Parc Ynni Calon y Gwynt

ENVIRONMENTAL STATEMENT

Appendix 12B: Outline Construction Traffic Management Plan

62282400_APP12B_002
JULY 2026

PUBLIC

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WSP

1 Capital Quarter
Tyndall Street
Cardiff
CF10 4BZ

Phone: +44 2920 769 200

WSP.com

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Prepared by	Sam Gardner	Sam Gardner		
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Checked by	Bev Coupe	Bev Coupe		
Signature				
Authorised by	Jacob Ellis-Hall	Jacob Ellis-Hall		
Signature				
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CONTENTS

ANNEXES

1 INTRODUCTION

1.1 OVERVIEW

1.1.1. This Outline Construction Traffic Management Plan (CTMP) has been produced by WSP on behalf of Parc Ynni Calon y Gwynt Cyf (hereafter referred to as 'the Applicant') as part of the Environmental Statement (ES) for the construction and operation of Parc Ynni Calon y Gwynt Proposed Development (herein after referred to as 'the Proposed Development' or 'Site). The Proposed Development would comprise up to 11 wind turbines each with an anticipated capacity of between up to 7.2 megawatts (MW), battery energy storage system (BESS) and associated infrastructure. The Proposed Development is within Powys County Council (PCC) area.

1.1.2. The Outline CTMP is a live document and will be updated as the elements of the Proposed Development are finalised. It sets out the principles for the management of construction traffic and the mitigation requirements to minimise impacts. A full version of the CTMP (referred to herein as the 'full CTMP') will be produced and submitted to the relevant local planning authorities prior to the commencement of the relevant works.

1.2 SITE OVERVIEW

1.2.1. The Site encompasses an area of approximately 381 hectares (ha). The existing land use of the Site and surrounding area is largely comprised of agricultural pasture used for livestock grazing, and is interspersed by hedgerows, existing access roads and pockets of woodland throughout. Current access to the Site is via unnamed roads from the A470. There are a small number of isolated residential dwellings and holiday lets in proximity to the Site, the closest is located immediately south of the Site, approximately 200 m north of Llyn Mawr Nature Reserve.

1.3 DESCRIPTION OF THE PROPOSED DEVELOPMENT

1.3.1. The main components of the Proposed Development are described below:

- up to 11 three bladed horizontal axis wind turbines, with an anticipated rotor diameter of 163 m and height to blade tip of 180 – 200 m;
- BESS infrastructure and compound;
- crane pads and laydown areas adjacent to each wind turbine;
- cables linking the wind turbines laid in trenches underground;
- new and upgrading of existing access tracks, passing places and turning heads;
- construction of a new access road from an existing junction with the B4568 to facilitate access onto the Site;
- the creation of temporary borrow pits for the extraction of stone (the potential locations within the Site are currently being reviewed); and
- temporary construction compound(s).

1.3.2. The Proposed Development would be designed with an operational life of 40 years.

1.4 PROPOSED DEVELOPMENT TIMELINE

1.4.1. The anticipated construction period for the construction of the Proposed Development would be 24 months in duration. It is currently assumed that construction activities would occur between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays, though there may be a requirement for certain activities to take place outside of these hours such as emergency works or turbine deliveries.

1.4.2. The timing of the programme and activities forming the programme are to be confirmed, where relevant the full CTMP will update assumptions regarding the programme and working hours.

1.5 SCOPE AND OBJECTIVES OF THE CTMP

1.5.1. As set out in **Chapter 12: Traffic and Transport** of the ES, construction traffic is expected to have a minimal impact on the road network throughout the construction period. However, the management, strategy and mitigation measures contained within this document have been developed to ensure that the impact of construction traffic on existing users of the public highway network is minimised.

1.5.2. This Outline CTMP will provide the basis for management and mitigation to minimise the impact of the Proposed Development's construction vehicles. It will be updated into a full CTMP, and submitted for approval with the relevant highway authorities, once the contractor has been appointed and further construction details are known and prior to the commencement of construction.

1.5.3. The use of private vehicles (cars, small vans etc.) for the purposes of getting construction worker to and from site is considered insignificant in terms of an increase in volume for a Proposed Development of this scale but is also extremely difficult to forecast as the home or temporary location for these workers is not known and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable.

1.5.4. The objectives of the CTMP are summarised as follows:

- Ensure that movements of people and materials are achieved in a safe, efficient, timely and sustainable manner.
- Minimise construction trips where possible and minimise construction traffic during network peaks, or other sensitive times, to reduce the impact on the highway network during busy periods.
- Minimise traffic and transport impacts including the impact and disruption to the local communities and tourists and on the Motorway and Trunk Road Network (roads maintained by the Welsh Government) and the local road network (LRN) (roads managed by the local highway authority).
- Ensure the continued monitoring, review and subsequent improvement of the CTMP and mitigation measures.

1.6 CTMP STRUCTURE

1.6.1. The remainder of this Outline CTMP is set out as follows:

- **Section 2:** summarises relevant policies and procedure;
- **Section 3:** sets out details regarding the Proposed Development construction traffic;
- **Section 4:** sets out the roles and management structure of the CTMP;
- **Section 5:** outlines likely mitigation measures; and
- **Section 6:** presents a monitoring and review strategy.

2 POLICIES AND PROCEDURES

2.1 INTRODUCTION

2.1.1. The CTMP will comply with the policies and procedures set out by the highway authority for any traffic management works on the public highway. This section identifies key relevant policies and procedures for normal loads and abnormal loads, also referred to as Abnormal Indivisible Loads (AILs) for the Proposed Development construction.

2.2 NORMAL LOADS

2.2.1. The co-ordination and notification of accommodation works; traffic controls and temporary road closures is covered under the New Roads and Street Works Act of 1991[1]. The Code of Practice for the Coordination of Street and Road Works (updated 2026)[2] is based on this Act and sets out that at least three months' notice will be required for temporary road closures and traffic management procedures. This will allow the highway authority sufficient time to advertise and process the appropriate orders and notify the emergency services and other traffic authorities.

2.2.2. The full CTMP will set out the works required for the construction of the Proposed Development and the contractor will comply with the highway authority procedures regarding traffic management and accommodation works.

2.3 ABNORMAL LOADS

2.3.1. There is a requirement for the use of AILs for the construction of the Proposed Development. Actions that would be taken regarding AILs include, but are not limited to the following:

- a review of current procedures for the movement of abnormal loads by road, and sources for further information and formal notifications. This must be undertaken prior to the movement of AILs to ensure that the correct procedures are followed and approvals obtained;
- appropriate assessment of proposed transport route for AIL deliveries to the Site, including an AIL trial run; and
- early and continuous communication with the required stakeholders including the police and highway authorities, to notify of the intention to transport an Abnormal Load and determine any mitigation measures including but not limited to escort vehicles.

2.3.2. The approved haulage contractor would be required to consult with the appropriate authorities to ensure that all relevant permissions are obtained prior to the transportation of any abnormal loads. The responsibility for ensuring that a route is suitable for the transportation of abnormal loads and ensuring the correct notifications are given rests with the haulier.

2.3.3. The movement of AILs would accord with the guidance within the *Welsh Government Motorway and Trunk Road Network 'Pulling Together' Best Practice for Transport Abnormal Loads in Wales*,[3] unless otherwise agreed with the relevant highway authorities.

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1 New Roads and Street Works Act 1991 (and amendments) (online). Available at: https://www.legislation.gov.uk/ukpga/1991/22/introduction

2 Department for Transport (2026) Code of practice for the co-ordination of street and road works (online). Available at: https://www.gov.uk/government/publications/street-works-co-ordination

3 Welsh Government (2020) Welsh Government Motorway and Trunk Road Network 'Pulling Together' Best Practice for Transport Abnormal Loads in Wales.

3 PROPOSED DEVELOPMENT CONSTRUCTION TRAFFIC

3.1 INTRODUCTION

3.1.1. This section provides an overview of the Proposed Development construction traffic generation, construction traffic routing, required highways works and crossings of the transport network by the Proposed Development.

3.2 CONSTRUCTION TRAFFIC GENERATION

3.2.1. **Chapter 12 Traffic and Transport**, sets out in detail the assumed traffic generation for the construction of the Proposed Development. For the ES 'worst-case' transport assessment it has been assumed that the peak construction traffic generation would be in month 4 of the construction traffic programme and would consist of approximately 99 heavy goods vehicle (HGV) movements on a daily basis (a vehicle going to the Site and then from the Site would equal two movements). This excludes AIL movements. It has been assumed that for each of the eleven turbines there would be 10 deliveries, which would equate to 220 movements, approximately 20 across each of months 13 to 23. There would be some light vehicle (LV) movements however these are considered insignificant in terms of an increase in volume for a Proposed Development of this scale and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable.

3.2.2. The full CTMP will provide an update on the estimated number of HGV movements if different to the above and **Chapter 12 Traffic and Transport**.

3.3 CONSTRUCTION TRAFFIC ROUTING STRATEGY

3.3.1. The full CTMP will confirm the routes to be used by the Proposed Development general construction traffic HGVs and AIL deliveries and will include a plan of the routes. The full CTMP will incorporate the construction traffic management statement outlining details of the delivery times and schedules for construction traffic, if required. This section summarises the current assumptions regarding construction traffic routing for the Proposed Development.

GENERAL CONSTRUCTION TRAFFIC

3.3.2. Normal HGV loads for the Proposed Development construction would be required to access the Site via the proposed access and access route from the B4568. The construction HGVs would approach the access point from the west i.e. via the A470 which is part of the Trunk Road Network. HGV traffic would route north and south along the A470, noting that there is a height restriction to the north of 4.4 m (14'-6") and vehicles exceeding this would have to route from the south. The construction HGVs would use the proposed access to the existing unnamed road (north of the proposed access road) and then the internal Site access tracks to the various works locations. This route is shown on **Figure 12B.1**.

3.3.3. As set out in **Section 3.2**, the number of LVs generated is likely insignificant in terms of an increase in volume but is also extremely difficult to forecast as the home or temporary location for these construction workers is not known and is likely to vary through the different stages of the Proposed Development. Sharing of vehicles and the use of minibuses would be promoted and adopted where practicable.

ABNORMAL LOADS

3.3.4. The AIL delivery route will be confirmed within the full CTMP and associated AIL route survey report. The current AIL route survey report (Pell Frischmann, 2026) is provided as **Appendix 12C**. The current proposed route is via the Birkenhead Port to the proposed new access route from the B4568 into the Site using the proposed new access route and the unnamed road (north of the proposed access road). The route would include Dock Road, the M53, A55, A483, Newton Bypass, A489 and B4568 to the Site, then onto the new access road and then the unnamed road to the north of the new access road. Improvement measures to accommodate the vehicle and/or load are identified in the report.

3.4 HIGHWAYS WORKS

3.4.1. There is an existing access point at the location where the proposed access road meets the B4568. This access point would provide access north via a new access road (approximately 3.1 km in length), the upgraded access is designed to accommodate AIL movements. The new access road would rejoin an existing unnamed road to the north, near Wtrawen, an approximately 1.5 km section of the unnamed road would be upgraded and reprofiled.

3.4.2. It is anticipated that the full CTMP will include a Traffic Management Scheme detailing any temporary or permanent highway works and/or alterations, should these be required, for approval by the relevant highway authority. Where required the highways works/schemes would be subject to Road Safety Audits; the requirement for these would be agreed with the relevant highway authority and provided for highway authority approval. If any permanent highway alterations are required, the detailed drawings and specifications would be provided to the highway authority for approval prior to the commencement of the works and relevant agreements would be secured accordingly.

3.5 TRANSPORT NETWORK CROSSINGS

The Proposed Development does not cross any navigable waterways or public railway lines. The Site includes:

- a section of the A470 and the B4568 at the junction of the two roads;
- the proposed access route (from the proposed Site access point from the B4568 to the unnamed road north of the proposed access road); and
- the extent of the unnamed road from the north of the proposed access route north up to the point the road becomes a restricted access road/ public bridleway.

3.5.1. The Outline Public Rights of Way Management Plan (PRoWMP) (**Appendix 12A**) sets out the locations of all PRoWs that could be affected by the Proposed Development area and the principles for the management of the construction of the Proposed Development to minimise the impacts for users of PRoWs and other key areas/routes such as Open Access Land (OAL).

4 RESPONSIBILITIES AND MANAGEMENT STRUCTURE

OVERVIEW

4.1.1. This section outlines the proposed roles and responsibilities for implementing the CTMP during the construction of the Proposed Development. It is important that a strong management structure is in place to ensure the CTMP objectives are met and that continued monitoring and review of the CTMP is maintained. The finalised information will be provided to the relevant highway authorities once finalised, likely within the full CTMP which will be submitted to the highway authorities.

THE TRANSPORT CO-ORDINATOR

4.1.2. The Main Works Contractor would act in the role of Transport Co-ordinator (TCO) for the purpose of overseeing and implementing the full CTMP. The TCO would be in place prior to the commencement of the works and would have transport related responsibilities including:

- Ensuring the CTMP is implemented by the relevant and responsible parties;
- Liaising with highway authorities and the Welsh Government, as relevant; and
- Resolving issues and problems, and implementing agreed mitigation measures, through the liaison with relevant stakeholders and the Applicant.

ALL SITE-BASED STAFF

4.1.3. In addition to any specific duties assigned by the TCO, all site-based staff shall be trained to:

- ensure familiarity with the themes and requirements of the CTMP that relate to the activities they are directly involved with;
- monitor and encourage colleagues to ensure compliance with the environmental requirements of the CTMP and intervene or request supervisory/HSE office intervention if environmentally damaging activities or actions that are non-compliant with any Proposed Development construction traffic are witnessed; and
- Report any environmental incidents or concerns to the appropriate line manager.

SUB-CONTRACTORS

4.1.4. Any sub-contractors would be provided with copies of the CTMP by the TCO and would comply with it in full. Specifically, they shall:

- ensure the nominated sub-contractor HSE Manager is fully familiar with the requirements and manages their implementation;
- report directly to the TCO for all CTMP related issues;
- comply with the responsibilities;
- advise the TCO of any activity or the need to deviate from any requirement within this CTMP; and
- liaise with the TCO on a regular basis to ensure any changes in scope that have environmental implications, or new environmental requirements are accounted for and managed.

5 MITIGATION MEASURES

5.1 INTRODUCTION

5.1.1. To minimise the impact of construction traffic on the road network and local communities, a number of mitigation measures would be developed to manage construction traffic.

5.1.2. This section of the Outline CTMP sets out likely mitigation measures to minimise the impact of construction traffic. It is anticipated that further detailed mitigation measures will be set out within the full CTMP at the appropriate time prior to construction commencement.

5.1.3. Mitigation measures specific to PRoW will be set out in a PRoWMP, an Outline of which is provided as **Appendix 12A** of the ES.

5.1.4. Mitigation measures which are additional to those listed this section include the routing strategies for construction traffic HGVs and AIL movements set out in **Section 3.3**

5.2 WORKING HOURS

5.2.1. Construction activities would occur within standard working hours, to be defined within the full CTMP, but likely to be between 07:00 to 19:00 hours on weekdays and 07:00 to 13:00 on Saturdays with the potential need for some extended working hours for certain activities subject to relevant agreements or for emergency works, for example AIL deliveries may be required outside of normal working hours, however this would be agreed with the relevant highway authorities.

5.3 ESCORT VEHICLES

5.3.1. As set out in **Section 2**, AIL movements would be subject to management in line with regulations and in line with the *Welsh Government Motorway and Trunk Road Network 'Pulling Together' Best Practice for Transport Abnormal Loads in Wales* unless otherwise agreed with the relevant highway authorities, including the use of escort vehicles where appropriate. In addition to AIL deliveries, escort vehicles may accompany some other deliveries should this be deemed necessary.

5.4 TIMING OF VEHICLE MOVEMENTS

5.4.1. HGV movements to and from the Site would occur throughout the day during the construction hours. As set out in **Chapter 12 Traffic and Transport** of the ES, the number of peak daily HGVs would be relatively low and would not be expected to have a significant impact. If required by the highway authorities in the interests of road safety, timing restrictions could be considered whereby vehicles would not be able to gain access into the proposed work area or depart from the proposed work area at certain times of the day. This may include, for example, peak congestion times on the road network and local school drop off/pick up times where practical.

5.5 TEMPORARY TRAFFIC SIGNAGE

5.5.1. Temporary signage would be erected on the Proposed Development construction traffic route, where required to provide directional routing information for construction vehicle drivers.

5.5.2. Temporary signage would be placed in the vicinity of the Site accesses to warn other road users of the likely presence of construction vehicles. Temporary signage would be installed in accordance with Chapter 8 of the Traffic Signs Regulations and General Directives (TSRGD)[4] and in agreement with the relevant highway authority.

5.6 BANKSPERSON

5.6.1. If required, measures would be implemented at Site access points to ensure the Site accesses remains clear, such as the use of qualified personnel (banksperson) with appropriate street works licences in place. This would provide efficient vehicular access to the Site and avoid vehicles blocking back onto the public carriageway. Bankspersons may also be used at other key locations if appropriate.

5.7 WHEEL/STREET CLEANING

5.7.1. If required wheel wash cleaning stations may be provided at the Proposed Development access points to minimise the potential for mud and dirt to be transferred to the road network.

5.7.2. Transfer of on-site debris onto the road network would be monitored. If issues are identified with the transfer of Site material onto the highway, then mechanical road sweeping would be engaged to remove this, where it is clearly linked to the Proposed Development. Further detail in relation to wheel/street cleaning is set out in the Outline Construction Environmental Management Plan (CEMP) which supports the application.

5.8 ROAD CONDITION SURVEY

5.8.1. To establish if there is any damage to the LRN unnamed roads and the B4568 along the construction vehicle route caused as a result of the Proposed Development construction traffic movements, a road/highway condition survey would be undertaken at locations agreed with the local highway authority prior to construction.

5.8.2. To ensure any damage to the highway is attributable to Proposed Development construction traffic rather than general wear and tear, surveys would be taken at intervals throughout the construction period to the satisfaction of the local highway authority, at the agreed locations established in the initial survey.

5.8.3. A final survey would be undertaken post construction which would be compared to the original survey and surveys undertaken during the construction period. The outcome of which would be to identify areas where there has been a deterioration to the road surface and or edge which can be attributed to the Proposed Development construction traffic. This would be used to design a scheme that returns the road to its original state should such action be necessary. Consideration would need to be given to any other construction work in the survey area which have vehicles using the routes.

[4] Department for Transport (2009) Traffic signs manual chapter 8 (Online) Available at: https://www.gov.uk/government/publications/traffic-signs-manual

5.8.4. An appropriate method would be identified and agreed between the contractor and highway authority for the process of the road condition surveys.

5.9 CONSTRUCTION INFORMATION PACKS AND COMMUNICATIONS

5.9.1. Information packs would be provided to all contractors/site staff, and where appropriate construction traffic drivers, which would form part of the contractual agreement between the contractors and the Applicant. The information pack would contain the details of the CTMP requirements including:

- construction traffic routes that have been identified and agreed with the highway authorities along with pertinent information regarding the highways, particularly the A470 north of the B4568 in terms of the height restrictions and sensitive land uses adjacent to the carriageway. The latter is identified within **Chapter 12 Traffic and Transport** Section 12.9 including, but not limited to, a playground in Carno on the A470, north of B4568 and south of the road to Rhyd;
- non-compliance procedure including enforcement and corrective measures, as set out in **Section 6;**
- complaints procedure;
- CTMP protocols and Code of Construction Practice;
- guidance on standard communication procedures;
- CTMP contacts (emergency and non-emergency);
- Information regarding the PRoWMP including driving behaviour expectations in relation to PRoW and warning to be aware of potential non-motorised user movements at these locations.

5.9.2. Information packs would be shared with the highway authorities ahead of any construction works.

5.10 SUSTAINABLE TRAVEL

5.10.1. Contractors would be encouraged to minimise the impact of workforce travel by considering and promoting alternative modes of transport to the Site. Due to the rural location of the Site and nature of the Proposed Development it is anticipated that sustainable travel would be best achieved through the promotion of car sharing/minibus use.

5.11 TEMPORARY TRAFFIC MANAGEMENT, ROAD CLOSURES AND OFF-SITE WORKS

It is not anticipated that any full road closures would be required for the Proposed Development. However, should it be the case that it is agreed with the highway authority that a full road closure or any traffic diversions were required for the construction of the Proposed Development this would be consulted on and agreed with the highway authority.

6 MONITORING AND REVIEW

6.1 INTRODUCTION

6.1.1. This section sets out the likely monitoring and review strategy for the CTMP, along with mechanisms for failure to comply with the requirements of the CTMP.

6.2 MONITORING AND REVIEW STRATEGY

6.2.1. The TCO would undertake monitoring as necessary to ensure compliance with the requirements of the CTMP and this would include the maintenance of records and traffic management measures.

6.2.2. The Applicant would ensure that a suitable, qualified member of staff is employed to conduct surveys and monitor construction vehicle activity at specific locations along the construction route network to ensure adherence to the CTMP. This would include the monitoring of construction vehicles on the LRN and speed enforcement monitoring.

6.2.3. The TCO would monitor and review the CTMP. These reviews are required to ensure that the CTMP delivers on the commitments and achieves the agreed goals as set out in the CTMP document.

6.3 COMPLIANCE

6.3.1. As part of the CTMP, a series of mechanisms will be established to provide all parties with a clear understanding of the enforcement procedures that will be applied if the requirements contained within the CTMP are not achieved. It is anticipated that these mechanisms will be determined at a later stage but are likely to include:

- Risk Assessment Method Statement (RAMS) procedures – the contractor, through the TCO, would implement the CTMP, adhere to the requirements and meet the goals through management practices. This would include site inductions for contractors, briefing on the obligations of standards, induction and adherence to RAMS procedures, Delivery Management System (DMS) briefing, driver inductions and compliance guidance;
- Contractual conditions – to be employed as part of the CTMP compliance methodology and will be built into the contractors' contract, this would be subject to a performance review by the Applicant; and
- Actions – to be employed if the commitments of the CTMP are breached.

6.4 ENFORCEMENT AND CORRECTIVE MEASURES

6.4.1. The TCO would ensure that appropriate measures are taken to ensure that contractor behaviour and performance is monitored and where appropriate, corrective measures are taken to resolve, redress and enhance service performance which is in breach of the standards within the CTMP.

Annex 12B.1

FIGURES LIST

FIGURES LIST

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295000 296000 297000 298000 299000 300000 301000 302000 303000 304000 305000

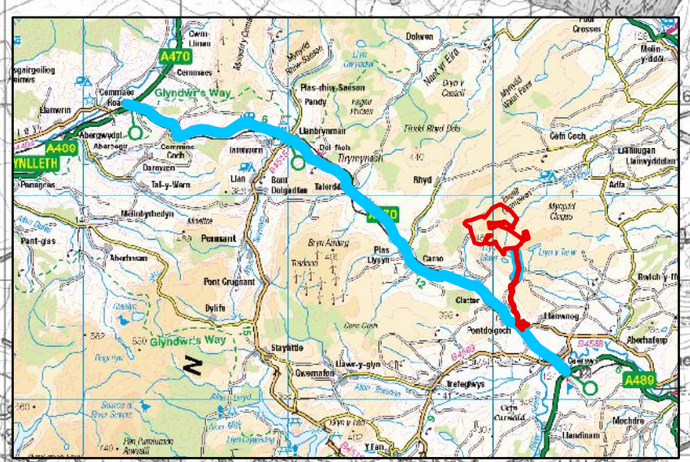
301000 300000 299000 298000 297000 296000 295000 294000 293000 292000

N

A470

Unnamed Road

B4568



Key

- Site boundary
- Wind turbine
- HGV construction access route
- Substation compound
- BESS Compound
- New access track
- Existing upgraded access track
- HGV construction access route on proposed new access route
- Temporary construction compound
- Control building compound
- Crane pads

0 250 500 750 1,000 1,250 1,500 1,750 2,000 m

Scale at A3:1:35,000

Client

wind2

Calon Y Gwynt Energy Park

Traffic and Transport Chapter Environmental Statement

Figure 12B.1
Proposed Construction HGV Access Route

wsp

June 2026

1 Capital Quarter
Tyndall Street
Cardiff
CF10 4BZ

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