

Prosiect Maen Hir

Solar a Storio Ynni



Preliminary Environmental Information Report Volume III

Appendix 9-2: Summary of Project Engagement

Prosiect Maen Hir - September 2024

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lightsource bp



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1 Introduction

1.1 Summary of Project Engagement

Consultee	Comment	Project Response
<p>IoACC via written comments dated 29th September 2023</p>	<p>The proposed Solar Farm Mon project and the proposed Alaw Mon Solar Farm project are to take place in close proximity to each other. Whilst acknowledging that both projects are in the pre-application stage with no clear confirmation as to when the construction phase of each project will take place and whether the construction phase of the projects will take place at the same time, the expanse of land proposed by the two schemes is extensive and will affect several roads in a very rural area. The potential cumulative impacts of the construction phase of both projects on the local highway network will need to be considered and appropriate mitigation identified and secured to minimise impact. The Council would be very concerned if both projects would be in construction stage at the same period as it would increase and exacerbate the impact on the local highway network.</p>	<p>A review of the Alaw Mon Solar Farm project has been conducted, which has confirmed that the construction of the Alaw Mon Solar Farm will have completed before the commencement of construction of the Project. In addition, the Alaw Mon construction vehicles will route via the B5112, so there will not be any overlap with construction vehicles associated with the Project. This position will be confirmed within the ES that will support the DCO submission but at this stage it is not considered that there will be any interaction between the two schemes.</p>
<p>IoACC via written comments dated 29th September 2023</p>	<p>The Council expects the DCO application to include an outline CTMP. The Council would wish to engage with you regarding the content and substance of this document at the earliest opportunity. The Council would also request that a detailed CTMP is subject to a requirement of any DCO given for the development and require approval prior commencement of works. The Council will be expecting the CTMP to confirm that deliveries to the project will take place outside of the school drop off and pick up times in order to minimise impact. Route 4 is noted as a potential egress route – the Council has concerns with this proposal given the location of the secondary school along the route and the use of the A5025 Eastern corridor which is a tourist sensitive route. We would wish to discuss this further with you.</p>	<p>An (o)CTMP will be submitted to accompany the DCO application and will form one of the mitigation measures. A Detailed CTMP will be secured by way of requirement and finalised prior to the commencement of works on-site.</p> <p>The content and methodology of the Outline and Detailed CTMPs will be produced through consultation with the consultees, including the suitability of the proposed construction routes.</p>

<p>IoACC via written comments dated 29th September 2023</p>	<p>Requirement for internal haul roads to mitigate against the impact on the local highway network.</p>	<p>For the purpose of the PEIR, and to present a worst-case assessment, it is assumed that construction routes will comprise existing roads on the local highway network. Installation of haul roads could be introduced for the Project to internalised trips. Further technical assessment is required before the location of internal haul roads can be determined. However the PEIR assumes these are not implemented so considers the worst-case impact on the Local Highway Network.</p>
<p>IoACC via written comments dated 29th September 2023</p>	<p>Rural nature of the local road network, with visibility and width constraints and a lack of suitable passing places.</p>	<p>The existing highway network in Anglesey is subject to constraints. A desktop assessment supported by site visits has been conducted which has reviewed the probably routes to access the Project, which has identified that mitigation is likely to be required. Further details on the need for mitigation will be outlined within the oCTMP and ES submission.</p>
<p>IoACC via written comments dated 29th September 2023</p>	<p>Confirmation on expected travel patterns for construction workers.</p>	<p>An oTP will be submitted with the DCO submission setting out how staff can travel to and from the site via sustainable modes, such as car sharing and walking and cycling incentives as well as exploring the implementation of a shuttle bus service.</p>

<p>IoACC via written comments dated 29th September 2023</p>	<p>Details on construction programme, HGV&LGV delivery profile, working patterns, weight/dimensions of construction traffic</p>	<p>At this stage, the final construction programme is still being developed although it is expected that construction will commence in 2027. The exact type of construction vehicles are not yet known, however, details of the vehicle types will be provided within the Transport Assessment (TA) that will accompany the ES.</p>
<p>IoACC via written comments dated 29th September 2023</p>	<p>Baseline traffic data and locations of ATC data</p>	<p>Baseline traffic data has been included within this PEIR Chapter. The scope and timing of the ATCs has been agreed with IoACC.</p>
<p>IoACC via written comments dated 29th September 2023</p>	<p>Details on entry/egress points, including vehicle speeds directly adjacent the access point, existing and proposed visibility splays, appropriate setback for vehicle stacking, construction details, management measures, etc.</p>	<p>These details will be provided within the Transport Assessment that will accompany the DCO application and within the oCTMP.</p>
<p>IoACC via meeting on 7th May 2024</p>	<p>Use of the A5025 and A55 for abnormal loads to the Project.</p>	<p>The routing for abnormal loads was agreed with IoACC subject to the relevant mitigation measures being detailed in the DCO.</p>
<p>IoACC via meeting on 7th May 2024</p>	<p>Use of observed vehicle speeds to determine visibility requirements for the proposed access junctions.</p>	<p>It was agreed with IoACC that the observed speeds from the surveys undertaken could be utilised for determining the visibility requirements. Further details will be provided in the TA that will accompany the ES.</p>
<p>IoACC via meeting on 7th May 2024</p>	<p>Need for Stage 1 Road Safety Audits of all highway works, including access junctions</p>	<p>The scope and brief for all Road Safety Audits of the highway works will be agreed with IoACC and provided in the TA that will accompany the ES.</p>

<p>PINS via Scoping Opinion dated 19th December 2023</p>	<p>The Scoping Report proposes to scope out alternative modes of transporting construction materials as there are no other viable modes of transport from Holyhead Port to the Site apart from by road. The Inspectorate is content to scope this matter out of further assessment.</p>	<p>Noted and agreed. This has been scoped out of the ES.</p>
<p>PINS via Scoping Opinion dated 19th December 2023</p>	<p>The Scoping Report states that the shipment of materials into Holyhead Port cannot be assessed in the ES, as the location of construction materials for the Proposed Development are currently unknown. Paras 7.6.21 and 7.6.39 explain it is likely that construction materials would be transported on existing fleet, meaning additional shipping movements would not be required. The Inspectorate agrees that this matter can be scoped out of further assessment in the Transport and Access ES Chapter.</p>	<p>Noted and agreed. This has been scoped out of the ES.</p>
<p>PINS via Scoping Opinion dated 19th December 2023</p>	<p>The Inspectorate agrees that the number of vehicle trips generated by the operation and maintenance of the Proposed Development are unlikely to result in significant effects, it is therefore considered acceptable to scope this matter out. The Project Description chapter of the ES should clearly set out the likely number and type of operation and maintenance vehicles.</p>	<p>Noted and agreed. This has been scoped out of the ES. Details of the number and type of operational and maintenance vehicles will be provided within the ES.</p>
<p>PINS via Scoping Opinion dated 19th December 2023</p>	<p>The Scoping Report proposes to scope out an assessment of risks and accidents associated with hazardous and large loads, on the basis that there are no particular features of the local road network that would pose a significant risk and any large loads will be managed through the Electronic Service Delivery for Abnormal Loads (ESDAL) system. The Inspectorate is content to scope this matter out of further assessment.</p>	<p>Noted, no further action needed on the assessment of hazardous or large loads.</p>

<p>PINS via Scoping Opinion dated 19th December 2023</p>	<p>The ES should confirm the final study area for the assessment and justify how this has been selected, with reference to relevant industry guidance, the extent of the likely impacts and locations of sensitive receptors. A plan illustrating the extent of the study area, and the expected route(s) of construction traffic, should be included in the ES. It should be clear how the selected locations for Automatic Traffic Counts (ATC) relate to these route(s). Efforts should be made to agree these details with relevant consultation bodies.</p>	<p>The study area has been revised within the PEIR to reflect PINS' comments and include all possible routes to the Project. The scope of the surveys has been agreed with IoACC. Further details are provided within the PEIR, with the Transport and Access Study Area shown at Figure 9-1.</p>
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