Transport Statement

Development of National Significance Pre-Application Consultation

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

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1 Introduction

1.1 This Transport Statement ('TS') 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.

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.

Development Proposals

1.7 A Site Layout Plan is shown in **Appendix A**.

1.8 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.

1.9 The modelled operational lifespan for the Development is 40 years, prior to decommissioning.

1.10 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

1.11 This TS has been prepared following detailed discussions with officers at IACC. Details of the consultation comments and the Applicant's responses are included with Chapter 10 Transport and Access of the Environmental Statement. All comments have been considered in the preparation of this TS and supporting documents.

Transport Statement

1.12 The TS provides a review of the potential effects of the Proposed Development in transport terms. The report has been prepared in accordance with Planning Policy Wales ('PPW') and Technical Advice Note ('TAN') 18 on Transport.

1.13 Once solar parks are operational, they generate very few traffic movements on a day-to-day basis. The transport effects of the proposals are greater during the construction phase. Therefore, the TS is supported by a Construction Traffic Management Plan.

1.14 The remainder of this report is set out as follows:

- **Section 2** – Describes the existing conditions in the vicinity of the Site;
- **Section 3** – Sets out the Development;
- **Section 4** – Considers the development in the context of local and national policy guidance;
- **Section 5** – Sets out the effect of the Development in transport terms;
- **Section 6** – Provides a summary and conclusion to the report.

2 Existing Site Context

2.1 This section provides a summary of the existing conditions in the vicinity of the Site.

Site Location

2.2 The Site is located at Llantrisant, near Carmel on the Isle of Anglesey in North Wales. The Site area is 268.77 hectares and currently comprises agricultural land.

Local Highway Network

A55

2.3 The A55, 'North Wales Expressway', is the main vehicle route into and out of Anglesey. It operates in an east to west alignment approximately 7.5km to the south of the Site, connecting the M53 at Chester to Holyhead. In the vicinity of the Site, the A55 comprises a dual carriageway two-way road subject to the national speed limit.

B5112

2.4 The B5112 is a single carriageway road which connects Junction 5 of the A55, via a short section of the A4080, to the village of Llannerch-y-medd. It is subject to the national speed limit, except through residential areas such as Carmel. For the most part, it is wide enough for two vehicles to pass comfortably with central line markings.

Unclassified Roads

2.5 Several unclassified roads route through the Site, connecting to the B5112. These are generally single-track roads, used to access agricultural land and a small number of residential properties.

Baseline Traffic Flows

2.6 Automatic Traffic Count Surveys were undertaken at several locations within the vicinity of the Site in May 2023. A map showing the locations of the ATCs and the raw data is included in **Appendix B**. The two-way traffic flows identified for each location are shown below in **Table 2.1** for between 08:00-18:00 for an average weekday. Average speeds and 85th percentile speeds are also shown.

Table 2.1: Two-Way Traffic Flows – Average Weekday

Time (Hour Beginning)	1	2	3	4	5
	B5112	North of Carmel	Unnamed Road Near Access A	Unnamed Road Near Access E	East of Llantrisant
08:00	109	4	24	3	13
09:00	81	3	13	5	7
10:00	78	4	15	2	9
11:00	87	4	16	6	10
12:00	83	5	11	7	9
13:00	87	4	16	8	9
14:00	94	5	17	6	10
15:00	129	5	24	4	12
16:00	125	4	17	5	9
17:00	121	4	20	2	10
Average Speed (mph)	35.5	25.6	34.6	21.3	31.5
85th % Speed (mph)	42.7	32.4	43.4	28.5	38.7

2.7 **Table 2.1** indicates that the local roads within the vicinity of the Site do not carry high volumes of traffic. The B5112 carries around 130 vehicle movements (two-way), during the peak hour. This relates to two vehicles per minute on a flat profile. Within the vicinity of Access A (see Figure 4.1 for access locations), 24 two-way movements were observed during the busiest hour. Within the vicinity of Access E, there are only a handful of vehicle movements per hour.

2.8 Annual average daily traffic flows for the A55, B5112 and Unnamed Road near to Access A are shown in **Table 2.2**. These roads make up the main construction vehicle route to the Site (see Section 6). Traffic flows for a A55 has been taken from the DfT manual count point (site: 77028) for 2021 and has been growthed up to 2023 using TEMPro growth factor of 1.0130 for the Isle of Anglesey region.

Table 2.2: 2023 Baseline Two-Way Traffic Flows (AADT)

Time (Hour Beginning)	AADT	HGVs*	HGV%
A55	14,465	932	6%
B5112	1,311	199	15%
Site Access Approach (Near Access A)	225	72	32%

** Includes OGV1, OGV2 and PSVs.*

Personal Injury Accident Data

2.9 A review of Personal Injury Accident ('PIA') data for the most recent five-year period has been undertaken. A request was made to IACC for PIA data; however, a software error meant that the provision of data was not possible. Therefore, the review has been based on information from the online 'Crashmap' tool.

2.10 The study area covers the construction vehicle route, and includes the following roads:

- Unclassified roads routing through the Site;
- B5112 between the priority junction with the unclassified road and the A5 crossroads; and
- A4080 between A5 crossroads and Junction 5 of the A55.

2.11 A copy of the full PIA reports, from 'Crashmap' is shown in **Appendix C**.

2.12 The PIA data shows that no personal injury accidents have been recorded on the local, unclassified roads that routes through the Site during the most recent five-year period.

2.13 The PIA data shows that there have been only two incidents on the B5112 and one on the A55 in the most recent five-year period. Two accidents resulted in slight injuries, with the other resulting in serious injuries. The incidents appear to have occurred as a result of driver error or misjudgement and not as a result of the layout or alignment of the local highway network.

2.14 In light of this information, it is concluded that there are no obvious safety patterns or problems along the construction traffic route.

Accessibility of the Site by Non-Car Modes of Transport

2.15 Due to the rural naturel of the Site, there are limited public transport opportunities in the local area. Bus stops are located in Carmel, to the east of the Site. These serve bus route 52, which is operates between Llanrhuddlad and Llangefni on a Thursday.

2.16 NCN Route 5 runs along part of one of the unclassified roads that routes through the Site. NCN Route 5 operates through the Thames Valley, the Midlands and North Wales.

2.17 Three PROWs also route through the Site - PROW 25/028/1, PROW 25/023/1 and PROW 25/027/1.

3 Transport Planning Policy and Guidance

3.1 The proposals have been considered in the context of the following documents:

- Planning Policy Wales ('PPW') (2021)[1];
- Welsh Government Planning for Renewable and Low Carbon Energy – A Toolkit for Planners (2015)[2];
- Future Wales: The National Plan 2040 (2021)[3];
- Technical Advice Note ('TAN') 18: Transport (2007)[4];
- Anglesey and Gwynedd Joint Local Development Plan 2011-2026 (2017)[5]; and
- North Wales Joint Local Transport Plan (2015)[6].

National Planning Policy

PPW

3.2 PPW sets out the land use planning policies of the Welsh Government.

3.3 In relation to the renewable energy developments, PPW aims to encourage '*policies and proposals which promote low carbon developments and sites for renewable energy, manufacturing, research and development close to areas of deployment of renewable energy*'.

3.4 In relation to the assessment of transport effects, PPW states, '*The construction, operation, decommissioning, remediation and aftercare of proposals should take into account…the capacity of, and effects on the transportation network*'.

TAN 18: Transport (2007)

3.5 TAN 18 forms part of PPW, setting out Transport related polices.

3.6 TAN 18 states that *'Developers should be required by local authorities to submit transport assessments to accompany planning applications for developments that are likely to result in significant trip*

[1] Welsh Government (February 2021): Planning Policy Wales Edition 11
[2] Welsh Government (September 2015): Practice Guidance: Planning for Renewable and Low Carbon Energy – A Toolkit for Planners
[3] Welsh Government (April 2021): The National Plan 2040
[4] Welsh Government (March 2007): Technical Advice Note 18: Transport
[5] The Isle of Anglesey County Council and Gwynedd Council (July 2017): Anglesey and Gwynedd Joint Local Development Plan 2011 - 2026
[6] Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council (2015): North Wales Joint Local Transport Plan

generation… The precise scope and content of each TA will depend upon the scale, travel intensity and characteristics of the proposal'.

Local Planning Policy

Anglesey and Gwynedd Joint Local Development Plan ('LDP')

3.7 The Anglesey and Gwynedd Joint LDP is a land use development strategy for a period of 15 year between 2011 and 2026. It was adopted in 2017.

3.8 Policy ADN 2 of the Anglesey and Gwynedd Joint Local Development Plan relates to PV Solar Energy. This states that proposals for Solar PV Farms of 5MW will be permitted provided that the proposal conforms to a number of criteria. In terms of Transport and Access, the criteria is that '*they will not result in significant harm to the safety or amenity of sensitive receptors including effect from glint and glare and will not have an unacceptable impact on roads, rail or aviation safety*.' The policy also requires that '*a Construction Environmental Management Plan (CEMP) is provided to demonstrate that any potential negative effects arising during the construction and decommissioning phases are avoided*.'

Summary

3.9 The Development will accord with national and local transport policy in relation to renewable energy and solar power proposals. In accordance with PPW, the transport effects of the development is being assessed through the provision of an Environment Statement and this Transport Statement. The effects of the construction phase will be managed and mitigated through a Construction Traffic Management Plan ('CTMP').

4 The Development

4.1 This section summarises details of the Development including the Development proposals, Site access proposals for the construction and operational phases, construction programme and construction compound facilities.

Overview of the Development

4.2 The Development will comprise the construction, operation, maintenance, and decommissioning of a solar photovoltaic ('PV') array electricity generating station and battery energy storage system ('BESS') with an export connection to the National Grid.

4.3 The Site Layout is shown in **Appendix A.** The key elements are summarised below.

Solar Array Works Area

4.4 The main element of the Proposed Development will accommodate the solar PV arrays. The key equipment within the solar PV 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 solar PV panels to the Conversion Units**.**

Battery Energy Storage System

4.5 A BESS Facility will be located within the Development.

4.6 The BESS Facility is designed to provide peak generation and grid balancing services to the electricity grid. This is achieved 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.

Substations

4.7 A substation will be required. 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

4.8 The electricity generated by the Proposed Development will be exported to the National Grid substation at Wylfa via electrical cables. This connection will also facilitate the import of electricity to be stored within the BESS.

4.9 The final cable/grid connection route will be subject to an iterative design process and detailed design.

Other Works

4.10 Other works include the following:

- Fencing, security and lighting;
- Landscaping and habitat management;
- Access tracks;
- Surface water drainage; and
- Construction laydown areas/compounds.

Construction Programme

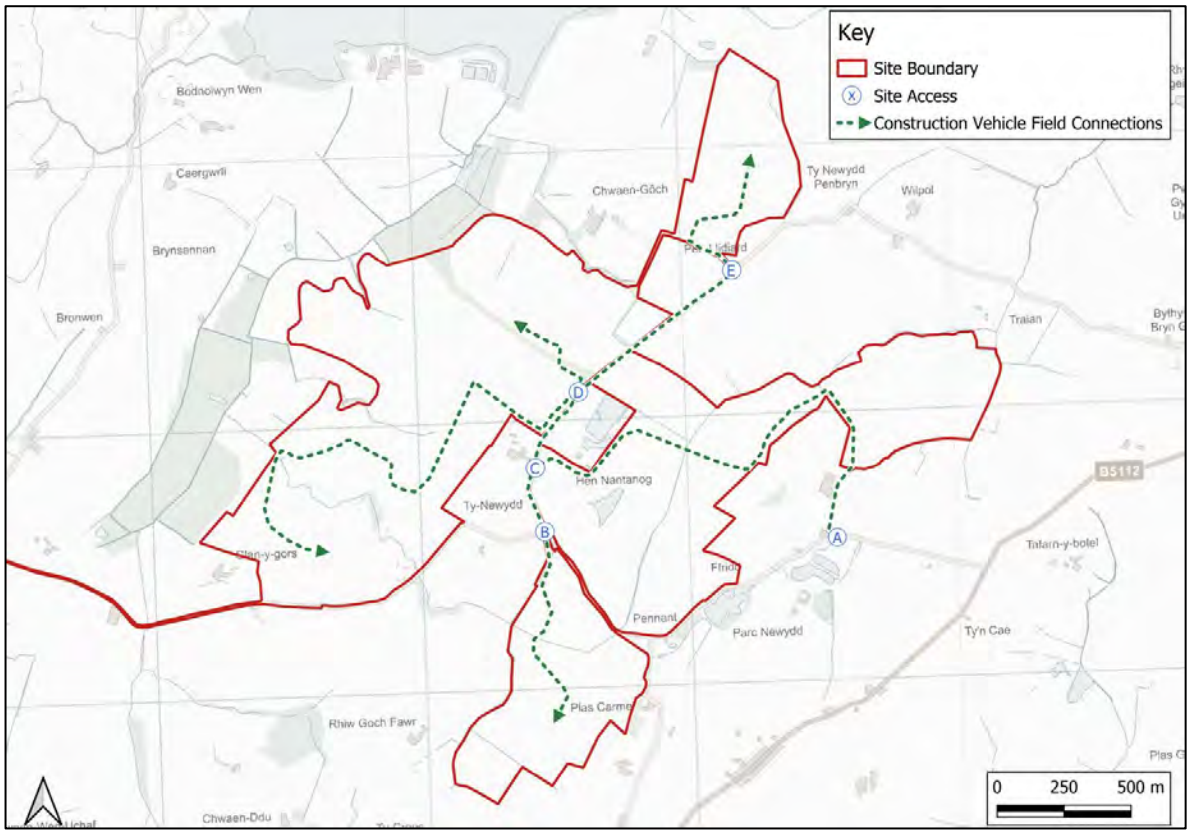
4.11 The construction programme is anticipated to last approximately 12 months (308 working days).

Accesses

Construction Phase

4.12 The construction vehicle access strategy is shown in **Figure 4.1.** All access arrangement drawings are shown in **Appendix D**

Figure 4.1 Construction Vehicle Access Strategy



4.13 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 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.

4.14 In total, there will be five accesses, all of which are shown on **Figure 4.1** with access arrangement drawings in **Appendix D**.

- 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.

4.15 During the construction phase, banksmen will be deployed at each access whenever construction vehicles are accessing or egressing the Site. This will ensure the safe movement of construction vehicles in and out of the Site.

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

4.17 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.

Construction Compound

4.18 Construction compounds will be set up within the Site. These will include space for the storage of equipment, construction worker parking and welfare facilities.

4.19 The construction compounds will include sufficient space for HGV turning.

Internal Access Tracks

4.20 The Proposed Development will include internal access tracks throughout the Site allowing for the movement of construction and maintenance vehicles.

Operational Phase Access

4.21 Once operational, maintenance vehicles (light good vehicles ('LGV')) will access the Site in the same manner as during the construction phase.

4.22 It is expected that maintenance vehicles will access the Site once or twice a month during the operational phase.

5 Trip Generation

5.1 The section sets out the trip generation associated with the construction and operational phases of the Development.

Construction Phase: HGVs

5.2 The construction phase will include the use of HGVs to bring the equipment onto the Site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. On a day-to-day basis, the largest vehicle that will be used to deliver equipment to the Site will be a 16.5m articulated vehicle, although a significant proportion of movements will be by smaller vehicles. 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; and
- Other deliveries for items such as waste, fencing, sand and gravel, and for non-grid connection elements such as landscaping.

Total HGV Trips

5.3 **Table 5.1** sets out a summary of the HGV movements that will be associated with the construction phase of the Development. The vast majority of deliveries by HGV will be by 16.5m articulated vehicles or 8-10m rigid vehicles. A single abnormal indivisible load ('AIL') movement will be required. This movement will be managed by a specialist haulage company, with all appropriate licences and traffic management in place.

5.4 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. Notwithstanding this, it is acknowledged that there will be small peaks throughout the construction period, especially during Site set up.

5.5 Construction vehicles will avoid travel during the network peak hours where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30, where possible.

Table 5.1 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

Construction Phase: Cars/LGVs Movements

5.6 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.

5.7 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 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).

Operational Phase

5.8 During the Development's operational phase, there is anticipated to one or two visits to the Site per month for maintenance purposes. These would typically be made by light van or 4x4 type vehicles. This will not generate any material effect on the local highway network.

Decommissioning Phase

5.9 The Development has a modelled operational lifespan of 40 years. At the end of the Proposed Development's operational life, it will be decommissioned. The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase, as set out in Table 5.1.

Summary

5.10 This section has summarised the likely trip generation of the Proposed Development during the construction and operational phase.

5.11 On a typical day during the construction phase, the following movements could be generated:

- HGV – 10 (20 total movements);
- Car/Shuttle associated with construction workers – 50 (100 total movements).

5.12 Construction vehicles will avoid travel during the network peak hours where possible. Therefore, deliveries will be scheduled for between 09:30 and 16:30, where possible.

5.13 During the Development's operational phase, there is anticipated to be less than one visit per day to the Site for maintenance purposes.

5.14 The number of vehicles associated with the decommissioning phase are not anticipated to exceed the number set out for the construction phase.

6 Effects of the Development

6.1 This section sets out the effects of the Development on the local highway network.

Construction Phase

Construction Vehicle Route

6.2 The proposed construction vehicle route to the Site is shown in **Figure 6.1** and will be as follows:

- A55 → B5112 → Unnamed Site Access Road → Access

6.3 The route provides the most direct route to the Site from the Strategic Road Network (A55).

6.4 All construction vehicles will arrive and depart via the A55, which is the main strategic route through Anglesey. The Site is located approximately 7.5km to the north of Junction 5 of the A55.

6.5 From Junction 5 of the A55, vehicles will travel north on the B5112. The B5112 is a single carriageway road. For the most part, it is wide enough for two vehicles to pass comfortably with central line markings. However, it does narrow in two sections. All construction vehicles will travel through Carmel and take a left to turn into the unnamed road. This is referred to as the Site Access Road. From here, they will access the Site.

6.6 Other routes to the Site have been explored but have been discounted as they are less direct, use narrower roads and go through more residential areas.

6.7 It is proposed that traffic management is employed at the two narrower sections of the B5112 whenever a HGV arriving or departing the Site. Due to the limited verges in these locations, the provision for passby bays in not possible. Further details on this are set out within the CTMP at Appendix 10.2.

Traffic Flows

6.8 The observed traffic flows for the roads that make up the construction vehicle route are shown in **Table 2.2**.

6.9 At this stage, construction is anticipated to start in 2025. TEMPro growth factors, which have been adjusted in line with the National Traffic Model ('NTM'), have been applied to the observed traffic flows to generate baseline traffic flows for 2025. The TEMPro growth factor for the Isle of Anglesey is shown in **Table 6.1**.

Table 6.1 TEMPro Growth Factors (2023-2025)

Year	Growth Factor
2023-2025	1.0128

6.10 The 2023 observed and 2025 future baseline traffic flows are shown in **Table 6.2**.

Table 6.2 Baseline 2023 and 2025 Traffic Flows – Average Weekday (24 hr), Two-Way

Link	2023		2025	
	Total Vehicles	HGV	Total Vehicles	HGV
A55	14,465	6%	14,650	6%
B5112	1,311	15%	1,328	15%
Site Access Approach	225	32%	228	32%

6.11 Daily construction traffic flows have been added onto 2025 base to show the change in traffic flows. This is summarised in **Table 6.3**.

Table 6.3 Baseline 2025 Traffic Flows plus Construction Traffic – Average Weekday (24 hr), Two-Way

Link	Development		2025 plus Construction		Percentage Change	
	Total Vehicles	HGV	Total Vehicles	HGV	Total Vehicles	HGV
A55	120	20	14,770	964	1%	2%
B5112	120	20	1,448	221	9%	10%
Site Access Approach	120	20	348	93	53%	27%

6.12 Table 6.3 indicates that there will not be a significant percentage change in the number of daily vehicle trips on A55 or B5112. On the Site Access Approach Road, the percentage increase in total vehicles is over 50%. However, this is due to the low baseline traffic flows. The addition of 120 vehicles over the daily period will not result in a significant impact.

6.13 The effect of these changes in traffic flows, which are spread out across local highway network surrounding the Development, is not forecast to have any significant effect over the course of the working day. As discussed, the construction period is 12 months so effects will be temporary in nature.

Peak Hour Traffic Flows

6.14 Construction vehicles will avoid travel during the network peak hours where possible. Deliveries will be scheduled for between 09:30 and 16:30. Construction worker shifts will be scheduled so that workers are not traveling during the network peak hours of 08:00-09:00 and 17:00-18:00.

6.15 As a result, there are unlikely to be any significant peak hour movements associated with the construction phase of the Development. Therefore, the construction phase of the Proposed Development will not result in any highway network capacity constraints during the network peak hours.

Construction Period Management

6.16 A Construction Traffic Management Plan ('CTMP') will be implemented during the construction phase of the Proposed Development.

6.17 A 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. It is an evolving document that will be updated prior to construction to reflect any considerations made during the DNS process, and to add detail that arises from the procurement of the Engineering Principal Contractor (EPC). The CTMP will be agreed with IACC prior to construction commencing.

6.18 An outline CTMP has been prepared which sets out further information on construction vehicle access, routing and trip generation. This is shown in Appendix 10.2. Most importantly, it sets out a package of mitigation measures aimed at minimising the effect of construction traffic on the surrounding transport network.

6.19 The measures set out in the Outline CTMP are summarised below:

- Traffic Management on the B5112
- Signage installed along the construction vehicle route to direct traffic to the Site;
- The avoidance of travel during the network peak hours;

- The provision of a booking system with the aim of managing arrivals and departure times;
- The provision of parking on-site, to ensure that vehicles are not parked on the local highway network;
- The provision of banksmen to support vehicle movement at the Site access points;
- The provision of a wheel wash facility and access points, to ensure that vehicles do not distribute mud and debris on the local highway network;
- The implementation of a construction worker travel plan, to reduce private vehicle use, with measures including a shuttle bus and car sharing scheme.
- Noise reduction and air quality measures;
- A commitment to engage with the local community and set up a Community Liaison Group; and
- A commitment to undertake a pre and post construction road condition survey. This will identify 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 the local highway authority.

Effects during the Operational Phase

6.20 Once solar farms are operational, they generate very few vehicle movements. It is anticipated a maintenance vehicle, likely a transit van or similar, will visit the Site approximately twice per month. Whilst the contractor's compound will have been removed, space will remain within the Site and on the access tracks for a vehicle to turn around to ensure that reversing will not occur onto the highway.

6.21 As there will only be up to two vehicle visits for maintenance every month, the Development will have no material effect on the local transport network, once the Site is operational.

Decommissioning Phase

6.22 The modelled operational lifespan of the Development is 40 years, prior to decommissioning. At this time, a DTMP will be prepared. This will follow the principles set out in the Outline CTMP shown in Appendix 10.2.

Summary

6.23 During the construction phase, there will be approximately 10 HGV deliveries plus construction worker trips, per day. These will occur outside the typical highway network peak hours. The low number of vehicle movements will not have a material effect on the operation of the highway network. Notwithstanding this, a CTMP will be implemented to minimise the effect of construction vehicles on the highway network.

6.24 Once operational, very few vehicle trips will be associated with the Development with up to two visits made to the Site per month for maintenance purposes.

7 Summary Conclusion

7.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of Wylfa Green Limited (the 'Applicant') in relation to a proposed solar farm and BESS Facility (the 'Development') on land south of Llyn Alaw at Llantrisant on the Isle of Anglesey in North Wales (the 'Site').

7.2 The Site is located on land to the west if 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 area is 268.77 hectares and currently comprises agricultural land.

7.3 The Development comprises the construction, operation, management and decommissioning of a grid connected solar farm with battery storage and associated infrastructure. The Development will connect to the electricity network via the National Grid Substation at Wylfa.

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

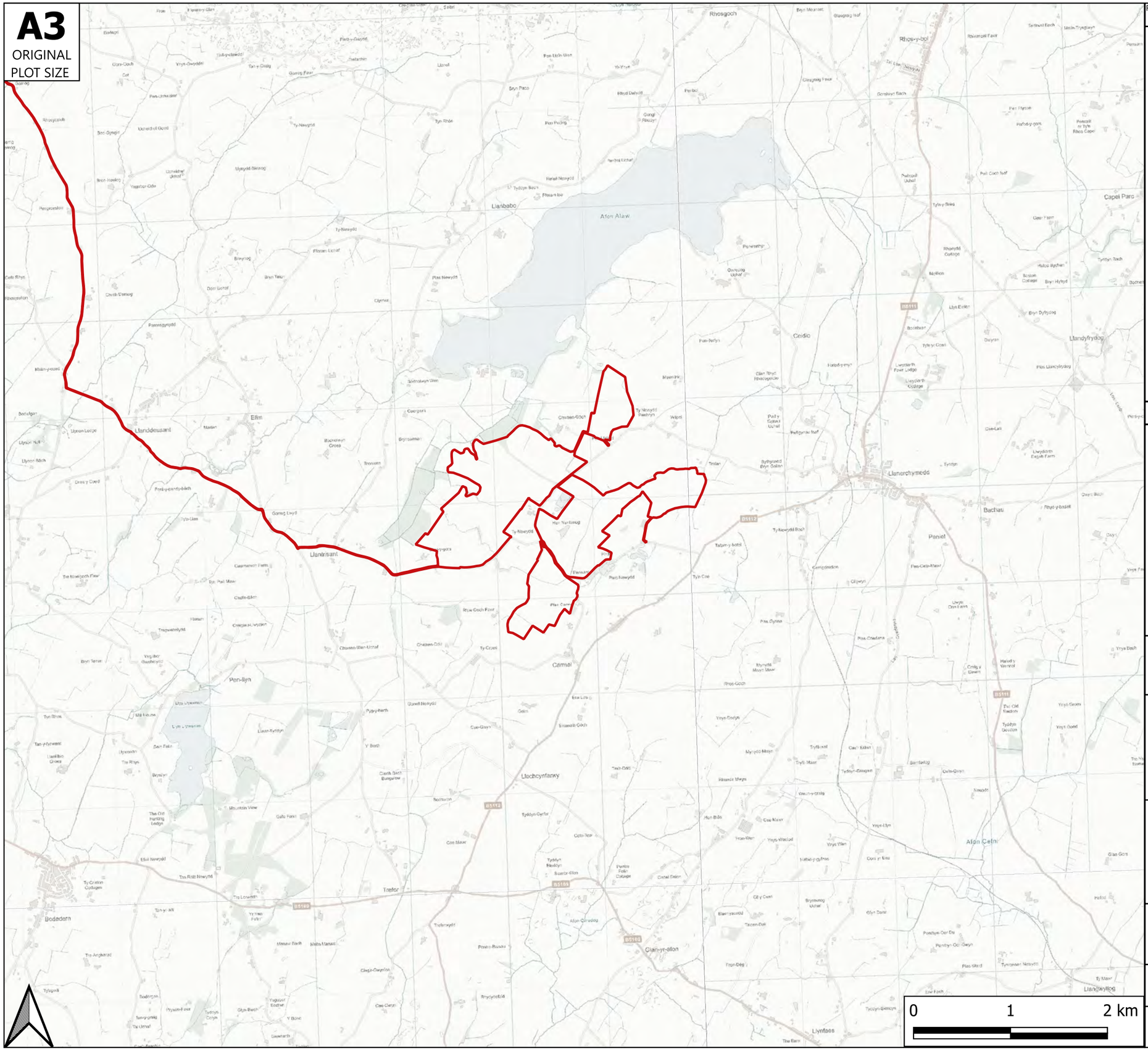
7.5 Once solar farms are operational, they generate very few vehicle movements. The Development will have no material effect on the local transport network, once the Site is operational.

7.6 During the construction phase, there will be approximately 10 HGV deliveries plus construction worker trips, per day. These will occur outside the typical highway network peak hours. The low number of vehicle movements will not have a material effect on the operation of the highway network. Notwithstanding this, a CTMP will be implemented to minimise the effect of construction vehicles on the highway network.

7.7 In light the information set out in this TS, it is considered the Development is acceptable from a transport perspective.

Figures

A3
ORIGINAL
PLOT SIZE



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Key

Site Boundary

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

Transport Planning Associates

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
Wylfa Green Limited

PROJECT:
Alaw Môn Solar Farm

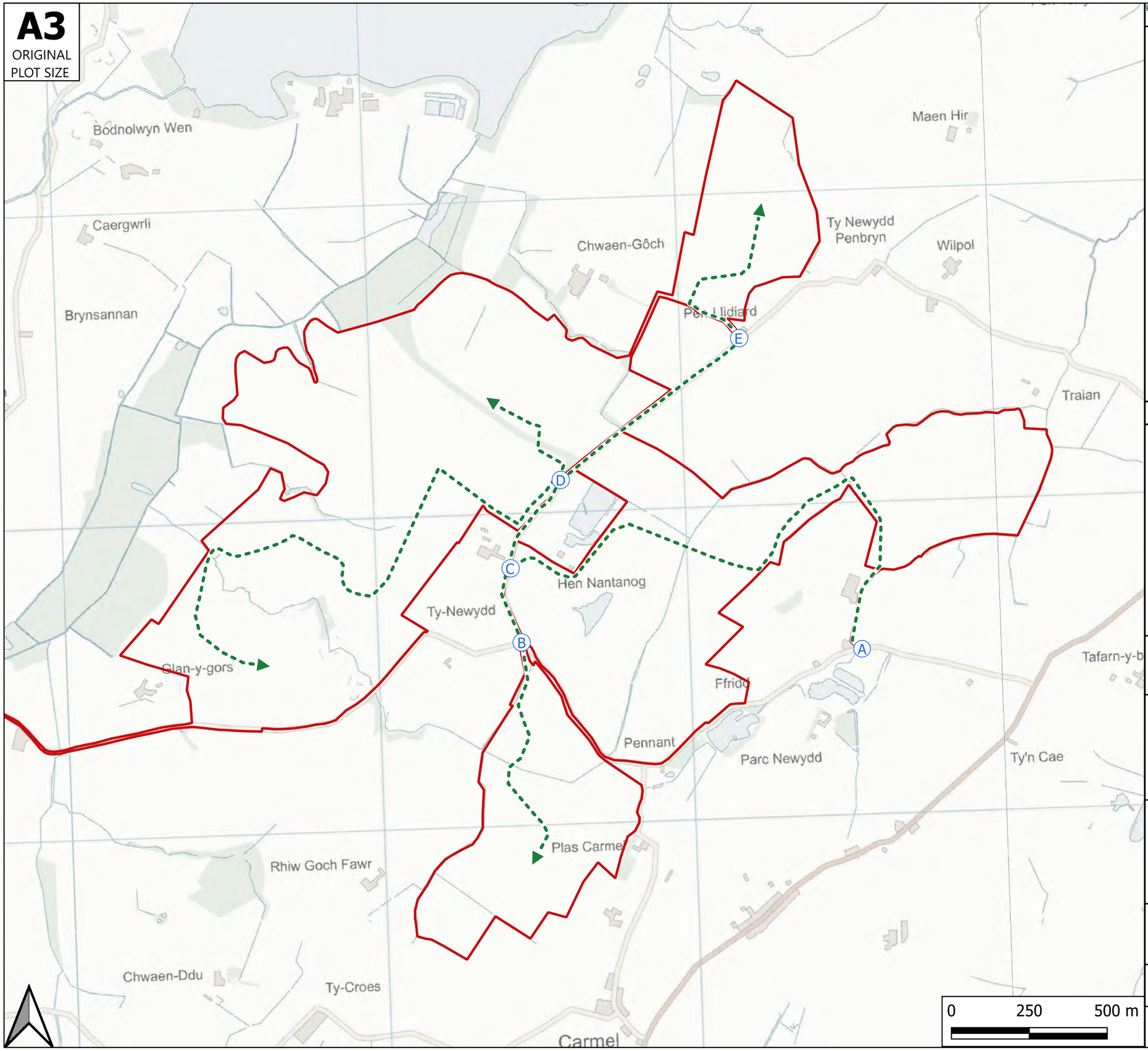
TITLE:
Site Location Plan

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	-

A3
ORIGINAL
PLOT SIZE



Reproduced from .....

Key

- Site Boundary
- (X) Site Access
- Construction Vehicle Field Connections

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
Wylfa Green Limited

PROJECT:
Alaw Môn Solar Farm

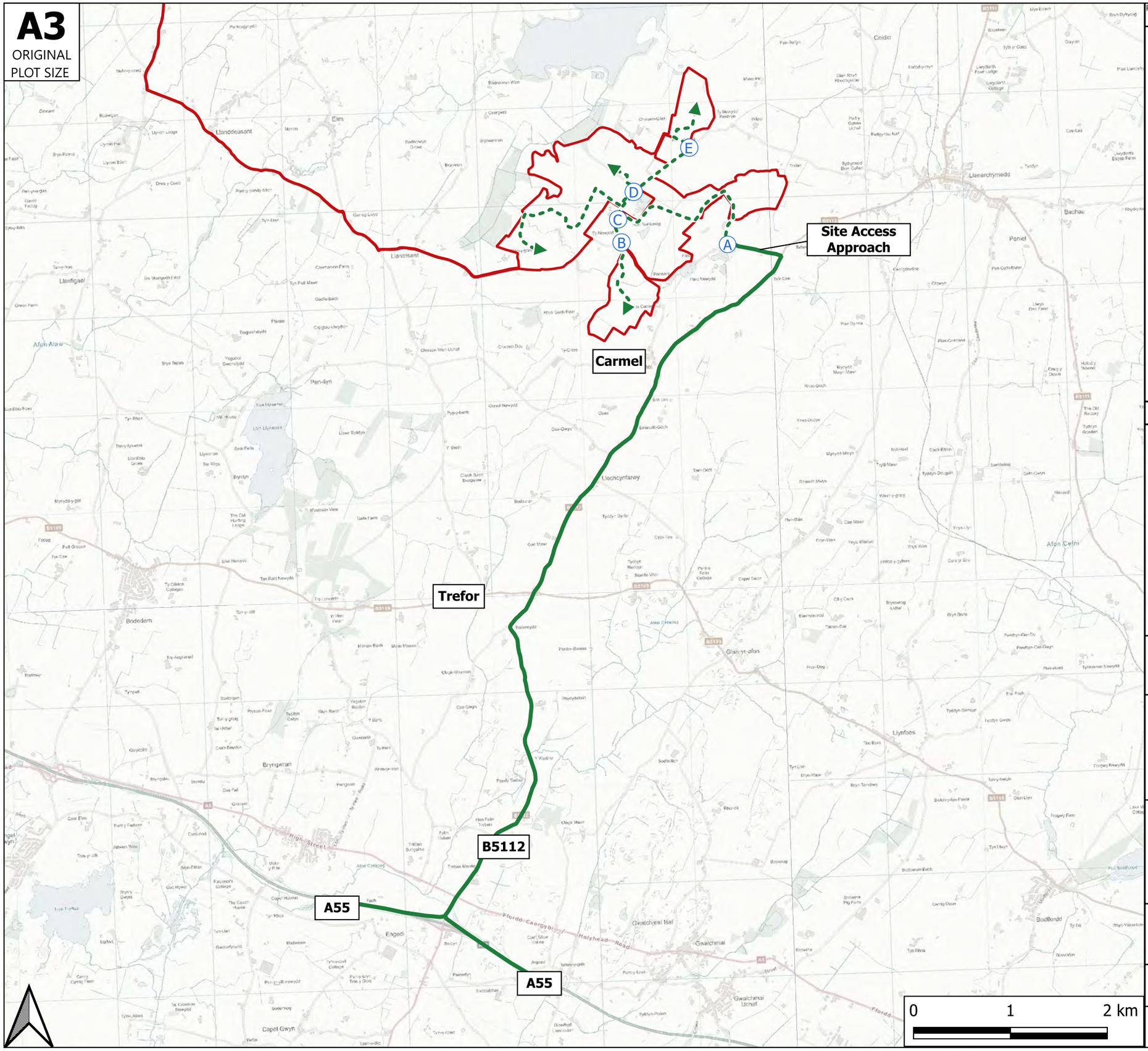
TITLE:
Access Strategy and Field Connections

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	13/10/23	AC	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-26	Figure 4.1	-

A3
ORIGINAL
PLOT SIZE



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Key

- Site Boundary
- (X) Site Access
- Construction Vehicle Field Connections
- Construction Vehicle Route

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
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Oxford
Welwyn Garden City

Transport Planning Associates

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
Wylfa Green Limited

PROJECT:
Alaw Môn Solar Farm

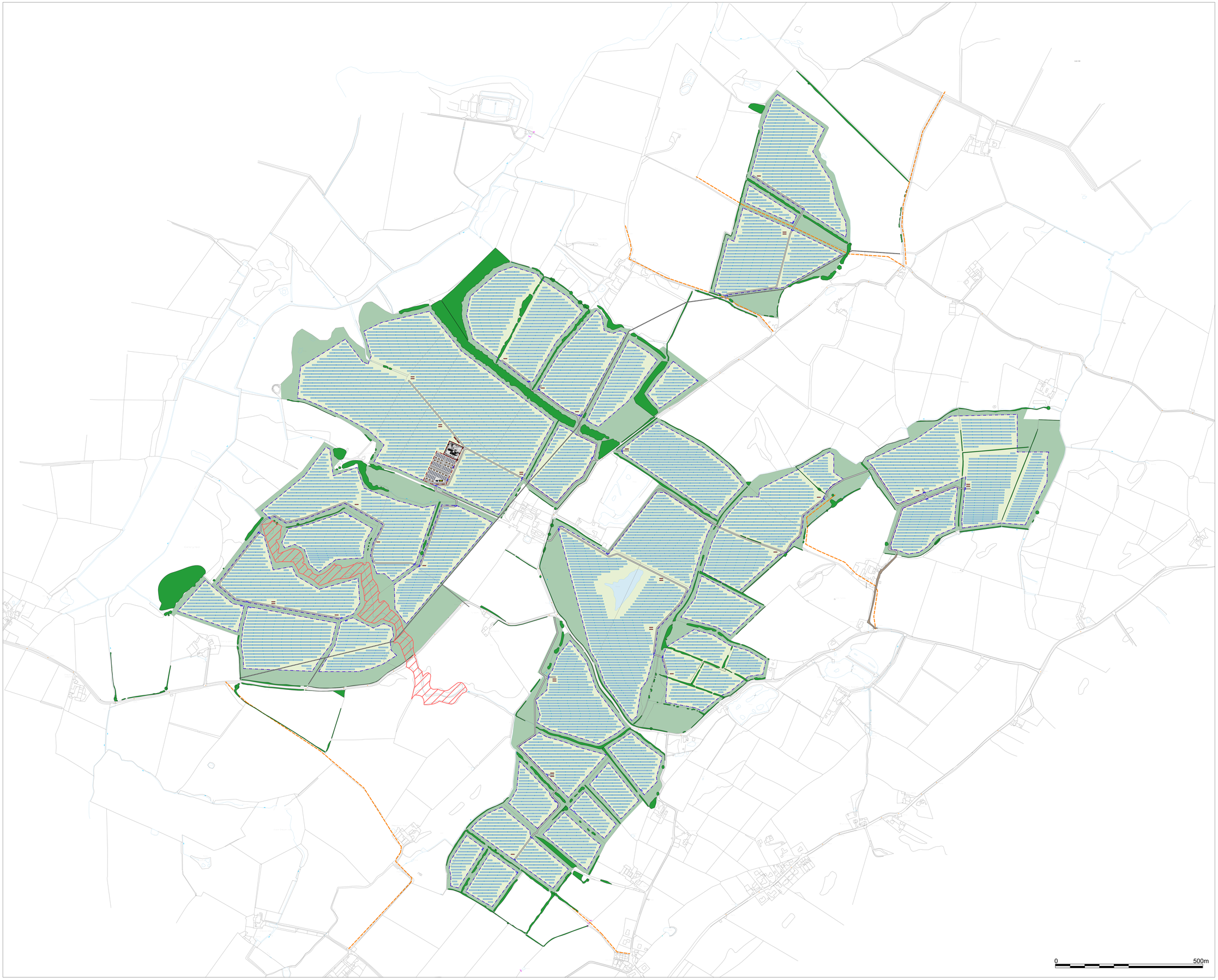
TITLE:
Construction Vehicle Routing and Access Strategy

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	13/10/23	AC	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-26	Figure 6.1	-

APPENDIX A



KEY

- Solar Panels
- Inverter
- Deer Proof Fencing
- Battery Fence
- Storage Container
- Battery Container
- Substation
- Battery Storage Facility Inverter/Transformer
- Control Room
- New Access Track
- Existing Track
- Overhead Lines
- Species Rich Grassland *(Refer to Landscape Strategy Plan)*
- Field Margin Planting *(Refer to Landscape Strategy Plan)*
- Gravel
- SSSI
- Public Right of Way

NOTE:
CCTV cameras to be added around the perimeter of each fence line. The placement and spacing will be in accordance with the manufacturer's specification. Cameras face internally within site.

N

Revisions:
First Issue- 19/09/2023 JS

enso energy

Enso Energy Limited, Unit 1 & 2 Cirencester Office Park, Tetbury Road, Cirencester, GL7 6JJ
Tel: 01452 764585 Email: enquiries@ensoenergy.co.uk

Project Title:

Alaw Môn (Wylfa) Solar Farm

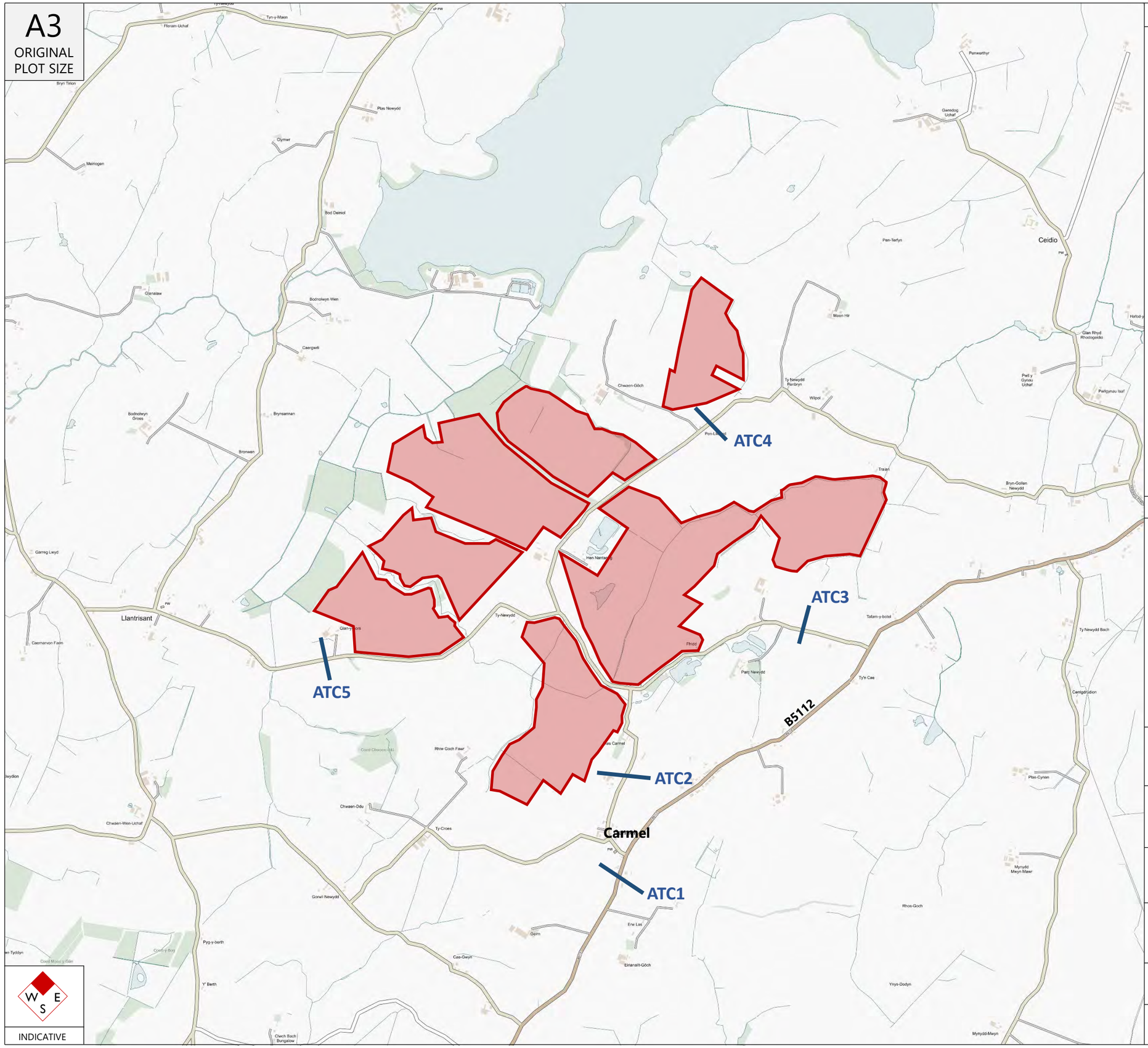
Drawing Title:

Proposed Site Layout

DRWG No:	Rev:	Sht no:
WAM-01-P02	-	-
Drawn by : JS	Checked by: OH	
Scale: 1:4000 @ A0	Date: 19/09/2023	

APPENDIX B

A3
ORIGINAL
PLOT SIZE



W E S

INDICATIVE

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NOTES:

Approximate Site Location

ATC Locations

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

Bristol
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Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

tpa Transport Planning Associates

CLIENT:
Wylfa Green Limited

PROJECT:
Alaw Môn Solar Farm

TITLE:
ATC Locations

STATUS:
For Information

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	May 21	RR	RR	JD

JOB NO:	DRAWING NO:	REVISION:
2010-026	Appendix C	-

Anglesey ATC 1, B5112

Direction: Southbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	2	3	3	2	1	3	2	2	2
01:00	2	2	1	0	1	0	2	1	1
02:00	0	1	0	0	3	0	0	1	1
03:00	0	0	1	0	0	1	0	0	0
04:00	1	0	4	3	4	3	3	3	3
05:00	6	4	12	11	11	10	9	11	9
06:00	7	13	17	20	22	19	15	19	16
07:00	27	12	63	68	54	61	54	60	48
08:00	30	22	67	65	70	81	65	70	57
09:00	51	41	41	47	54	55	53	50	49
10:00	39	44	49	42	50	50	49	48	46
11:00	60	51	37	57	58	43	46	48	50
12:00	65	47	47	44	48	37	54	46	49
13:00	52	56	35	49	42	47	57	46	48
14:00	41	45	31	38	50	40	48	41	42
15:00	43	29	47	53	55	59	64	56	50
16:00	48	40	51	45	49	50	58	51	49
17:00	47	23	46	40	46	37	53	44	42
18:00	37	34	25	38	35	35	29	32	33
19:00	24	22	24	21	27	44	23	28	26
20:00	20	6	14	15	22	14	20	17	16
21:00	13	5	11	14	11	9	11	11	11
22:00	14	5	7	4	7	5	9	6	7
23:00	8	4	2	3	0	3	6	3	4
Total									
12H(7-19)	540	444	539	586	611	595	630	592	564
16H(6-22)	604	490	605	656	693	681	699	667	633
18H(6-24)	626	499	614	663	700	689	714	676	644
24H(0-24)	637	509	635	679	720	706	730	694	659
AM Peak	11:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00	08:00
	60	51	67	68	70	81	65	70	57
PM Peak	12:00	13:00	16:00	15:00	15:00	15:00	15:00	15:00	15:00
	65	56	51	53	55	59	64	56	50

Paul Castle Associates

Direction: Northbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	5	5	1	3	1	4	2	2	3
01:00	3	5	2	1	2	0	4	2	2
02:00	2	1	0	0	0	0	1	0	1
03:00	0	0	0	1	0	0	0	0	0
04:00	0	0	1	3	0	1	0	1	1
05:00	0	1	3	2	3	3	1	2	2
06:00	3	1	10	9	5	10	6	8	6
07:00	11	5	35	35	33	31	25	32	25
08:00	11	8	42	34	46	40	34	39	31
09:00	33	20	33	27	29	30	37	31	30
10:00	28	38	28	25	30	39	30	30	31
11:00	41	37	44	36	40	36	37	39	39
12:00	51	54	26	52	30	32	47	37	42
13:00	49	43	32	35	48	46	43	41	42
14:00	52	42	47	47	50	58	61	53	51
15:00	66	72	63	67	78	64	97	74	72
16:00	68	50	68	70	87	89	56	74	70
17:00	58	33	77	74	92	73	67	77	68
18:00	26	27	50	39	37	45	41	42	38
19:00	28	21	30	40	30	47	45	38	34
20:00	23	22	22	25	24	27	23	24	24
21:00	18	15	13	23	24	19	15	19	18
22:00	28	6	10	8	15	14	22	14	15
23:00	9	7	7	3	8	6	11	7	7
Total									
12H(7-19)	494	429	545	541	600	583	575	569	538
16H(6-22)	566	488	620	638	683	686	664	658	621
18H(6-24)	603	501	637	649	706	706	697	679	643
24H(0-24)	613	513	644	659	712	714	705	687	651
AM Peak	11:00	10:00	11:00	11:00	08:00	08:00	09:00	08:00	11:00
	41	38	44	36	46	40	37	39	39
PM Peak	16:00	15:00	17:00	17:00	17:00	16:00	15:00	17:00	15:00
	68	72	77	74	92	89	97	77	72

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	7	8	4	5	2	7	4	4	5
01:00	5	7	3	1	3	0	6	3	4
02:00	2	2	0	0	3	0	1	1	1
03:00	0	0	1	1	0	1	0	1	0
04:00	1	0	5	6	4	4	3	4	3
05:00	6	5	15	13	14	13	10	13	11
06:00	10	14	27	29	27	29	21	27	22
07:00	38	17	98	103	87	92	79	92	73
08:00	41	30	109	99	116	121	99	109	88
09:00	84	61	74	74	83	85	90	81	79
10:00	67	82	77	67	80	89	79	78	77
11:00	101	88	81	93	98	79	83	87	89
12:00	116	101	73	96	78	69	101	83	91
13:00	101	99	67	84	90	93	100	87	91
14:00	93	87	78	85	100	98	109	94	93
15:00	109	101	110	120	133	123	161	129	122
16:00	116	90	119	115	136	139	114	125	118
17:00	105	56	123	114	138	110	120	121	109
18:00	63	61	75	77	72	80	70	75	71
19:00	52	43	54	61	57	91	68	66	61
20:00	43	28	36	40	46	41	43	41	40
21:00	31	20	24	37	35	28	26	30	29
22:00	42	11	17	12	22	19	31	20	22
23:00	17	11	9	6	8	9	17	10	11
Total									
12H(7-19)	1034	873	1084	1127	1211	1178	1205	1161	1102
16H(6-22)	1170	978	1225	1294	1376	1367	1363	1325	1253
18H(6-24)	1229	1000	1251	1312	1406	1395	1411	1355	1286
24H(0-24)	1250	1022	1279	1338	1432	1420	1435	1381	1311
AM Peak	11:00	11:00	08:00	07:00	08:00	08:00	08:00	08:00	11:00
	101	88	109	103	116	121	99	109	89
PM Peak	12:00	12:00	17:00	15:00	17:00	16:00	15:00	15:00	15:00
	116	101	123	120	138	139	161	129	122

Paul Castle Associates

Anglesey ATC 2

Direction: Northbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0
06:00	0	0	4	1	2	2	0	2	1
07:00	2	1	1	3	3	2	4	3	2
08:00	1	1	5	3	1	3	3	3	2
09:00	1	0	3	1	1	0	4	2	1
10:00	1	2	2	0	1	2	3	2	2
11:00	1	3	4	3	2	3	1	3	2
12:00	0	3	1	3	6	1	1	2	2
13:00	2	0	3	1	3	2	0	2	2
14:00	3	2	1	2	5	6	1	3	3
15:00	1	0	4	4	2	0	3	3	2
16:00	0	3	2	2	4	6	3	3	3
17:00	2	1	1	6	3	2	1	3	2
18:00	0	0	5	0	1	0	1	1	1
19:00	2	0	2	1	0	3	1	1	1
20:00	0	1	0	1	1	0	2	1	1
21:00	0	0	1	0	1	0	0	0	0
22:00	0	0	0	0	1	0	1	0	0
23:00	0	0	1	0	0	0	0	0	0
Total									
12H(7-19)	14	16	32	28	32	27	25	29	25
16H(6-22)	16	17	39	31	36	32	28	33	28
18H(6-24)	16	17	40	31	37	32	29	34	29
24H(0-24)	16	17	40	31	37	32	30	34	29
AM Peak	07:00	11:00	08:00	07:00	07:00	08:00	07:00	08:00	08:00
	2	3	5	3	3	3	4	3	2
PM Peak	14:00	12:00	18:00	17:00	12:00	14:00	15:00	16:00	14:00
	3	3	5	6	6	6	3	3	3

Paul Castle Associates

Direction: Southbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	2	0	2	1	3	2	1
07:00	0	0	2	5	3	3	1	3	2
08:00	2	1	2	1	3	0	1	1	1
09:00	3	1	0	0	2	3	3	2	2
10:00	1	2	3	1	3	0	3	2	2
11:00	1	0	1	4	3	0	1	2	1
12:00	2	3	3	1	7	2	1	3	3
13:00	3	0	3	0	2	2	3	2	2
14:00	1	1	0	1	4	1	4	2	2
15:00	1	2	2	2	2	2	2	2	2
16:00	1	1	0	1	2	0	0	1	1
17:00	0	1	3	1	2	2	1	2	1
18:00	0	1	5	1	0	0	0	1	1
19:00	2	1	0	0	3	0	1	1	1
20:00	1	1	1	0	0	0	2	1	1
21:00	1	0	0	0	0	0	1	0	0
22:00	0	0	0	0	0	1	1	0	0
23:00	0	0	1	1	0	0	0	0	0
Total									
12H(7-19)	15	13	24	18	33	15	20	22	20
16H(6-22)	19	15	27	18	38	16	27	25	23
18H(6-24)	19	15	28	19	38	17	28	26	23
24H(0-24)	19	15	28	19	38	17	28	26	23
AM Peak	09:00	10:00	10:00	07:00	07:00	07:00	06:00	07:00	07:00
	3	2	3	5	3	3	3	3	2
PM Peak	13:00	12:00	18:00	15:00	12:00	12:00	14:00	12:00	12:00
	3	3	5	2	7	2	4	3	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	1	0	0
06:00	0	0	6	1	4	3	3	3	2
07:00	2	1	3	8	6	5	5	5	4
08:00	3	2	7	4	4	3	4	4	4
09:00	4	1	3	1	3	3	7	3	3
10:00	2	4	5	1	4	2	6	4	3
11:00	2	3	5	7	5	3	2	4	4
12:00	2	6	4	4	13	3	2	5	5
13:00	5	0	6	1	5	4	3	4	3
14:00	4	3	1	3	9	7	5	5	5
15:00	2	2	6	6	4	2	5	5	4
16:00	1	4	2	3	6	6	3	4	4
17:00	2	2	4	7	5	4	2	4	4
18:00	0	1	10	1	1	0	1	3	2
19:00	4	1	2	1	3	3	2	2	2
20:00	1	2	1	1	1	0	4	1	1
21:00	1	0	1	0	1	0	1	1	1
22:00	0	0	0	0	1	1	2	1	1
23:00	0	0	2	1	0	0	0	1	0
Total									
12H(7-19)	29	29	56	46	65	42	45	51	45
16H(6-22)	35	32	66	49	74	48	55	58	51
18H(6-24)	35	32	68	50	75	49	57	60	52
24H(0-24)	35	32	68	50	75	49	58	60	52
AM Peak	09:00	10:00	08:00	07:00	07:00	07:00	09:00	07:00	07:00
	4	4	7	8	6	5	7	5	4
PM Peak	13:00	12:00	18:00	17:00	12:00	14:00	14:00	12:00	12:00
	5	6	10	7	13	7	5	5	5

Paul Castle Associates

Anglesey ATC 3

Direction: Westbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	1	1	1	0	2	1	0	1	1
01:00	2	1	0	1	0	1	1	1	1
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	0	1	0	0	0	0	0
04:00	1	0	0	0	0	0	0	0	0
05:00	0	0	1	1	1	1	1	1	1
06:00	1	0	7	5	8	4	7	6	5
07:00	3	0	6	7	5	6	4	6	4
08:00	5	4	11	15	7	12	16	12	10
09:00	7	1	6	6	7	3	6	6	5
10:00	5	4	8	8	10	5	7	8	7
11:00	10	10	8	9	7	3	5	6	7
12:00	3	11	4	5	5	7	6	5	6
13:00	6	7	5	10	9	4	16	9	8
14:00	4	10	13	6	3	8	9	8	8
15:00	9	4	8	11	16	12	9	11	10
16:00	3	5	7	13	9	10	4	9	7
17:00	13	4	6	11	14	10	9	10	10
18:00	8	3	10	6	8	2	5	6	6
19:00	5	2	3	6	5	6	4	5	4
20:00	7	1	5	3	2	4	3	3	4
21:00	4	4	0	3	3	2	4	2	3
22:00	4	1	4	4	0	2	1	2	2
23:00	4	2	2	1	0	0	2	1	2
Total 12H(7-19)	76	63	92	107	100	82	96	95	88
16H(6-22)	93	70	107	124	118	98	114	112	103
18H(6-24)	101	73	113	129	118	100	117	115	107
24H(0-24)	105	76	115	132	121	103	119	118	110
AM Peak	11:00	11:00	08:00	08:00	10:00	08:00	08:00	08:00	08:00
	10	10	11	15	10	12	16	12	10
PM Peak	17:00	12:00	14:00	16:00	15:00	15:00	13:00	15:00	15:00
	13	11	13	13	16	12	16	11	10

Paul Castle Associates

Direction: Eastbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	2	1	1	0	0	0	0	1
01:00	1	1	0	0	0	1	1	0	1
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	0	1	0	1	0	0	0
04:00	0	1	1	1	1	1	1	1	1
05:00	1	1	1	0	1	1	1	1	1
06:00	1	0	4	5	4	4	2	4	3
07:00	2	0	12	9	9	10	9	10	7
08:00	6	3	15	12	9	9	13	12	10
09:00	7	8	4	9	7	6	9	7	7
10:00	7	5	8	11	4	6	8	7	7
11:00	9	6	11	14	7	6	10	10	9
12:00	4	6	7	4	5	7	5	6	5
13:00	4	8	9	4	9	9	5	7	7
14:00	9	8	8	8	10	9	11	9	9
15:00	5	7	12	10	13	15	15	13	11
16:00	7	7	7	12	6	12	6	9	8
17:00	10	2	9	12	14	10	3	10	9
18:00	7	2	5	9	8	6	2	6	6
19:00	10	3	6	9	5	6	6	6	6
20:00	5	2	2	2	1	2	3	2	2
21:00	0	1	3	3	3	2	3	3	2
22:00	2	1	2	4	2	1	3	2	2
23:00	3	0	0	2	0	1	0	1	1
Total 12H(7-19)	77	62	107	114	101	105	96	105	95
16H(6-22)	93	68	122	133	114	119	110	120	108
18H(6-24)	98	69	124	139	116	121	113	123	111
24H(0-24)	100	75	127	142	118	125	116	126	115
AM Peak	11:00	09:00	08:00	11:00	07:00	07:00	08:00	08:00	08:00
	9	8	15	14	9	10	13	12	10
PM Peak	17:00	13:00	15:00	16:00	17:00	15:00	15:00	15:00	15:00
	10	8	12	12	14	15	15	13	11

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	1	3	2	1	2	1	0	1	1
01:00	3	2	0	1	0	2	2	1	1
02:00	0	2	0	0	0	0	0	0	0
03:00	0	0	0	2	0	1	0	1	0
04:00	1	1	1	1	1	1	1	1	1
05:00	1	1	2	1	2	2	2	2	2
06:00	2	0	11	10	12	8	9	10	7
07:00	5	0	18	16	14	16	13	15	12
08:00	11	7	26	27	16	21	29	24	20
09:00	14	9	10	15	14	9	15	13	12
10:00	12	9	16	19	14	11	15	15	14
11:00	19	16	19	23	14	9	15	16	16
12:00	7	17	11	9	10	14	11	11	11
13:00	10	15	14	14	18	13	21	16	15
14:00	13	18	21	14	13	17	20	17	17
15:00	14	11	20	21	29	27	24	24	21
16:00	10	12	14	25	15	22	10	17	15
17:00	23	6	15	23	28	20	12	20	18
18:00	15	5	15	15	16	8	7	12	12
19:00	15	5	9	15	10	12	10	11	11
20:00	12	3	7	5	3	6	6	5	6
21:00	4	5	3	6	6	4	7	5	5
22:00	6	2	6	8	2	3	4	5	4
23:00	7	2	2	3	0	1	2	2	2
Total 12H(7-19)	153	125	199	221	201	187	192	200	183
16H(6-22)	186	138	229	257	232	217	224	232	212
18H(6-24)	199	142	237	268	234	221	230	238	219
24H(0-24)	205	151	242	274	239	228	235	244	225
AM Peak	11:00	11:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00
	19	16	26	27	16	21	29	24	20
PM Peak	17:00	14:00	14:00	16:00	15:00	15:00	15:00	15:00	15:00
	23	18	21	25	29	27	24	24	21

Paul Castle Associates

Anglesey ATC 4

Direction: Northbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	1	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	4	0	0	0	0	1	1
07:00	3	1	3	0	0	1	2	1	1
08:00	1	1	3	5	1	0	1	2	2
09:00	1	2	2	5	1	6	1	3	3
10:00	3	2	1	0	3	1	3	2	2
11:00	1	0	4	3	4	3	3	3	3
12:00	2	5	5	4	4	4	5	4	4
13:00	0	0	6	4	4	4	5	5	3
14:00	1	0	2	5	2	3	2	3	2
15:00	1	2	3	2	3	5	3	3	3
16:00	1	0	3	2	2	6	1	3	2
17:00	0	1	1	1	1	1	2	1	1
18:00	0	0	0	3	0	3	0	1	1
19:00	1	0	0	0	0	2	0	0	0
20:00	0	0	1	2	0	1	2	1	1
21:00	1	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0
23:00	2	0	0	0	0	0	0	0	0
Total 12H(7-19)	14	14	33	34	25	37	28	31	26
16H(6-22)	16	15	38	36	25	40	30	34	29
18H(6-24)	18	15	38	36	25	40	30	34	29
24H(0-24)	19	16	38	36	25	40	30	34	29
AM Peak	07:00	09:00	06:00	08:00	11:00	09:00	10:00	11:00	09:00
	3	2	4	5	4	6	3	3	3
PM Peak	12:00	12:00	13:00	14:00	12:00	16:00	12:00	13:00	12:00
	2	5	6	5	4	6	5	5	4

Paul Castle Associates

Direction: Southbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	3	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	4	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0
06:00	1	0	2	0	0	0	0	0	0
07:00	0	0	4	2	1	2	2	2	2
08:00	1	0	1	1	0	2	1	1	1
09:00	3	1	1	2	3	2	1	2	2
10:00	2	0	0	1	0	0	1	0	1
11:00	1	4	2	1	3	6	1	3	3
12:00	3	0	2	4	2	3	4	3	3
13:00	2	3	1	4	1	6	3	3	3
14:00	3	3	4	4	4	3	1	3	3
15:00	0	4	0	1	0	2	2	1	1
16:00	0	3	2	3	2	2	2	2	2
17:00	0	0	2	1	2	1	0	1	1
18:00	1	1	0	1	0	0	3	1	1
19:00	0	0	1	0	0	1	0	0	0
20:00	1	0	0	0	0	0	1	0	0
21:00	0	0	0	0	0	0	1	0	0
22:00	1	0	0	0	0	0	1	0	0
23:00	1	0	0	0	0	0	0	0	0
Total 12H(7-19)	16	19	19	25	18	29	21	22	21
16H(6-22)	18	19	22	25	18	30	23	24	22
18H(6-24)	20	19	22	25	18	30	24	24	23
24H(0-24)	20	26	23	25	18	30	24	24	24
AM Peak	09:00	04:00	07:00	07:00	09:00	11:00	07:00	11:00	11:00
	3	4	4	2	3	6	2	3	3
PM Peak	12:00	15:00	14:00	12:00	14:00	13:00	12:00	14:00	14:00
	3	4	4	4	4	6	4	3	3

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	4	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	1	0	0	0	0	0	0	0	0
04:00	0	4	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0
06:00	1	0	6	0	0	0	0	1	1
07:00	3	1	7	2	1	3	4	3	3
08:00	2	1	4	6	1	2	2	3	3
09:00	4	3	3	7	4	8	2	5	4
10:00	5	2	1	1	3	1	4	2	2
11:00	2	4	6	4	7	9	4	6	5
12:00	5	5	7	8	6	7	9	7	7
13:00	2	3	7	8	5	10	8	8	6
14:00	4	3	6	9	6	6	3	6	5
15:00	1	6	3	3	3	7	5	4	4
16:00	1	3	5	5	4	8	3	5	4
17:00	0	1	3	2	3	2	2	2	2
18:00	1	1	0	4	0	3	3	2	2
19:00	1	0	1	0	0	3	0	1	1
20:00	1	0	1	2	0	1	3	1	1
21:00	1	1	0	0	0	0	1	0	0
22:00	1	0	0	0	0	0	1	0	0
23:00	3	0	0	0	0	0	0	0	0
Total 12H(7-19)	30	33	52	59	43	66	49	54	47
16H(6-22)	34	34	60	61	43	70	53	57	51
18H(6-24)	38	34	60	61	43	70	54	58	51
24H(0-24)	39	42	61	61	43	70	54	58	53
AM Peak	10:00	00:00	07:00	09:00	11:00	11:00	07:00	11:00	11:00
	5	4	7	7	7	9	4	6	5
PM Peak	12:00	15:00	12:00	14:00	12:00	13:00	12:00	13:00	12:00
	5	6	7	9	6	10	9	8	7

Paul Castle Associates

Anglesey ATC 5

Direction: Eastbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	1	0	0
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0
04:00	0	1	1	1	1	1	1	1	1
05:00	0	0	0	1	0	0	0	0	0
06:00	0	0	3	3	4	3	2	3	2
07:00	2	0	7	4	3	1	2	3	3
08:00	5	2	7	3	5	4	9	6	5
09:00	2	5	3	6	3	3	4	4	4
10:00	10	3	4	6	3	5	5	5	5
11:00	6	4	5	6	3	3	5	4	5
12:00	4	3	4	2	3	7	5	4	4
13:00	4	7	6	1	6	5	3	4	5
14:00	5	4	6	5	6	11	5	7	6
15:00	2	6	7	6	11	6	3	7	6
16:00	4	5	1	4	3	4	4	3	4
17:00	3	1	1	3	4	8	2	4	3
18:00	5	0	4	6	4	3	2	4	3
19:00	6	3	6	7	4	4	7	6	5
20:00	3	2	2	5	2	2	5	3	3
21:00	0	0	2	3	2	1	2	2	1
22:00	1	1	2	0	3	1	0	1	1
23:00	2	0	1	1	0	1	0	1	1
Total 12H(7-19)	52	40	55	52	54	60	49	54	52
16H(6-22)	61	45	68	70	66	70	65	68	64
18H(6-24)	64	46	71	71	69	72	65	70	65
24H(0-24)	64	49	72	73	70	74	67	71	67
AM Peak	10:00	09:00	07:00	09:00	08:00	10:00	08:00	08:00	10:00
	10	5	7	6	5	5	9	6	5
PM Peak	19:00	13:00	15:00	19:00	15:00	14:00	19:00	14:00	14:00
	6	7	7	7	11	11	7	7	6

Paul Castle Associates

Direction: Westbound

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	1	0	0	0	2	0	0	0	0
01:00	1	1	0	1	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	1	1	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	3	1	0	0	0	1	1
07:00	3	0	2	2	3	2	1	2	2
08:00	3	2	6	8	7	7	10	8	6
09:00	5	2	3	1	4	3	4	3	3
10:00	5	3	7	2	3	5	5	4	4
11:00	6	7	3	7	5	12	3	6	6
12:00	2	6	4	3	7	6	4	5	5
13:00	5	6	2	6	4	7	7	5	5
14:00	1	4	4	4	4	4	3	4	3
15:00	5	3	6	3	10	5	3	5	5
16:00	2	4	6	8	7	3	7	6	5
17:00	6	1	4	9	7	7	6	7	6
18:00	4	4	6	4	3	1	4	4	4
19:00	1	1	2	3	2	5	1	3	2
20:00	6	1	2	4	3	1	0	2	2
21:00	3	1	0	1	1	0	3	1	1
22:00	0	1	3	1	0	0	1	1	1
23:00	4	2	0	0	0	0	1	0	1
Total 12H(7-19)	47	42	53	57	64	62	57	59	55
16H(6-22)	57	45	60	66	70	68	61	65	61
18H(6-24)	61	48	63	67	70	68	63	66	63
24H(0-24)	64	50	63	68	72	68	63	67	64
AM Peak	11:00	11:00	10:00	08:00	08:00	11:00	08:00	08:00	08:00
	6	7	7	8	7	12	10	8	6
PM Peak	17:00	12:00	15:00	17:00	15:00	13:00	13:00	17:00	17:00
	6	6	6	9	10	7	7	7	6

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Sat 13/05/2023	Sun 14/05/2023	Mon 15/05/2023	Tue 16/05/2023	Wed 17/05/2023	Thu 18/05/2023	Fri 19/05/2023	5-Day Ave.	7-Day Ave.
00:00	1	0	0	0	2	0	0	0	0
01:00	1	2	0	1	0	0	1	0	1
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0
04:00	1	2	1	1	1	1	1	1	1
05:00	0	0	0	1	0	0	0	0	0
06:00	0	0	6	4	4	3	2	4	3
07:00	5	0	9	6	6	3	3	5	5
08:00	8	4	13	11	12	11	19	13	11
09:00	7	7	6	7	7	6	8	7	7
10:00	15	6	11	8	6	10	10	9	9
11:00	12	11	8	13	8	15	8	10	11
12:00	6	9	8	5	10	13	9	9	9
13:00	9	13	8	7	10	12	10	9	10
14:00	6	8	10	9	10	15	8	10	9
15:00	7	9	13	9	21	11	6	12	11
16:00	6	9	7	12	10	7	11	9	9
17:00	9	2	5	12	11	15	8	10	9
18:00	9	4	10	10	7	4	6	7	7
19:00	7	4	8	10	6	9	8	8	7
20:00	9	3	4	9	5	3	5	5	5
21:00	3	1	2	4	3	1	5	3	3
22:00	1	2	5	1	3	1	1	2	2
23:00	6	2	1	1	0	1	1	1	2
Total 12H(7-19)	99	82	108	109	118	122	106	113	106
16H(6-22)	118	90	128	136	136	138	126	133	125
18H(6-24)	125	94	134	138	139	140	128	136	128
24H(0-24)	128	99	135	141	142	142	130	138	131
AM Peak	10:00	11:00	08:00	11:00	08:00	11:00	08:00	08:00	08:00
	15	11	13	13	12	15	19	13	11
PM Peak	13:00	13:00	15:00	16:00	15:00	14:00	16:00	15:00	15:00
	9	13	13	12	21	15	11	12	11

Paul Castle Associates

APPENDIX C

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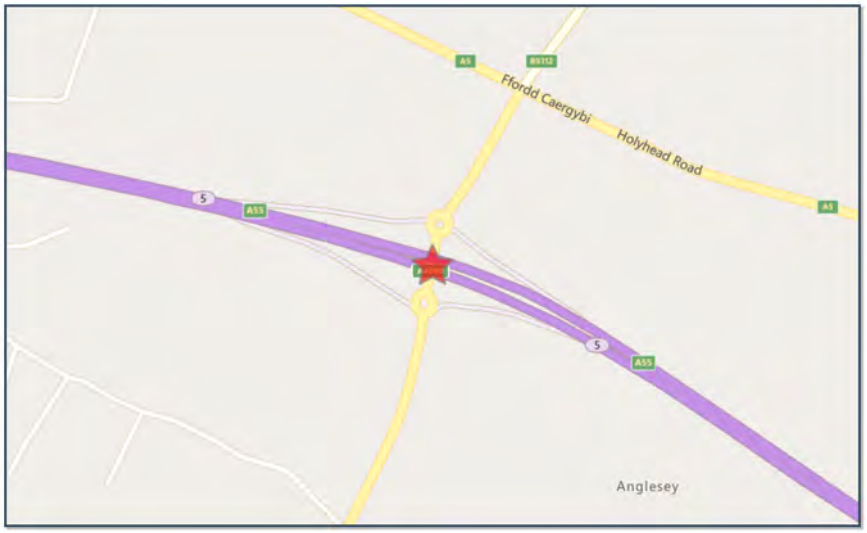
Validated Data

Crash Date:	Saturday, April 14, 2018	**Time of Crash:**	5:25:00 PM	**Crash Reference:**	**201860W047470**

Highest Injury Severity:	Serious	**Road Number:**	A55	**Number of Casualties:**	1
Highway Authority:	Isle of Anglesey			**Number of Vehicles:**	1
Local Authority:	Isle of Anglesey County			**OS Grid Reference:**	236382 376656
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	70				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Bollard/Refuge	Nearside or offside crash barrier

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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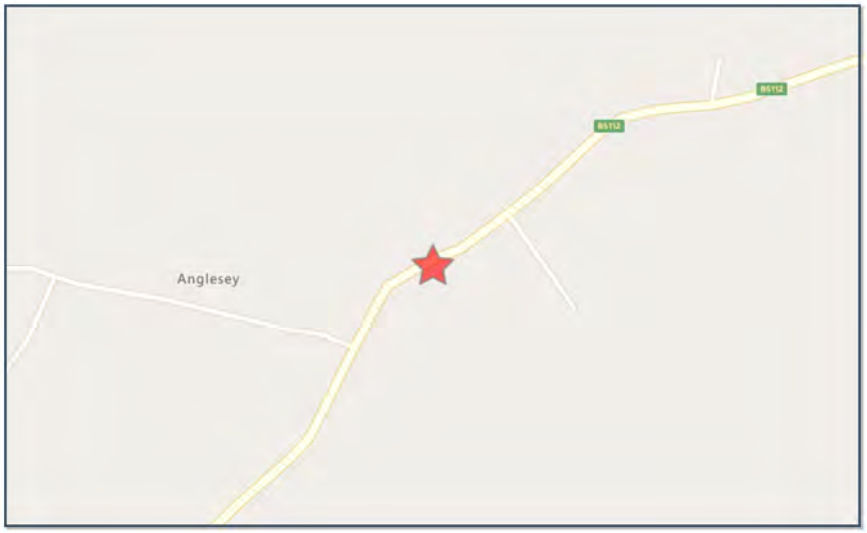
Validated Data

Crash Date:	Saturday, December 29, 2018	**Time of Crash:**	12:47:00 PM	**Crash Reference:**	**201860W184720**

Highest Injury Severity:	Slight	**Road Number:**	B5112	**Number of Casualties:**	1
Highway Authority:	Isle of Anglesey			**Number of Vehicles:**	1
Local Authority:	Isle of Anglesey County			**OS Grid Reference:**	240227 383511
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Wall or fence

Casualties

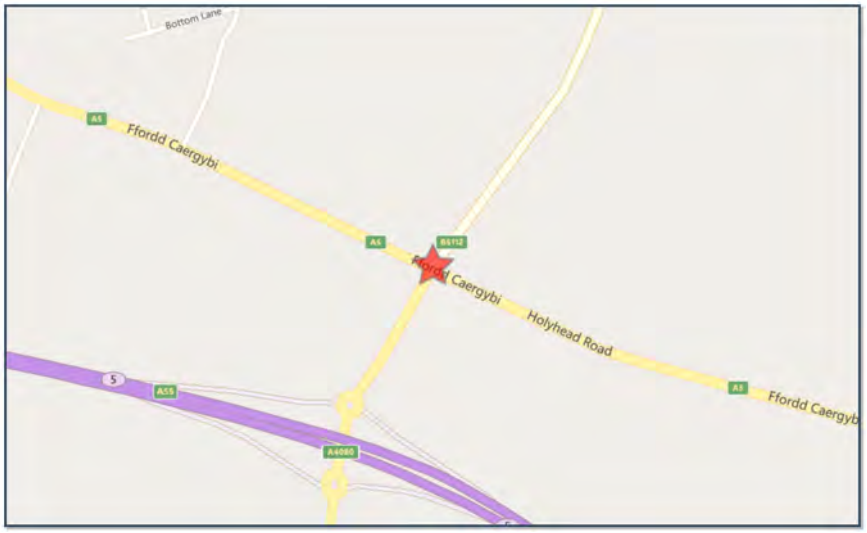
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, January 11, 2019	**Time of Crash:**	6:20:00 PM	**Crash Reference:**	**201960X004985**

Highest Injury Severity:	Slight	**Road Number:**	A5	**Number of Casualties:**	2
Highway Authority:	Isle of Anglesey			**Number of Vehicles:**	2
Local Authority:	Isle of Anglesey County			**OS Grid Reference:**	236530 376928
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is moving off	Offside	Other	None	Wall or fence
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

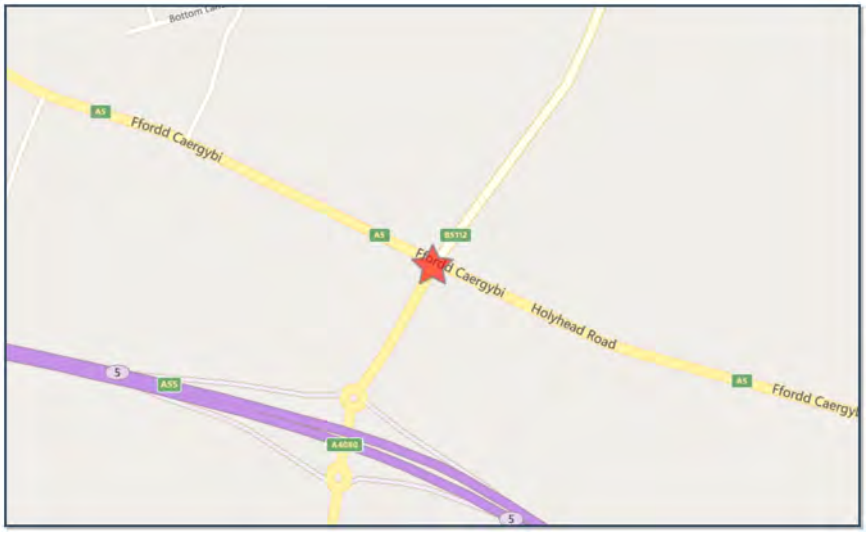
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, January 24, 2019	**Time of Crash:**	1:35:00 PM	**Crash Reference:**	**201960X010774**

Highest Injury Severity:	Slight	**Road Number:**	A5	**Number of Casualties:**	2
Highway Authority:	Isle of Anglesey			**Number of Vehicles:**	2
Local Authority:	Isle of Anglesey County			**OS Grid Reference:**	236524 376915
Weather Description:	Fine with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

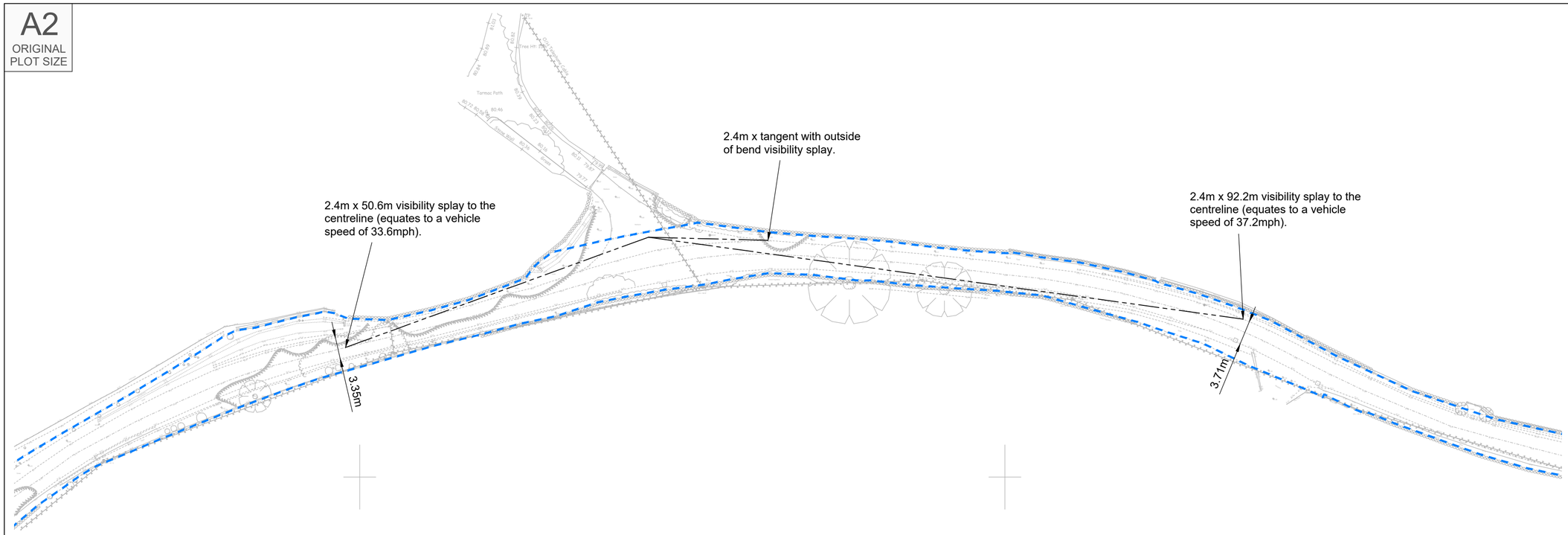
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Road sign/Traffic signal
2	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

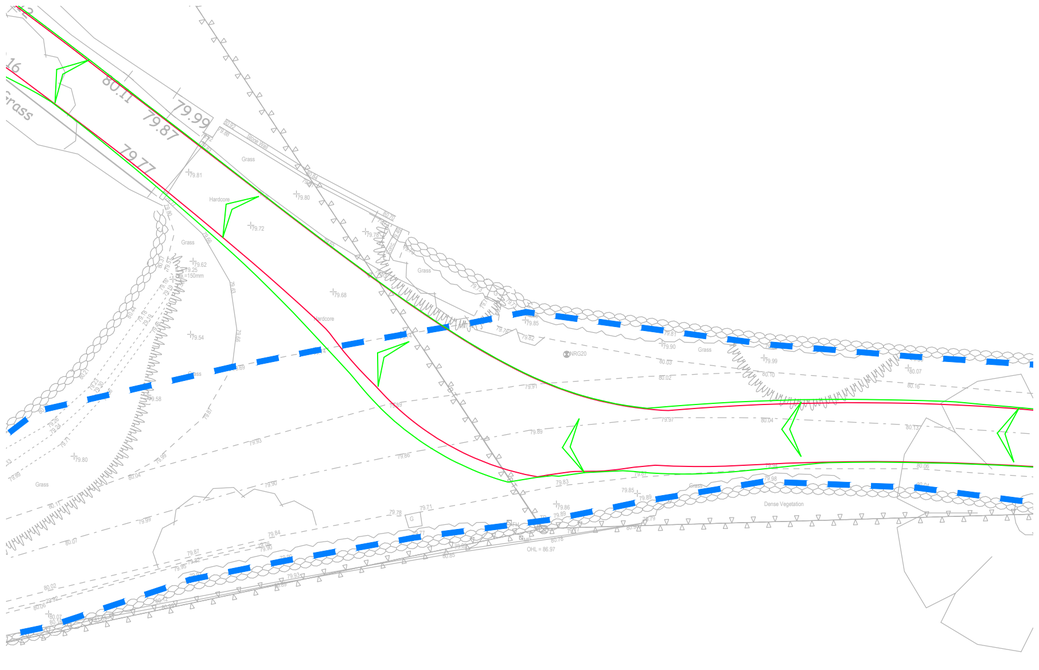
APPENDIX D

A2
ORIGINAL
PLOT SIZE



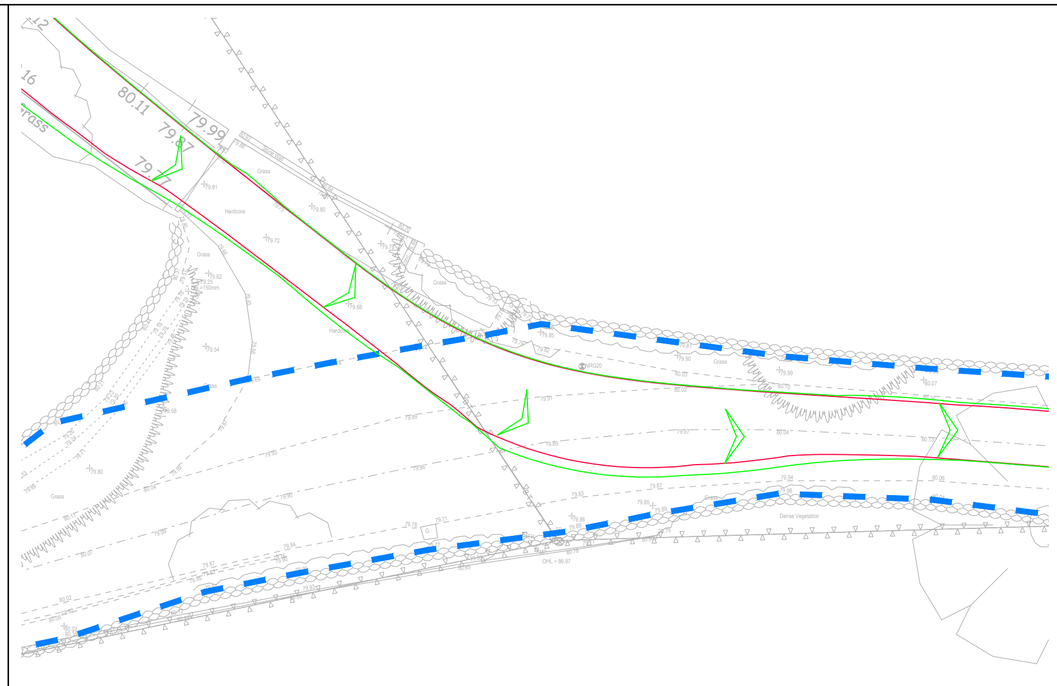
Site Access Arrangement

Scale 1:500



Articulated HGV Turning Right Into Access

Scale 1:200



Articulated HGV Turning Left Out Of Access

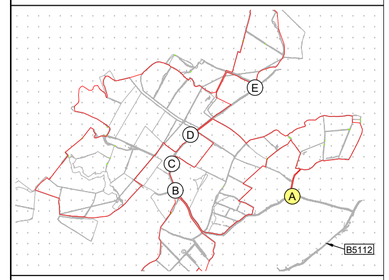
Scale 1:200

INDICATIVE

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.



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

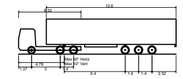
Approximate site boundary.

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
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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

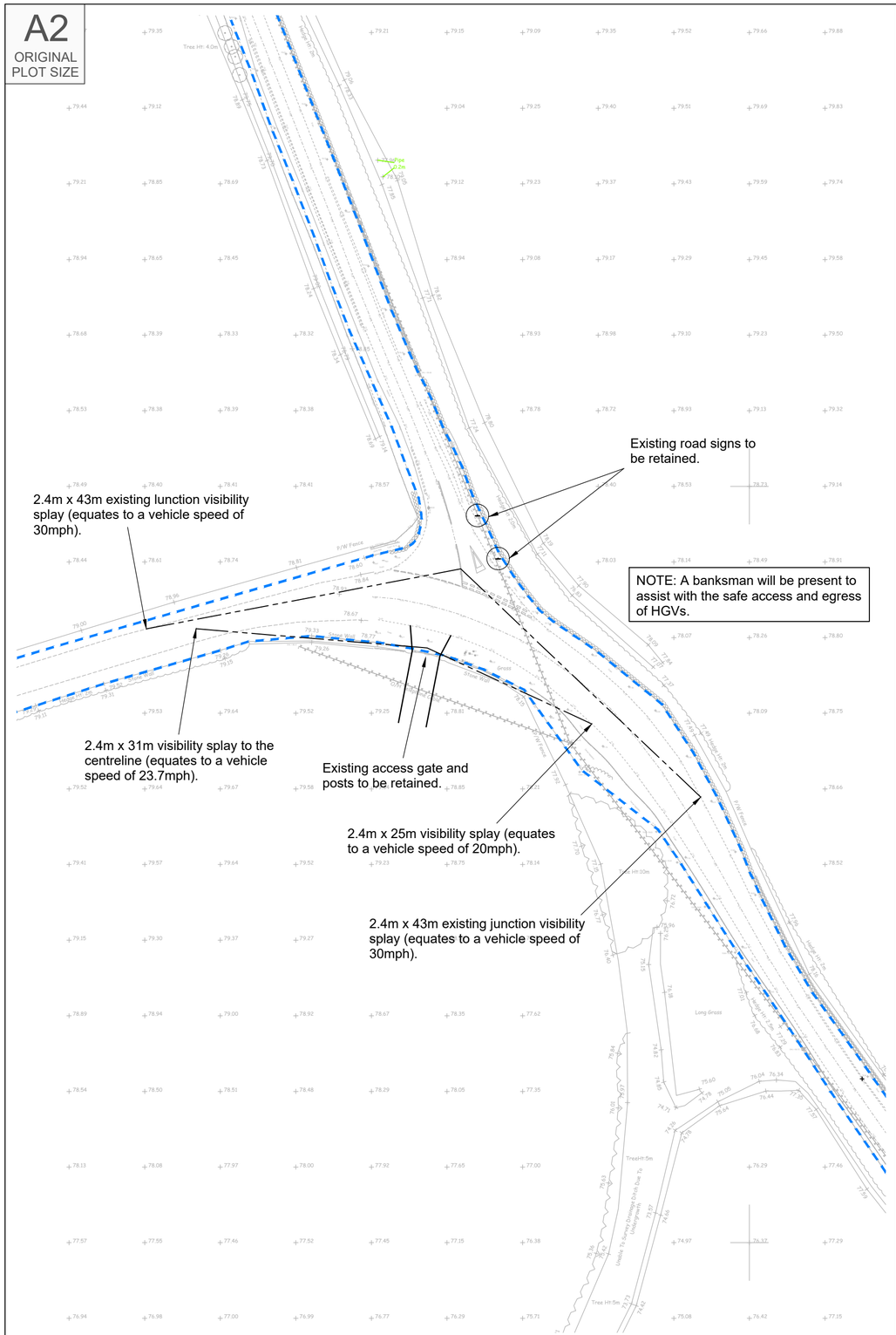
TITLE:
Proposed Site Access Arrangement - Location A

STATUS:
INFORMATION

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

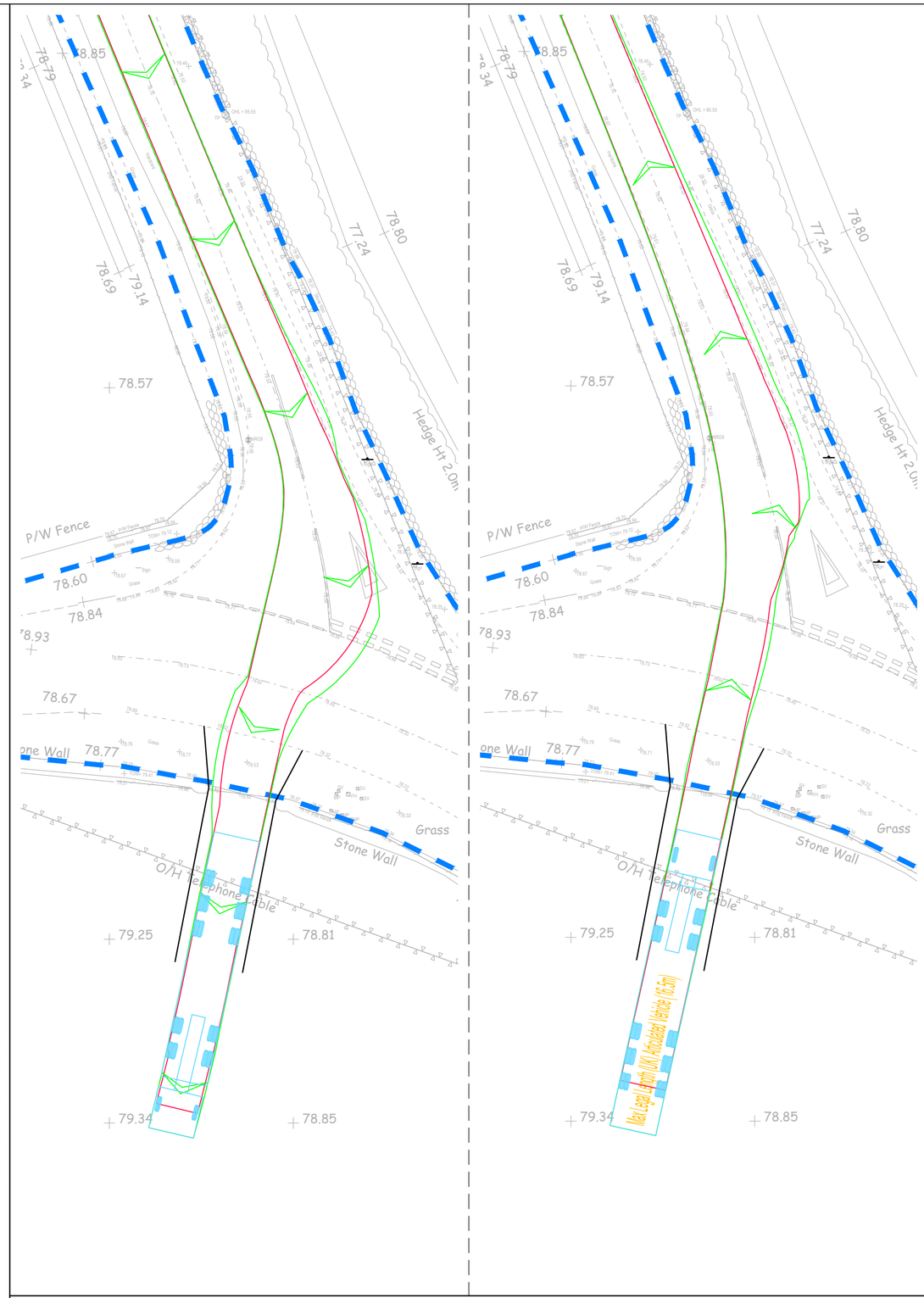
JOB NO:	DRAWING NO:	REVISION:
2010-026	SK01	

A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

Scale 1:500



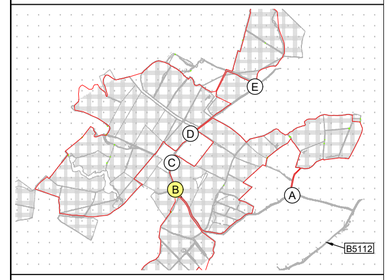
Articulated HGV Swept Paths

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.

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.



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

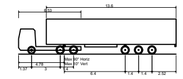
Approximate site boundary.

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
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	A

W E S

INDICATIVE

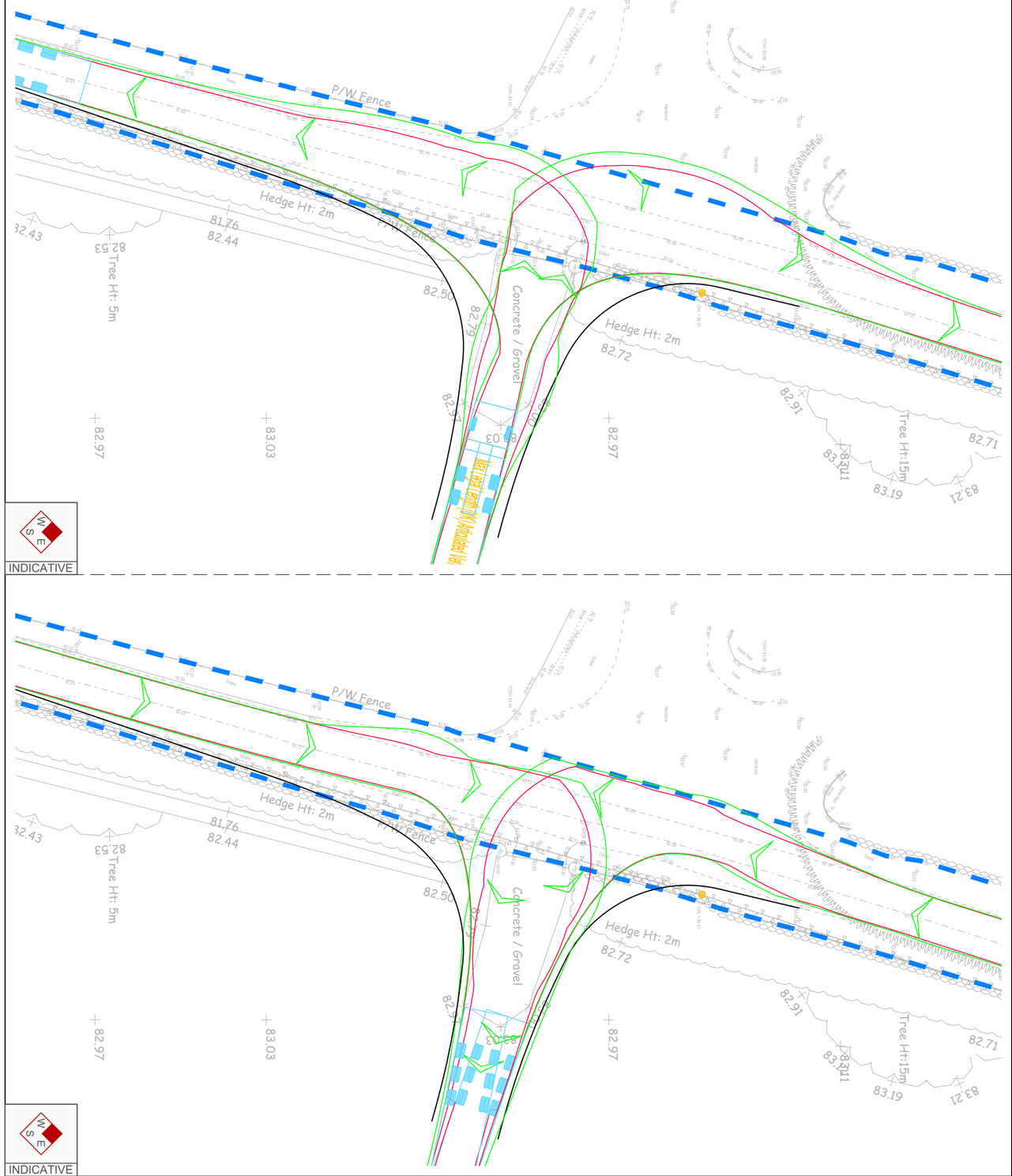
A2
ORIGINAL
PLOT SIZE

W E S

INDICATIVE

Site Access Arrangement

Scale 1:500



W E S

INDICATIVE

Articulated HGV Swept Paths

Scale 1:200

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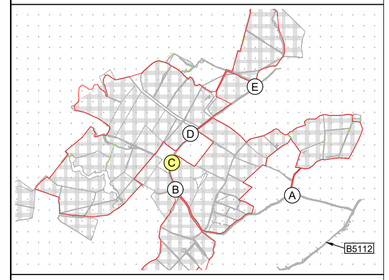
NOTES:

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.



Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

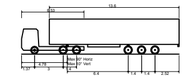
Approximate site boundary.

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
A	13.10.23	Access arrangement updated.	PSW	RR	JD

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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

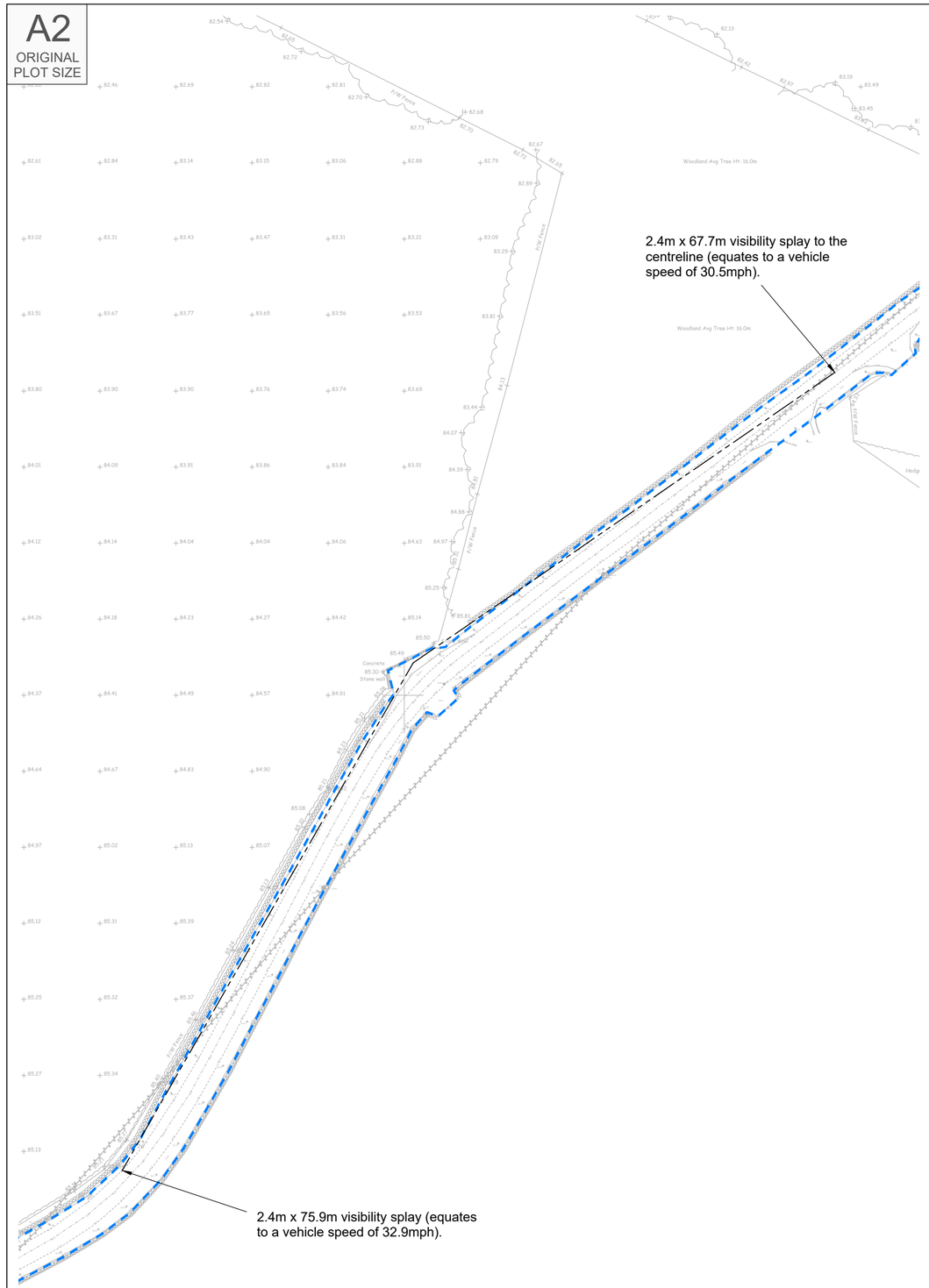
TITLE:
Proposed Site Access Arrangement - Location C

STATUS:
DRAFT

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

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

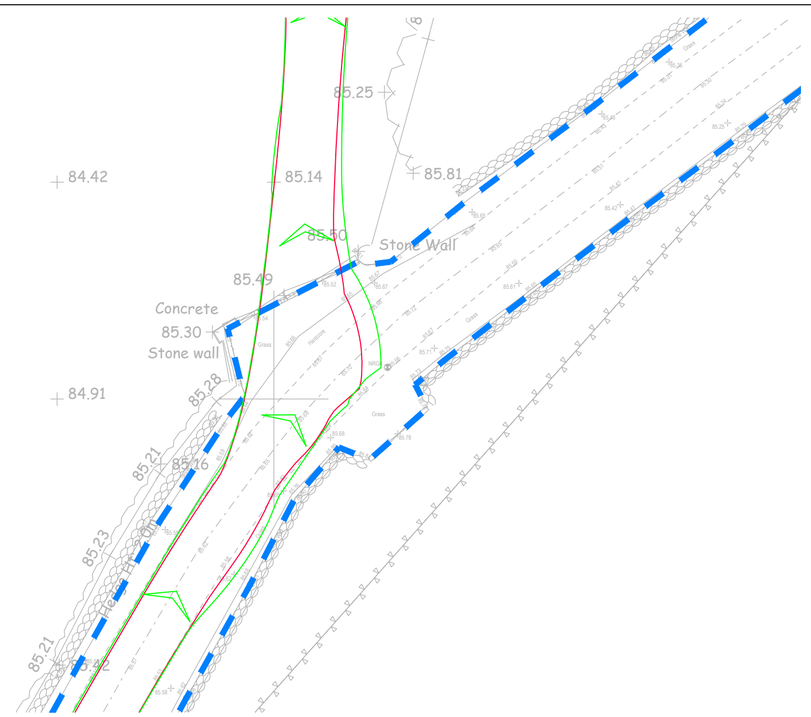
A2
ORIGINAL
PLOT SIZE



Site Access Arrangement

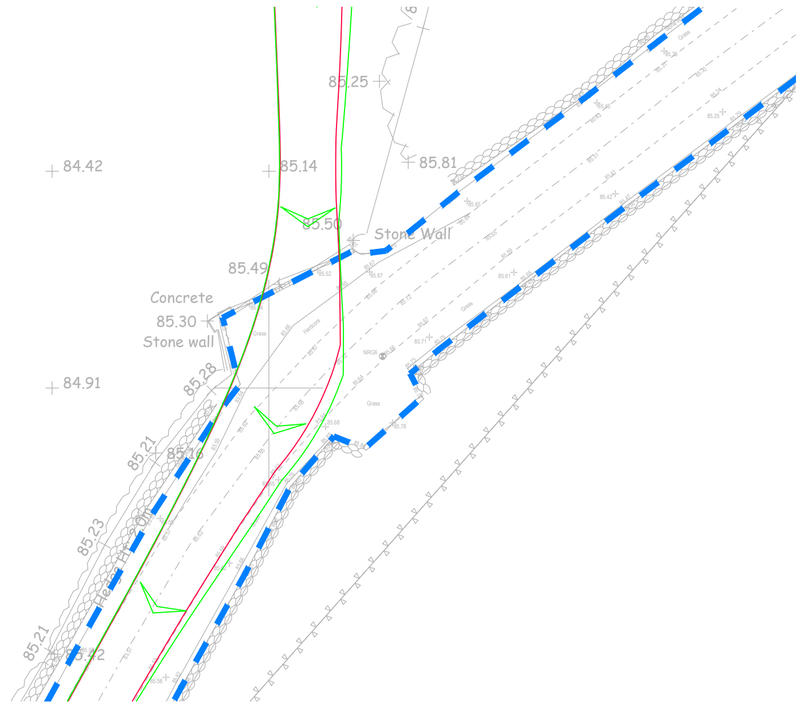
Scale 1:500

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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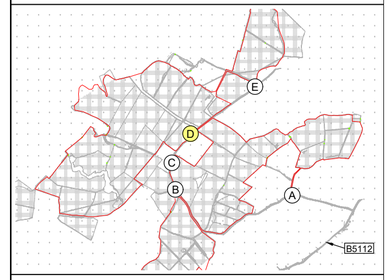


Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

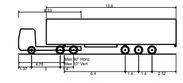
Approximate site boundary.

General:

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

Vehicle swept paths - body outline.

Vehicle swept paths - wheel track outline.



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

Overall Length	16.500m
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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
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CLIENT:
WYLFA GREEN LIMITED

PROJECT:
ALAW MON SOLAR FARM, ANGLESEY

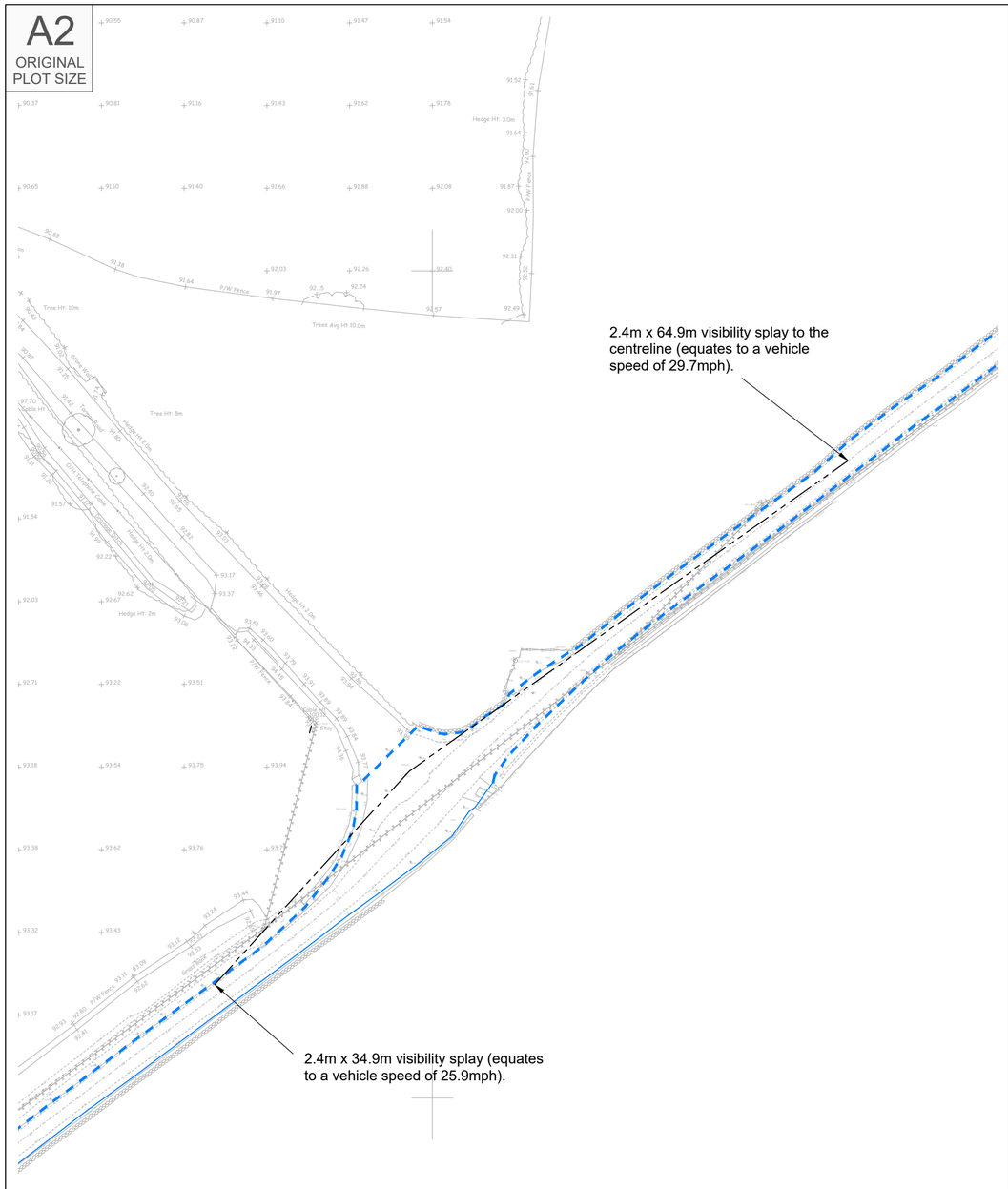
TITLE:
Proposed Site Access Arrangement - Location D

STATUS:
DRAFT

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

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

A2
ORIGINAL
PLOT SIZE

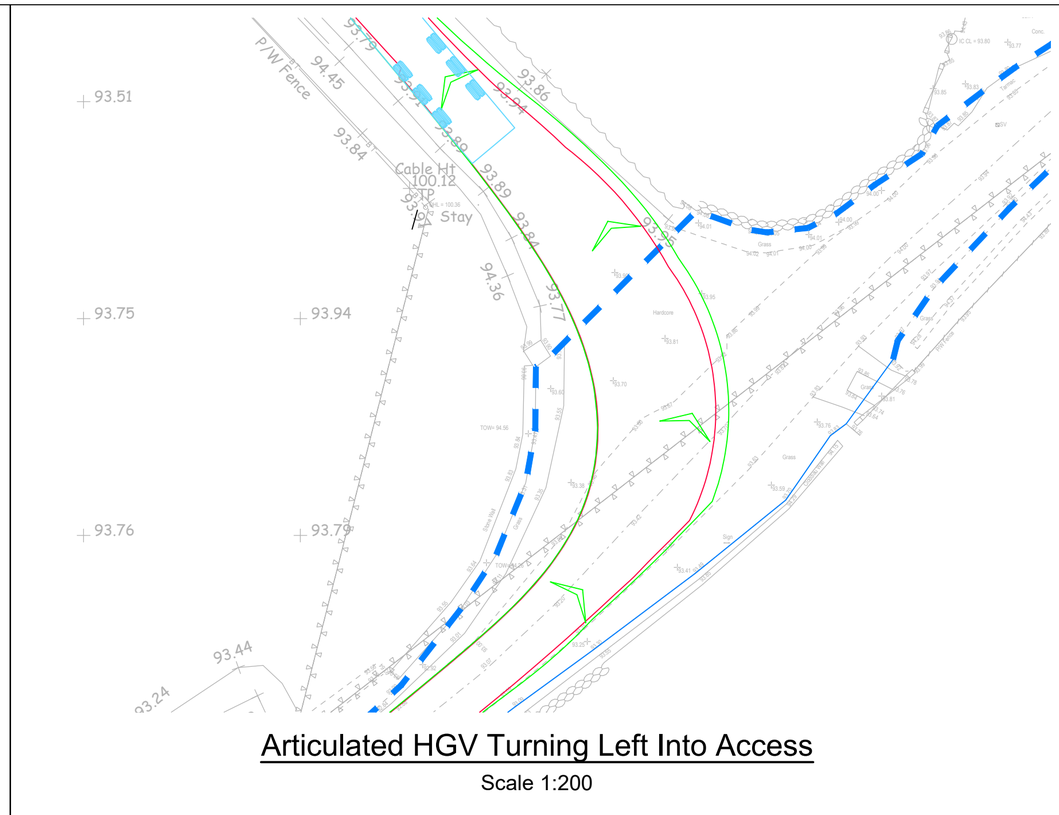


Site Access Arrangement

Scale 1:500

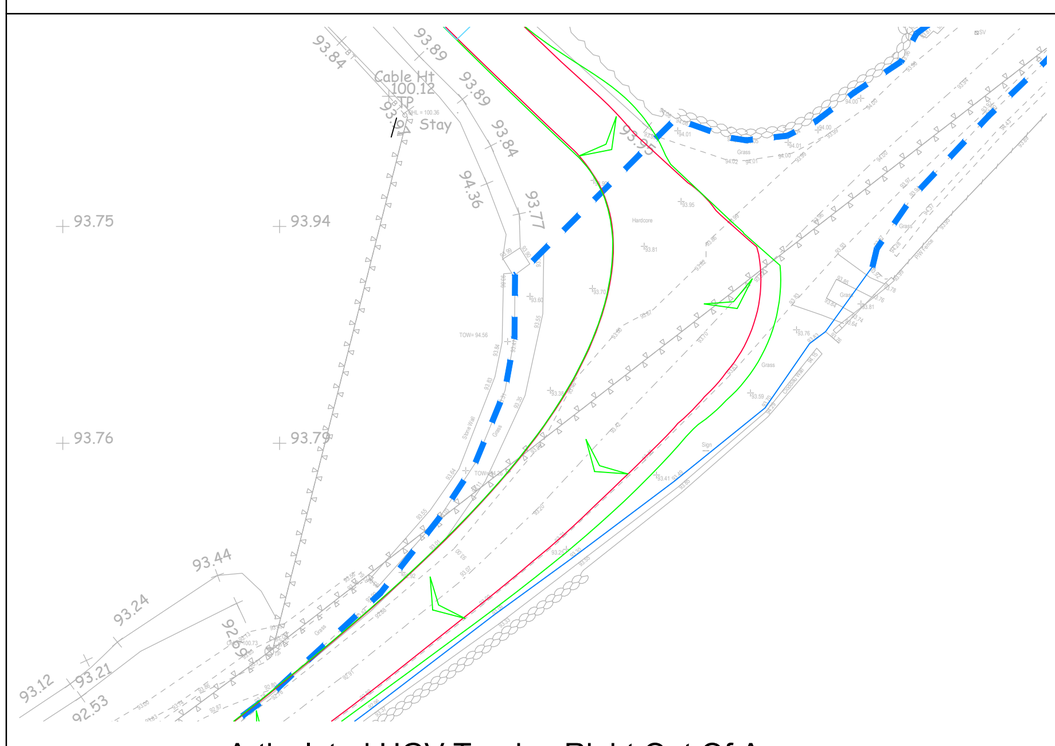
W E S

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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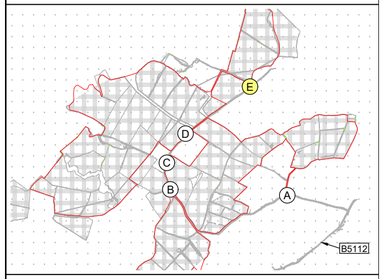


Proposed Access Locations

Not To Scale

KEY

Access Location Plan:

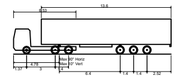
Approximate site boundary.

General:

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

Vehicle swept paths - body outline.

Vehicle swept paths - wheel track outline.



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

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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 E

STATUS:
DRAFT

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

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