

# MONA OFFSHORE WIND PROJECT

## Appendix to ExQ1 Q1.22.1 Traffic and Transport Cumulative Effects Assessment Study Area

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Image of an offshore wind farm

**MONA OFFSHORE WIND PROJECT**

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## Glossary

Term	Meaning
Applicant	Mona Offshore Wind Limited.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Mona Offshore Wind Project	The Mona Offshore Wind Project is comprised of both the generation assets, offshore and onshore transmission assets, and associated activities.
The Planning Inspectorate	The agency responsible for operating the planning process for Nationally Significant Infrastructure Projects.

## Acronyms

Acronym	Description
CEA	Cumulative Effects Assessment

# 1 Appendix to ExQ1 Q1.22.1 Traffic and Transport Cumulative Effects Assessment Study Area

## 1.1 Introduction

1.1.1.1 This document has been prepared in response to Question Q1.22.1 of the Examining Authority's first round of Written Questions addressed to the Applicant. The question is as follows:

- The Council's LIR [REP1-049] raises concern over the 1km study area being appropriate for the CEA.
  - Can you justify why a wider, more strategic assessment has not been undertaken in this regard?
  - Can you provide justification on the approach taken on excluding sites from the CEA where no information was available rather than making appropriate assumptions?

## 1.2 Response

1.2.1.1 The Cumulative Effects Assessment (CEA) contained within Volume 3, Chapter 8: Traffic and transport [APP-071] and the selection of sites for CEA are not limited to a 1 km study area and sites were not excluded from the CEA where no information was available.

1.2.1.2 The traffic and transport study area has been agreed with Conwy County Borough Council, Denbighshire County Council, Welsh Government and the North and Mid Wales Trunk Road Agent as set out in Section 8.4.4 of Volume 3, Chapter 8: Traffic and transport [APP-071]. It includes all access routes where construction traffic would not yet have dispersed across the highway network and thus encapsulates the parts of the highway network where potential impacts are most likely to occur.

1.2.1.3 In this regard, the 1 km distance from the Mona Onshore Development Area is simply a consequence because the points of the highway network where construction traffic has dispersed was the key consideration when defining and agreeing the traffic and transport study area. Traffic disperses at the A55 as it is the Strategic Road Network and the Applicant cannot define the route of construction traffic from that point ; notwithstanding, a section of the A55 is included within the traffic and transport study area. This is because the source of materials (e.g.stone) and the location where the contractors are based is not yet determined.

1.2.1.4 The CEA includes emerging development proposals that would generate material volumes of traffic along the local road network or along the A55 within the traffic and transport study area during the construction of the Mona Offshore Wind Project.

1.2.1.5 The location of those emerging developments included within the CEA was not limited to those within the traffic and transport study area. All development listed in Volume 5, Annex 5.1: Cumulative Effects Screening Matrix [APP-084] were filtered to identify those that could generate material volumes of traffic into the traffic and transport study area during the construction of the Mona Offshore Wind Project and thus create potential cumulative impacts. As a consequence, relevant sites that are located outside of the traffic and transport study area (located more than 1 km from the Mona Onshore Development Area) were identified and included within the assessments.

1.2.1.6 For locations farther away along the A55 (further outside of the traffic and transport study area and far more than 1 km from the Mona Onshore Development Area where

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there are one or more junctions along the A55 in between the developments), the construction traffic generated by the Mona Offshore Wind Project would further disperse and become lower than those within the traffic and transport study area. On a similar basis, for those locations farther away along the A55, the traffic generated by other cumulative developments would not be as dispersed and be higher than those within the traffic and transport study area.

- 1.2.1.7 In other words, the cumulative impacts outside of the traffic and transport study area reduce as a result of the Mona Offshore Wind Project and increase as a result of other cumulative developments.
- 1.2.1.8 Thus, the CEA within the traffic and transport study area allows for a proportionate CEA of the Mona Offshore Wind Project.
- 1.2.1.9 Those other cumulative developments that generate higher levels of traffic outside of the traffic and transport study area would undertake their own CEA for their own traffic and transport study area on a similar proportionate basis.
- 1.2.1.10 On the same basis as the assessments contained within Volume 3, Chapter 8: Traffic and Transport [APP-071], the selection of sites for CEA are not limited to those that are located within the traffic and transport study area. Their selection is based upon those that would generate material volumes of traffic into a traffic and transport study. 'Material' volume of traffic is taken to mean a volume of traffic that may create an impact.
- 1.2.1.11 In accordance with the Planning Inspectorate's Nationally Significant Infrastructure Projects Advice Note Seventeen: cumulative effects assessment relevant to nationally significant infrastructure projects, sites were identified as being tier 1, tier 2 or tier 3 and details on each of the sites were reviewed. The selection of sites to include within the CEA was not based upon the level of information that was available for each site. The selection of sites was based upon those that would generate a material volume of traffic into the traffic and transport study area during the construction period of the Mona Offshore Wind Project. Where limited or no information was available on any sites, judgement was applied based upon land use and development quantum to consider whether any such sites could generate material volumes of traffic into the traffic and transport study area during the construction of the Mona Offshore Wind Project. A review of the Cumulative Effects Assessment and In-Combination Assessment has been undertaken which considers new cumulative projects or project information that entered the public domain between November 2023 and 23 September 2024 (S\_D3\_18).
- 1.2.1.12 The CEA does not therefore, exclude sites for which there is limited or no information available. The CEA is undertaken in accordance with the Planning Inspectorate's advice note to include relevant sites that would generate a material volume of traffic into the traffic and transport study area during the construction period of the Mona Offshore Wind Project.
- 1.2.1.13 The CEA has therefore, been undertaken on a proportionate basis whereby the selection of sites are not limited to a 1 km study area and sites were not excluded from the CEA where no information was available.