

MONA OFFSHORE WIND PROJECT

Mona Change Request Report

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Image of an offshore wind farm

MONA OFFSHORE WIND PROJECT

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MONA OFFSHORE WIND PROJECT

Glossary

Term	Meaning
Applicant	Mona Offshore Wind Limited.
Application	The Application for the DCO submitted by the Applicant on 22 February 2024.
Development Consent Order (DCO)	An order made under the Planning Act 2008 granting development consent for one or more Nationally Significant Infrastructure Project (NSIP).
Environmental Statement	The document presenting the results of the Environmental Impact Assessment (EIA) process for the Mona Offshore Wind Project.
Local Highway Authority	A body responsible for the public highways in a particular area of England and Wales, as defined in the Highways Act 1980.
Mona Offshore Wind Project	The Mona Offshore Wind Project is comprised of both the generation assets, offshore and onshore transmission assets, and associated activities.
Mona Offshore Wind Project PEIR	The Mona Offshore Wind Project Preliminary Environmental Information Report (PEIR) that was submitted to The Planning Inspectorate (on behalf of the Secretary of State) and NRW for the Mona Offshore Wind Project.
Mona PEIR Offshore Wind Project Boundary	The area presented at PEIR containing all aspects of the Mona Offshore Wind Project, both offshore and onshore. This area was the boundary consulted on during statutory consultation and subsequently refined for the application for Development Consent.
Non-statutory consultee	Organisations that an applicant may choose to consult in relation to a project who are not designated in law but are likely to have an interest in the project.
Statutory consultee	Organisations that are required to be consulted by an applicant pursuant to the Planning Act 2008 in relation to an application for development consent. Not all consultees will be statutory consultees (see non-statutory consultee definition).
The Planning Inspectorate	The agency responsible for operating the planning process for NSIPs.

Acronyms

Acronym	Description
DCO	Development Consent Order
EIA	Environmental Impact Assessment
EnBW	Energie Baden-Württemberg AG
NRW	Natural Resources Wales
NSIP	Nationally Significant Infrastructure Project
PDE	Project Design Envelope
PEI	Preliminary Environmental Information
PEIR	Preliminary Environmental Information Report

1 MONA CHANGE REQUEST REPORT

1.1 Introduction

1.1.1.1 This report is the Applicant's formal request to make changes to the Mona Offshore Wind Project Development Consent Order Application (the Application) following submission to the Examining Authority (ExA) of the Applicant's Notification of Intent to submit a Change Request (AS-028) on 29 October 2024 (the Applicant's Notification).

1.1.1.2 The Applicant received comments from the Examining Authority through their letter of 8 November 2024 (PD-016) which the Applicant subsequently responded to. In that response further information was provided in respect of Change 1 and Section 1.2.1 below has been updated accordingly. Other additional updates are made to this Change Request Report in line with that correspondence, this includes removal of Change 5 which will no longer be taken forward in the Examination. Additional information has also been provided within Annex 1 of Appendix 1 in relation to traffic and transport and a Change Request: Outline Construction Traffic Management Plan (S_CR_15 F01) has been prepared to accompany this information.

1.1.1.3 The proposed changes to the Application and their rationale are set out in detail in Section 1.2. In summary, the changes are:

- Change 1: The amendment of the proposed Order Limits to include an existing access track for temporary access during onshore site preparation works and a parcel of land to the west of the onshore substation for temporary access during onshore site preparation works and construction of the onshore substation and surrounding works;
- Change 2: The amendment and widening of the onshore substation construction access road to aid Abnormal Indivisible Load (AIL) movements, including an amendment to the proposed Order Limits and an expansion of the land to be used for temporary construction access within the Order limits;
- Change 3: The amendment of the proposed Order Limits to include additional land adjacent to the onshore substation construction access bellmouth to accommodate a temporary construction drainage attenuation basin; and
- Change 4: The amendment and widening of the proposed Order Limits to include land needed to accommodate an area of hardstanding during the construction period to allow establishment of the permanent access road.

1.1.1.4 This Change Request has been made at the earliest opportunity in response to early design work, particularly in relation to highway accesses, as part of ongoing engagement with the local highway authority, landowners and the supply chain.

1.1.1.5 This report addresses step 4 of the process set out in the Planning Inspectorate's Advice Note 'Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted' (the 'PINS Change Advice Note'). As such it includes the following:

- Section 1.2: The confirmed description and rationale for the changes requested

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- Section 1.3: Matters relating to compulsory acquisition
- Section 1.4: Consideration of the environmental impact of the changes requested
- Section 1.5: Approach to consultation
- Section 1.6: Next steps and timings

1 Description of and Rationale for the Proposed Changes

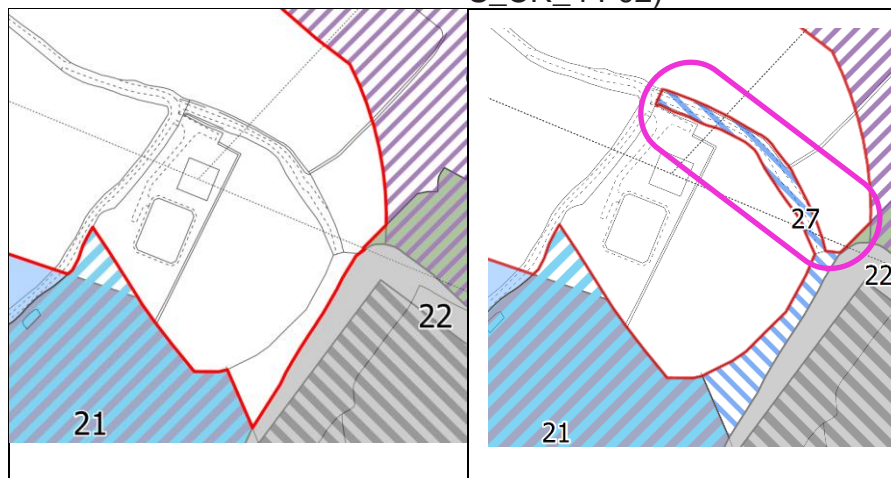
1.1 Change 1: Extension of the Order Limits to the West of the Onshore Substation

1.2.1.1 Change 1 comprises the incorporation of two new areas of land into the Order Limits which are described here as Change 1a and Change 1b.

Change 1a – Order Limits change to include an existing access track to the west of the onshore substation for temporary access during onshore site preparation works

Extract from Works Plans – Onshore (AS-003)

Extract from Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02)



1.2.1.2 This change will result in the inclusion of a section of the existing access track at the onshore substation at grid reference SJ 01353 73277 within the Order Limits to accommodate temporary access.

1.2.1.3 This existing access track is currently being utilised by the Applicant for ongoing site survey and investigation works. This change does not involve any works or upgrades to the existing track, the track will only be used to take access to Work Nos. 21, 22 and 33 (and other works areas through Work Nos. 21, 22 and 33).

1.2.1.4 As shown on the Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02), Change 1a will become part of Work No. 27.

1.2.1.5 Change 1a delivers an access to the onshore substation site area for onshore site preparation works period only. Use of this access will allow time-critical, and in some cases seasonally restricted, onshore site preparation works to be undertaken at the onshore substation site before the temporary construction

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access from Glascoed Road is in place. It is necessary to reduce the overall time required for the construction programme and reduce the likelihood of any delays to the connection of the Project. Change 1a facilitates onshore site preparation works earlier in the programme that would otherwise be contingent on delivery of the temporary access from Glascoed Road. These onshore site preparation works include archaeological investigations, investigations for the purpose of assessing ground conditions (to establish the detailed design of the finished ground level and onshore substation platform), ecological surveys and site clearance (surveys and tree and vegetation removal). Providing the ability for those to be undertaken earlier within the construction programme will facilitate the timely delivery of the temporary construction access from Glascoed Road and onshore substation platform works by ensuring the necessary information has been gathered to discharge the relevant Requirements and subsequently to undertake site clearance activities to prepare for the delivery of those works.

- 1.2.1.6 Please see paragraph 1.2.1.9 below for details of the total additional land take for Changes 1a and 1b.

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Change 1a – Order Limits change to include an area to the west of the proposed onshore substation for temporary access during onshore site preparation works and construction of the onshore substation and surrounding works

Extract from Works Plans – Onshore (AS-003)

Extract from Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02)



1.2.1.7 Change 1b results in an extension of the Order Limits from Work No. 22 to the field boundary where the existing access track (subject of Change 1a) terminates at grid reference SJ 01384 73165 for:

- temporary access during onshore site preparation works where access from the local highway network will be taken through the land included in Change 1a; and
- temporary access during construction to provide an additional means of access around the north-western corner of the onshore substation, taken from other Works areas around the onshore substation site. During this construction period, access to Change 1b will be from the construction access from Glascoed Road (via intervening Work areas).

1.2.1.8 As shown on the Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02), Change 1b will become part of Work No. 27.

1.2.1.9 The additional areas of land required for Changes 1a and 1b amounts to approximately 2611m². Whilst this land was included within the Mona PEIR Offshore Wind Project Boundary published in April 2023, it was removed prior to submission of the Application in an effort to reduce overall land take. However, as part of the ongoing early design work, it has become clear that use of this existing access track and associated land is necessary to facilitate onshore site preparation works at the substation site and to ensure these works can be delivered in a timely manner. In particular Change 1b delivers two needs for the project:

- it connects the access for onshore site preparation works (Change 1a) to the Work areas currently included within the Order Limits, and therefore facilitates everything set out in Change 1a; and

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- provides an additional area around the onshore substation excavated platform for the tracking of equipment during construction. Following early detailed design, the Applicant believes that this additional parcel of land is needed during construction to reduce the movement of tracked equipment over stored excavated material to reduce soil compaction.

1

Change – Amendment and widening of the onshore substation construction access road to aid Abnormal Indiscrete Load (AIL) movements

1.2.2.1

Change 2 comprises one new area of land outside the Order limits which is described here as Change 2a and one area within the Order limits to be covered by Work No. 27 (where it previously was not) which is described as Change 2b.

Change 2a Order Limits change to widen the temporary onshore substation construction access road and bellmouth which follows the alignment of the construction access road previously used by the Gwynt y Mor and Burbo Bank Extension Offshore Wind Projects during their construction at grid reference S 111111 Work No 111111

Extract from Works Plans – Onshore (AS-003) Extract from Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02)



1.2.2.2 The additional area of land required outside the existing Order Limits for Change 2a amounts to approximately 1212m². Whilst this was included within the Mona PEIR Offshore Wind Project Boundary published in April 2023, the Applicant's preliminary design works indicated that this land would not be required and it was removed prior to submission of the Application in an effort to reduce overall land take. However, as part of the Applicant's early detailed design works and investigations into the swept path for the delivery of AILs to the Mona Offshore Wind Project onshore substation, in particular the large transformers required for the substation, it has been identified that additional space at the bellmouth is required in order to make the turning into the onshore substation temporary access road safe.

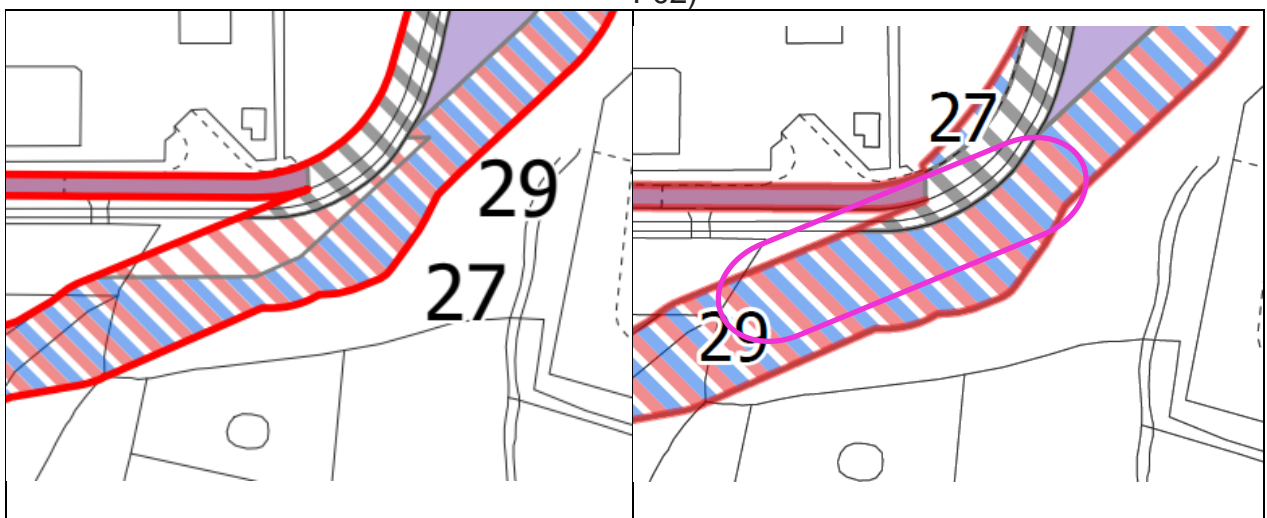
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1.2.2.3 It is also therefore necessary to extend the Order Limits and Work No. 27 in this area to accommodate the safe access and egress of AILs as well as to accommodate the swept path for the access through the proposed bellmouth junction.

Change 00 – Amendment to Work No 000 to widen the temporary onshore substation construction access road at grid reference S 01 000 000 1 0 0 y including a small area of additional land to the area identified for Work No 000 approximately 000m within the existing Order Limits. This land is currently identified as part of the permanent onshore substation access Work No 0000 only.





Extract from Works Plans – Onshore (AS-003)

Extract from Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02)

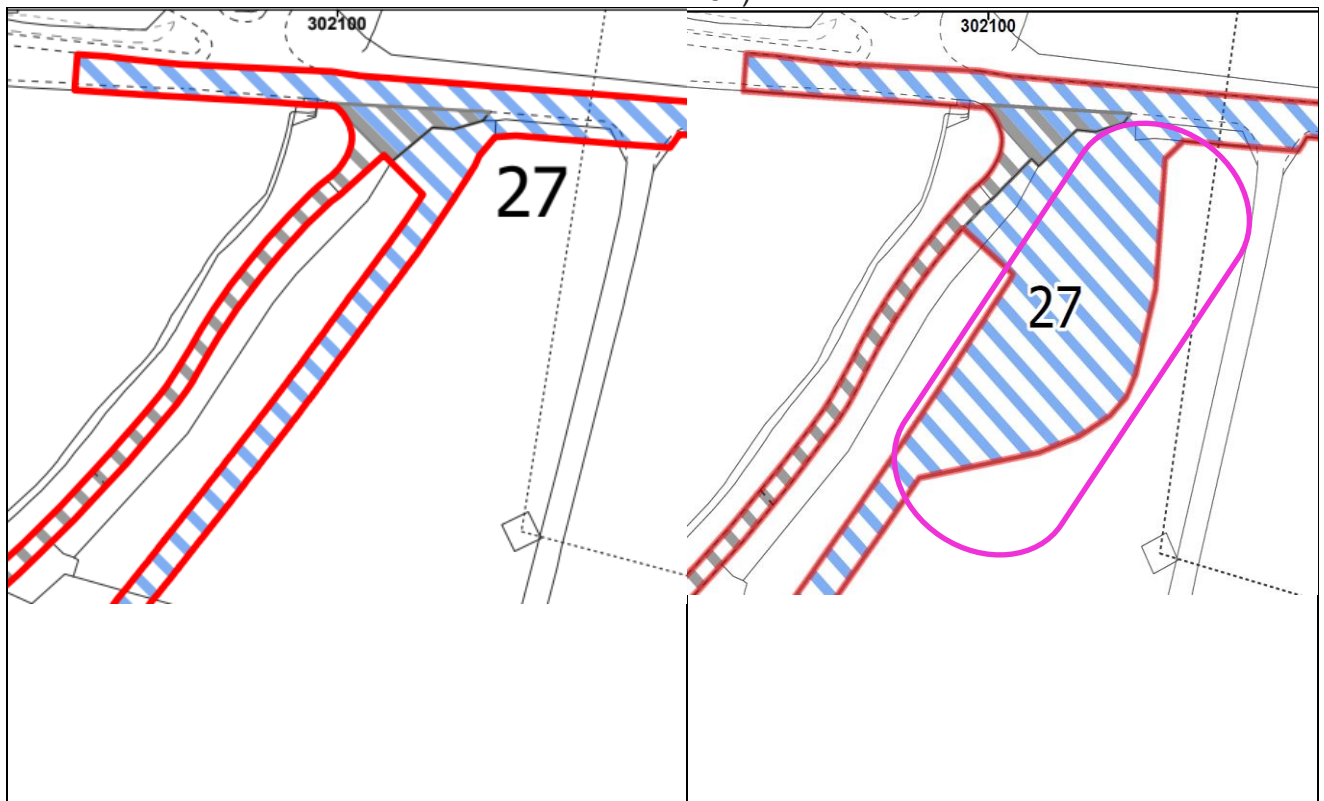


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1.2.2.4 The Applicant’s preliminary design work has identified additional space is needed along the temporary construction access road in this area to facilitate the AIL’s whilst ensuring adequate space for the fencing requirements outlined in the Outline Fencing Management Plan (REP2-048).

1  Change  – Amendment of the proposed Order Limits to include additional land adjacent to the onshore substation construction access  ellmouth to accommodate a temporary construction drainage attenuation  basin

Extract from Works Plans – Onshore (AS-003) Extract from Change Request: Works Plan - Onshore (Document Reference S_CR_4 F02)



1.2.3.1 This change results in a widened temporary onshore substation construction access road (eastward) to accommodate an additional temporary Sustainable Urban Drainage System (SuDS) attenuation pond at the northern extent of the onshore substation construction access road.

1.2.3.2 The additional area of land required for Change 3 amounts to approximately 2350m². Whilst this land was included within the Mona PEIR Offshore Wind Project Boundary published in April 2023, it was not included upon submission on the basis of the preliminary designs for the onshore substation construction access road. However, the Applicant’s early detailed design works for the onshore substation construction access road, including the swept path analysis outlined in Change 2 (specifically Change 2a), have identified the need for additional land take. This is in order to deliver attenuation to control the discharge of surface water during construction, in part due to the wider road outlined in Change 2a, and also from the requirement for great crested newt fencing to be deployed, likely resulting in additional drainage pathways. It is proposed to construct a temporary SuDS attenuation basin as a measure to control this additional surface water runoff. The proposed Change 3 will result in

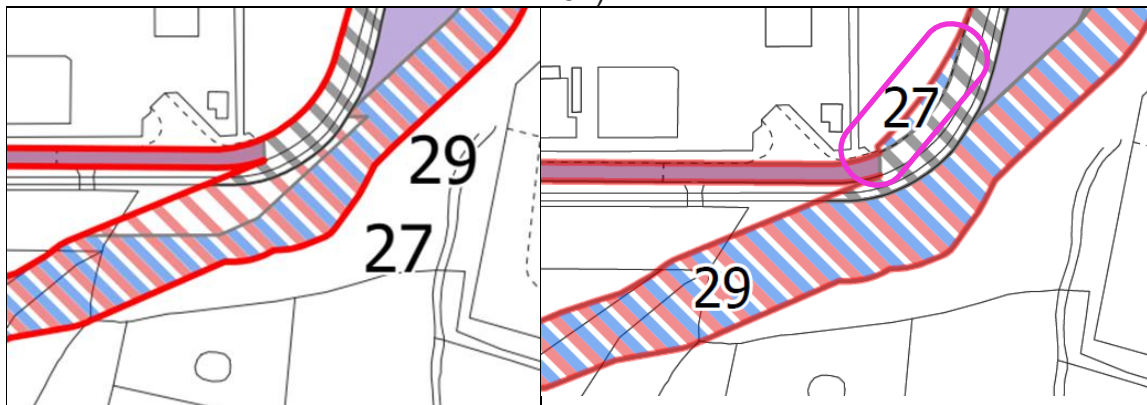
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a controlled surface water discharge into an existing drainage channel, reducing the risk of increased flooding downstream.

1 Change – Amendment and widening of the proposed Order Limits to include an area of land to accommodate an area of hardstanding during the construction period to allow establishment of the permanent access road

1.2.4.1 This change results in an extension of the Order Limits at grid reference SJ 01935 73551 to include the site of proposed Change 4. Proposed Change 4 will comprise a temporary area of hardstanding to be constructed immediately to the north of the existing road providing access to Bodelwyddan National Grid Substation and Gwynt y Mor Offshore Transmission Operator substation. This hardstanding will be in place during the construction period only and is necessary to facilitate the establishment of the permanent access road (Work No. 29).

Extract from Works Plans – Onshore (AS-003) - Onshore (Document Reference S_CR_4 F02)



1.2.4.2 In providing this temporary hardstanding, disruption to the users of the existing road will be reduced by removing the need to temporarily close the road for construction purposes.

1.2.4.3 The additional area of land required for Change 4 amounts to approximately 126m². Whilst the land required for proposed Change 4 was included within the Mona PEIR Offshore Wind Project Boundary published in April 2023, it was not included upon submission on the basis of the preliminary designs for the onshore substation area. As with the other changes set out above, the need for the extension to the Order Limits at this location has subsequently arisen as a result of the Applicant’s early detailed design works and as a consequence of ongoing landowner engagement. The landowner has expressed a preference to implement the permanent access road at the furthest possible point along the alignment of the existing access road and this change is necessary to facilitate that option. For the avoidance of doubt, despite this proposed Change 4, the Applicant needs to retain the access route optionality in this area (as shown on sheet 11 of Works Plans – Onshore (AS-003)) due to the complex nature of the constraints within these areas – utilities (including a high pressure gas main), drainage infrastructure, export cables, desire for continuity of access over the existing road, amongst others. The preferred option will be selected during the detailed design process.

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1 **Compulsory Acquisition**

- 1.3.1.1 Changes 1a and 1b, 2a, 3 and 4 involve the addition of some small areas of land around the site of the onshore substation to be brought within the Order Limits and for which additional powers of temporary possession only will be necessary. Change 2b also extends the area required for Work No. 27 (temporary construction access), but within the existing Order Limits and within an area already identified for permanent acquisition (as part of Work No. 29).
- 1.3.1.2 None of the proposed changes introduce additional landowners. Indeed, the number of Affected Persons impacted by this Change Request is very limited as all the land upon which the proposed changes are situated is owned by the Executor of the Estate of the Late David Watkin Williams-Wynn BT (otherwise referred to as the Cefn Estate) or Betty May Jones and Glyn Jones.
- 1.3.1.3 For these reasons (as confirmed by the Examining Authority in its letter of 8 November 2024 (PD-016)) The Infrastructure Planning (Compulsory Acquisition) Regulations 2010 ('CA Regulations') are not engaged and the procedures set out therein in regulations 5 to 19 do not therefore apply to Changes 1 to 4. The Applicant will instead undertake a non-statutory consultation on the Change Request as per the timings set out under Section 1.6 Next Steps and Timings.

1 **Funding of the Change Request**

- 1.3.2.1 The Funding Statement submitted with the DCO Application (APP-026) confirms that the Applicant has sufficient funds to finance the cost of the Mona Offshore Wind Project including the Change Request. As set out in the Funding Statement (Document Reference: S_CR_8 F01), there is no change in respect of the Property Cost Estimates submitted with the DCO Application (APP-026).

1 **Environmental Impact Assessment**

- 1.4.1.1 Changes 1 to 4 all fall within the existing datasets and surveyed areas used to inform the conclusions of the Environmental Statement (ES). As indicated in the Applicant's Notification, the Applicant has undertaken a review of its Environmental Impact Assessment (EIA) and the conclusions set out within the ES in relation to each of the proposed changes (Changes 1 to 4) to consider whether any of the proposed changes individually or cumulatively result in any new or different likely significant environmental effects.
- 1.4.1.2 A summary of the Applicant's review is set out in Annex 1.

1 **EIA Conclusions**

- 1.4.2.1 The overarching finding of the Applicant's review of the EIA and ES is that the proposed changes will not result in any new or different likely significant environmental effects. They therefore have no effect on the conclusions set out within the ES and no additional mitigation measures will be required as a result of the proposed changes.

1 **Approach to Consultation**

- 1.5.1.1 As set out in the Applicant's Notification, the Cefn Estate's land agents (Carter Jonas) were notified of the proposed changes by telephone on 23 October 2024

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with written follow up on 24 October 2024. The agents of Betty May Jones and Glyn Jones (Richard Jones) were informed by telephone and in writing on 23 October 2024.

- 1.5.1.2 Changes 1 to 4 do not result in any changes to the ES which require the production of Supplementary Environmental Information (SEI). The Applicant does not consider therefore that it is necessary to consult on the proposed changes pursuant to The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'), noting that there is not a statutory requirement to consult on SEI pursuant to the EIA Regulations in any event.
- 1.5.1.3 Further, the Applicant's consultation is not required to be in accordance with the CA Regulations as no additional powers of compulsory acquisition are being sought. It is therefore the Applicant's intention to provide for a targeted non-statutory consultation period of 15 days as requested by the Examining Authority. The Applicant has set out at Annex 2 all those who will be notified of the Change Request non-statutory consultation. The Applicant considers that the list at Annex 2 represents a reasonable and proportionate approach to the targeted consultation and will ensure that all directly affected parties are notified of and have a fair opportunity to make representations on the Change Request. Those persons will be directed to submit their consultation responses to the Applicant and any responses received subsequently provided to the ExA at Deadline 5.
- 1.5.1.4 Whilst the Applicant recognises that the PINS Change Advice Note recommends formal consultation on the proposed changes prior to submission of a change request application, the Applicant acknowledges (as was noted in the Applicant's Notification) that there is insufficient time remaining within the Examination to carry out more substantive consultation prior to submitting this Change Request. The changes are considered to be minor and given their specific nature and locational requirements would not be influenced by prior consultation. In addition, there are numerous examples of formal consultation on change request applications only taking place following submission of a change request application, this is even where supplementary environmental information is submitted and the CA Regulations are engaged as the EIA Regulations and CA Regulations consultations run in tandem (see for example, Sheringham and Dudgeon Extension Projects DCO).

1 ☐☐ **Next Steps and Timings**

- 1.6.1.1 The Applicant recognises that there is limited time remaining to accommodate the change request within the existing Examination timetable. To assist the ExA, the Applicant included an example timetable with the Applicant's Notification to set out how it considers the change request can be accommodated before the close of Examination.
- 1.6.1.2 The Applicant further recognises that the ability to accommodate the Applicant's Change Request relies heavily upon the Examining Authority's swift acceptance of the proposed change request and its willingness to deal with the proposed change request expeditiously. The Applicant hopes that the Examining Authority will consider itself able to meet the proposed timescales on the basis that the proposed changes are minor in nature, were included within the PEIR consultation boundary, do not involve and new land interests, do not engage the CA Regulations and do not result in any new or different likely significant

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environmental effects. Whilst Changes 1 to 4 involve additional areas of land, these are small areas in a localised area around the site of the onshore substation and no new landowners are affected. The Applicant also notes that there are examples of other projects where the relevant Examining Authority has been amenable to providing its response to a change request application in a significantly shorter period than 28 days including recently on the Byers Gill DCO, Cottam Solar Park DCO and the Sheringham and Dudgeon Extension Projects DCO.

Table 1.1: Timetable for the Non-Statutory Consultation and the Change Request

Date	Step	Comments
Friday 11 November 2011	All hard copies to be provided to consultees, arriving from Saturday 16 November and all materials to also be sent by email to consultees. Site notices to be placed.	Consultees to be contacted (on Monday 18 November) where confirmation of receipt of consultation materials has not been given and materials subsequently provided as required.
Monday 14 November 2011	Newspaper notice publication	Publication will be in The Daily Post.
Tuesday 20 December 2011	All consultation responses to be received by 17:00 on 3 December	Change Request Consultation Report to be provided to the Examining Authority, covering the points set out in the Examining Authority's letter dated 8 November, for Deadline 5 (23:59, Tuesday 3 December).
Wednesday December 2011	Hearings scheduled on 10 and 11 December.	The Applicant understands that the Examining Authority intends to cover the Change Request at some point during the hearings scheduled for 10 and 11 December
Friday 23 December 2011	Deadline 6	Should the Examining Authority choose to accept the Change Request, relevant document updates will be made to DCO Application documents to incorporate details related to the Change Request.

1.1.1 Schedule of Application Documents

- 1.7.1.1 In accordance with the PINS Change Advice Note, a full list of the application documents confirming whether any revisions would be required or marking the relevant document with no change as necessary has been provided in the Schedule of Application Documents (Document Reference S_CR_13).
- 1.7.1.2 Whilst all Application documents are set out in the Schedule of Application Documents, the Applicant has listed in Table 1-2 below, for clarity, those updated documents which have been submitted with this Change Request and which will be updated and submitted (alongside other documents as required of which an indicative list has been provided in Table 1-3 below) at existing Deadline 6 on the 20 December in the event the Change Request is accepted by the Examining Authority.
- 1.7.1.3 The base documents used to prepare all of the below were the versions of those documents submitted at Deadline 3.

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- 1.7.1.4 The Applicant has, for clarity, used document references with “CR” within them and document titles with “Change Request” included to be clear which documents are relevant for the change request. Please also note further comments set out below.
- 1.7.1.5 In relation to plans and again for clarity, extracts of plans have been prepared (rather than all sheets of the plans) such that only the relevant pages where changes are shown have been included.

Table 1: Updated documents submitted with this Change Request Report

Mona Document Reference	Document Name	Revision No	Comments
S_CR_3	Change Request: Location plans	F01	Only the relevant sheet has been included
S_CR_4	Change Request: Works Plan - Onshore	F02	Only the relevant sheet has been included
S_CR_5	Change Request: Land Plans	F02	Only the relevant sheet has been included
S_CR_6	Change Request: Street works and access to works plan	F01	Only the relevant sheet has been included
S_CR_7	Change Request: Book of Reference	F02	Only relevant plots have been included
S_CR_8	Change Request: Funding statement	F02	
S_CR_9	Change Request: Statement of Reasons	F02	
S_CR_10	Change Request: Land rights tracker	F02	Only relevant land interests have been included
S_CR_11	Change Request: Draft Development Consent Order (clean)	F02	Only changes related to the Change Request have been included
	Change Request: draft Development Consent Order REP2-004 to S_CR_11 (tracked)	F01	
S_CR_12	Schedule of Changes to the Change Request: Draft Development Consent Order	F01	
S_CR_13	Schedule of Application Documents	F02	
S_CR_15	Change Request: Outline Construction Traffic Management Plan	F01	Only changes related to the Change Request have been included.

Table 1: Indicative list of other documents to be updated and submitted on 11 December

Document to be updated	Reason for update
Crown Land Plan (Onshore)	Change to the Order limits shown within the plan
Special Category Land Plan	Change to the Order limits shown within the plan

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Document to be updated	Reason for update
Onshore Statutory and Non-Statutory Nature Conservation Sites	Change to the Order limits shown within the plan
Onshore Historic and Scheduled Monument Sites Plan	Change to the Order limits shown within the plan
Tree and Hedgerow Plan	Change to the Order limits shown within the plan
Temporary Stopping up of Public Rights of Way Plan	Change to the Order limits shown within the plan
Water Bodies in a River Basin Management Plan	Change to the Order limits shown within the plan
Design Principles	Change to the Order limits shown within the plan
Outline Landscape and Ecology Management Plan	Change to the Order limits shown within the plan
Outline Onshore Written Scheme of Investigation	Change to the Order limits shown within the plan
Outline Code of Construction Practice	Change to the Order limits shown within the plan
Outline Highways Access Management Plan	Change to the Order limits shown within the plan
Outline Public Rights of Way Management Plan	Change to the Order limits shown within the plan
Outline Operational Drainage Management Strategy	Change to the Order limits shown within the plan
Environmental Statement and Habitats Regulations Documents	As necessary to show changes to the Order limits shown within the figures

- 1.7.1.6 The Applicant has reviewed Other Consents or Licences Required (REP3-010) and confirms that the requested changes do not have any impact on securing the consents and licences listed in that document. Moreover, the Applicant does not anticipate there being any delay to securing any relevant consents or licences as a result of the Change Request.

1.8 Conclusions

- 1.8.1.1 The Applicant requests that the Examining Authority accepts this Change Request for consideration as part of the Examination.
- 1.8.1.2 The proposed changes do not give rise to any new or different likely significant effects and would not constitute a materially different application.
- 1.8.1.3 The Affected Persons impacted by Changes 1 to 4 are limited in number. Where additional areas of land are required as part of Changes 1 – 4, these areas are only required temporarily for onshore site preparation works and during construction. They will therefore only be subject to powers of temporary possession and not permanent acquisition of freehold land or rights. The CA Regulations are not engaged.
- 1.8.1.4 Whilst it is acknowledged that the remaining time in the Examination is limited, there is sufficient time to deal with the Change Request as set out in the Applicant's example timetable. .

□ ANNEX 1: POTENTIAL ENVIRONMENTAL IMPACTS OF THE CHANGE REQUEST

□1 Introduction

- 2.1.1.1 This section outlines the potential environmental impacts associated with the Change Request. The Change Request is treated as one single change for the purposes of this assessment as although there are a number of distinct elements, the nature of the changes are the same from an environmental impact assessment perspective.
- 2.1.1.2 Each sub-section below considers the ES topics submitted in support of the DCO Application. Each ES topic describes how the baseline environment may differ within the relevant land subject to the Change Request when compared to the ES and identifies the worst-case crossing scenario for each ES topic. Each topic sets out whether the Change Request may lead to new or materially different environmental impacts relative to those stated in the ES, and what mitigation might be required to avoid, reduce or offset these impacts.
- 2.1.1.3 The assessments, conclusions and methodology contained within the ES have been used as the basis of the assessments within this Annex 1. Mitigation measures set out in the DCO Application and secured through the requirements of the Draft DCO (REP2-004) will apply equally to the Change Request.
- 2.1.1.4 The Applicant highlights that in general, the proposed changes to the Order Limits and project elements changes do not significantly change the purpose, intent or impact of the original application and will have no material effect on the assessments and conclusions of the ES. The conclusions of the cumulative assessment also remain unchanged.
- 2.1.1.5 The maximum design parameters for the project remain within the original Rochdale Envelope described in the ES.
- 2.1.1.6 If the Change Request is accepted, then any individual ES chapters (and associated figures and appendices) will be updated as necessary to incorporate the information set out within this Annex 1 and will be submitted into the Examination as appropriate.

□□□ Geology, Hydrogeology and Ground Conditions

Assumptions and Limitations

- 2.2.1.1 The relevant land subject to the Change Request comprises primarily agricultural land or existing tarmac or gravel access tracks which have been constructed in association with existing electricity infrastructure. There is considered to be a low soil or groundwater contamination risk associated with this infrastructure. The relevant land subject to the Change Request is characterised by Secondary (undifferentiated) bedrock aquifer and Principal superficial geology aquifer (Change 1, Change 2) and Secondary A superficial geology aquifer (Change 3, Change 4). There are no groundwater Source Protection Zones within the relevant land subject to the Change Request.
- 2.2.1.2 Overall, baseline features remain unchanged from those previously identified and assessed within the ES submitted in support of the DCO Application.

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- 2.2.1.3 The inclusion of additional land within the Order Limits to comprise enlarged access track extents will result in additional ground disturbance relative to that assessed in the ES. The extended Order Limits will not affect any additional receptors. Potential impacts are limited to alteration to groundwater quantity or quality as a result of accidental release or spillage of potentially polluting substances, during the construction phase or as a result of disturbance and mobilisation of existing areas of contamination associated with recent or historical land-use.
- 2.2.1.4 Mitigation measures to prevent accidental contamination of groundwater sources will be implemented as set out in the Outline CoCP (REP2-038).
- 2.2.1.5 The Change Request, therefore, do not result in any new or different likely significant environmental effects in respect of geology, hydrogeology or ground conditions.

Hydrology and Flood Risk

Assumptions and Limitations

- 2.3.1.1 The relevant land subject to the Change Request is located within the Pont Robin Cut (Bodelwyddan) catchment. The relevant land subject to the Change Request does not intersect any Ordinary Watercourses. The closest Main River is the River Elwy located approximately 1.5 km east of the relevant land subject to the Change Request at its nearest point.
- 2.3.1.2 The relevant land subject to the Change Request is located within Flood Zone 1 with a <0.1% annual probability of flooding. It has a very low risk of surface water flooding and flooding from reservoirs. There are no surface water flow paths across the relevant land subject to the Change Request.
- 2.3.1.3 Overall, baseline features remain unchanged from those identified and assessed within the ES submitted in support of the DCO Application.

Environmental Appraisal

- 2.3.1.4 Potential impacts remain as previously assessed, namely the impact of increased flood risk arising from additional surface water runoff, the impact of damage to existing field drainage and the impact of contaminated runoff on the quality of watercourses and the environmental objectives of the water bodies within which they are located. The Change Request will result in an increase in surface water runoff associated with the Project relative to the ES, albeit only a small increase. The presence of the Ordinary Watercourse at the relevant land subject to the Change Request (Change 1) will not result in the need for diversion and/or culverting of the watercourse as no works or upgrades to the existing track are proposed, it is simply proposed to use the track to take access. Therefore, there will be no impact on the hydromorphology of the Ordinary Watercourse.
- 2.3.1.5 The construction of the attenuation basin as part of the Change 3 will be subject to detailed design to ensure that its establishment will not result in a change in potential for increased flood risk.
- 2.3.1.6 Best practice mitigation measures to minimise the impact of the alteration to surface water flows will be implemented in accordance with the Outline CoCP (REP2-038) and the Outline Construction Surface Water Drainage Management Plan (CSWDMP) (REP2-050).

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- 2.3.1.7 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of hydrology and flood risk.



Onshore Ecology

Assumptions and Limitations

- 2.4.1.1 The relevant land subject to the Change Request is not located within a statutory or non-statutory designated site for nature conservation. A suite of ecological surveys were undertaken in 2022 and 2023 to inform the PEIR and ES, which included an Extended Phase 1 Habitat Survey which covered the relevant land subject to the Change Request. The relevant land subject to the Change Request is primarily characterised by improved grassland which is generally present at these locations within the current extent of the Order Limits. Change 3 would result in the removal of an additional area of species poor hedgerow, albeit this would only be a small increase from that assessed in Environmental Statement - Volume 3, Chapter 3: Onshore Ecology (APP-066).
- 2.4.1.2 Overall, baseline features remain unchanged from those identified and assessed with the ES submitted in support of the DCO Application.

Environmental Appraisal

- 2.4.1.3 Potential impacts from the Change Request remain as previously assessed in the ES, particularly in respect of temporary and permanent habitat loss of hedgerows. The extended Order Limits will not affect any additional receptors or cause any different impacts to that assessed in the ES.
- 2.4.1.4 Potential ecological impacts will be minimised by the application of mitigation measures, in particular replacement woodland planting, as set out within Section 3.8 Environmental Statement - Volume 3, Chapter 3: Onshore Ecology (APP-066), the Outline CoCP (REP2-038) and the Outline LEMP (REP2-034).
- 2.4.1.5 Based on existing survey data and appraisals of habitat suitability, impacts associated with the Change Request are expected to be negligible. Notwithstanding, in line with wider recommendations in the ES, a number of pre-construction surveys will be required post-consent to update the environmental baseline and inform the final management plans submitted for approval as part of the Draft DCO requirements.
- 2.4.1.6 The Change Requests, therefore, do not result in any new or different likely significant environmental effects in respect of onshore ecology.



Onshore and Intertidal Ornithology

Assumptions and Limitations

- 2.5.1.1 Given the location of the relevant land subject to the Change Request, this Annex 1 considers onshore ornithology only (i.e. intertidal ornithology is excluded from the assessment of the potential environmental impacts). The relevant land subject to the Change Request was included within the survey area which was assessed during the wintering and migratory bird surveys undertaken November 2022 and March 2023 and the Onshore breeding bird surveys undertaken April 2022 to July 2022 and March 2023 to July 2023 as documented in Environmental Statement - Volume 3, Chapter 4: Onshore and intertidal ornithology (APP-067).

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- 2.5.1.2 Overall, baseline features remain unchanged from those identified and assessed with the ES submitted in support of the DCO Application.
- Environmental Appraisal
- 2.5.1.3 Potential impacts from the Change Request remain as previously assessed in the ES, particularly in respect of the potential impact of temporary and permanent habitat loss as well as the potential impact of habitat disturbance.
- 2.5.1.4 Potential ecological impacts will be minimised by the application of mitigation measures, in particular replacement woodland planting, as set out within Section 4.8 Environmental Statement - Volume 3, Chapter 4: Onshore and intertidal ornithology (APP-067), the Outline CoCP (REP2-038) and the Outline LEMP (REP2-034).
- 2.5.1.5 Based on existing survey data and appraisals of habitat suitability, impacts associated with the Change Request are expected to be negligible. Notwithstanding, in line with wider recommendations in the ES, a number of pre-construction surveys will be required post-consent to update the environmental baseline and inform the final management plans submitted for approval as part of the Draft DCO requirements.
- 2.5.1.6 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of onshore and intertidal ornithology.

Historic Environment

Assumptions and Limitations

- 2.6.1.1 There are no Scheduled Monuments or Listed Buildings within the relevant land subject to the Change Request, and it is not located within a Conservation Area or Registered Park and Garden. The closest historic environment receptors remain largely as per those identified in Environmental Statement - Volume 3, Chapter 5: Historic environment (APP-068) given that the Change Request is minor in extent.
- 2.6.1.2 Overall, baseline features remain unchanged from those identified and assessed within the ES submitted in support of the DCO Application.
- Environmental Appraisal
- 2.6.1.3 Potential impacts on historic environment receptors remain as previously assessed, namely loss of, or harm to, buried archaeological remains. Indirect (setting) impacts on designated assets within the surrounding area are not anticipated due to the temporary nature of construction activities and no permanent above ground infrastructure of any height at this location during operation. These impacts will be mitigated prior to and during construction, as informed by pre-construction archaeological mitigation excavations (where identified to be required), of the Project secured through the Outline Onshore Written Scheme of Investigation (REP2-036),
- 2.6.1.4 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of historic environment.

Landscape and Visual Resources

Assumptions and Limitations

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- 2.7.1.1 The relevant land subject to the Change Request does not lie within any nationally designated/defined landscapes or any other local landscape designations; there is no change to the susceptibility, value or sensitivity of the landscape within the revised extents of the Order Limits from what has already been identified and assessed in Environmental Statement - Volume 3, Chapter 6: Landscape and visual resources (APP-069). It is judged that the baseline study, set out in APP-069 remains valid.
- 2.7.1.2 Overall, baseline features remain unchanged from those identified and assessed with the ES submitted in support of the DCO Application.
- Environmental Appraisal
- 2.7.1.3 Impacts on landscape and visual receptors arising from the Change Request would follow those already assessed in Environmental Statement - Volume 3, Chapter 6: Landscape and visual resources (APP-069) and therefore remain short-term, temporary and reversible i.e., landscape features would be reinstated following completion of construction activities.
- 2.7.1.4 There are no new above ground features being proposed in respect of the Change Request and the additional land incorporated in the Order limits is minimal. Therefore, any additional impact on landscape and visual resources as a result of the Change Request are largely in respect of the construction and decommissioning phases and would be short-term, temporary and reversible.
- 2.7.1.5 Mitigation secured through the Outline LEMP (REP2-034) and the Design Principles (REP2-026) will apply to ensure that the design and mitigation intent is realised as described in the Environmental Statement - Volume 3, Chapter 6: Landscape and visual resources.
- 2.7.1.6 The Change Requests, therefore, do not result in any new or different likely significant environmental effects in respect of landscape and visual resources.

Land Use and Recreation

Assumptions and Limitations

- 2.8.1.1 The relevant land subject to the Change Request comprises primarily agricultural land or existing tarmac or gravel access tracks which have been constructed in association with existing electricity infrastructure.
- 2.8.1.2 The relevant land subject to the Change Request is located on Grade 3b agricultural land or existing access tracks. Bridleway 208/32 crosses the primary construction access to the Onshore Substation and footpath 208/16 routes south along the western boundary of this access. The impact on Bridleway 208/32 and footpath 208/16 are unchanged compared with what as assessed within the ES. Overall, land use remains unchanged from that identified and assessed within the ES submitted in support of the DCO Application.

Environmental Appraisal

- 2.8.1.3 Potential impacts of the Change Request remain the same as previously assessed in Environmental Statement - Volume 3, Chapter 7: Land use and recreation (APP-070), namely temporary disruption to agricultural land and soils, impact to the operation of farm holdings. The Change Request (Change 1) will avoid vehicles tracking over agricultural land to undertake site preparation activities, and therefore, reduce potential damage to soils.

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- 2.8.1.4 The extended Order Limits result in a minor increase in temporary land take however, it will not affect any additional receptors or cause any different impacts to that assessed in the ES. Best practice mitigation measures to minimise impacts to agricultural soils and businesses, and recreational receptors during construction will be implemented, as outlined in Table 7.24 Environmental Statement - Volume 3, Chapter 7: Land use and recreation (APP-070), the Outline CoCP (REP2-038) and the Outline Soil Management Plan (APP-220). Collaboration with the landowners at the relevant land subject to the Change Request will be ongoing in relation to access, soil management and cable routing, to minimise impacts to the agricultural land and business.
- 2.8.1.5 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of land use and recreation.

□□□ Traffic and Transport

Assumptions and Limitations

- 2.9.1.1 The assessment of traffic and transport impacts within Environmental Statement - Volume 3, Chapter 8: Traffic and Transport (APP-071) was informed by assessing the forecast change in traffic flows relative to the baseline traffic conditions. The traffic and transport baseline traffic conditions would remain unchanged under the Change Request from those assessed within the ES submitted in support of the DCO Application.

Environmental Appraisal

- 2.9.1.2 Change 1 will be used only for onshore site preparation works including pre-construction surveys and site clearance. It is likely that this access will be used intermittently over a period of approximately twelve months. On days that the access is used the number of traffic movements will be de-minimis.
- 2.9.1.3 The vehicles using this existing access for the onshore site preparation works are expected to be 4x4 with trailers and swept path analyses have shown these travelling between the B5381 Glascoed Road and the existing access junction satisfactorily with no overrun of the edge of carriageway. A technical note is included at Appendix 1 to this Annex which provides an assessment of the transport considerations in respect of Change 1a.
- 2.9.1.4 There would be no change to the peak traffic demand and the assessments of these within the Environmental Statement - Volume 3, Chapter 8: Traffic and Transport (APP-071). An assessment of access and road safety has been completed and concluded that there are no road safety concerns with the proposed use of the existing access track on the basis that the Change Request would be subject to the same controls already applied through the Draft DCO and mitigation set out in the Outline Construction Traffic Management Plan (REP2-064). To provide absolute clarity on this point, the Applicant has prepared a Change Request: Outline Construction Traffic Management Plan (Document Reference S_CR_15) with details of those controls which will also be applied to Change 1.
- 2.9.1.5 In relation to Changes 2-4 the amended Order Limits would not materially increase vehicle movements and therefore, there would be no material change to peak traffic demand forecasts and any changes could be contained within the assessed worst case.

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- 2.9.1.6 Mitigation measures set out within Environmental Statement - Volume 3, Chapter 8: Traffic and Transport (APP-071) and included within the Outline Construction Traffic Management Plan (CTMP) (REP2-064) will be implemented to ensure that the construction traffic parameters (e.g., traffic numbers and routes) assessed within the ES are managed and not exceeded.
- 2.9.1.7 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of traffic and transport.

11 Noise and Vibration

Assumptions and Limitations

- 2.10.1.1 The closest noise sensitive receptors to the relevant land subject to the Change Request remain consistent with those identified in Environmental Statement - Volume 3, Chapter 9: Noise and Vibration (APP-072) with only negligible decrease in the distance between the Order Limits and the closest noise sensitive receptors. This baseline remains unchanged from that identified and assessed within the ES submitted in support of the DCO Application.

Environmental Appraisal

- 2.10.1.2 Potential impacts remain the same as previously assessed, namely annoyance related impacts caused by noise generated by construction works, vehicles and plant. The Change Request will not result in any new or different impacts from what was assessed in the Environmental Statement - Volume 3, Chapter 9: Noise and Vibration (APP-072).
- 2.10.1.3 There will be no material change to the number of construction traffic movements compared to that assessed in the ES (see paragraphs 2.10.1.2 to 2.10.1.7 above), so the road traffic noise impacts will be no worse than those assessed in the ES.
- 2.10.1.4 Potential noise and vibration impacts will be controlled by the application of mitigation measures set out within Section 9.8 of Environmental Statement - Volume 3, Chapter 9: Noise and Vibration (APP-072), the Outline CoCP (REP2-038) and the Outline Construction Noise and Vibration Management Plan (REP2-044).
- 2.10.1.5 The Change Request, therefore, does not result in any new or different likely significant environmental effects in respect of noise and vibration.

11 Air Quality

Assumptions and Limitations

- 2.11.1.1 There are no designated Air Quality Management Area's (AQMAs) within the relevant land subject to the Change Request. There are also no designated AQMAs within the air quality study area indicating that air quality falls below the relevant objectives and limit values for the main air pollutants.
- 2.11.1.2 Background pollutant concentrations of NO₂, PM₁₀ and PM_{2.5} at the relevant land subject to the Change Request and across the study area considered in Environmental Statement - Volume 3, Chapter 10: Air quality (APP-073) is below the air quality limit value as set out in the UK's Air Quality Standards Regulations 2010.

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2.11.1.3 This baseline remains unchanged from that identified and assessed within the ES submitted in support of the DCO Application.

Environmental Appraisal

2.11.1.4 Potential impacts of the Change Request remain the same as previously assessed within the Environmental Statement - Volume 3, Chapter 10: Air quality (APP-073), namely nuisance impacts caused by dust emissions from construction works, vehicles and plant. The Change Request will not affect any additional receptors or cause any different impacts to that assessed in the ES. There will be no material change to the number of construction traffic movements compared to that assessed in the ES.

2.11.1.5 As detailed in Section 10.7 of Environmental Statement - Volume 3, Chapter 10: Air quality (APP-073), air pollution and dust generation would be appropriately controlled by the application of best practice mitigation measures set out within the Outline Dust Management Plan (APP-214) and the Outline CoCP (REP2-038).

2.11.1.6 The Change Requests, therefore, do not result in any new or different likely significant environmental effects in respect of air quality.

1 Other Environmental Topics

2.12.1.1 Due to the scale and nature of the Change Request, the following topics are unlikely to affect, or be affected by the Change Request, and so it is considered appropriate that these are scoped out of the considerations for this Annex 1:

- Climate change;
- Socio Economics;
- Human Health; and
- Transboundary effects

2.12.1.2 In addition, due to the distance of the relevant land subject to the Change Request from the coast, no offshore topics will be affected.

2.12.1.3 Finally, as there the changes do not introduce any new environmental receptors or additional impacts on previously identified receptors, there are no cumulative impacts which differ from those assessed in the ES nor are there any inter-related effects which differ from those assessed in the ES.

1 Conclusions

2.13.1.1 The Change Request represents a minor change to the development previously assessed in the DCO Application, comprising small extensions to the Order Limits and changes to the works areas. These changes do not introduce any new environmental receptors or additional impacts on previously identified receptors. Furthermore, all works associated with the Change Request will be undertaken in strict accordance with the environmental and construction management measures outlined within the wider DCO Application, as secured by the draft DCO (REP2-004).

2.13.1.2 This Annex 1 therefore demonstrates that the Change Request will not lead to any materially new or different environmental impacts to those previously assessed and reported within the ES. It is therefore concluded that the mitigation

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measures secured by the draft DCO (REP2-004) are sufficient to appropriately manage any potential impacts from the Change Request.

1 Appendix 1 to ANNEX 1: temporary onshore site preparation works access technical note in respect of change 1a of the change request

1.1 Introduction

1.1.1.1 This technical note has been prepared in support of a Change Request which is sought by Mona Offshore Wind Limited (the Applicant) in respect of its application (the Application) to the Secretary of State for a development consent order (DCO) for the construction, operation and decommissioning of an offshore wind power generating station – the Mona Offshore Wind Project.

1.1.1.2 The Applicant submitted a Change Request Report to the Examining Authority (ExA) on 1 November 2024 (CR1-001). In response to the letter issued by the ExA on 8 November which sought clarification on several matters relating to Change Request 1, an updated Change Request Report has been prepared.

1.1.1.3 This technical note forms an appendix to Annex 1 of the updated Change Request Report. The purpose of this technical note is to assess the transport considerations in respect of Change Request 1a which requires a change to the Order Limits at grid reference SJ 01353 73277 to include an existing track to the west of the onshore substation for temporary construction access during onshore site preparation works. This is shown as access AC-T1 on the Change Request: Street Works and Access to Works Plan (AC-T1) (hereinafter referred to as Change Request Access AC-T1).

1.1.1 Baseline situation

1.1.1.1 Existing access function

1.2.1.1 Change Request Access AC-T1 is located along an unnamed road approximately 1.25 km from the B5381 Glascoed Road which routes south towards Cefn Meriadog (hereafter referred to as ‘the Cefn road’). The location is shown on Figure 1 below.

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Figure 1: Existing Access Junction Location

- 1.2.1.2 Change Request Access AC-T1 provides access onto the Cefn road that is currently used for access to the surrounding agricultural fields and agricultural units.
- 1.2.1.3 Change Request Access AC-T1 is abutted to the north by hedgerow and an agricultural field, and to the south by an access to a cable sealing end compound for National Grid assets. The access track from the Cefn road is bordered for approximately 128 m by hedgerow before entering fields.

1  The Cefn road

- 1.2.2.1 Change Request Access AC-T1 is located along the Cefn road. This is a single-track road with an approximate width of 2.8 m, the posted speed limit is the National Speed Limit (NSL) of 60 mph. The Cefn road routes between the B5381 Glascoed Road at its northern extent and to other rural single-track roads around Cefn Meriadog to the south.
- 1.2.2.2 There is an advisory sign at the northern end of the Cefn road at its junction with the B5381 Glascoed Road advising that the road is unsuitable for heavy goods vehicles (advisory only, not regulatory). Agricultural vehicles currently use this road for access to the surrounding agricultural fields and units.
- 1.2.2.3 There are approximately nine passing locations along the Cefn road between the B5381 Glascoed Road and Change Request Access AC-T1. The passing locations are shown below on Figure 2.



Figure 5 Passing Locations

1.2.2.4 Swept path analyses of a 4x4 and trailer travelling along the Cefn road between the Cefn road and Change Request Access AC-T1 are shown on Figure 5 at the end of this technical note and show no overrunning of the edge of carriageway.

1 Road Safety

1.2.3.1 Collision data along the Cefn road and at its junction with the B5381 Glascoed Road have been assessed on CrashMap (<https://www.crashmap.co.uk>) for the latest available five-year period (2018-2022).

1.2.3.2 The collision history has been reviewed and identified that there have been no personal injury accidents occurring within this area during this period. On this basis, there is no evidence of any existing highway safety issues along the Cefn road or at its junction with the B5381 Glascoed Road.

1 Proposed Situation

1 Trip Generation

1.3.1.1 It is proposed that Change Request Access AC-T1 will only be used for onshore site preparation works which include archaeological investigations, investigations for the purpose of assessing ground conditions (to establish the detailed design of the finished ground level and onshore substation platform), ecological surveys and site clearance (surveys and tree and vegetation removal). It is likely that this access will be used intermittently over a period of approximately 12 months.

1.3.1.2 The largest type of vehicle that would utilise Change Request Access AC-T1 for the duration of the site preparation works are light vehicles, vans or 4x4 vehicles

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with relevant machinery being carried on trailers. An example vehicle is shown on Figure 3 below.

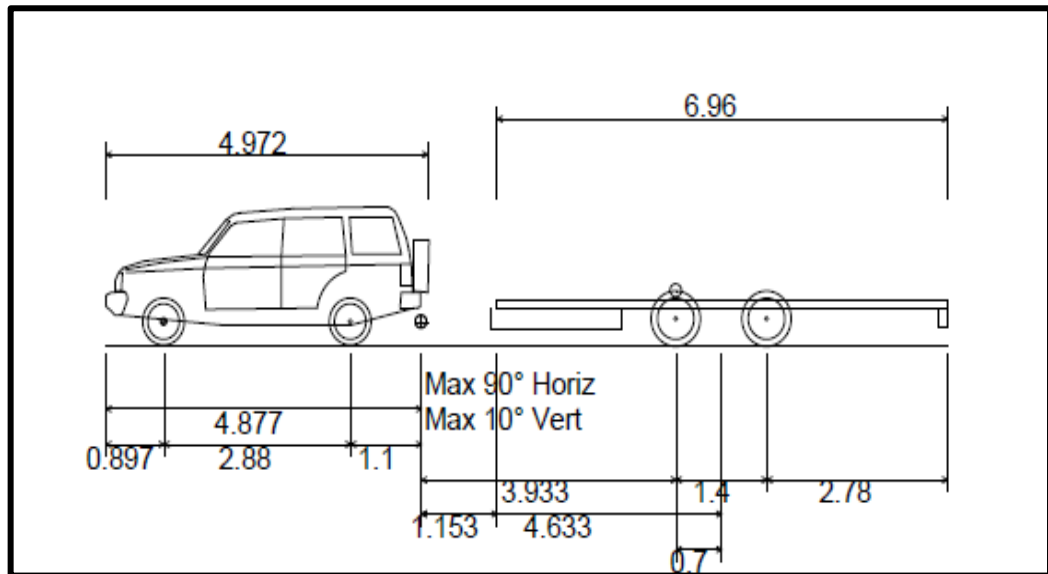


Figure 3: Dimensions of vehicle with trailer

1.3.1.3 It is not expected that the onshore site preparation works would generate vehicle movements along the Cefn road every day. On those days that the access is used, the traffic movements will be de minimis and in line with vehicle movements associated with the surveys undertaken to-date.

1.3.1.4 The Change Request is supported by a 'Change Request: Outline Construction Traffic Management Plan' which restricts the access via the Cefn Road to light vehicles, vans or 4x4 vehicles with trailers only. It also includes additional controls to limit vehicles routing along Cefn Road, including:

- Change Request Access AC-T1 will only be used during the onshore site preparation works by vehicles undertaking site preparation activities.
- On completion of the temporary construction access road from Glascoed Road to the Onshore Substation and following notification to the Local Planning Authority, vehicles will cease to use Change Request Access AC-T1.
- No construction vehicles will be permitted to access the Onshore Substation site via Change Request Access AC-T1.

1.3.2 Change Request Access AC-T1

1.3.2.1 The posted speed limit along the Cefn road is the NSL of 60 mph, however due to its geometries and alignment vehicle speeds can be expected to not exceed 30 mph.

1.3.2.2 The requisite visibility splay requirements of 2.4 m x 43 m for 30 mph vehicle speeds in line with guidance set out in Manual for Streets 2 (The Chartered Institute of Highways and Transportation, 2010) are achievable in both directions from the Junction. These visibility splays are shown on Figure 4.

1.3.2.3 A swept path analysis of a 4x4 and trailer accessing and egressing Change Request Access AC-T1 to and from the west (i.e. to and from the B5381 Glascoed Road) at Figure 4 and shows vehicles accessing and egressing

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Change Request Access AC-T1 satisfactorily with no overrun of the edge of the carriageway.

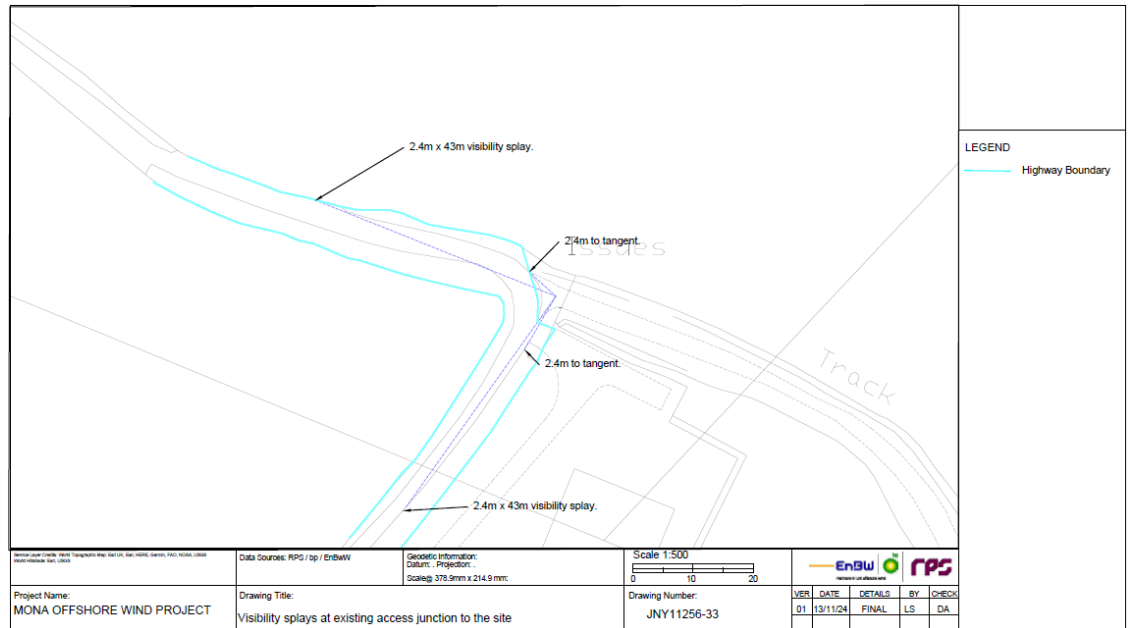


Figure 1: Visibility splays at existing access junction to the site

1.3.3.1 Glascoed Road Cefn road junction

- 1.3.3.1 Vehicles routeing to / from the existing access during site preparation works would route via the A55 Junction 26, through St Asaph Business Park, along the B5381 Glascoed Road and along the Cefn road.
- 1.3.3.2 The increase in vehicle movements using this junction as a result of Change 1a is de minimis and will be controlled through the implementation of measures set out in the Change Request: Outline Construction Traffic Management Plan as outlined above.

1.4 Summary and conclusions

- 1.4.1.1 The purpose of this technical note is to assess the transport considerations for the proposed use of Change Request Access AC-T1 to facilitate temporary access to the proposed Onshore Substation to allow for onshore site preparation works.
- 1.4.1.2 It is proposed that the Change Request Access AC-T1 will be used only for onshore site preparation works including archaeological investigations, investigations for the purpose of assessing ground conditions (to establish the detailed design of the finished ground level and onshore substation platform), ecological surveys and site clearance (surveys and tree and vegetation removal).
- 1.4.1.3 It is likely that Change Request Access AC-T1 will be used intermittently over a period of approximately twelve months. On days that Change Request Access AC-T1 is used the number of traffic movements will be de-minimis.
- 1.4.1.4 The vehicles using Change Request Access AC-T1 for the onshore site preparation works are expected to be light vehicles, vans and 4x4 with trailers.

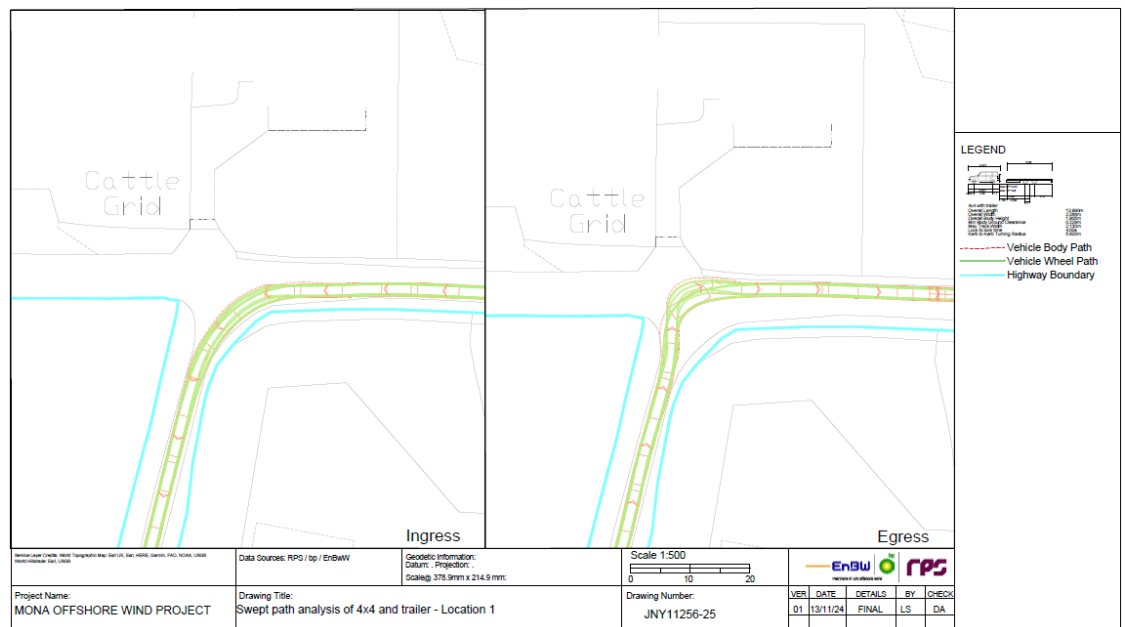
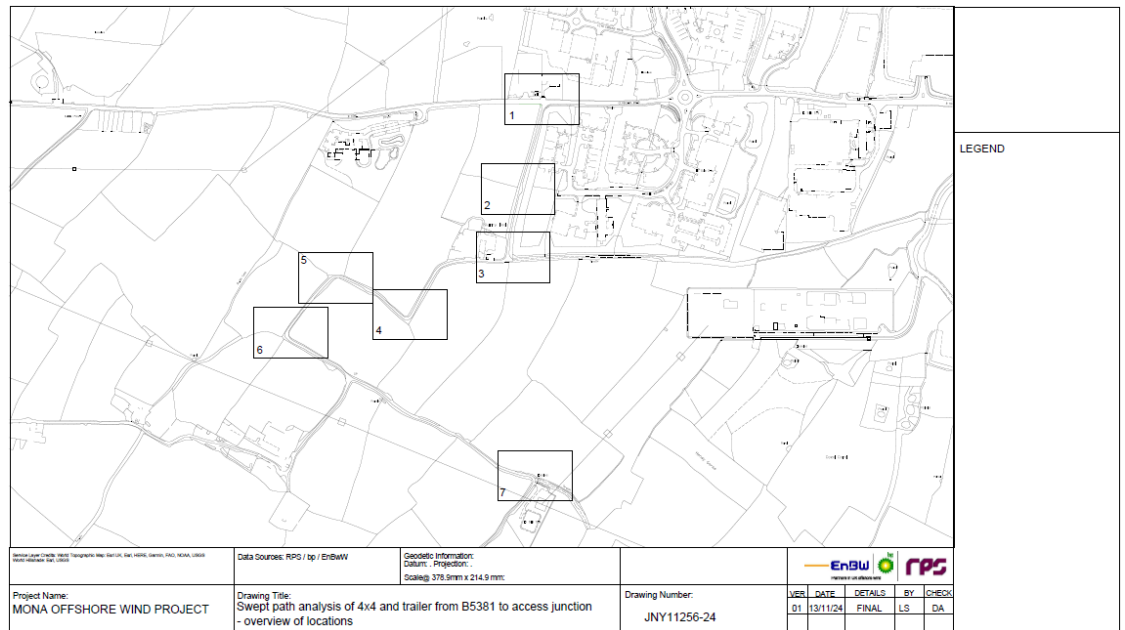
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Swept path analyses have shown these travelling between the B5381 Glascoed Road and Change Request Access AC-T1 satisfactorily with no overrun of the edge of carriageway.

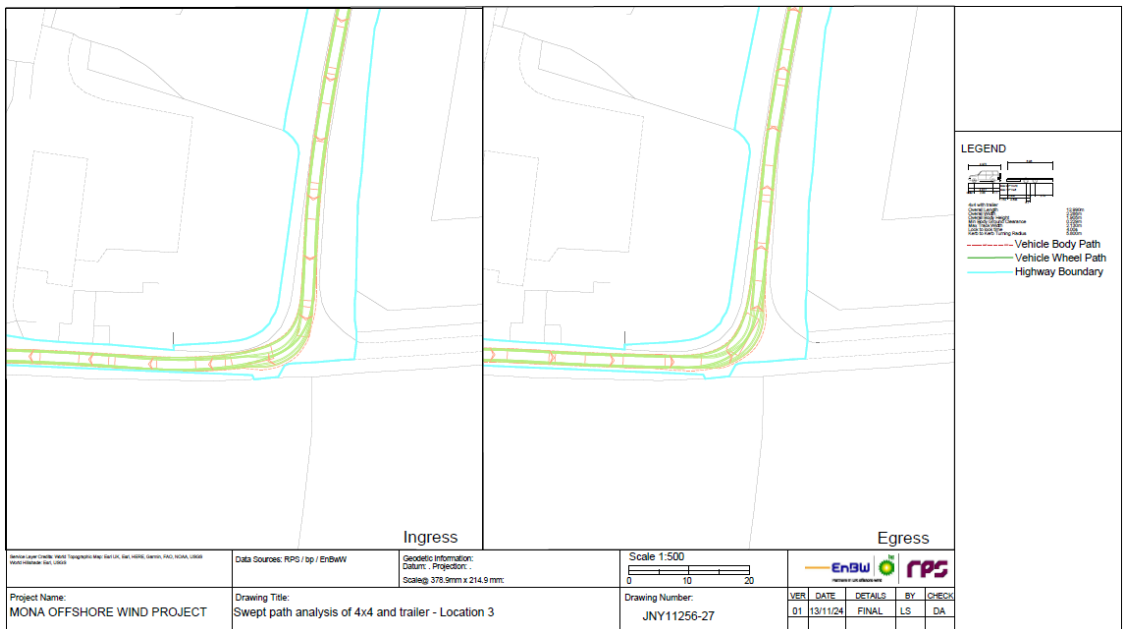
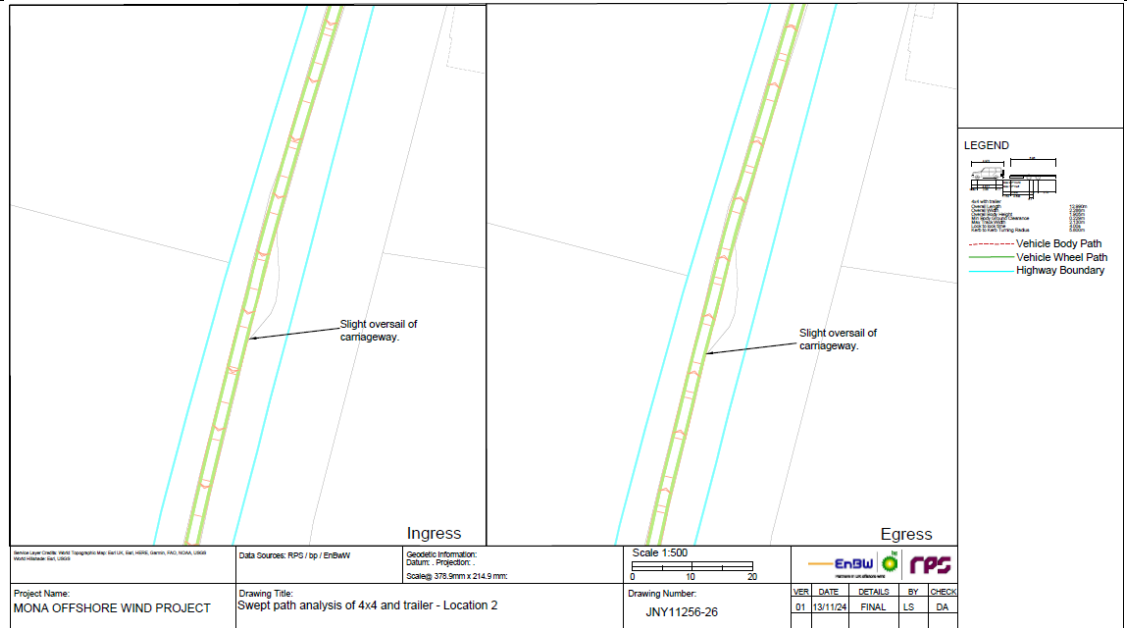
1.4.1.5

A road safety analysis has identified that there are no current road safety issues along the Cefn road or at its junction with the B5381 Glascoed Road.

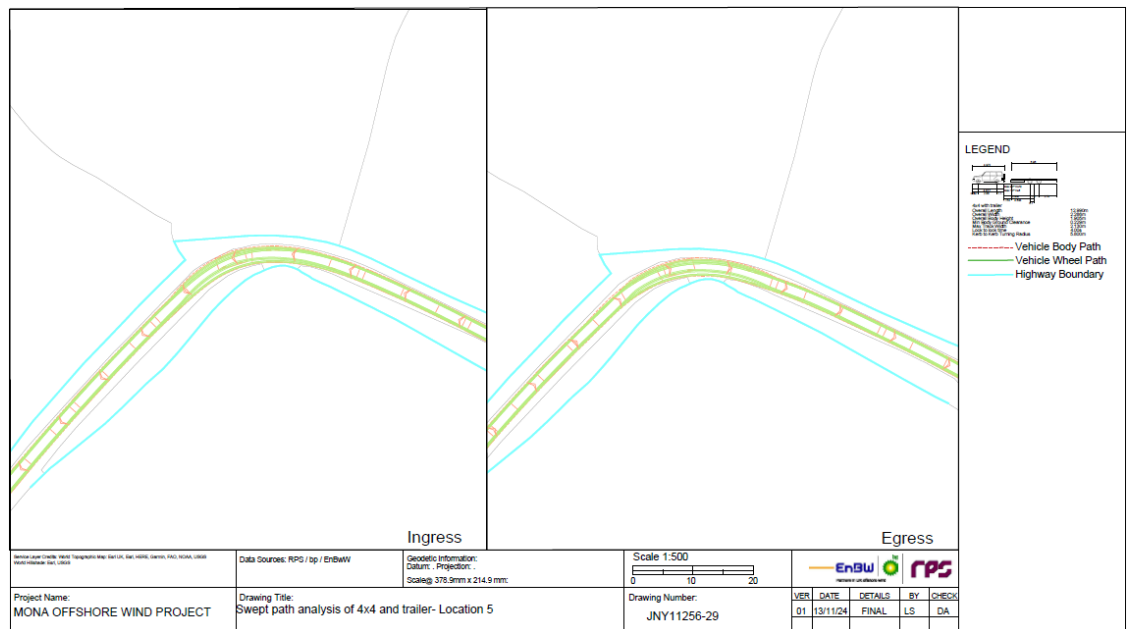
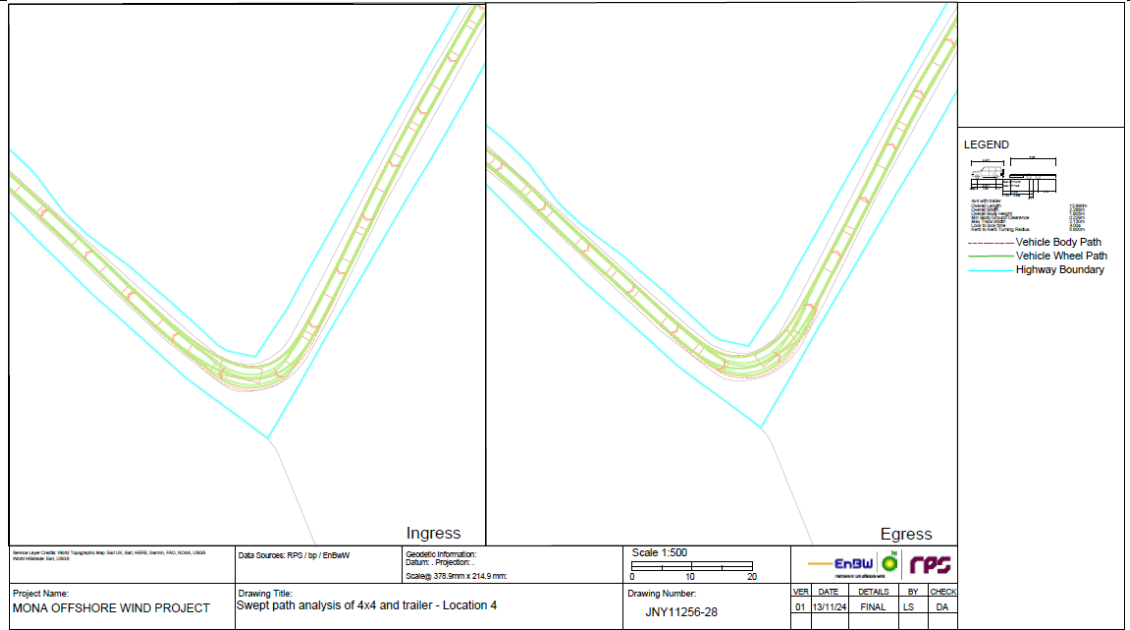
Figure 1: Swept path analysis of 4x4 and trailer from B5381 to Change Request Access AC-T1



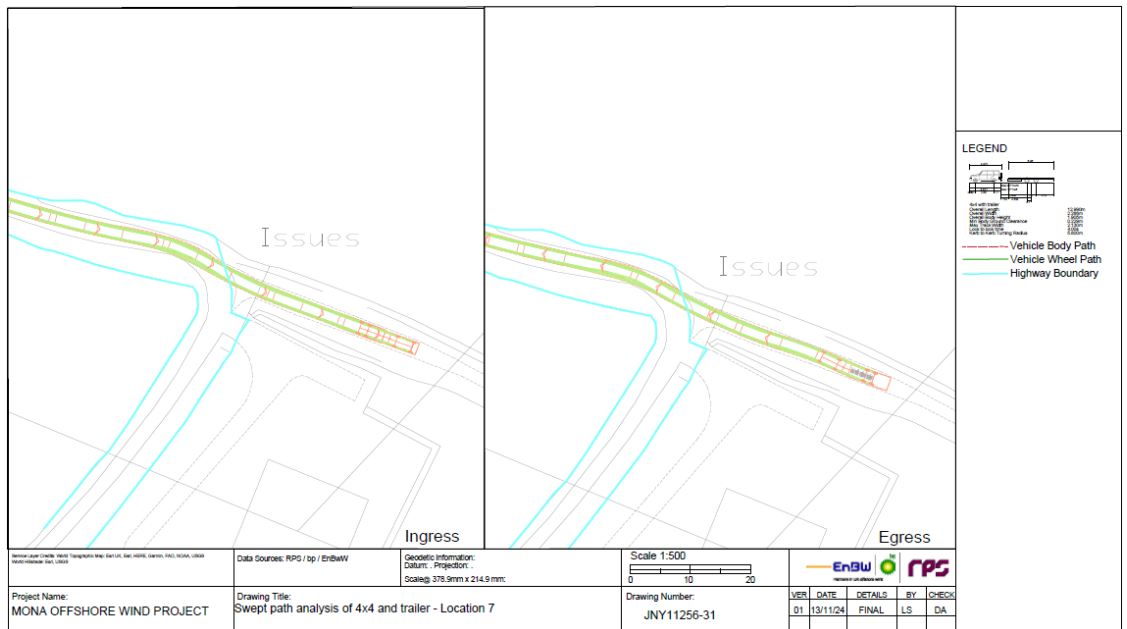
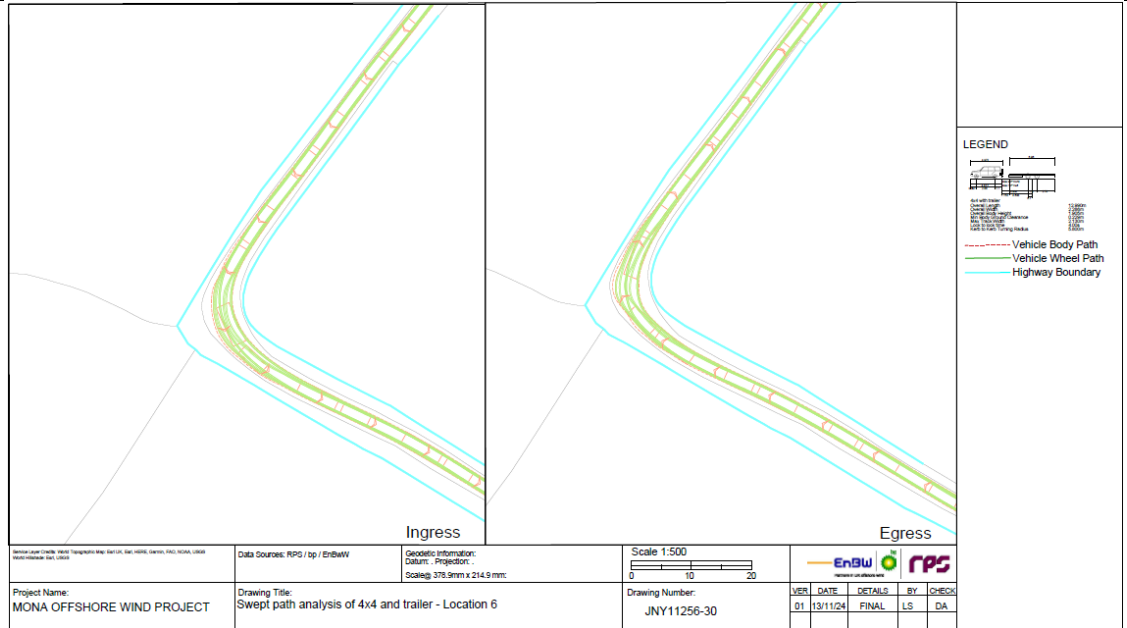
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□ **REFERENCES**

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The Chartered Institute of Highways and Transportation (2010) Manual for Streets 2 – Wider Application of the Principles. Available at <https://www.tsrgd.co.uk/pdf/mfs/mfs2.pdf>. Accessed October 2024

□ **ANNEX** □

Table 1: List of parties to be notified of the Change Request

Land Interests

Arthur Elwy Morris Owen

Betty May Jones

Burbo Extension Limited

Burbo Extension Ltd

Diamond Transmission Partners BBE Limited

ESP Electricity Limited

Glyn Jones

Gwynt Y Mor Offshore Wind Farm Limited

Gwynt Y Mor OFTO PLC

National Grid Electricity Transmission PLC

Openreach

Richard Thomas Owen Williams

Robert Bryn Davies

SP Manweb

The Executor of the Estate of the Late David Watkin Williams-Wynn BT

Timothy Michael Bell

Vodafone

Welsh water

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Other Interested Parties

Afon Ganol

Cadw

Cyngor Bwrdeistref Sirol Conwy/Conwy County Borough Council

Cyngor Cymuned Cefn Meiriadog/Cefn Meiriadog Community Council

Cyngor Dinas Llanelwly/St. Asaph City Council (Denbighshire)

Bodelwyddan Town Council

Cyngor Sir Ddinbych/Denbighshire County Council

Heneb

Mr and Mrs Hussey

Natural Resources Wales

Natural Resources Wales - North Wales

North and Mid Wales Trunk Road Agency (on behalf of the Welsh Government)

North Wales Fire and Rescue / Gwasanaeth Tân ac Achub Gogledd Cymru

North Wales Police and Crime Commissioner

Cyngor Cymuned Waen/Waen Community Council

Cyngor Tref Rhuddlan/Rhuddlan Town Council