

Project Erebus

Transport Assessment

Blue Gem Wind Ltd

Job No: 1028722
Doc Ref: RPT-TC-005
Revision: B
Revision Date: 20 September 2021

Project title	Project Erebus	Job Number
Report title	Transport Assessment	1028722

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
—	17/08/2021	Draft for comment
A	23/08/2021	Second draft for review
B	20/09/21	Third draft for review

Document Validation (latest issue)

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1.0 Introduction

1.1 Purpose of This Report

This Transport Assessment (TA) has been prepared by Cundall on behalf of Blue Gem Wind Ltd to support construction, operation and decommissioning of a Floating Offshore Wind development in the Celtic Sea and the associated onshore infrastructure for grid connection at Pembroke Power Station.

The cable's landfall will be in the vicinity of West Angle Bay and route for approximately 10.8km through Castlemartin Peninsula to a proposed substation provided in the vicinity of Pembroke Power Station. Figure 1.1 shows the proposed route of the cable and associated substation site location.



Figure 1.1 Site Context

It should be noted that whilst the landfall location has yet to be finalised, with the two potential options shown in Figure 1.1, the principles identified within this TA will apply to both.

The nature of the development will generate a greater impact on the local transport network during construction of the substation and installation of the associated onshore cable, when compared with its operation which will generate a minimal number of trips associated with maintenance activities. This TA therefore focusses on construction activities and sets out the key issues in relation to the potential transportation impact of the development proposal.

The report should be read in conjunction with the outline Construction Traffic Management Plan (CTMP) which has been included in association with the wider planning submission.

1.2 Report Structure

Following this short introductory chapter, the report is set out as follows:

- Chapter 2 describes the location of the site and identifies existing transport infrastructure in its vicinity;
- Chapter 3 details the development proposals including the means of access;
- Chapter 4 sets out the assumptions which have been used to identify the magnitude of trips generated by the Proposed Development's construction;
- Chapter 5 summarises the assessment of the development's impact on the adjacent road network; and
- Chapter 6 provides a summary of the findings of the study.

2.0 Existing Conditions

2.1 Site Location

It is proposed to construct a new substation to the south of Pembroke Power Station, with this connected to the offshore wind farm via a cable which passes through West Angle Bay. The onshore substation site is located to the south-west of Lambeeth Farm and immediately to the south of the single track road which provides access to the farm. The site's location and route of the planned cable installation with associated landfall is shown in Figure 2.1 in relation to the local area.

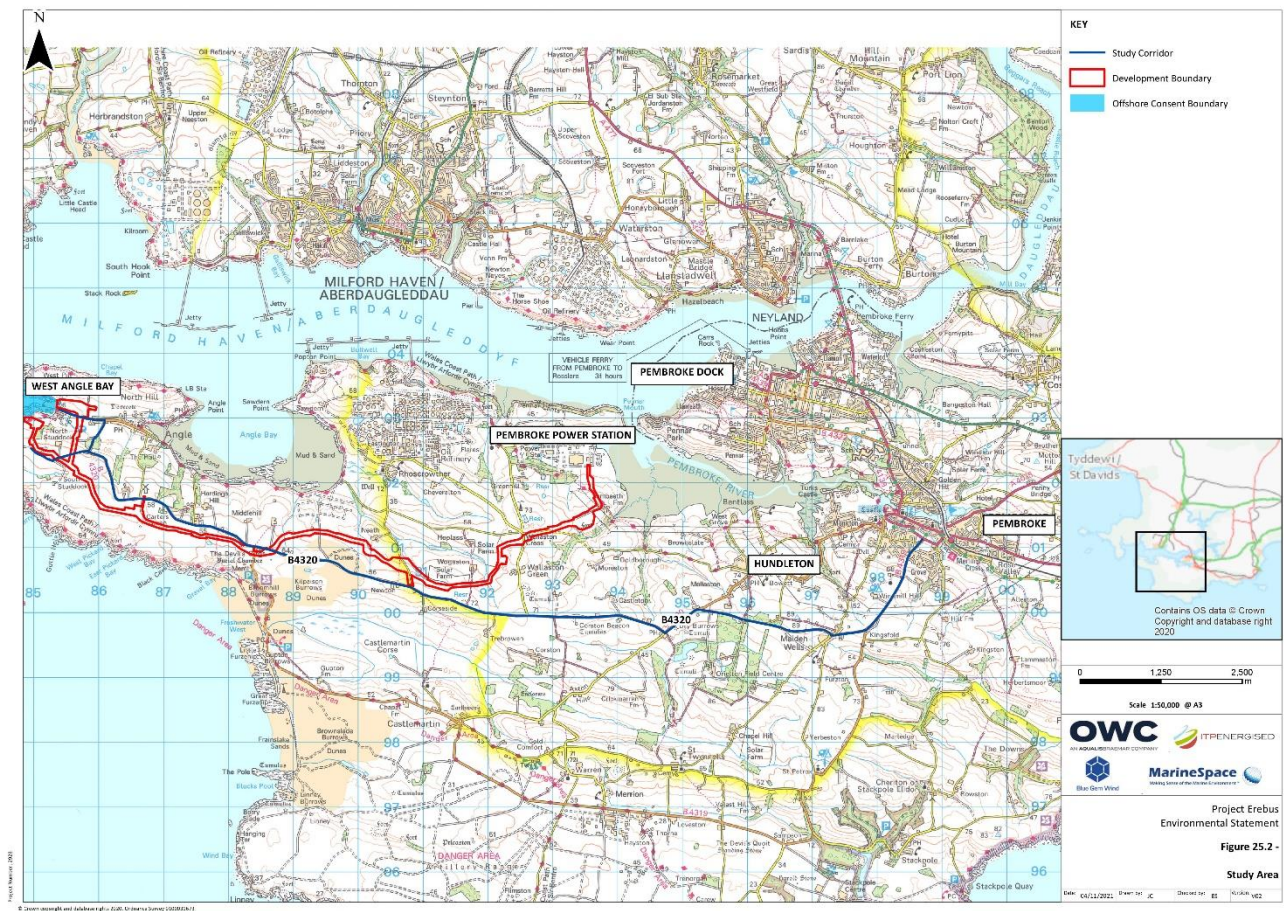


Figure 2.1 Site Location

2.2 Active Travel Facilities

The site's rural location results in there being limited formal pedestrian or cycle facilities provided in its vicinity. The highway network located in the immediate vicinity of the onshore substation site is, however, lightly trafficked, providing opportunity for workers who live in the local area, including within Pembroke, to access the site by bicycle.

Whilst the onshore substation site's location is unlikely to encourage a significant proportion of workers to access the area on foot, the Wales Coastal Path passes immediately to the east of the proposed substation location and provides a route which makes use of both paths and quieter roads to link the site with the centre of Pembroke. The local alignment of the route is shown in Figure 2.2.



Figure 2.2 Sustainable Travel Facilities

The path supports access from Hundleton which is located approximately 2.5km to the south-east of the onshore substation site in addition to the centre of Pembroke which is located approximately 5km to the east.

2.3 Public Transport Facilities

The availability of local bus services reflects the area's rural nature, with the nearest bus route (supported by Services 387 and 388) operating three buses a day and connecting Pembroke with Angle. The service routes along the B4320, passing approximately 1.5km to the south of the onshore substation site and its route is shown in Figure 2.2. The service is provided for tourists and does not operate at times which would support employees accessing the site.

2.4 Local Highway Network

Figure 2.3 shows the location of the onshore substation site and onshore cable installation route in relation to the local highway network.

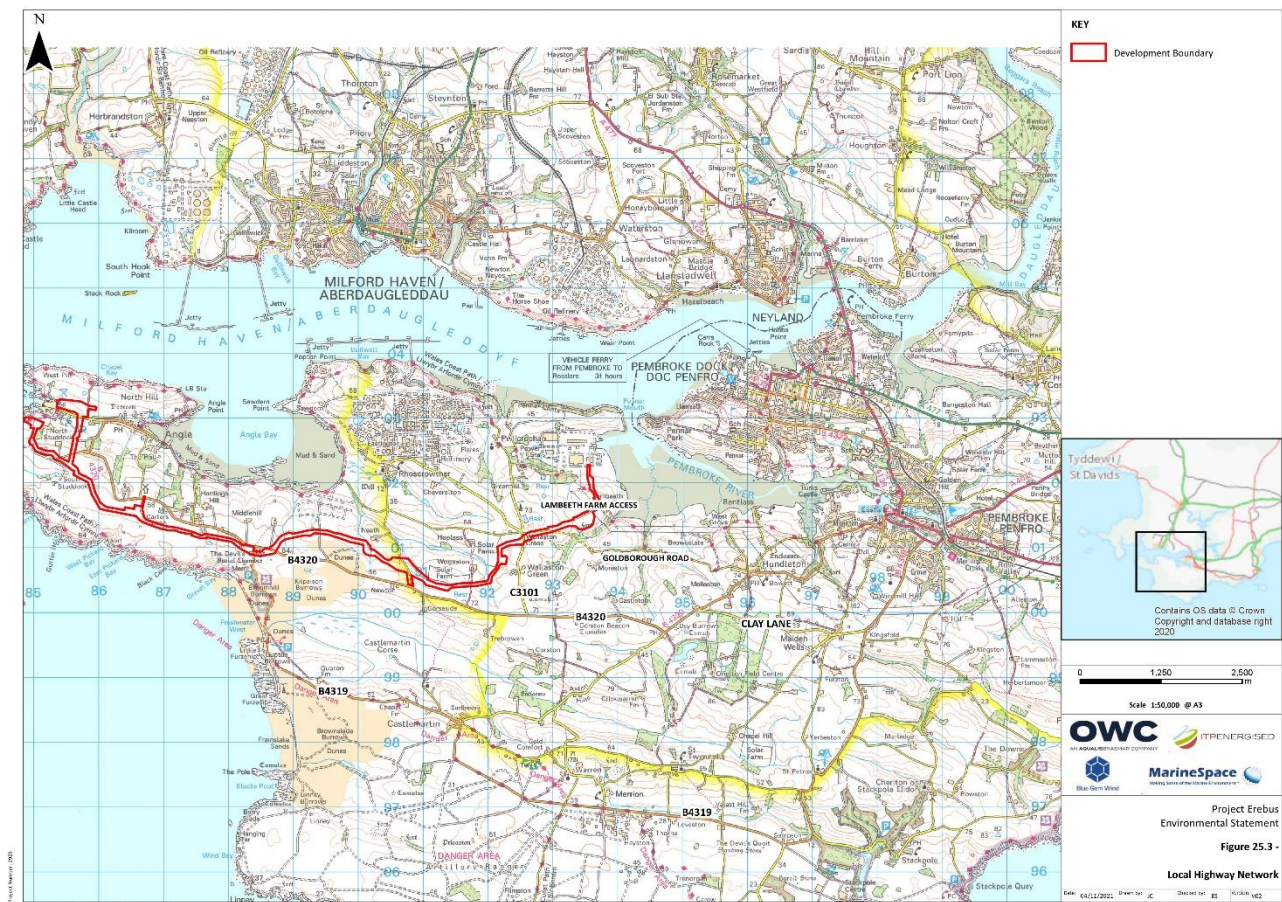


Figure 2.3 Onshore Substation Site Location and Onshore Cable Route

The onshore substation site is located immediately to the south of an unclassified road providing access to Lambeeth Farm, with this connecting to Goldborough Road approximately 500m to the south-west of the site. Both roads are restricted to approximately 3m in width. Goldborough Road connects to the C3101 via a ghost island priority junction located approximately 350m to the west of the junction providing access to Lambeeth Farm.

Whilst the C3101 is an unclassified road, it is of a good standard as it supports access to both the adjacent Pembroke Power Station and the Valero Oil Refinery. The unclassified road connects to the B4320 via a recently altered priority junction, with priority now provided for vehicles accessing the power station and oil refinery from the east.

The B4320 is also of a reasonable standard between its junctions with the C3101 and the unclassified road providing the eastern access to the village of Angle. The B4320 reduces to approximately 3m in width to the west of this, becoming a single track road supported by passing places, prior to providing an increased carriageway width within Angle. An unclassified road connects the village with the West Angle Bay car park at which the northern landfall option is located. The southern landfall option would be accessed via an unclassified road which connects to the B4320, to the south of Angle, at a hairpin bend.

The majority of the local highway network is of a good standard and therefore considered to be suitable to accommodate construction traffic accessing sites associated with the onshore export cable's and landfall installation. Whilst the western section of the B4320 is of a reduced standard, suitable traffic management and measures associated with the implementation of the CTMP submitted with this planning application, will minimise the impact of construction traffic on its operation.

The B4320 supports access from Pembroke via the B4319 and Clay Lane which are both of a good standard having been improved in recent years through construction of a bypass of Maiden Wells and altered junction priority at the interchange of the B4319 and the unclassified road which becomes Clay Lane. The B4319 is supported by a climber lane for traffic leaving Pembroke, with an escape lane provided for northbound traffic in advance of its junction with the A4139.

Larger components are expected to arrive via Pembroke Dock prior to being used to support construction activities. The A4139 provides a route able to accommodate larger construction vehicles, including abnormal loads, with infrastructure installed in a manner which enables easy removal on a temporary basis. There is also sufficient clearance provided under the Ferry Lane rail bridge to enable the largest substation component (a 90t transformer) to be transported via this route. Whilst there is a signed weight restriction for the town centre's road network, this is aimed at dissuading larger vehicles from passing through this area rather than supporting any actual weight restrictions. The A4139 connects to the A477 via a signalised junction and to the B4319 via a priority junction. The road is generally of a good standard being urban in nature for the majority of its length.

The A4075 provides a means for construction traffic to access the onshore substation and cable installation sites from the east via the A477. The road is rural and of a good standard for the majority of its length, with parking restrictions provided at key locations as it passes through Pembroke. A rail bridge crosses the road at its western end, providing a maximum clearance height of 4.5m, with the restriction well signed from both directions. The A4075 interchanges with the A477 via a large priority junction supported by single lane dualling, at its eastern end, and with the A4139 via a mini-roundabout at its western end.

The local and wider highway network is generally of a good standard having been improved in recent years to accommodate vehicles accessing the nearby power station and oil refinery, and it is therefore of a standard able to accommodate traffic associated with constructing the proposed substation and installing the associated onshore cable. Further detail is provided with regard to the local highway network and its ability to accommodate larger construction vehicles within the outline CTMP which accompanies this application.

2.5 Accident Data Review

The most recently available five year personal injury accident data (January 2016 to December 2020) has been obtained from CrashMap for the key construction access routes and Figures 2.4 and 2.5 summarises the location and severity of accidents recorded in the vicinity of Pembroke and to the west of the town.

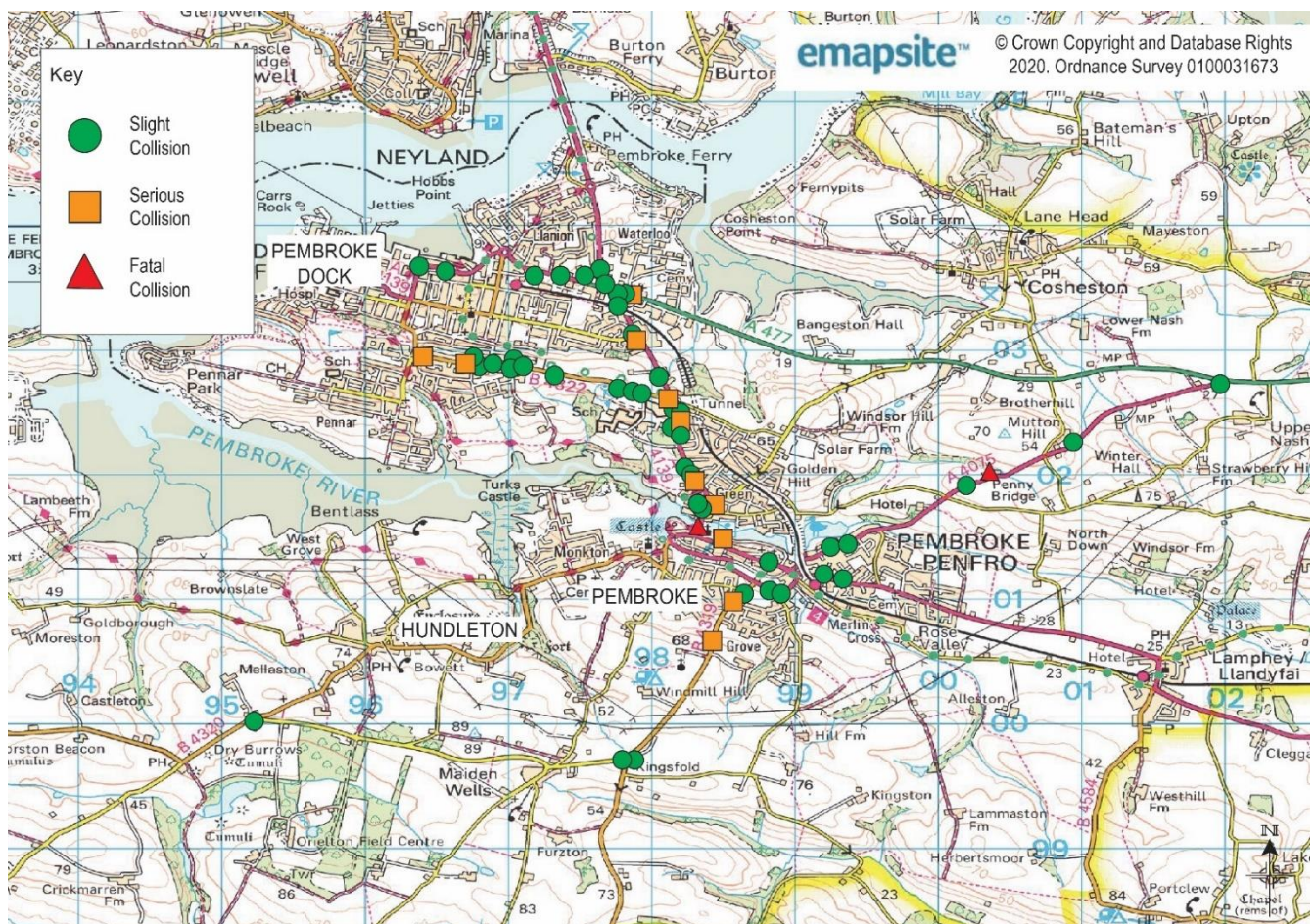


Figure 2.4 Accident Data Summary – Pembroke



Figure 2.5 Accident Data Summary – West of Pembroke

The majority of accidents resulted in injuries classified as slight in severity, with a small proportion resulting in serious injuries and two resulting in fatalities. The majority of accidents were also reported at junctions.

The two fatal accidents were reported at the following locations:

- A4139 at the southern end of Northgate Street – involved one vehicle and resulted in one casualty; and
- A4075 approximately 200m west of Phillip's Lane – involved four vehicles and resulted in one casualty.

Whilst only seven accidents were reported on the B4319, Clay Lane and the B4320 between the A4139 and the onshore substation site on the main access route, three of these resulted in serious injuries, with one of these accidents reported at the B4320 / C1301 (Wallaston Green) junction. This serious accident involved a single vehicle and is therefore likely to have been as a result of driver error as opposed to an existing issue with the form of the local road network.

Five injury accidents were reported on the B4320 between the Wallaston Green junction and West Angle Bay, the route which will be used to support cable laying activities and installation of the northern landfall option. One serious accident was reported at Newton and involved two vehicles, whereas the second serious accident which was reported in Angle, involved only one vehicle and likely to be as a result of driver error.

The Proposed Development will generate a negligible number of trips in association with its operation, with the majority of trips associated with construction activities. The outline CTMP which accompanies this application, identifies a number of measures which could be implemented to support construction vehicle movements to ensure that they have a minimal impact on the local highway network's operation.

Construction activities are to be undertaken over a 12 hour working day (07:00 – 19:00), with the majority of employees accessing the sites prior to and leaving the sites after the start and end of the working day. Larger vehicle movements will be scheduled to travel to and from the sites outwith the peak periods of highway network operation and instructed to follow the key access routes to minimise the impact on the local highway network. The implementation of the CTMP will ensure that construction activities will not have a detrimental impact on the safe operation of the local highway network.

2.6 Existing Transport Summary

The onshore substation site's rural location results in there being limited sustainable transport facilities being available for use by workers accessing the area. A shared-use path connects the substation site with Pembroke but the site's location coupled with the form of the path, is unlikely to encourage a significant proportion of employees who live in the town to use the facility to access the site.

Local bus services are provided to accommodate tourist movements and this is reflected in the service route and timetables, with these unlikely to provide an attractive means for employees to access the onshore substation site.

The majority of the local and wider highway network is of a good standard and is able to support convenient access from Pembroke Docks and the A477 for general construction traffic in addition to abnormal loads.

The highway network is of a good standard between Pembroke and the onshore substation site, being improved in recent years to support larger vehicles accessing the nearby power station and oil refinery. Whilst the standard of the B4320 reduces to the west of its junction with the C3101, it is considered that it will be able to accommodate the minimal number of trips associated with construction activities which will use this section of the network to access onshore cable installation sites and the landfall site.

Whilst the site's location is unlikely to encourage a significant proportion of employees to access the onshore substation site on foot, by bicycle or by bus, there will be opportunity for workers to car share and this will be promoted as part of the CTMP.

- 66 kV Point-on-Wave (POW) Switchgear;
- Harmonic Filters;
- Reactive Compensation;
- 132/66 kV Transformer;
- 132 kV Switchgear; and
- A control, protection and welfare building.

The transformer is the largest component measuring 4m in width, 8.5m in length and 5m in height. The component has a weight of approximately 90 tonnes and will be transported to the site as an abnormal load.

The length of the cable installation will require multiple sites to be established between the landfall and substation, with the locations of these sites to be defined following the appointment of a contractor. Construction of the site compounds and cable installation will be supported by the following key activities:

- Access junction and track construction;
- Hard standing installation; and
- Welfare unit installation.

Each site will also accommodate a drilling rig with associated facilities supporting its operation. The cable installation is supported by the delivery of cable drums which have a 4.5m diameter and an approximate 30 tonne weight in addition to requiring delivery of yellow plant to support cable installation activities. The size of the cable drums will also require these to be transported to site as abnormal loads.

4.0 Trip Generation Estimate

4.1 Introduction

As previously highlighted, the development's nature will result in a minimal number of trips being generated during its operational phase, with the majority of trips associated with construction activities. This study has therefore focussed on this phase using client supplied data to quantify the development's impact on the local and wider highway networks. Whilst the trip generation estimate has been based on experience, the appointed contractor will dictate the final level of trip generation based on the construction methodology chosen.

4.2 Substation Construction

The substation will be constructed over an 18 month period and will comprise a concrete pad which will house the electrical plant and buildings. Hard standings will be in the form of hard core or tarmac surfaces on the access roads within the substation and the perimeter access road. A small building will also be located within the substation compound to provide rooms for control and protection, telecoms, auxiliary and backup power, and personnel.

The substation's construction will be supported by the following key activities:

- Site clearance;
- Foundation and hard standing installation;
- Landscaping installation;
- Drainage infrastructure installation;
- Substation building construction; and
- Component installation.

The majority of materials and components will be delivered to the site using standard-sized HGVs including low loaders, with only the transformer requiring to be delivered as an abnormal load escorted for its journey between Pembroke Docks and the site. It is expected that construction workers will access the site by car or van being encouraged to share a vehicle where possible.

Table 4.1 summarises the estimated level of vehicle trips associated with the substation's construction over the 18 month construction period.

	Total Trips	HGVs
0 – 9 months	40	18
9 – 18 months	30	5

Table 4.1 Daily Trip Generation Associated With The Substation's Construction

4.3 Onshore Cable Installation

The onshore cable will be installed through a mix of open cut trenching and Horizontal Directional Drilling (HDD), with the method dictated by local conditions. Both methods will require the setting up of temporary compounds to support construction activities by storing materials and yellow plant, in addition to welfare accommodation and worker parking.

Construction of the site compounds and cable installation will be supported by the following key activities:

- Access junction and track construction;
- Hard standing installation; and
- Welfare unit installation.

Yellow plant and materials will again be delivered to the sites using standard-sized HGVs including low loaders, with only the cable drums requiring to be treated as abnormal loads due to their size. Construction workers will access the sites by car or van.

Table 4.2 summarises the estimated level of vehicle trips associated with the onshore cable's installation.

	Total Trips	HGVs
0 – 9 months	10	5
9 – 18 months	10	5

Table 4.2 Daily Trip Generation Associated with The Onshore Cable's Installation

It is considered that the level of HGV trips associated with the cable installation will reduce once the results of the Ground Investigation survey become available, as the estimate is currently based on an assumption that a large proportion of the excavated soil is unsuitable to use to backfill the trench, instead requiring to be disposed of outwith the site.

4.4 Operational Trips

The offshore wind farm development is anticipated to be operational for a period of 25 years. There will be no workers based at the substation and trips to the site will therefore be limited to maintenance activities. These trips will access the site from the C3101 and Goldborough Road and typically be made by small vans and not by HGVs.

Abnormal load / HGV access would only be required if a substantial maintenance issue were to occur which required a large component to be replaced within the substation. The mitigation measures identified within the outline CTMP would be put in place should there be a requirement for HGVs to access the onshore substation site. This is however, not expected within the 25 year operational period of the Proposed Development.

4.5 Total Construction Trips

Table 4.3 summarises the level of vehicle trips generated by substation construction and cable installation activities.

	Total Trips	HGVs
0 – 9 months	50	23
9 – 18 months	40	10

Table 4.3 Total Daily Construction Trips

As can be seen from the above summary, the development is forecast to generate a maximum of 50 daily trips in the initial nine months of the construction period, with this reducing to 40 in association with the second half of the programme. It is proposed to undertake construction activities in 12 hour days (07:00 – 19:00) with the result that the majority of employees will access and leave the onshore substation and onshore cable installation / landfall sites prior to and following the morning and evening peak hours of highway network operation. Whilst there will be vehicle movements associated with the transport of materials to and from the sites, these will be spread across the day, minimising the impact on the operation of the local and wider highway network. Nevertheless, Chapter 5 reviews the potential impact of construction activities in relation to the current operation of the highway network between the A477 and the sites.

4.6 Trip Distribution

Whilst abnormal loads will be required to access Pembroke and the sites via the A4139, the origins of the majority of construction vehicles cannot be identified until a contractor has been appointed. However, it is expected that the majority of vehicles will access the sites from the north and east via the A4139 and A4075 to travel into and through Pembroke prior to accessing the onshore substation site via the B4319, Clay Lane and the B4320. The well-connected nature of the wider highway network will enable construction traffic to disperse thereby minimising its impact at individual junctions. It is therefore proposed, in the absence of any further data, to assume that general construction traffic will be evenly assigned to the A4139 and A4075 for the purpose of this study.

5.0 Development Impact Assessment

5.1 Introduction

The current pandemic has had an impact on travel habits and therefore traffic levels and whilst they appear to be returning to pre-pandemic levels in certain areas of the country, this TA has utilised survey data captured to support an adjacent development.

The following three junctions were surveyed on Thursday 29th November 2018 to support the adjacent development's application for consent:

- Site 1 - A477 / Ferry Lane signalised junction;
- Site 2 - B4320 / Wallaston Green priority junction; and
- Site 3 – C3101 (Walaston Green) / Goldborough Road priority junction.

The location of the junctions is shown in Figure 5.1, with the survey data included available on request.



Figure 5.1 Junction Survey Locations

The surveys cover the key access route for construction vehicles entering Pembroke in addition to including both junctions which support access to the substation site and onshore cable installation / landfall sites.

The following sections review the daily profile of traffic recorded at the three locations, comparing this with the anticipated profile of traffic associated with constructing the substation and installing the onshore cable.

5.2 Site 1 - A477 / Ferry Lane Signalised Junction

Figure 5.2 summarises the total junction throughput throughout the 24 hour traffic survey.

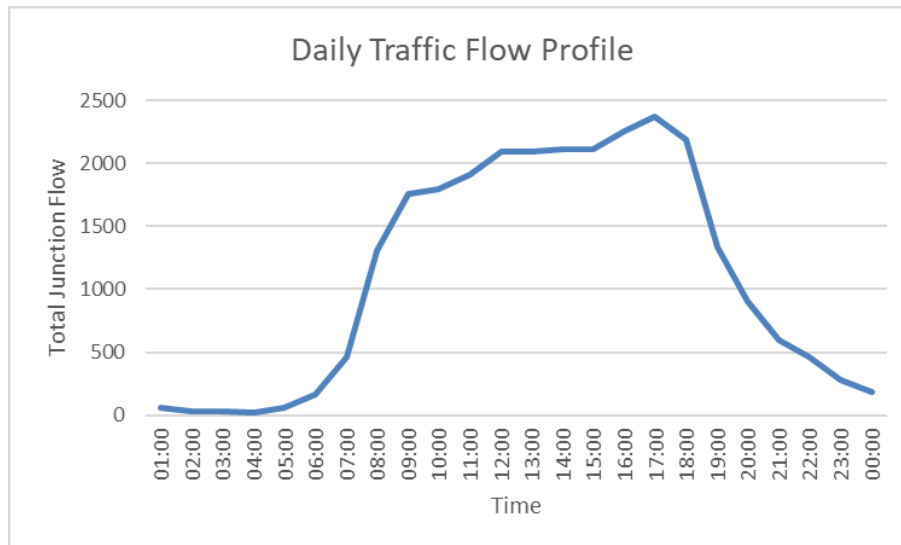


Figure 5.2 Site 1 Traffic Flow Profile

As can be seen from the survey summary, the junction experiences a relatively flat profile throughout the day (between 08:00 and 18:00), with the peak period of operation in the evening peak period. The survey data confirms that the junction experienced far lower levels of traffic prior to 08:00 and after 18:00 when construction workers are likely to be travelling through Pembroke to access the sites which are located around 20 minutes journey by car from the A477.

On the robust assumption that half of workers travel through this junction, this equates to approximately 16 trips being added to the junction, or an average of just over one vehicle every 4 minutes.

As detailed in Chapter 4, the Proposed Development will be supported by construction vehicles accessing and leaving the sites over the course of a minimum of a 12 hour working day. Based on the assumed assignment identified in Section 4.6, the development will generate an additional two general construction vehicle trips an hour travelling through the junction. It is therefore expected that the development will have a negligible impact on the junction's operation.

5.3 Site 2 - B4320 / Wallaston Green Priority Junction

Figure 5.3 summarises the total junction throughput throughout the 24 hour traffic survey.

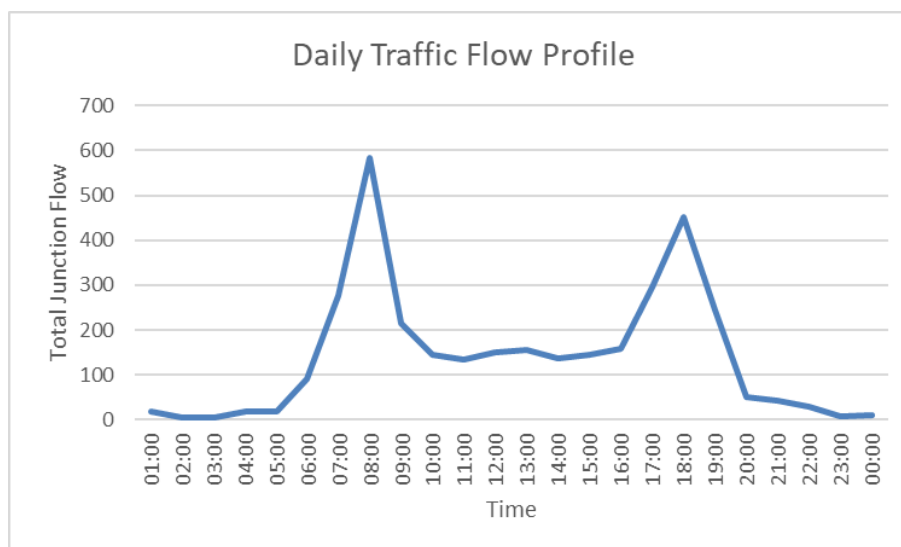


Figure 5.3 Site 2 Traffic Flow Profile

The B4320 accommodates a significantly lower traffic flow than the A477 / Ferry Lane junction, with the survey recording two distinct peaks at 08:00 and 18:00. The level of traffic travelling through the junction is significantly lower outwith the two peaks. The proximity of the junction to the substation and onshore cable installations sites is expected to result in the majority, if not all, of the 27 worker trips passing through the junction prior to and after the morning and evening peaks.

The development is forecast to generate an additional 4 general construction vehicle trips an hour travelling through the junction, or one trip every 15 minutes. It is therefore expected that the development will have a negligible impact on the junction's operation.

5.4 Site 3 - Wallaston Green / Goldborough Road Priority Junction

Figure 5.4 summarises the total junction throughput throughout the 24 hour traffic survey.

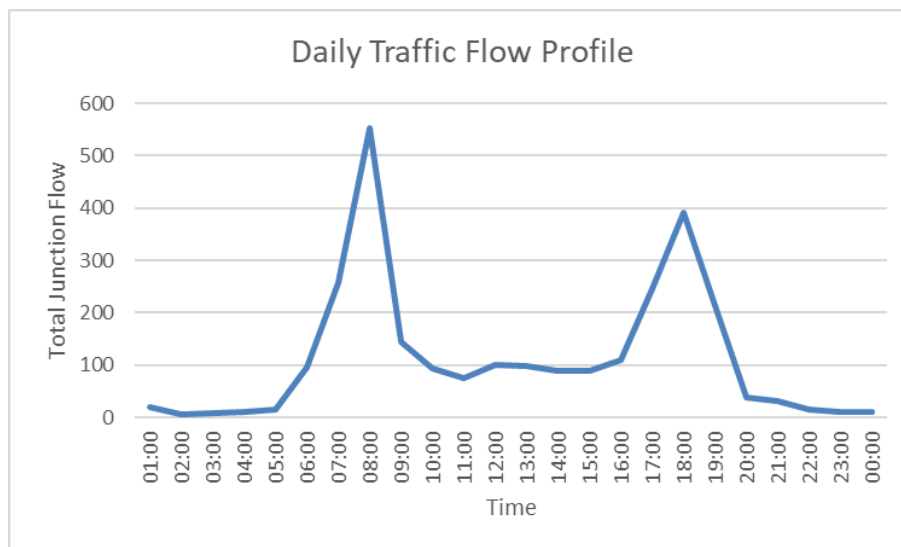


Figure 5.4 Site 3 Traffic Flow Profile

This location returns a traffic flow profile which closely matches that recorded for the B4320 / Wallaston Green Priority Junction, suggesting that the majority of traffic passes through both junctions. The survey again identifies two distinct peaks at 08:00 and 18:00, with minimal levels of traffic travelling through the junction outwith these periods.

The junction will accommodate all trips travelling to and from the substation site, although the route of the onshore cable will result in the majority of trips associated with the onshore cable's installation not being required to pass through the junction.

The 22 trips associated with workers accessing the substation site are again expected to pass through the junction prior to the morning peak and after the evening peak. The development is forecast to generate less than two additional general construction vehicle trips an hour travelling through the junction, or one trip every 15 minutes. It is therefore expected that the development will have a negligible impact on the junction's operation.

5.5 B4320 to West of Wallaston Green Priority Junction

The traffic flow data obtained from the survey of the B4320 / C3101 junction has been used to determine the level of traffic currently using the B4320 to the west of the junction and Figure 5.5 summarises the recorded daily traffic flow profile for this highway link.

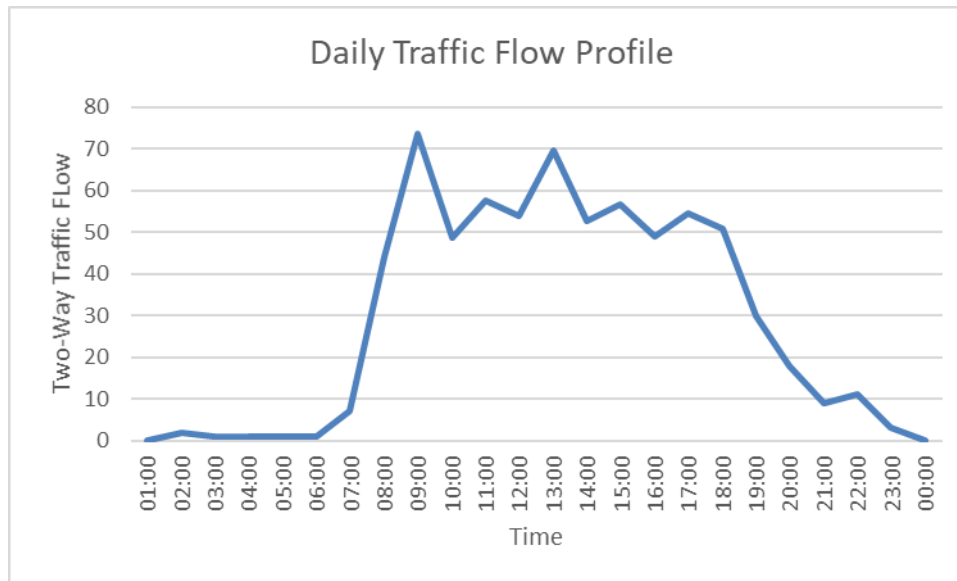


Figure 5.5 B4320 West of C3101 Traffic Flow Profile

As can be seen from the above summary, the road is surveyed to accommodate very little traffic prior to 07:00, with the traffic flow peaking between 08:00 – 09:00 and reducing after 18:00. The peak hour two-way traffic flow was recorded to be 74 vehicles although the road generally accommodated less than 60 two-way vehicle trips after the morning peak hour, with this equating to an average of 1 two-way vehicle trip every minute.

As highlighted in Section 4.3, it is forecast that a total of 10 trips will be generated throughout the construction period in association with the onshore cable's installation, of which 5 will be workers accessing the sites prior to 07:00 and leaving after 19:00, with 5 HGVs accessing the sites throughout the course of an operational day. This will result in no more than one HGV associated with cable or landfall installation activities accessing or leaving the sites in any one hour and it is therefore expected that the development will have a negligible impact on the operation of the B4320 to the west of its junction with the C3101.

5.6 Development Impact Summary

Whilst the A477 / Ferry Lane was recorded to experience a relatively flat traffic flow profile, the B4320 / Wallaston Green and Wallaston Green / Goldborough Road priority junctions have been surveyed to experience two distinct peaks whilst accommodating relatively low traffic flows throughout the remainder of the day. The B4320 was also surveyed to be lightly trafficked prior to 07:00 and after 19:00.

It is intended to adopt a 12 hour working day, with construction workers accessing the substation and cable installation sites prior to 07:00 and leaving after 19:00. These trips occur before and after the morning and evening peak hours of the highway network's operation and will therefore have a minimal impact on the local highway network.

Construction traffic movements will be scheduled to avoid the peaks as far as possible but are forecast to result in a maximum of 2 two-way movements in any one hour, equating to no more than one trip every 15 minutes at any one location. It is therefore considered that the development's construction will have a negligible impact on the operation of the local and wider highway networks and no further analysis has been undertaken as part of this study.

6.0 Summary and Conclusions

6.1 Summary

This Transport Assessment has been prepared by Cundall on behalf of Blue Gem Wind Ltd to support construction, operation and decommissioning of a Floating Offshore Wind development in the Celtic Sea and the associated onshore infrastructure for grid connection at Pembroke Power Station.

The area's rural nature results in there being limited sustainable transport facilities being available for use by workers accessing the area. Local bus services are provided to accommodate tourist movements and this is reflected in the service route and timetables, with these unlikely to provide an attractive means for employees to access the sites.

The majority of the local and wider highway network is of a good standard and is able to support convenient access from Pembroke Docks and the A477 for general construction traffic in addition to abnormal loads. The highway network is also of a good standard between Pembroke and the onshore substation site, being improved in recent years to support larger vehicles accessing the nearby power station and oil refinery. The standard of the B4320 reduces to the west of its junction with the C3101 although it is considered that it will be able to accommodate the minimal number of trips associated with construction activities which will use this section of the network to access onshore cable installation sites and the landfall site.

A detailed review of the local and wider highway network has been undertaken, with this supported by initial consultation with PCC, a local haulage company and a topographical survey of the existing Ferry Lane rail bridge and has demonstrated that there are no significant constraints preventing abnormal loads from travelling to the sites from Pembroke Docks. Further detail is provided with regard to this review within the outline CTMP which accompanies this application. Whilst the onshore substation site's location is unlikely to encourage a significant proportion of employees to access the site on foot, by bicycle or by bus, there will be opportunity for workers to car share when accessing the site and this will be promoted as part of the CTMP.

The development's operation is expected to generate a minimal number of trips associated with routine maintenance activities, with a greater number of vehicle trips generated by the scheme's construction. The level of trips associated with constructing the proposed substation and installing the associated onshore cable has been estimated and reviewed in association with their potential impact on the operation of the local highway network.

6.2 Conclusions

It is anticipated that the majority of workers will access the construction sites prior to the morning peak hour of highway network operation and leave after the evening peak. Whilst construction vehicles will also be accessing and leaving the sites throughout the 12 hour working day, it is expected that the activities will generate no more than 4 vehicle trips an hour at any one location, equating to one trip every 15 minutes. Construction of the Proposed Development will therefore have a negligible impact on the operation of the local and wider highway network, with the impact further managed through implementation of the measures identified within the outline CTMP which accompanies this submission.

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