be secured at all times via a perimeter fence or temporary fencing. CCTV will be operational within the construction compound;

Road Condition Survey

(xxii) A pre-construction road condition survey will be carried out on the local highway network via video two weeks before the construction phase commences. This will cover the B5112 from the A55 and the unclassified road that dissects the Site. The purpose of the pre-construction condition survey is to assess the baseline condition of the public highway, prior to construction commencing. Once construction is complete, a post-construction condition survey will be undertaken in order to identify any additional defects that can reasonably be attributable to construction activities at the Site. Any identified highways defects resulting from construction activities associated with the Site will be corrected to the satisfaction of IACC;

(xxiii) Automatic Traffic Counters will be installed on the B5112 and unclassified road to monitor traffic flows throughout the construction period.

Community Engagement

(xxiv) The details of the Construction Site Manager will be provided to IACC in advance of any work being carried out.

(xxv) The Construction Site Managers details will also be provided on a Site-board at the Site accesses. If anyone in the local community has any issues during the construction phase, the Site Manager will be available to discuss.

Monitoring

(xxvi) Any unforeseen issues that arise in relation to construction vehicle movement will be logged by the Site Manager. If necessary, the issues will be discussed with the local highway authority so that they can be resolved as appropriate.

FIGURES

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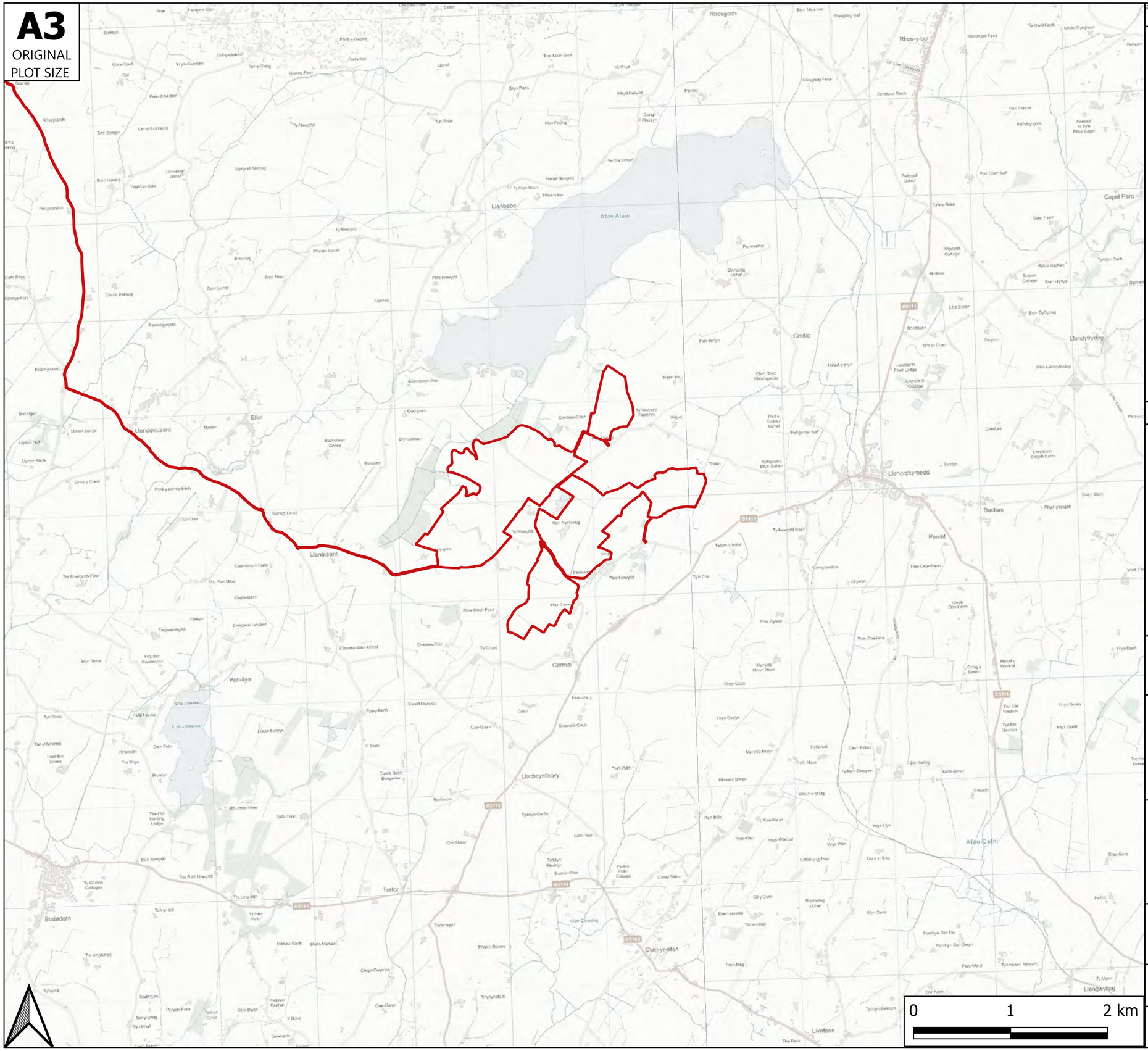
ORIGINAL
PLOT SIZE



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Key

Site Boundary

Rev	Date	Details	Drawn by	Checked by	Approved by

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CLIENT:
Wylfa Green Limited

PROJECT:
Alaw Môn Solar Farm

TITLE:
Site Location Plan

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	11/10/23	AC	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-26	Figure 1.1	-

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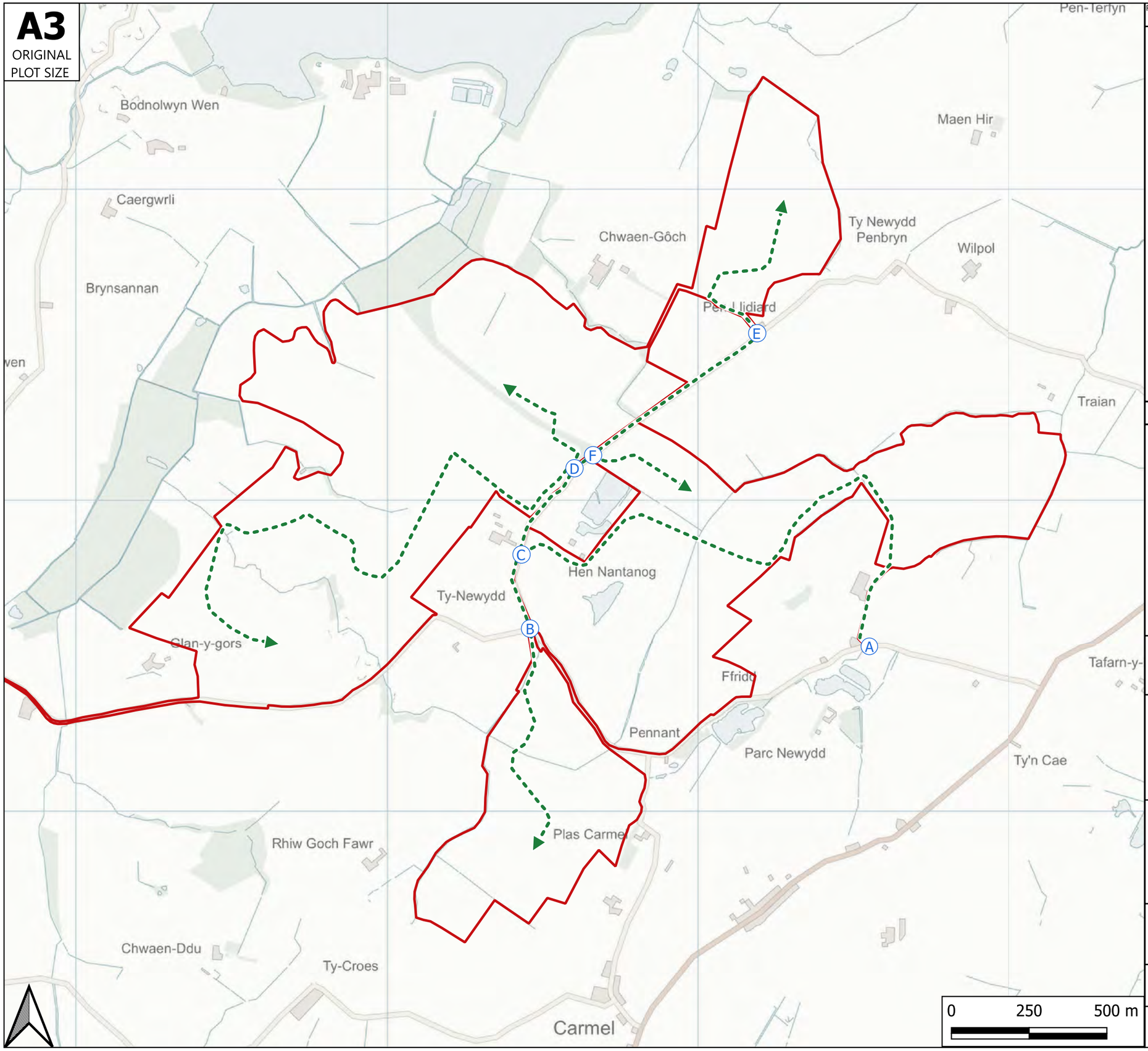

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Key

- Site Boundary
- Site Access
- Construction Vehicle Field Connections

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A	01/03/24	Updated to include Access F	AC	RR	JD

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CLIENT:
Enso Energy Ltd

PROJECT:
Alaw Môn Solar Farm

TITLE:
Access Strategy and Field Connections

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	01/03/24	AC	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-26	Figure 3.1	A

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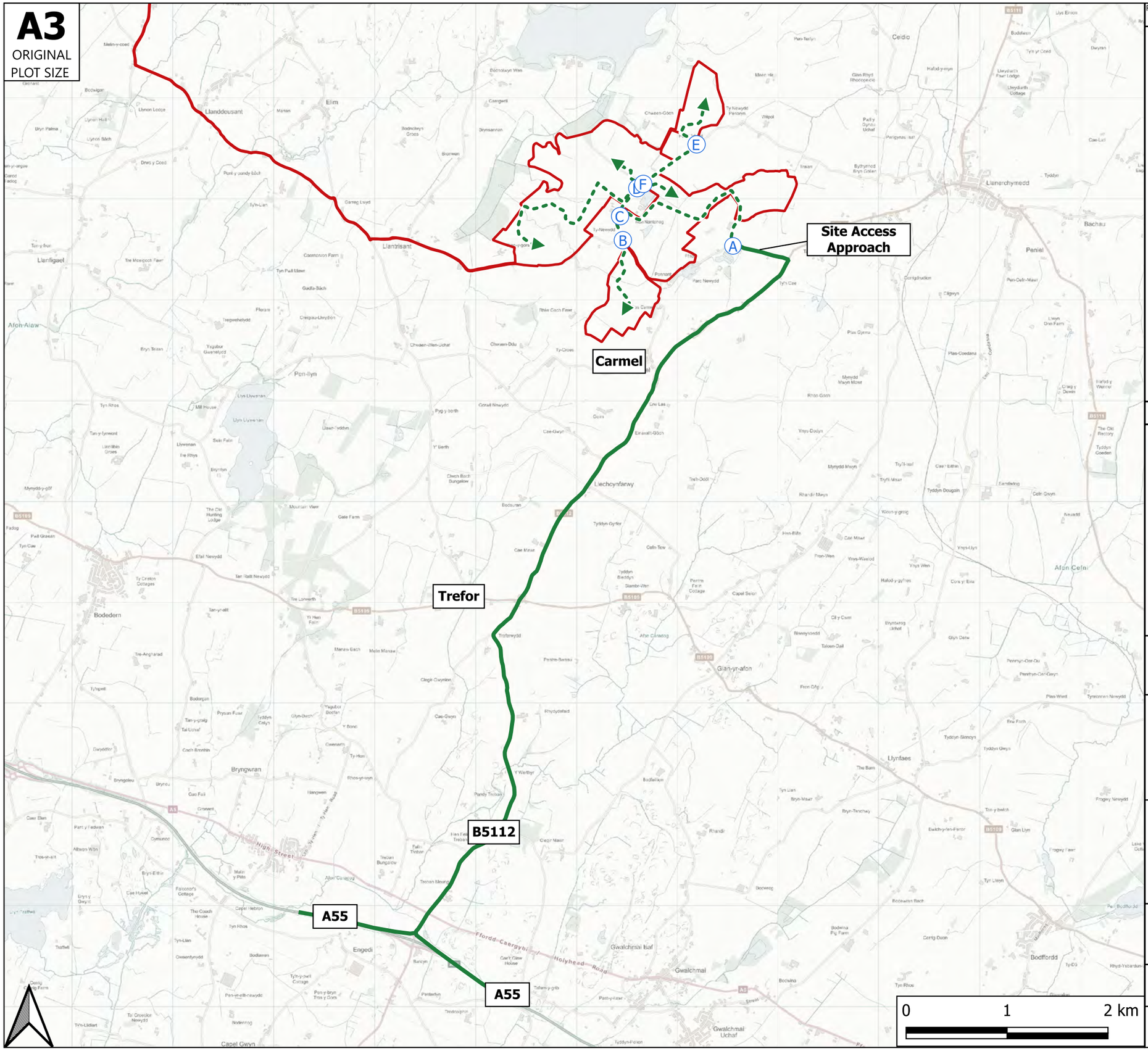

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Key

- Site Boundary
- Site Access
- Construction Vehicle Field Connections
- Construction Vehicle Route

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CLIENT:
Enso Energy Ltd

PROJECT:
Alaw Môn Solar Farm

TITLE:
Construction Vehicle Routing and Access Strategy

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	01/03/24	AC	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-26	Figure 5.1	A

APPENDIX A

A2
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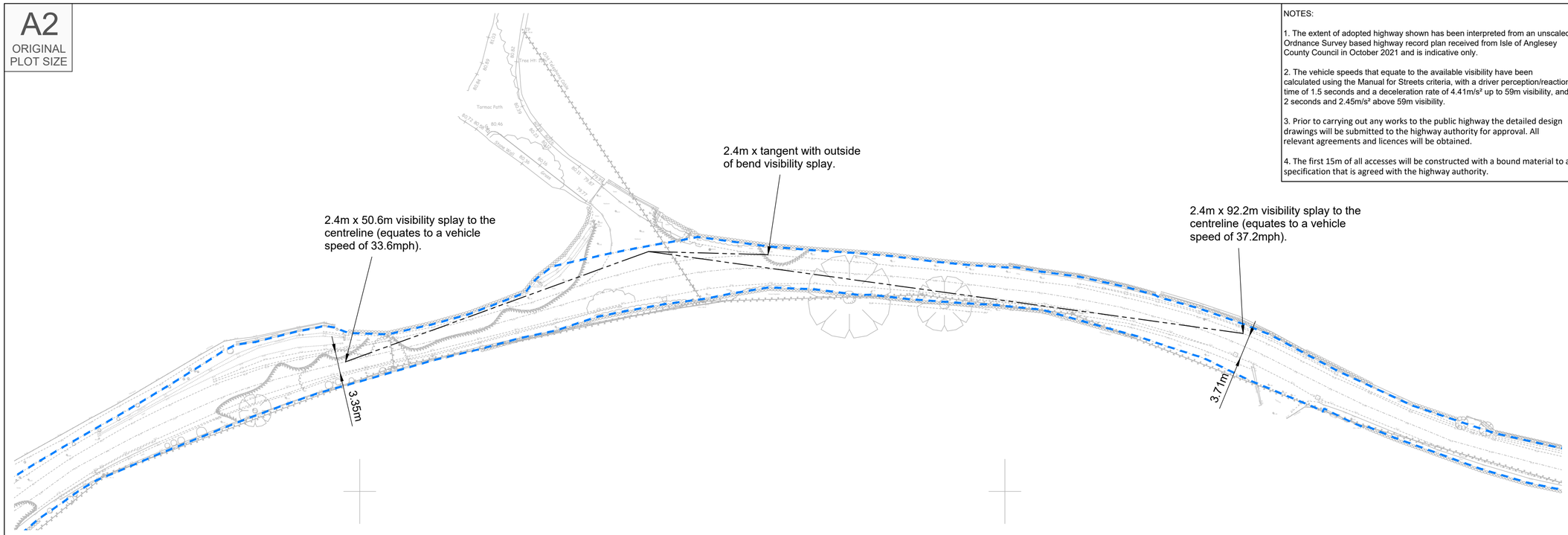
PLOT SIZE



Site Access Arrangement

Scale 1:500

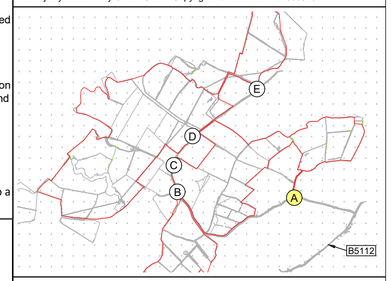
NOTES:

1. The extent of adopted highway shown has been interpreted from an unscaled Ordnance Survey based highway record plan received from Isle of Anglesey County Council in October 2021 and is indicative only.

2. The vehicle speeds that equate to the available visibility have been calculated using the Manual for Streets criteria, with a driver perception/reaction time of 1.5 seconds and a deceleration rate of 4.41m/s² up to 59m visibility, and 2 seconds and 2.45m/s² above 59m visibility.

3. Prior to carrying out any works to the public highway the detailed design drawings will be submitted to the highway authority for approval. All relevant agreements and licences will be obtained.

4. The first 15m of all accesses will be constructed with a bound material to a specification that is agreed with the highway authority.



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

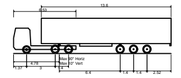
Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

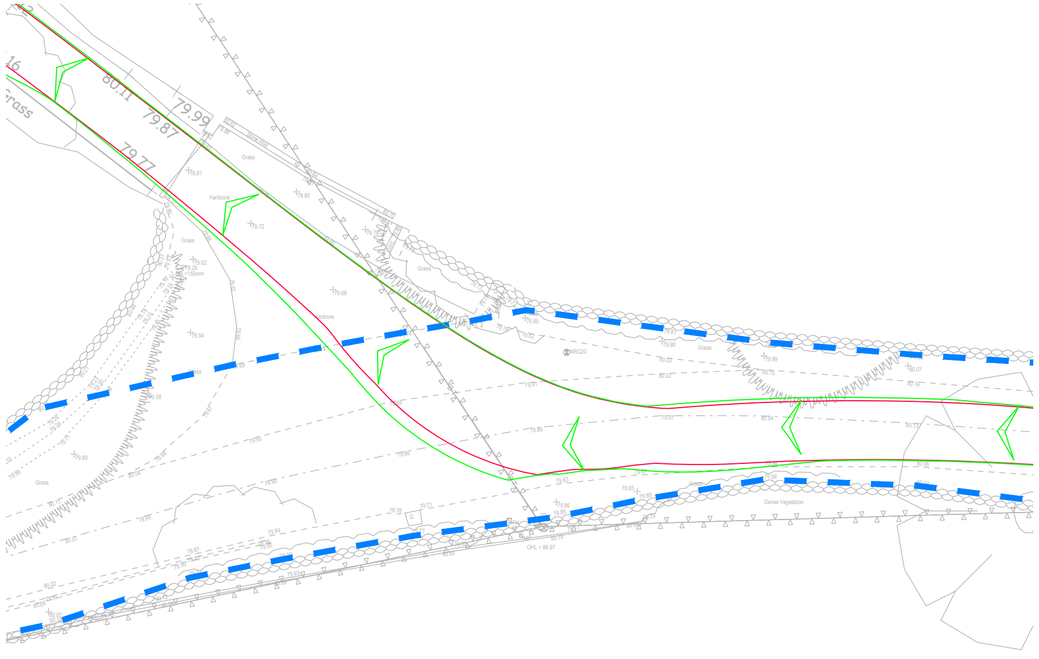
Vehicle swept paths - body outline.

Vehicle swept paths - wheel track outline.



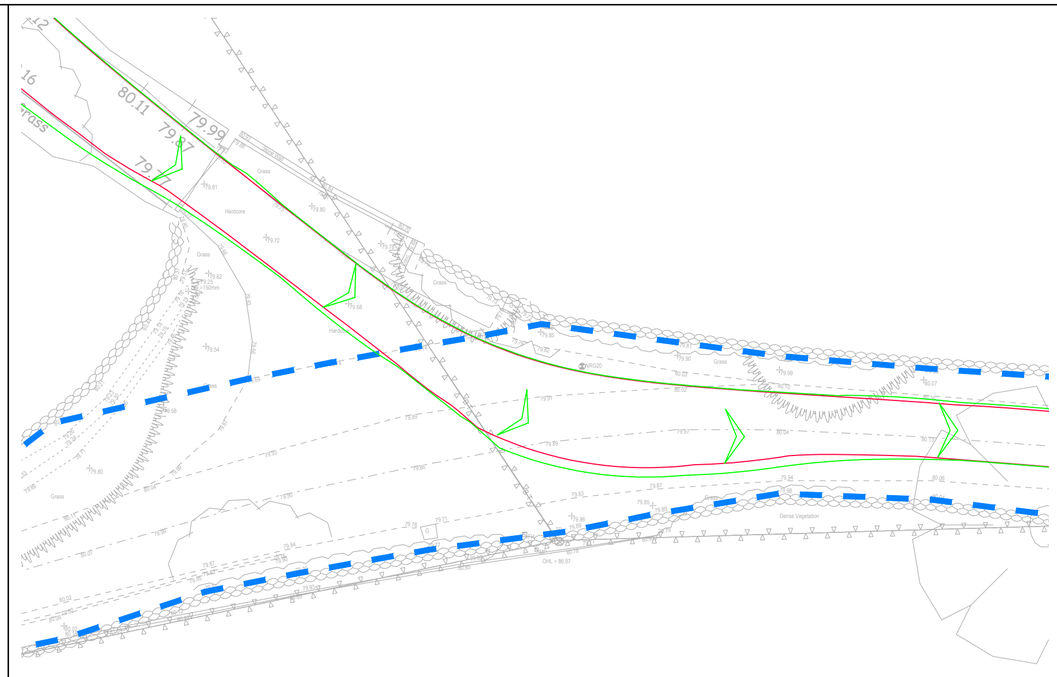
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.881m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Articulated HGV Turning Right Into Access

Scale 1:200



Articulated HGV Turning Left Out Of Access

Scale 1:200

INDICATIVE

Rev	Date	Details	Drawn by	Checked by	Approved by
A	22.01.23	Added additional notes about detailed design to be appoved by the highway authority for approval.	KVT	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

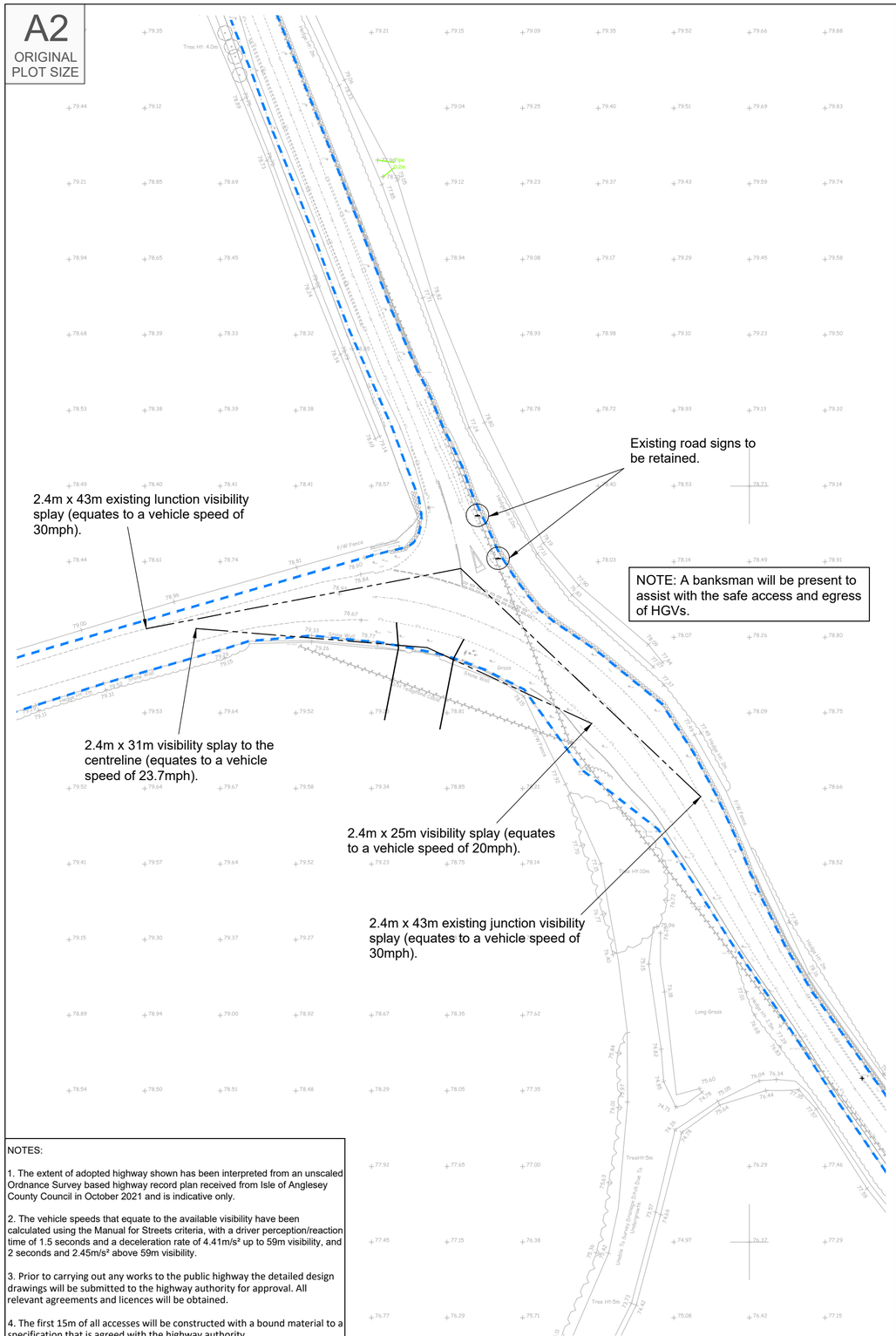
TITLE:
Proposed Site Access Arrangement - Location A

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK01	A

A2
ORIGINAL
PLOT SIZE



NOTES:

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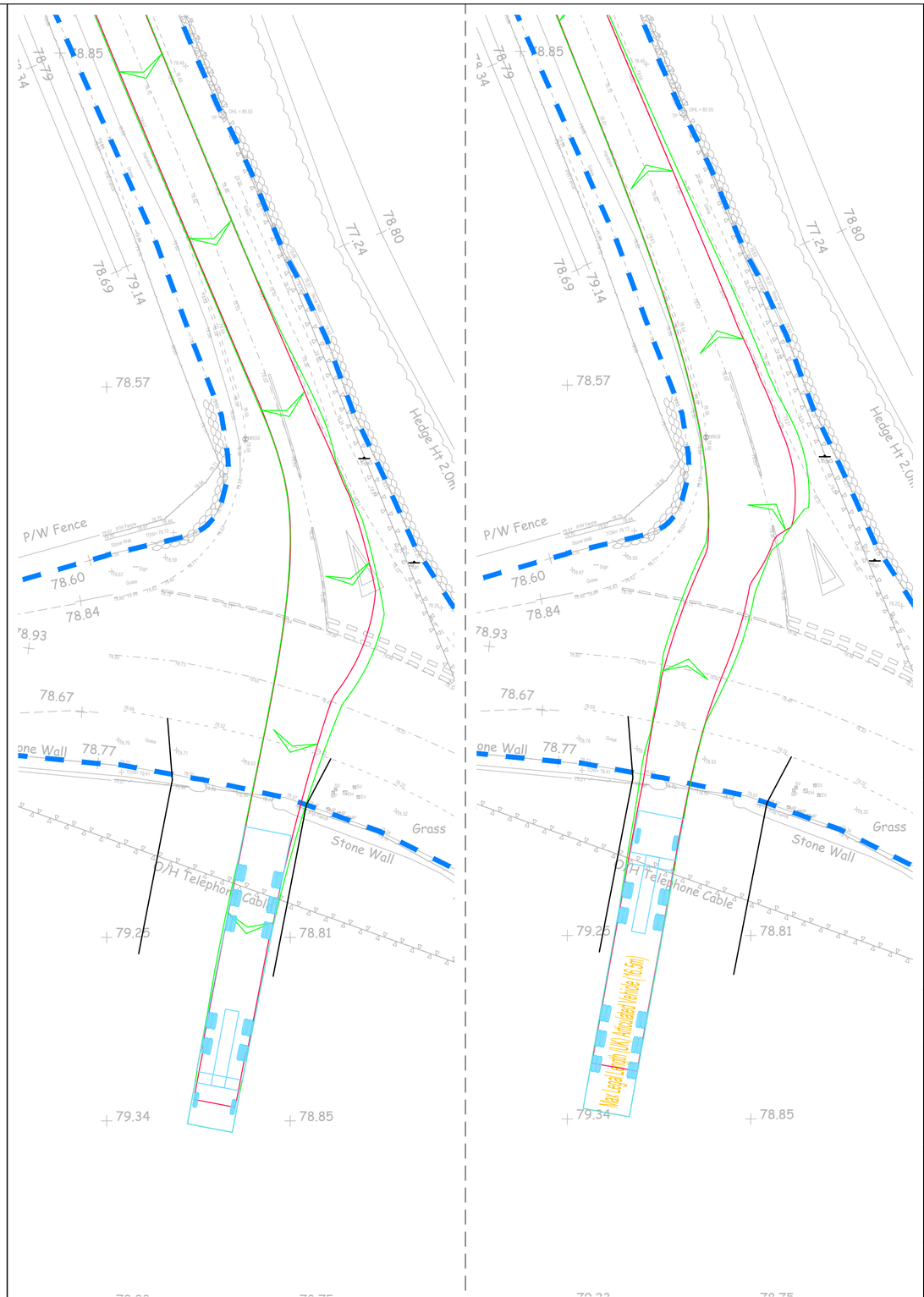
4. The first 15m of all accesses will be constructed with a bound material to a specification that is agreed with the highway authority.

W E S

INDICATIVE

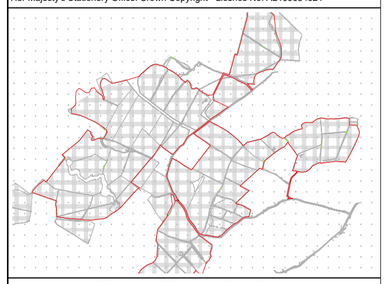
Site Access Arrangement

Scale 1:500



Articulated HGV Swept Paths

Scale 1:200



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

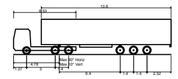
Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

Vehicle swept paths - body outline.

Vehicle swept paths - wheel track outline.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details	Drawn By	Checked by	Approved by
B	22.01.24	Widened proposed site access. Added additional notes about detailed design to be appoved by the highway authority for approval.	KVT	RR	JD
A	13.10.23	Access arrangement updated.	PSW	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

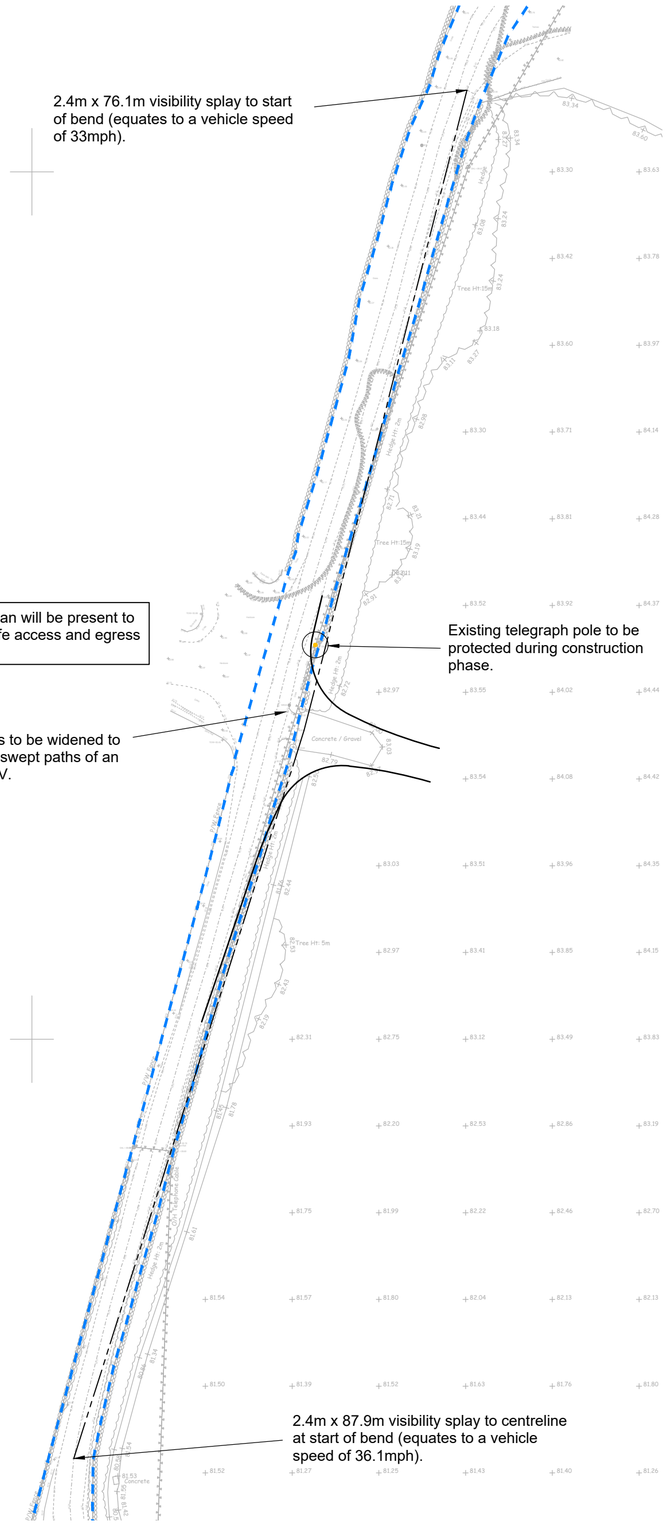
TITLE:
Proposed Site Access Arrangement - Location B

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK02	B

A2
ORIGINAL PLOT SIZE

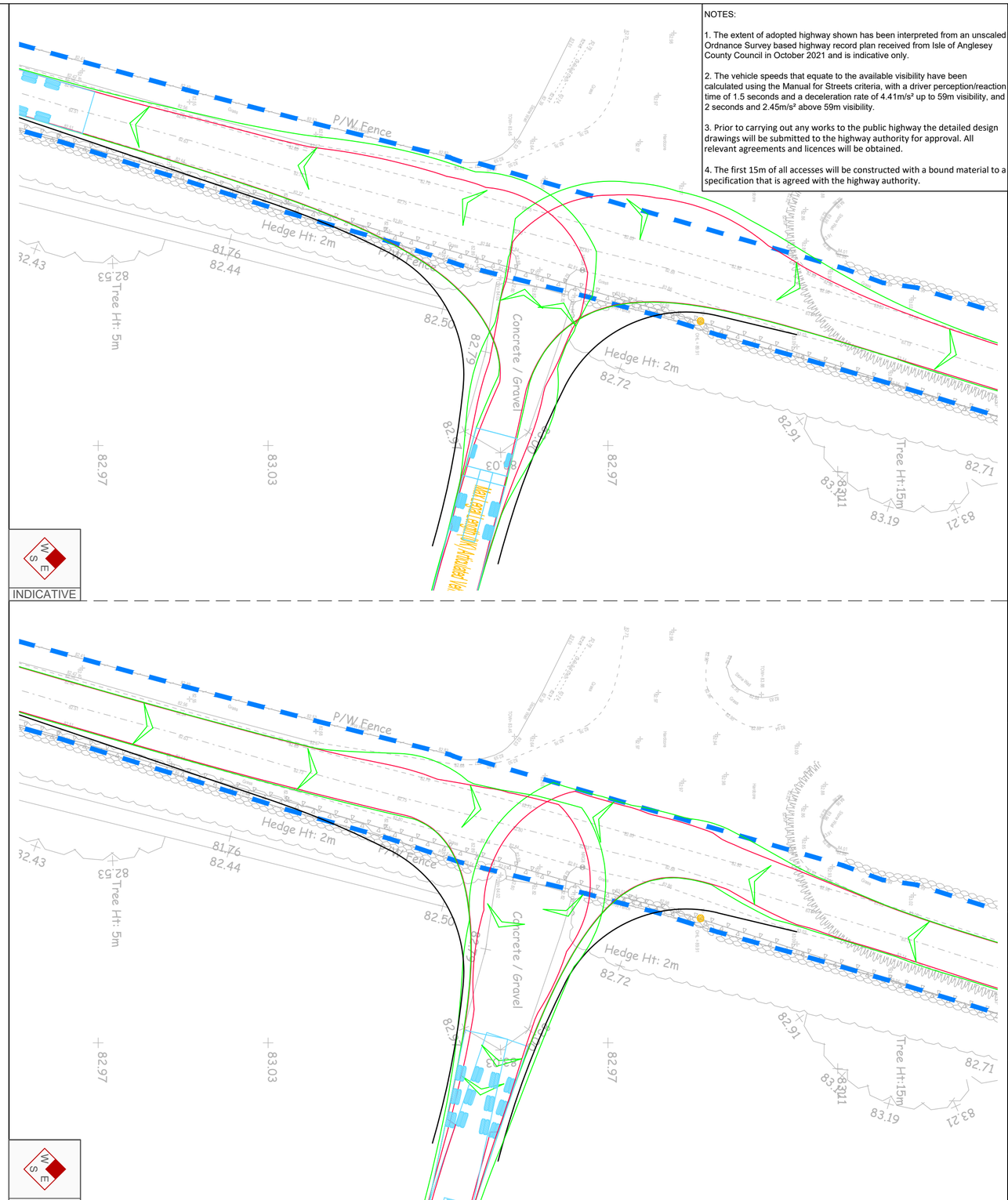


W E S

INDICATIVE

Site Access Arrangement

Scale 1:500



W E S

INDICATIVE

Articulated HGV Swept Paths

Scale 1:200

NOTES:

1. The extent of adopted highway shown has been interpreted from an unscaled Ordnance Survey based highway record plan received from Isle of Anglesey County Council in October 2021 and is indicative only.

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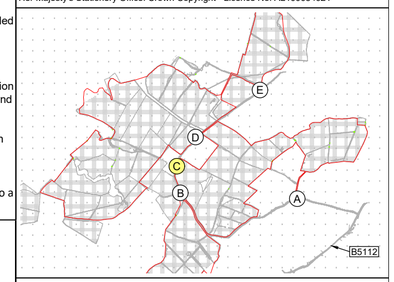
3. Prior to carrying out any works to the public highway the detailed design drawings will be submitted to the highway authority for approval. All relevant agreements and licences will be obtained.

4. The first 15m of all accesses will be constructed with a bound material to a specification that is agreed with the highway authority.



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

Vehicle swept paths - body outline.

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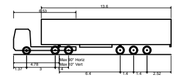

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Rev	Date	Details	Drawn by	Checked by	Approved by
B	22.01.24	Added additional notes about detailed design to be appoved by the highway authority for approval.	KVT	RR	JD
A	13.10.23	Access arrangement updated.	PSW	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

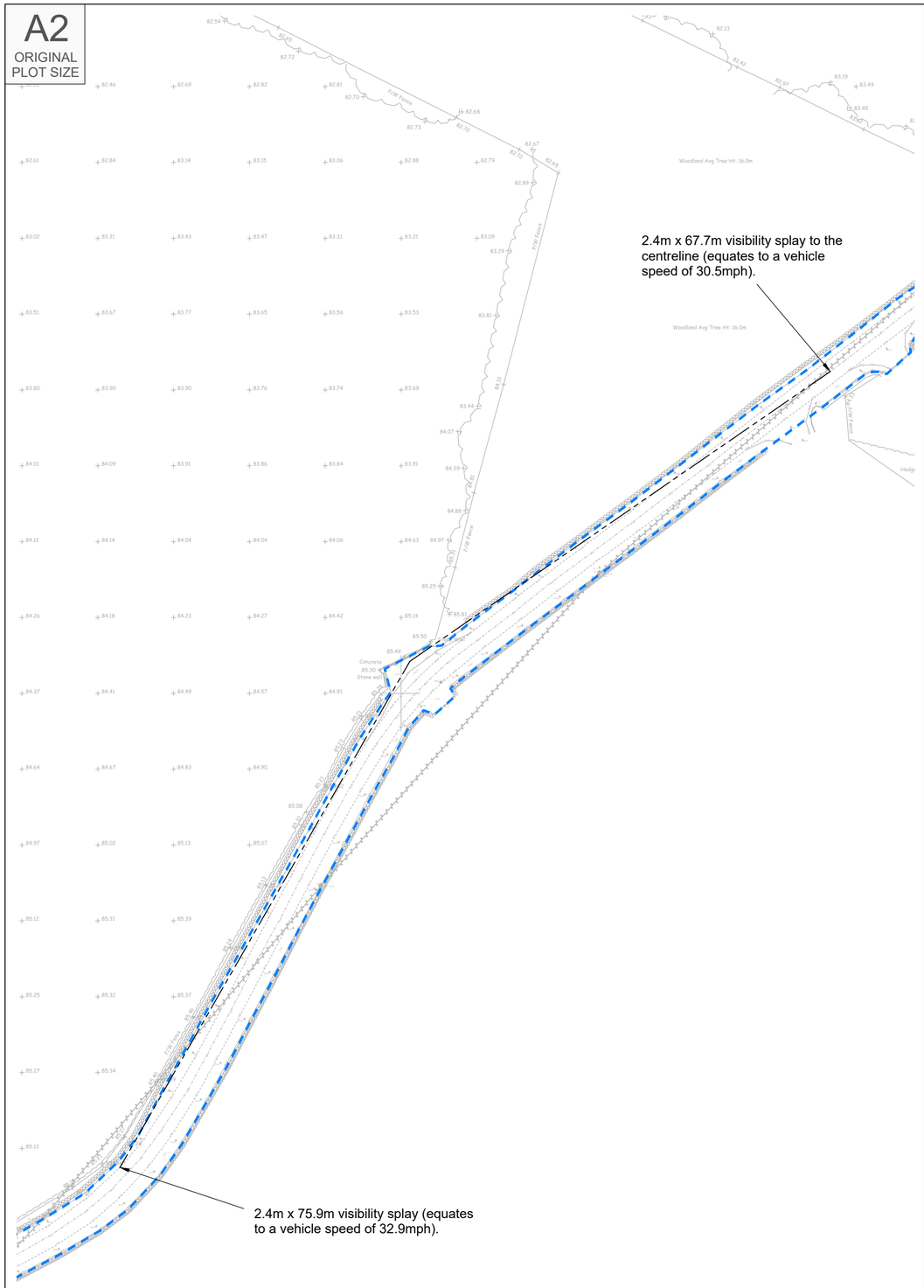
TITLE:
Proposed Site Access Arrangement - Location C

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK03	B

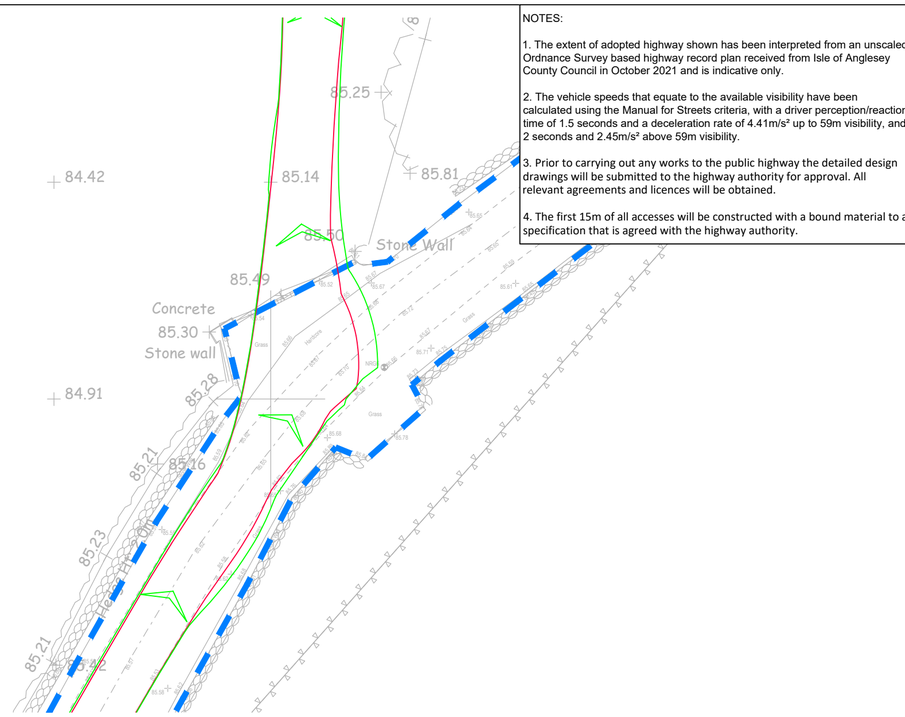
A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

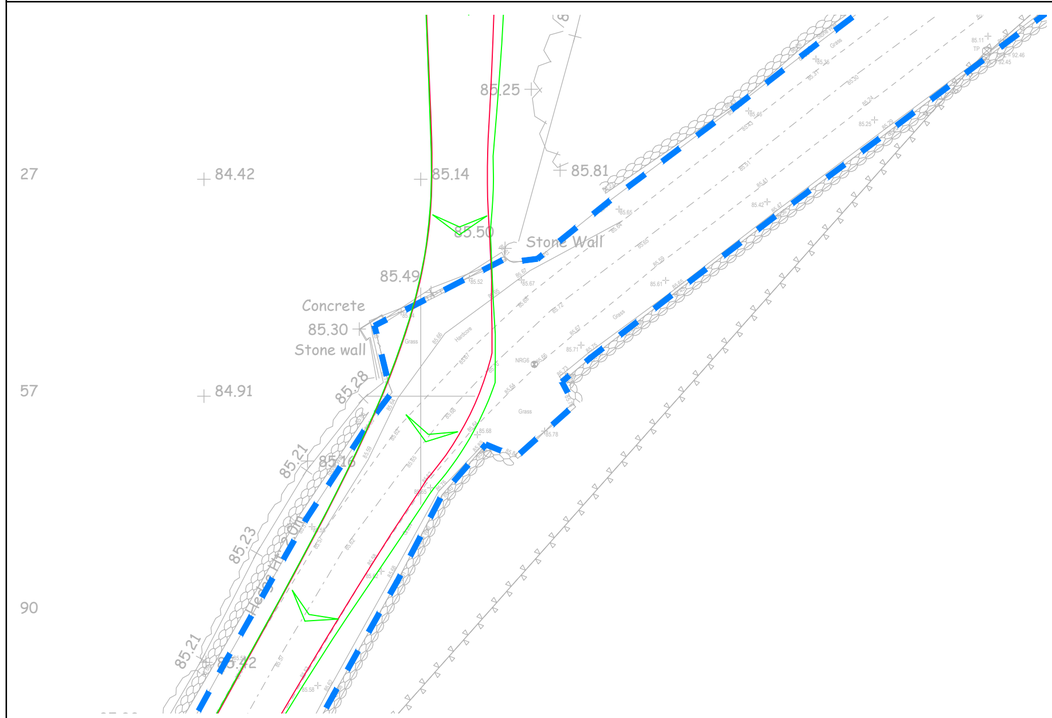
Scale 1:500

INDICATIVE



Articulated HGV Turning Left Into Access

Scale 1:200



Articulated HGV Turning Right Out Of Access

Scale 1:200

NOTES:

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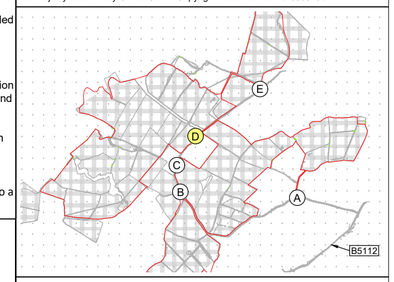

Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

Vehicle swept paths - body outline.

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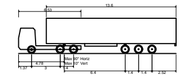

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Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	22.01.23	Added additional notes about detailed design to be appoved by the highway authority.	KVT	RR	JD

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www.tpa.uk.com

CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

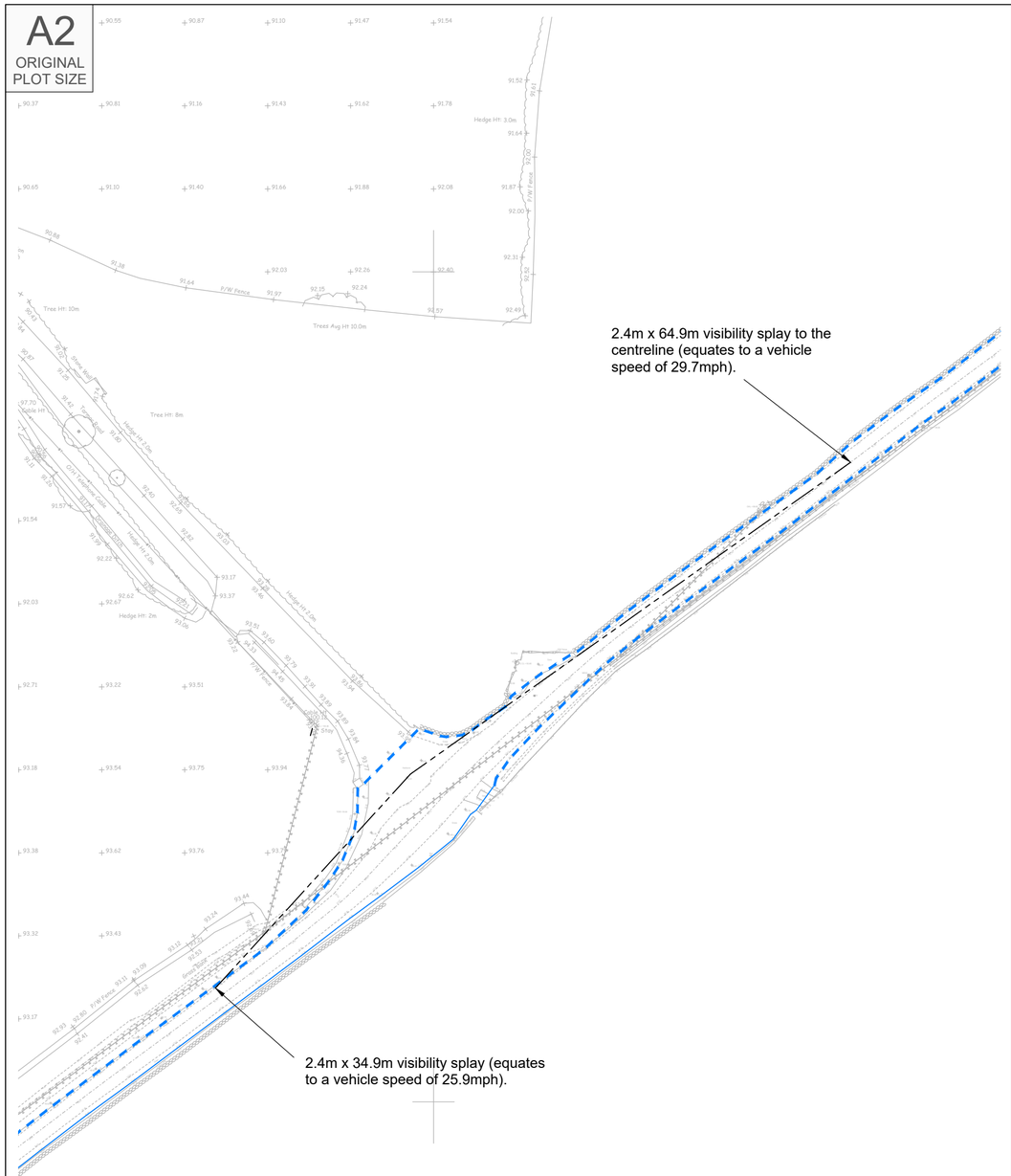
TITLE:
Proposed Site Access Arrangement - Location D

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK04	A

A2
ORIGINAL
PLOT SIZE



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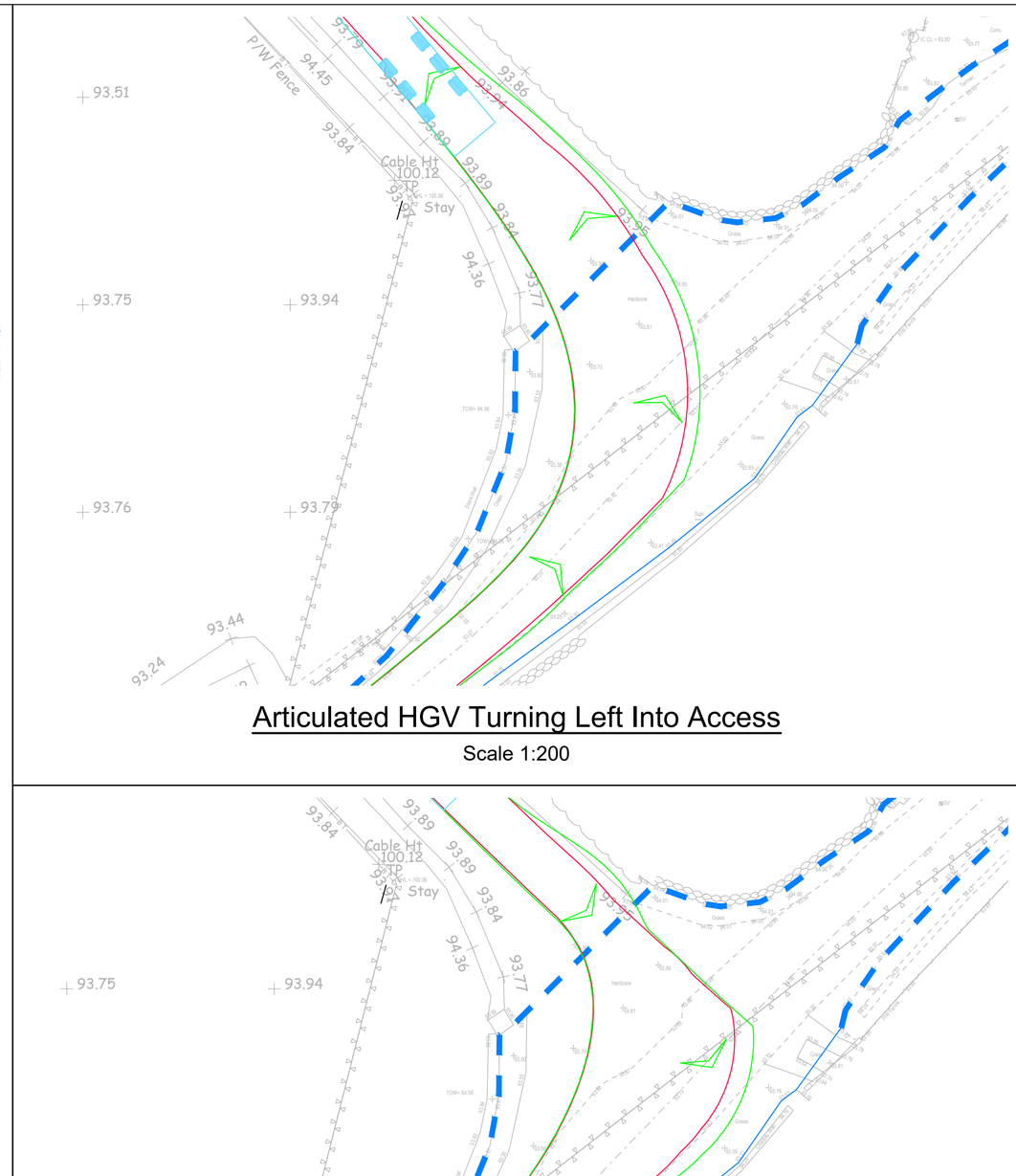
W E S

INDICATIVE

Site Access Arrangement

Scale 1:500

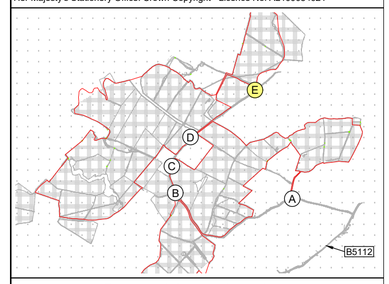


Articulated HGV Turning Left Into Access

Scale 1:200

Articulated HGV Turning Right Out Of Access

Scale 1:200



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

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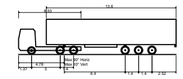

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Rev	Date	Details	Drawn by	Checked by	Approved by
A	22.01.23	Added additional notes about detailed design to be appoved by the highway authority for approval.	KVT	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

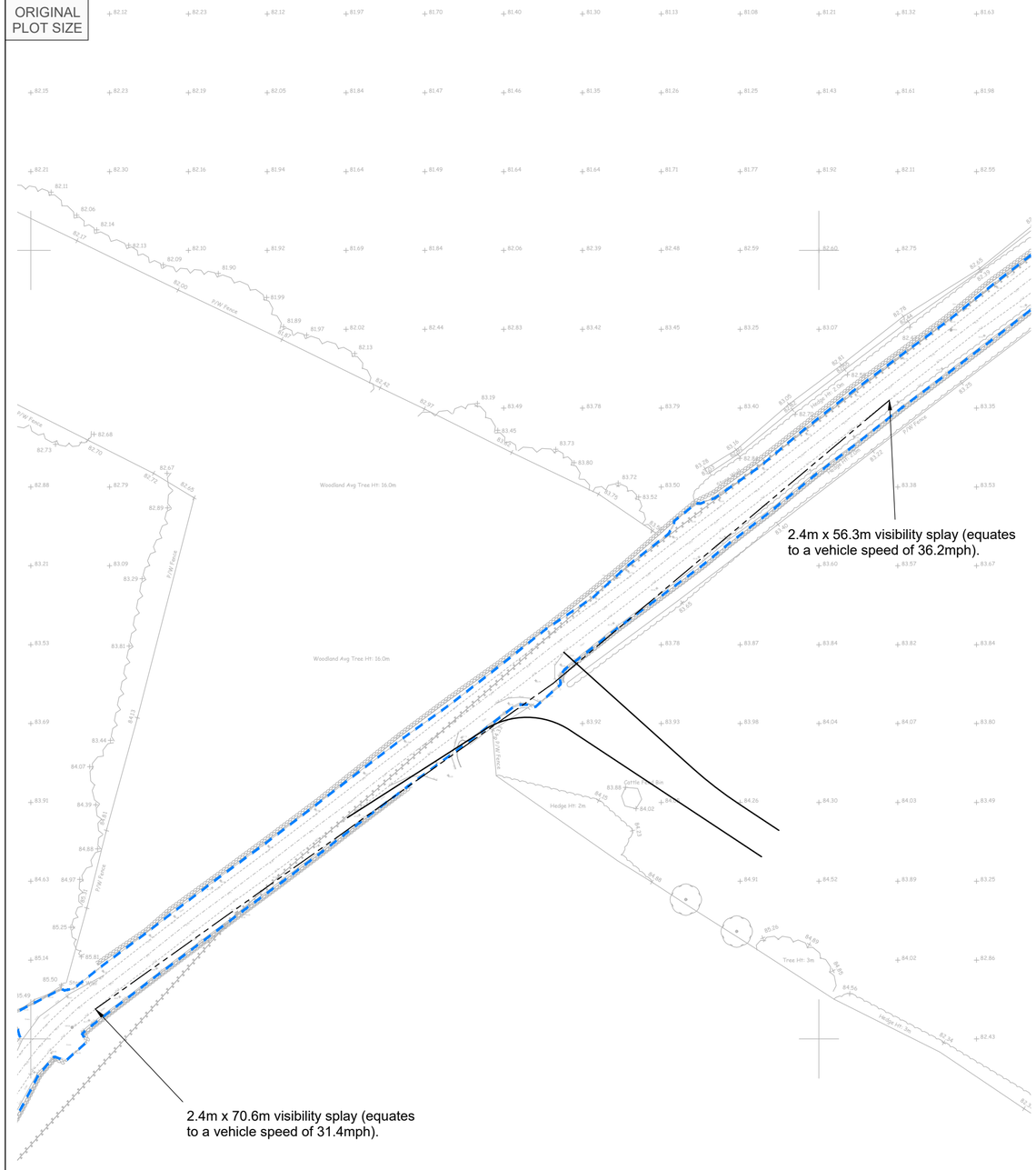
TITLE:
Proposed Site Access Arrangement - Location E

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	01.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK05	A

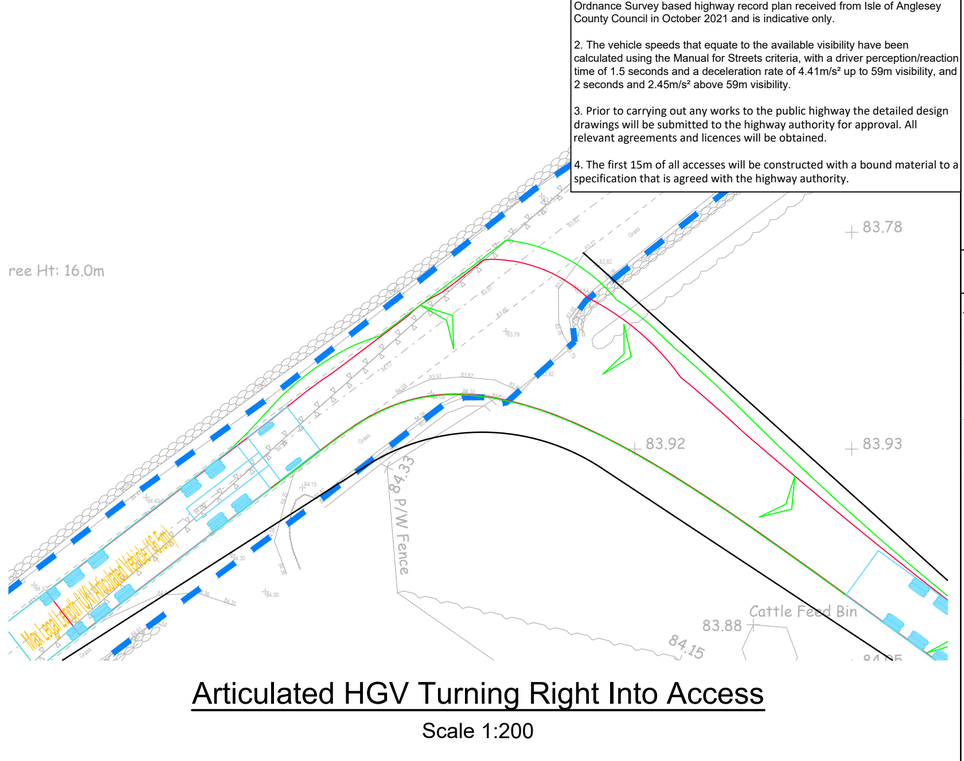
A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

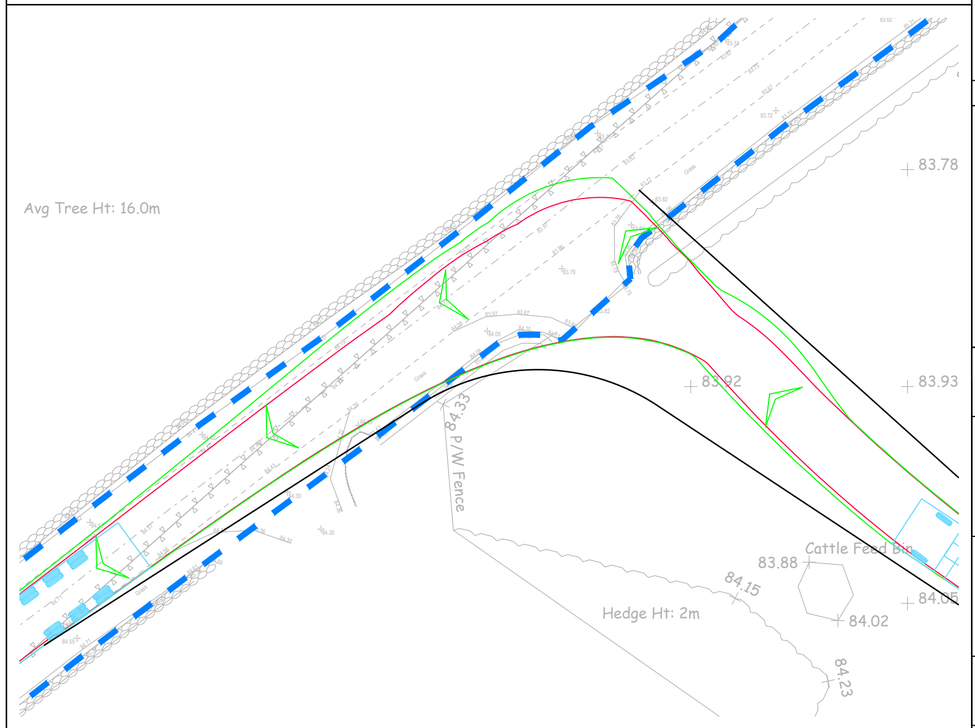
Scale 1:500

INDICATIVE



Articulated HGV Turning Right Into Access

Scale 1:200



Articulated HGV Turning Left Out Of Access

Scale 1:200

NOTES:

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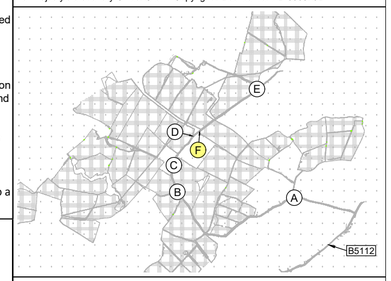


Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

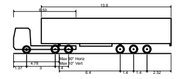
Approximate site boundary.

General:

Approximate adopted highway boundary maintainable at public expense by Isle of Anglesey County Council (see note 1).

Vehicle swept paths - body outline.

Vehicle swept paths - wheel track outline.



Max Legal Length (UK) Articulated Vehicle (16.5m)

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Overall Width	2.550m
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Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Site Access Arrangement - Location F

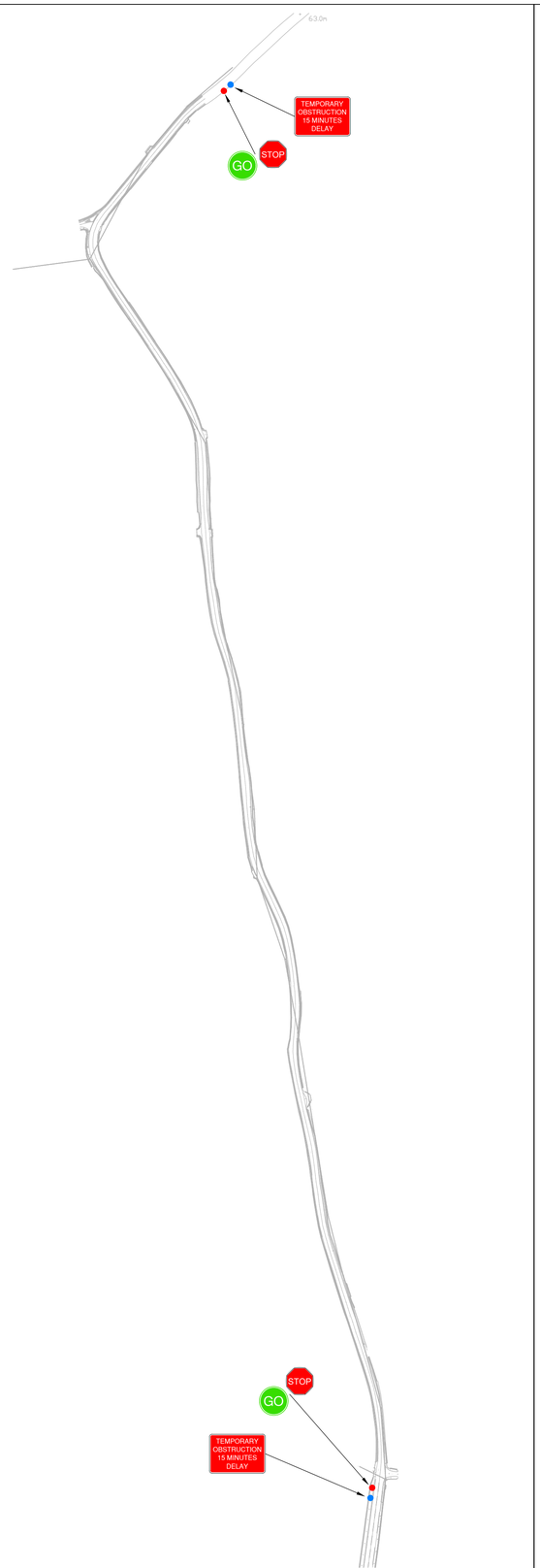
STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	04.03.24	PSW	RR	JD

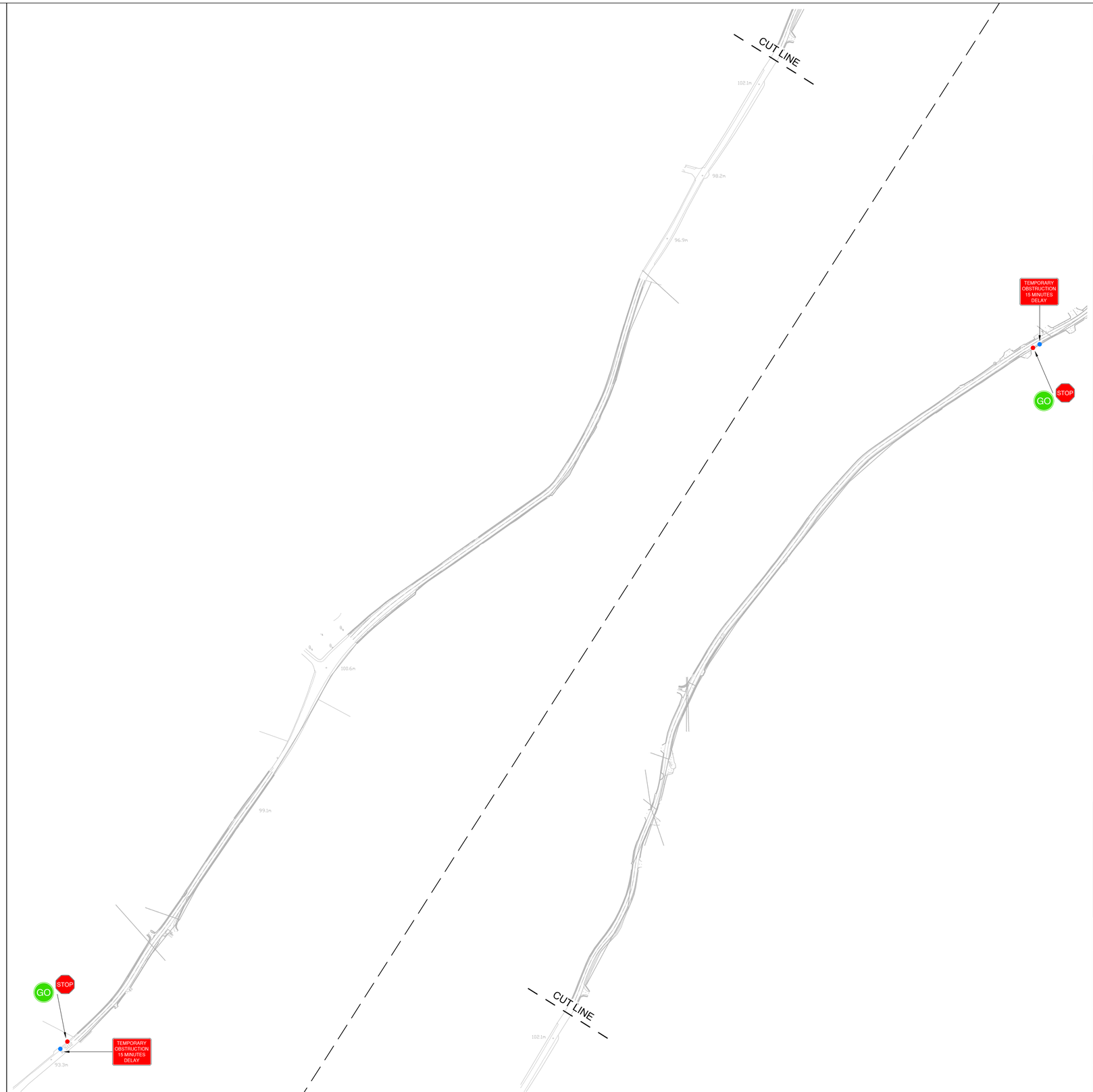
JOB NO:	DRAWING NO:	REVISION:
2010-026	SK07	

APPENDIX B

A1
ORIGINAL
PLOT SIZE



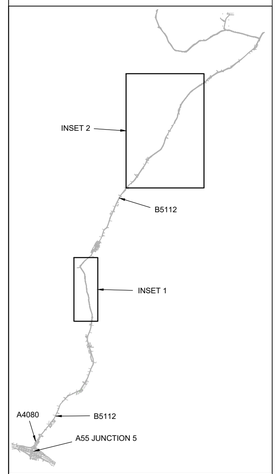
INSET 1



INSET 2

NOTES:

1) The final traffic management scheme will be set out by an approved traffic management company within the Final CTMP, and agreed with IACC prior to implementation. All necessary permits and temporary traffic regulation orders will be obtained.



Traffic Management Location Plan
Scale 1:50,000

KEY

- Location of manually operated stop/go signs.
- Location of temporary obstruction sign.

TEMPORAY OBSTRUCTION 15 MINUTES DELAY

Rev	Date	Details	Drawn by	Checked by	Approved by
A	23.01.24	Added additional signage to drawing and key. Additional note about traffic management.	KVT	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Temporary Traffic Management On B5112

STATUS:
DRAFT

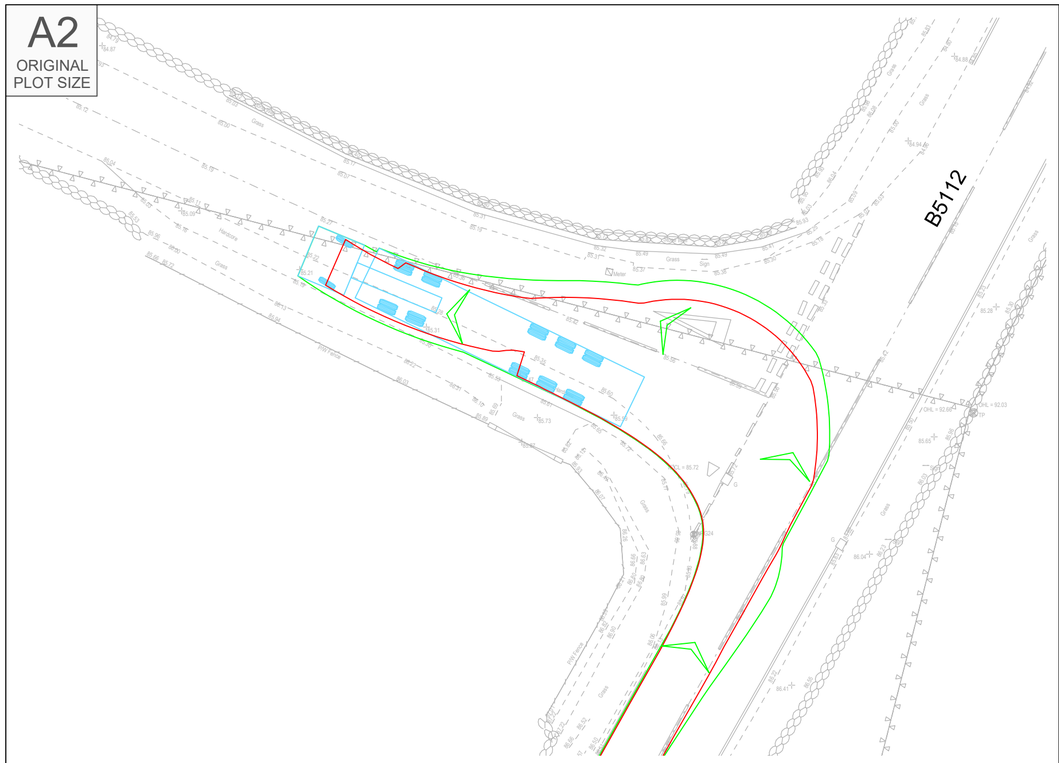
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2,000	23.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SK06	A

W E S
INDICATIVE

APPENDIX C

A2
ORIGINAL
PLOT SIZE



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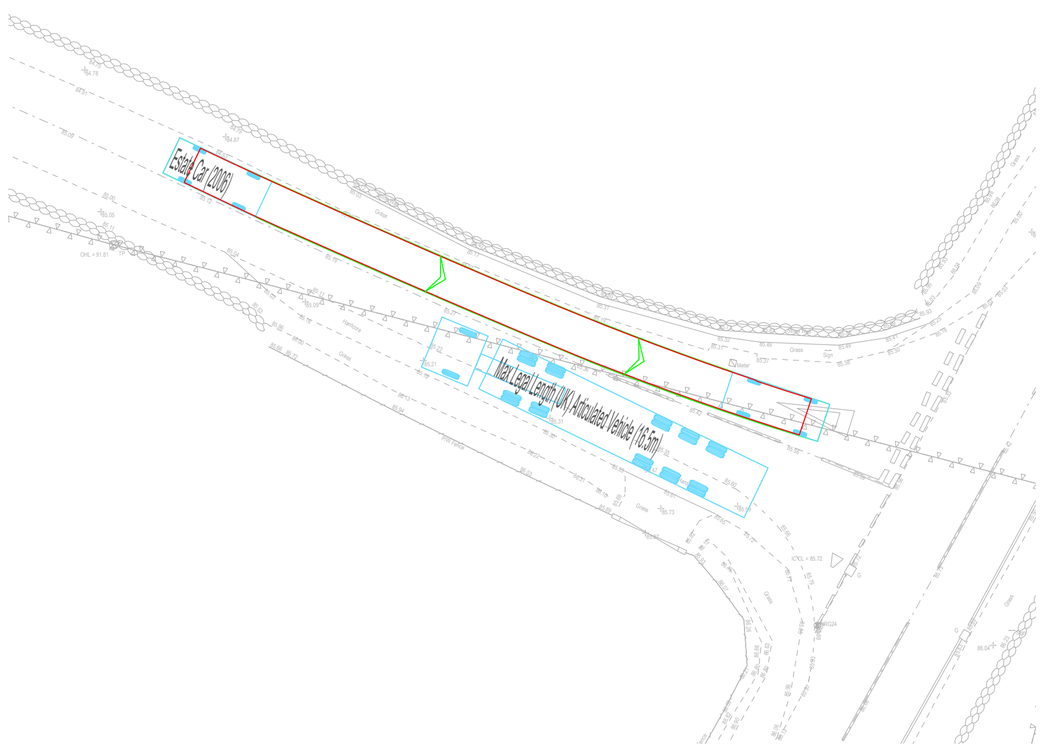

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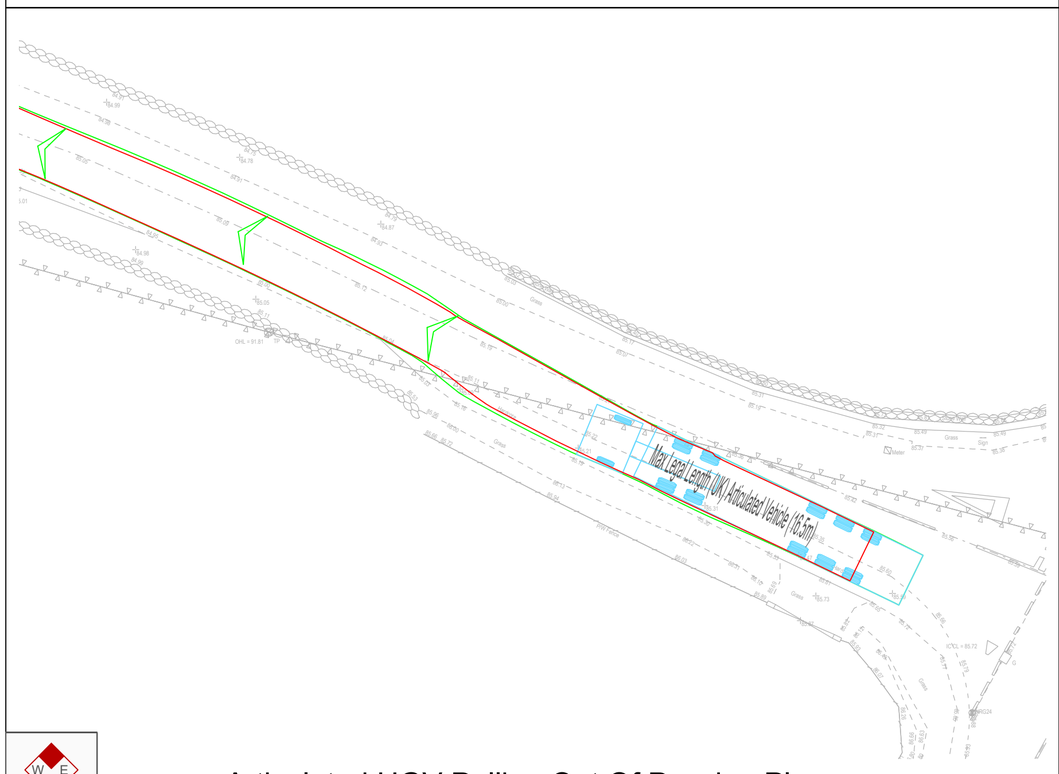

Articulated HGV Pulling Out Of Passing Place

W E S

INDICATIVE

NOTES:

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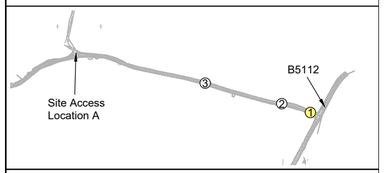
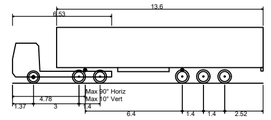


Passing Places Location Plan
Scale 1:10,000



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Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	23.01.24	Added note about detailed design.	KVT	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Passing Places Between B5112 and Site Access Location A (Sheet 1 of 3)

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	23.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SP04	A

A2
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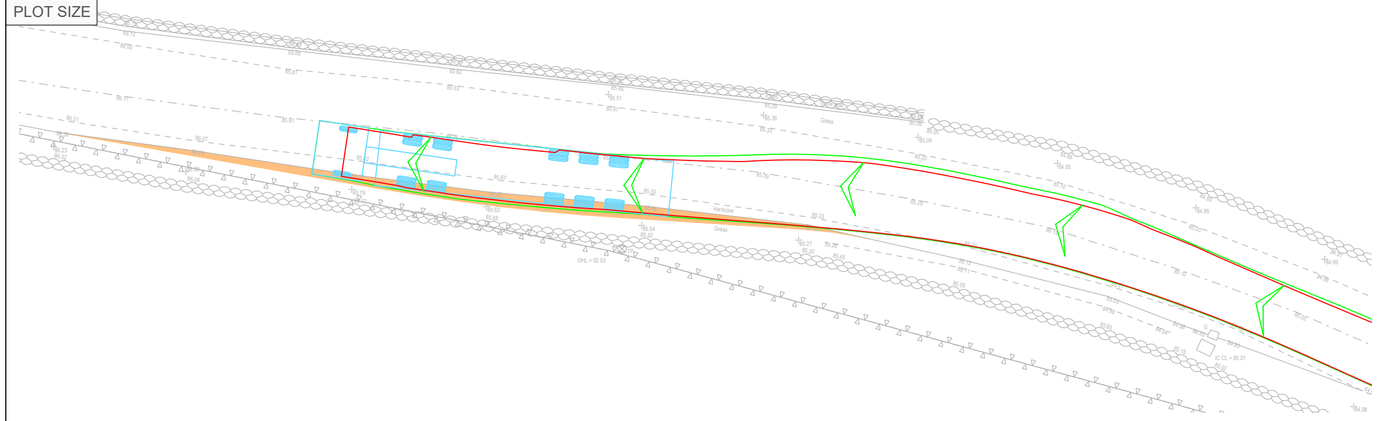
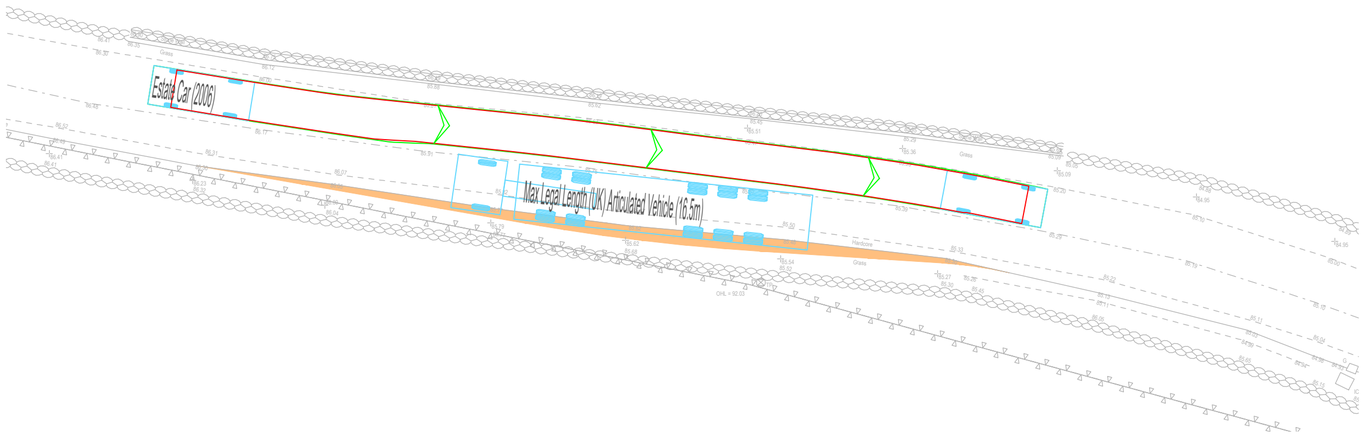
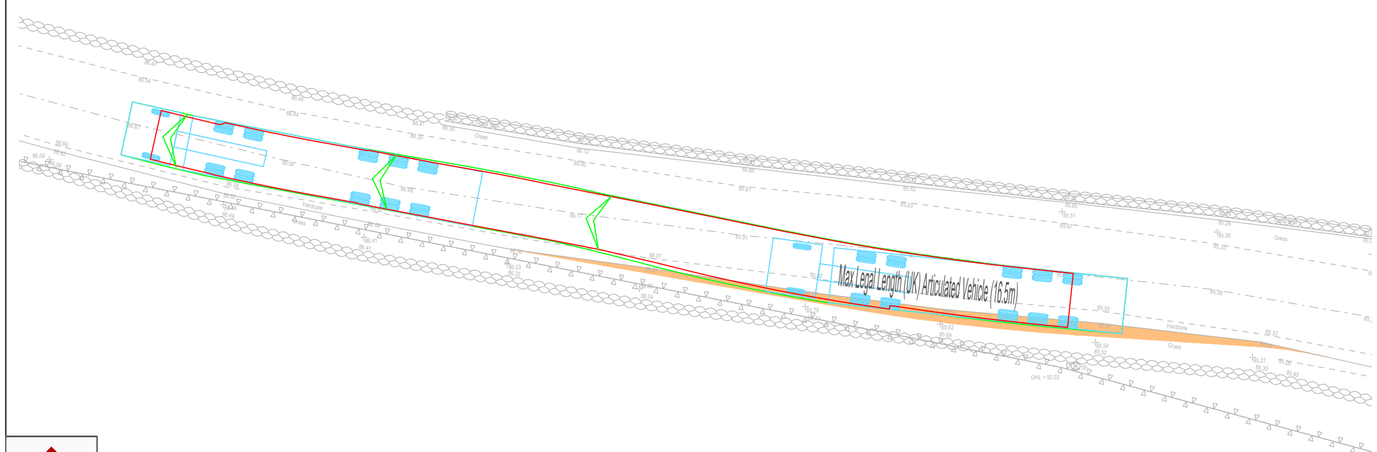


Articulated HGV Stopping At Passing Place



Estate Car Passing Articulated HGV



Articulated HGV Pulling Out Of Passing Place

W E S

INDICATIVE

NOTES:

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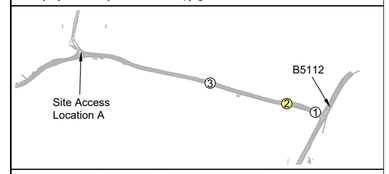
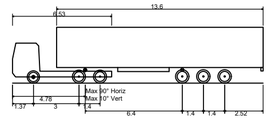
KEY

Proposed widening of existing carriageway to form new passing place for vehicles.



Passing Places Location Plan
Scale 1:10,000



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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Passing Places Between B5112 and Site Access Location A (Sheet 2 of 3)

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	23.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SP05	A

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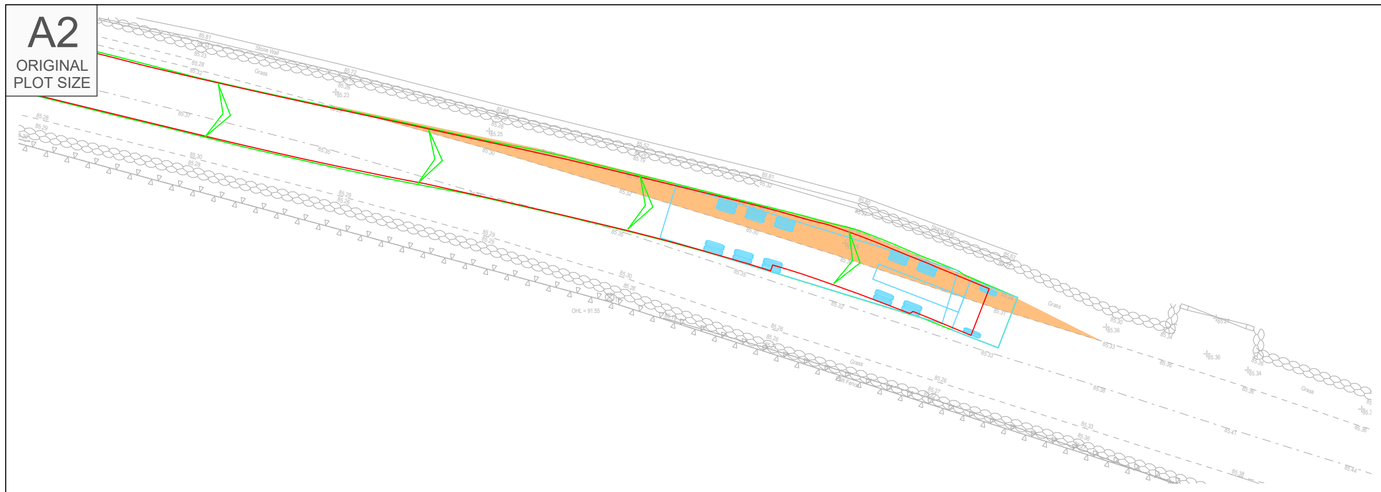
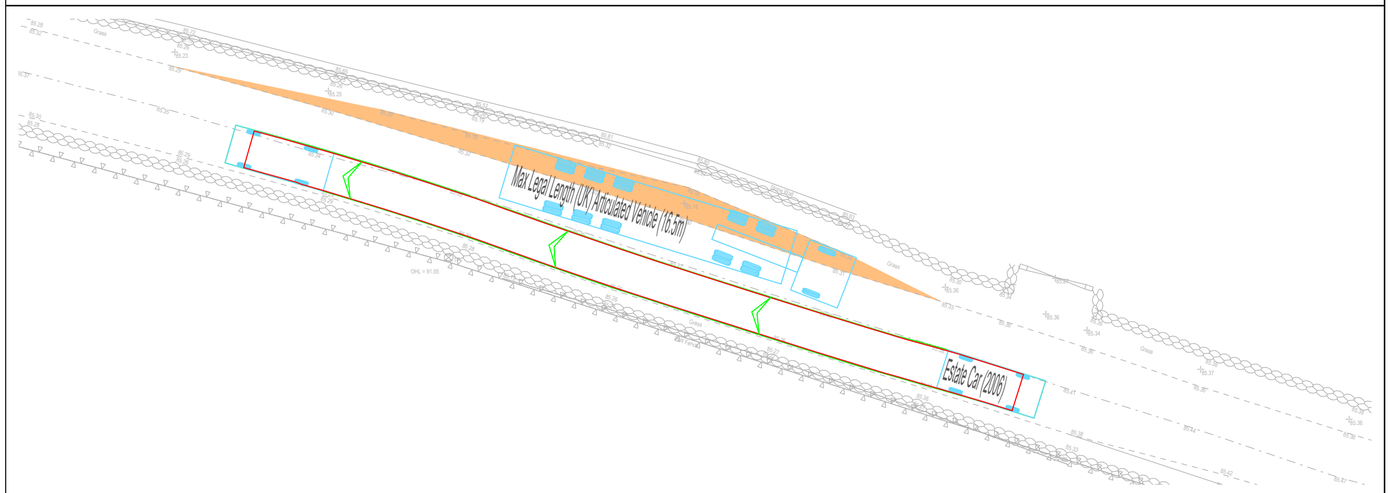


Articulated HGV Stopping At Passing Place



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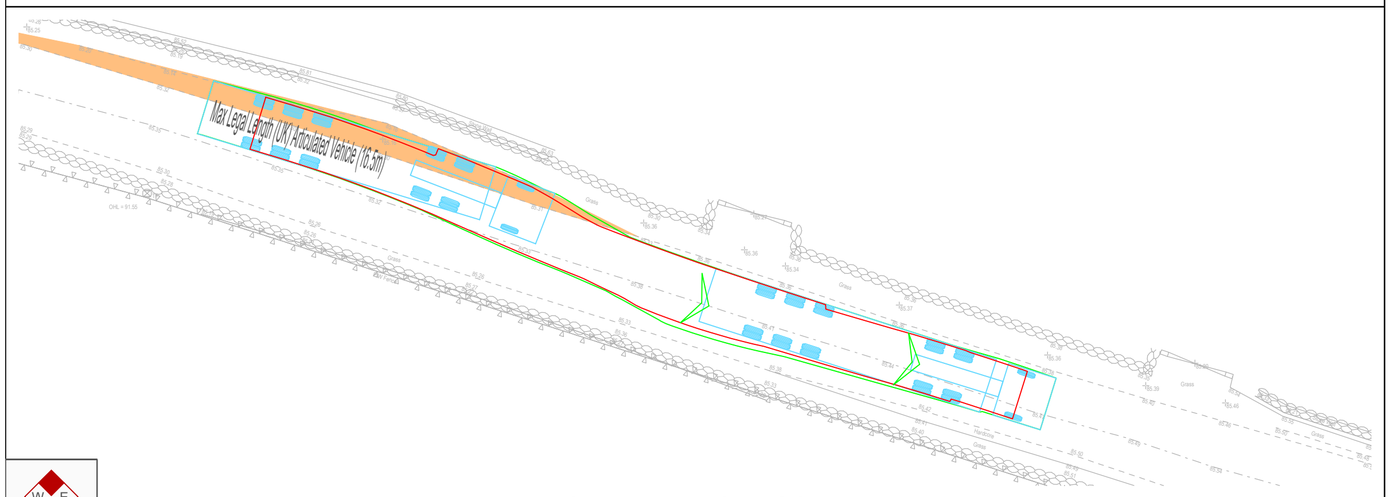

Articulated HGV Pulling Out Of Passing Place

W E S

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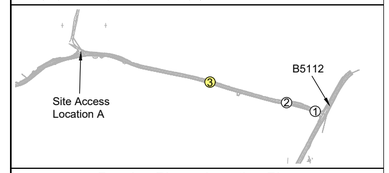

Passing Places Location Plan
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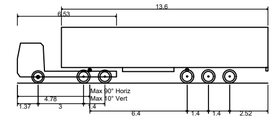

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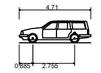

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CLIENT:
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PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Passing Places Between B5112 and Site Access Location A (Sheet 3 of 3)

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	23.08.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SP06	A

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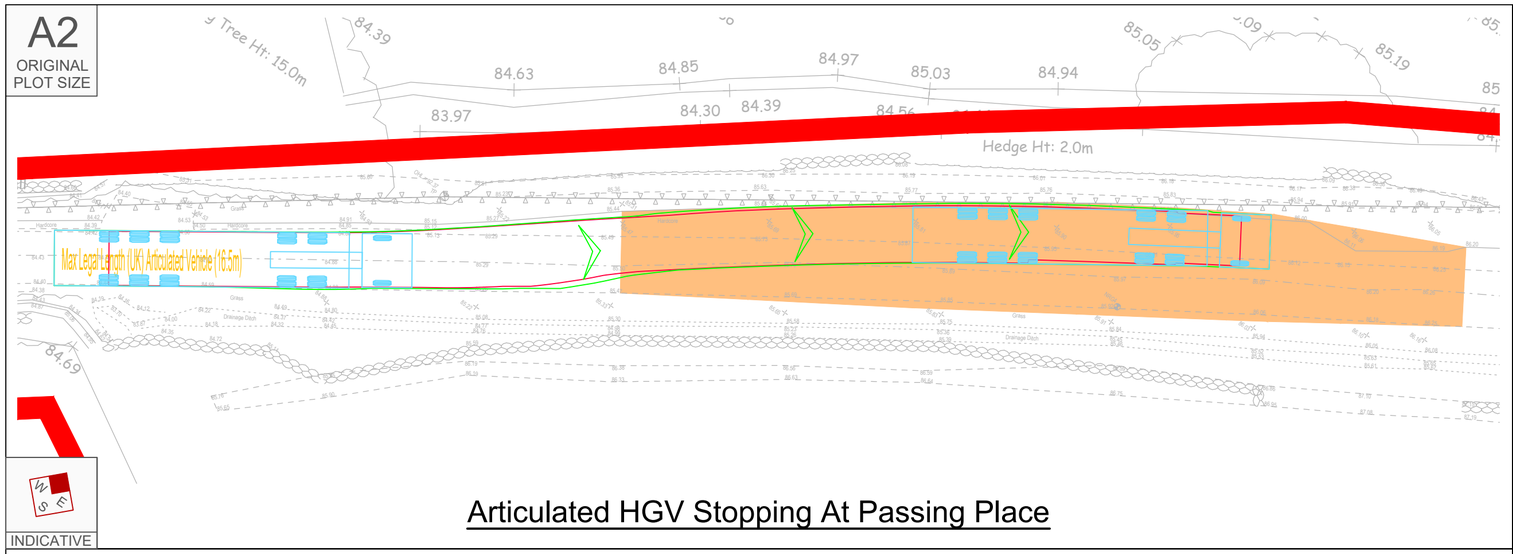
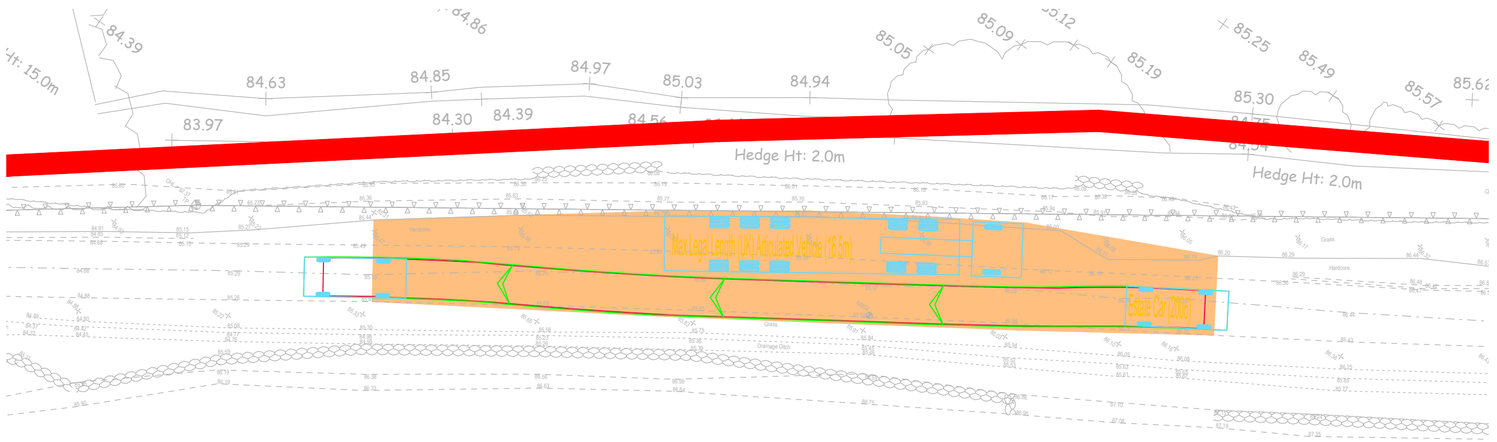
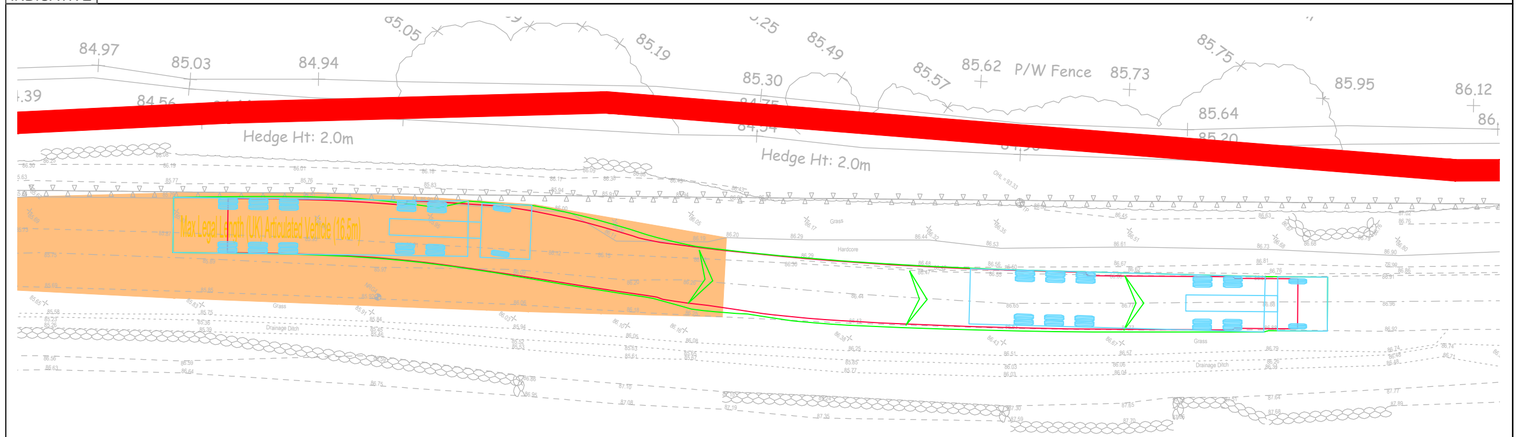


Articulated HGV Stopping At Passing Place



Estate Car Passing Articulated HGV



Articulated HGV Pulling Out Of Passing Place

NOTES:

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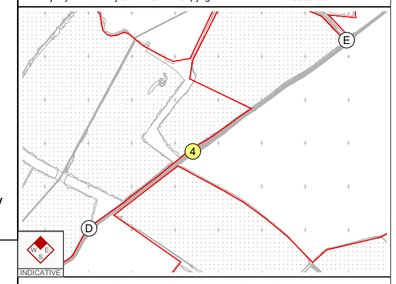
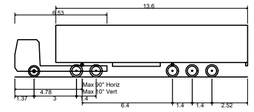
KEY

Site boundary.

Proposed widening of existing carriageway to form new passing place for vehicles.



Passing Place Location Plan
Scale 1:10,000



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Rev	Date	Details	Drawn by	Checked by	Approved by
B	23.01.24	Added note about detailed design.	KVT	RR	JD
A	13.10.23	Access arrangement updated.	PSW	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

TITLE:
Proposed Passing Place No.4 Located Between Site Access Locations D and E

STATUS:
DRAFT

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	13.10.23	PSW	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	SP07	B

APPENDIX D

Transport Planning Associates

A Planning Application by

WYLFA GREENLIMITED

In respect of

Alaw Môn Solar Farm, ANGLESEY

Construction Worker Travel Plan

July 2023

Document Management

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RR	RR	JD	20 | 07 | 23
-	Issue				
A	Revision[a]				
B	Revision[b]				

Issued by:

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[a]
[b]

Contents

List of Figures

1 Introduction

1.1 This Outline Construction Traffic Management Plan (CTMP) has been prepared by Transport Planning Associates (TPA) on behalf of Wylfa Green Limited (the 'Applicant') in relation to a proposed solar farm and battery storage facility (the 'Proposed Development') on land at Llantrisant on the Isle of Anglesey in North Wales (the 'Site').

1.2 The Site is situated within the jurisdiction of the Isle of Anglesey County Council (IACC) who act as the planning and highway authority.

Site Location

1.3 The Site location is shown in **Figure 1.1**.

1.4 The Site is located at Llantrisant, near Carmel on the Isle of Anglesey in North Wales. The Site area is approximately 300 hectares and currently comprises several agricultural land parcels.

Development Proposals

1.5 The Proposed Development comprises the construction, operation, management and decommissioning of a grid connected solar farm with battery storage and associated infrastructure. The solar farm will have a generating capacity of approximately 160 Mega-Watts (MW). The Proposed Development will connect to the electricity network via the National Grid Substation at Wylfa Nuclear Power Station.

Travel Plan

1.6 A Construction Traffic Management Plan (CTMP) will be implemented during the construction phase of the Proposed Development. The aim of the CTMP is to minimise the effect of the construction phase on the local highway network.

1.7 This Construction Worker Travel Plan supports the CTMP. It has been prepared to encourage construction workers to travel to the Site via sustainable modes of transport, where possible, during the construction phase of the proposed development.

Aims and Objectives

1.8 Travel planning presents the opportunity to raise awareness of the consequences of travel choices, the benefits of alternatives and the opportunity to minimise the impact of motorised travel on the environment. A Travel Plan can bring the following benefits:

- To the individual - through improved health, reduced stress and cost savings;
- To the community - by the developer demonstrating commitment to environmental priorities and setting an example to others; and
- To the environment - through improved local air quality with less noise, dirt and fumes, which can contribute to other national and global improvements.

1.9 The core aims of this Construction Worker Travel Plan are to:

- Set out the objectives of travel planning at the site;
- Set out information on the accessibility of the site by non-car modes of transport;
- Set out initiatives and measures to promote accessibility by non-car modes, including the proposed construction worker minibus arrangement; and
- Set out the management requirements of the Travel Plan.

1.10 The following key aims and objectives are identified:

- To reduce single occupancy car travel by construction workers;
- To increase car sharing and minibus use;
- To increase knowledge of the public transport opportunities available to construction workers.

This Travel Plan

1.11 The remainder of this travel plan includes the following Chapters:

- Chapter 2: Management Strategy; and
- Chapter 3: Measures.

2 Management Strategy

Roles and Responsibilities

2.1 A Travel Plan Coordinator (TPC) will be to be appointed to oversee the implementation of this Travel Plan. The TPC will be responsible for overseeing the implementation of measures and ensuring the objectives set out in **Chapter 1** are achieved.

2.2 The responsibilities of the TPC will comprise, but not necessarily be limited to, the following:

- Implement measures set out in the Travel Plan;
- Raise awareness of the Travel Plan; and
- Provide advice to construction workers regarding sustainable travel.

2.3 It is anticipated that the TPC will be the Site Manager or a member of the project management team.

3 Measures

3.1 A number of measures have been identified that will be implemented in order to help achieve the objectives of this Travel Plan. The main objective is to reduce single occupancy vehicle travel to the Site by construction workers. A summary of the proposed measures is provided in **Table 3.1** below.

Table 3.1 Proposed Travel Plan Measures

Item	Measure	Responsible
1	Provision of construction worker minibus (details below).	TPC / Developer
2	Establish car shame scheme for construction workers, including a 'guaranteed lift home' policy.	TPC
3	Arrange on-site facilities for workers, such as storage lockers for equipment.	Developer
4	Provide a map with identified cycling routes to the Site on a noticeboard in communal areas.	TPC
5	Provide emergency cycle repair kit on-site.	TPC
6	Encourage travel outside of highway network peak hours.	TPC
7	Appointment of Travel Plan Coordinator.	Project Management Team

3.2 The measures outlined in **Table 3.1** will be continuously reviewed by the TPC to ensure they remain effective in encouraging travel to the Site by non-car modes.

Construction Worker Minibus

3.3 To further reduce single occupancy vehicle travel to the Site, the appointed contractor and TPC will be responsible for organising a minibus for construction workers. Further information on this will be provided as part of the final CTMP, once the location of construction workers is known.