

CIL LONYDD SOLAR FARM

Transport Statement

PLN-WWP-JPW2051-TRP-01
Transport Statement
Version -
22 April 2024

Document Status

Version	Purpose of Document	Authored By	Reviewed By	Approved By	Review Date
-	Planning Application	Daniel Innes Anthony Bubb	David Archibald	David Archibald	April 2024

This report was prepared by **RPS Consulting Services Ltd** ('RPS') within the terms of its engagement and in direct response to a scope of services. This report is strictly limited to the purpose and the facts and matters stated in it and does not apply directly or indirectly and must not be used for any other application, purpose, use or matter. In preparing the report, RPS may have relied upon information provided to it at the time by other parties. RPS accepts no responsibility as to the accuracy or completeness of information provided by those parties at the time of preparing the report. The report does not take into account any changes in information that may have occurred since the publication of the report. If the information relied upon is subsequently determined to be false, inaccurate or incomplete then it is possible that the observations and conclusions expressed in the report may have changed. RPS does not warrant the contents of this report and shall not assume any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report howsoever. No part of this report, its attachments or appendices may be reproduced by any process without the written consent of RPS. All enquiries should be directed to RPS.

Prepared by:

Prepared for:

RPS Consulting Services Ltd

Cenin Renewables Limited

Daniel Innes
Graduate Transport Consultant

Anthony Bubb
Senior Transport Consultant

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire OX14 4SH

T 01235 432 190
E anthony.bubb@rpsgroup.com

Contents

1	INTRODUCTION.....	1
2	EXISTING CONDITIONS.....	3
3	PROPOSED DEVELOPMENT	9
4	ACCESS STRATEGY.....	12
5	TRANSPORT IMPACT	16
6	SUMMARY AND CONCLUSIONS	17

Appendices

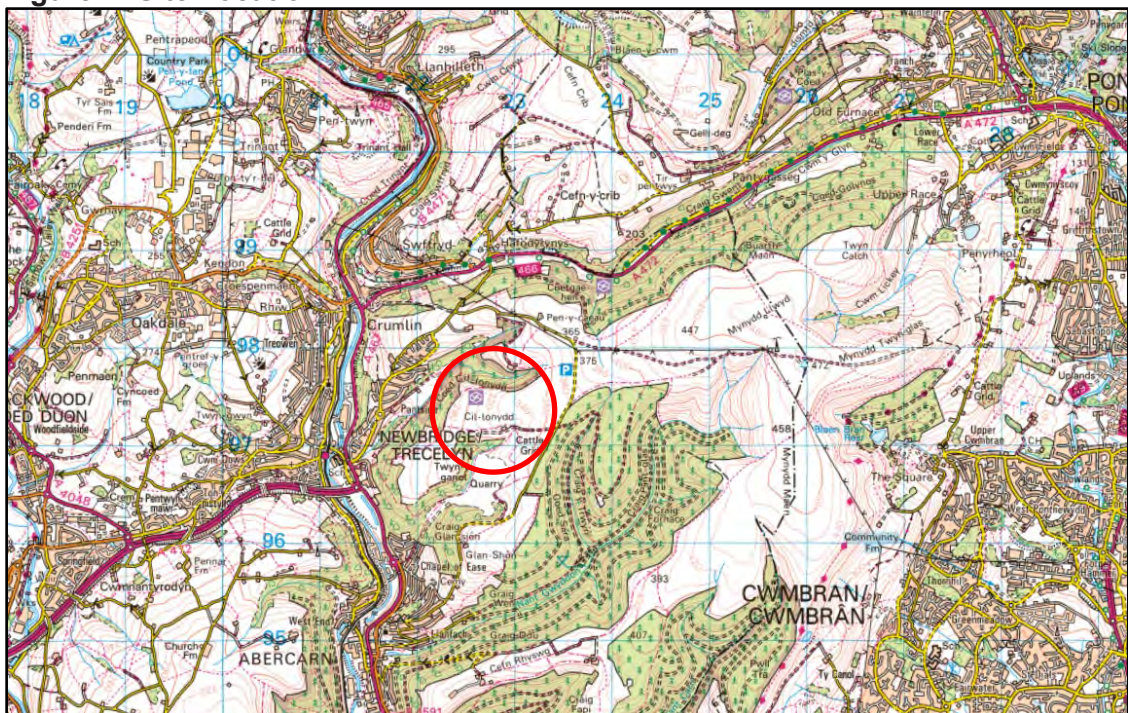
APPENDIX 1 – MASTERPLAN

APPENDIX 2 – PROPOSED ACCESS DRAWINGS

1 INTRODUCTION

- 1.1 This Transport Statement has been prepared by RPS on behalf of Cenin Renewables Limited in support of a Development of National Significance application for the development of a solar photovoltaic electricity generating station (or ‘Solar Farm’) and associated ancillary development (the ‘Proposed Development’) at Cil-Lonydd Farm to the east of Newbridge within the Caerphilly County Borough Council (CCBC) administrative area (the ‘Site’). The location of the Site is shown in **Figure 1** below.

Figure 1: Site Location



- 1.2 This Transport Statement provides details of the access arrangement for the Proposed Development and the route construction vehicles would take during its construction phase, as well as the impact these construction vehicles would have on the local highway network.
- 1.3 This Transport Statement focusses predominately on the construction phase of the Proposed Development as this is likely when most vehicle trips would be made to and from the Site, given the nature of the Proposed Development.

Scope of Transport Statement

- 1.4 This Transport Statement has been prepared in accordance with Planning Policy Wales 12 published in February 2024 and Technical Advice Note 18 – Transport published in March 2007 to demonstrate that the Proposed Development would be acceptable in transport and highway terms.

- 1.5 Following this introduction, the structure of this Transport Statement is as below.
- **Section 2 – Existing Conditions:** Describes the existing conditions of the Site and the surrounding transport and highway network.
 - **Section 3 – Proposed Development:** Describes the Proposed Development from a transport and highways perspective, including trip generation of the construction and operational phases.
 - **Section 4 – Access Strategy:** Describes the access strategy of the Proposed Development and demonstrates that the access arrangements would be safe for all road users.
 - **Section 5 – Transport Impact:** Provides an assessment of the likely transport impact of the Proposed Development and traffic management measures.
 - **Section 6 – Summary and Conclusions:** Provides a summary and conclusion.
- 1.6 A Construction Traffic Management Plan (CTMP) has also been prepared by RPS under separate cover (Report Reference 794-PLN-WWP-JPW2051-TRP-02), which includes management measures to be implemented during the construction phase of the Proposed Development.

2 EXISTING CONDITIONS

- 2.1 This section of the Transport Statement describes the surrounding transport and highway network of the Site, as well as the accessibility of the Site by different modes of transport through a review of existing walking and cycling infrastructure.

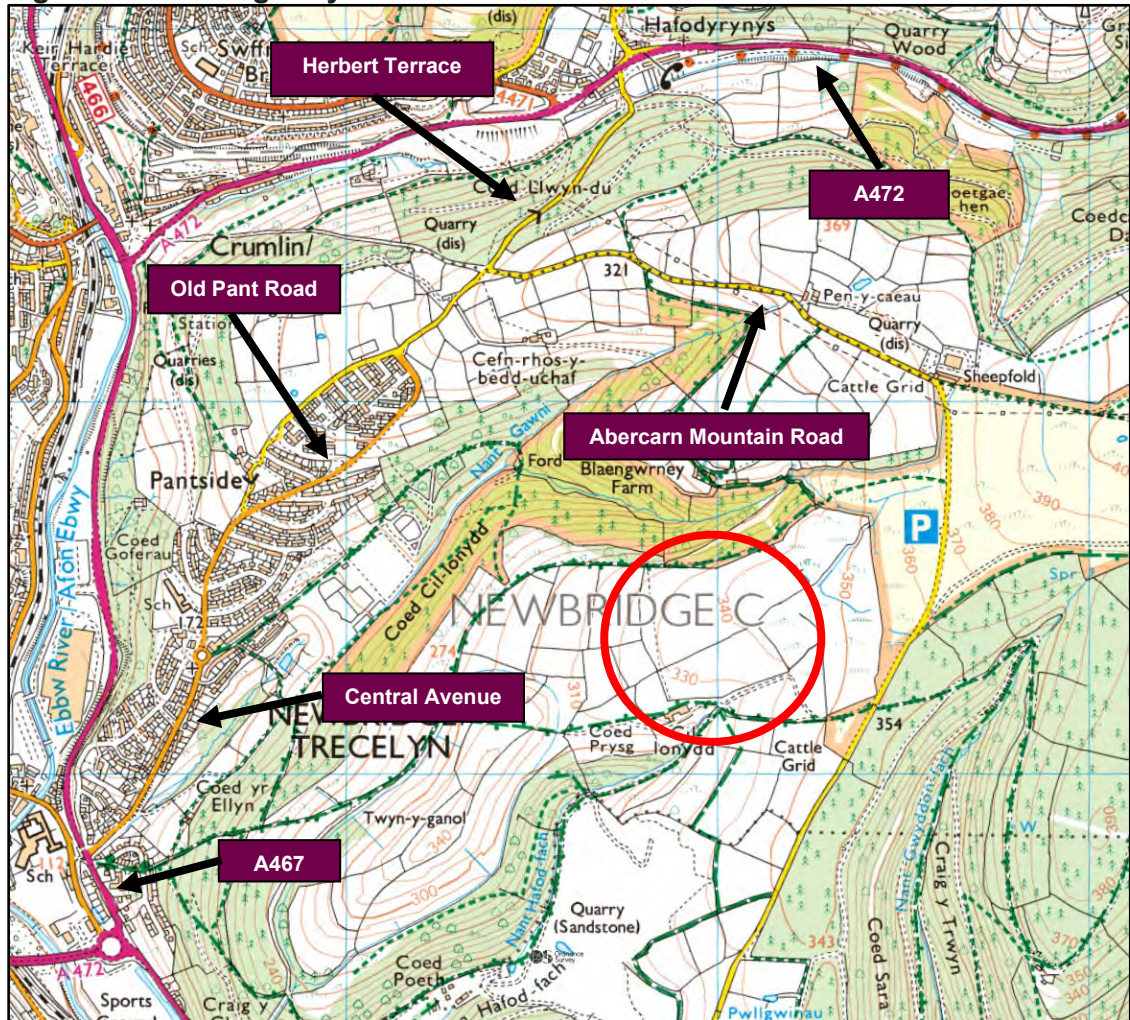
Site Location

- 2.2 The Site comprises land at Cil-Lonydd Farm between the towns of Newbridge and Cwmbran and adjoins registered common land to the east. The Site is approximately 28.6 hectares in size (excluding the cable route) and consists of several parcels of land which are irregular in shape and include several agricultural fields of varying sizes primarily used for pasture grazing and bound by a mixture of mature woodland, trees and hedgerow.

Local Highway Network

- 2.3 The local highway network of the Site relevant to the construction phase of the Proposed Development comprises predominately of the A472, the A467, Herbert Terrace, Old Pant Road, Central Avenue and the unnamed single carriageway road to Mynydd Maen Common, known as the Abercarn Mountain Road, as shown in **Figure 2**.

Figure 2: Local Highway Network



A472

- 2.4 The A472 routes through Hafodyrnys between the A4042 at Pontypool Roundabout to the east and the A467 to the west. The majority of the A472 is single carriageway, except for the section between the roundabout junction with the A4043 and Pontypool Roundabout which is dual carriageway. The A472 is subject to a posted speed limit of 20mph through the village of Hafodyrnys.

A467

- 2.5 The A467 is a single carriageway road which forms a roundabout junction with Aberbeeg Road to the north and the A472 to the south. The A467 is subject to a posted speed limit of 20mph through Newbridge with on-street car parking bays adjacent to the carriageway in the vicinity of residential properties.

Herbert Terrace

- 2.6 Herbert Terrace is a single carriageway unclassified road which forms a priority T-junction with the A472 to the north and continues as Old Pant Road through the village of Panside to the south. Herbert Terrace is subject to the national speed limit of 60mph with several passing places between Hafodyrynys and Panside.

Old Pant Road

- 2.7 Old Pant Road is a single carriageway road through the village of Panside which forms a roundabout junction with Central Avenue to the west and continues as Herbert Terrace to the north. Old Pant Road is subject to a posted speed limit of 20mph with footway provision and street lighting present and has a traffic calming scheme in the form of a priority chicane and several speed humps between the junction with Carlyon Road and the roundabout junction with Central Avenue.

Central Avenue

- 2.8 Central Avenue is a single carriageway road which forms a roundabout junction with Old Pant Road to the north and a priority T-junction with the A467 to the south. Central Avenue is subject to a posted speed limit of 20mph with footway provision and street lighting present with on-street car parking bays adjacent to the carriageway in the vicinity of residential properties.
- 2.9 A Traffic Regulation Order is in force at the priority T-junction between the A467 and Central Avenue to prohibit right-turn manoeuvres from Central Avenue onto the A467. A traffic island in the middle of the Central Avenue carriageway discourages right-turn manoeuvres.

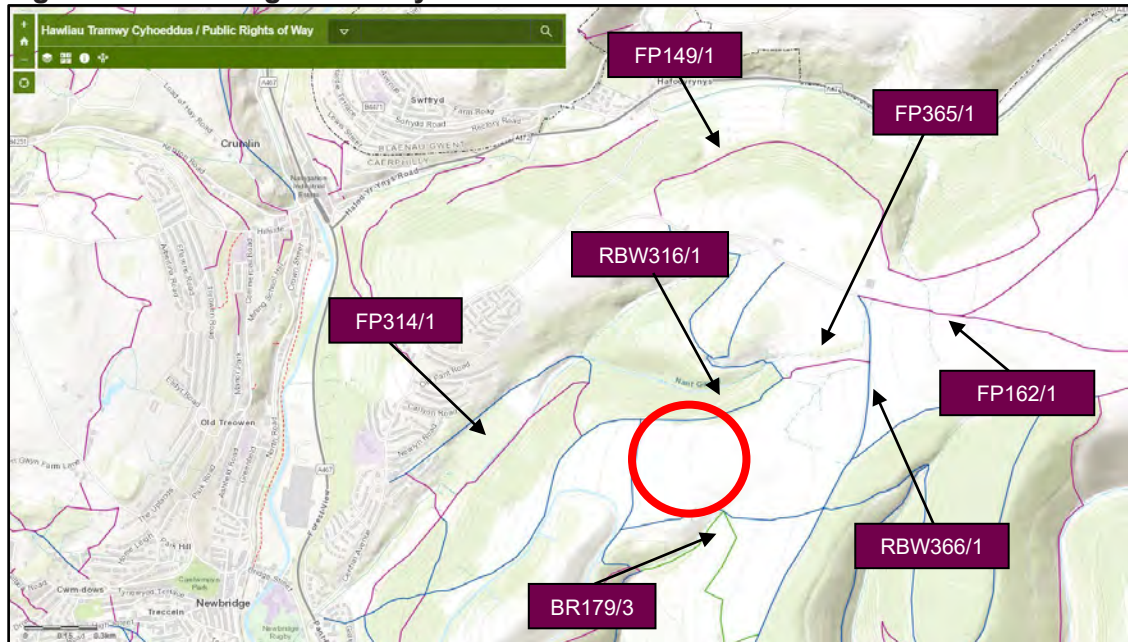
Abercarn Mountain Road

- 2.10 Abercarn Mountain Road is an unclassified road which forms a bifurcated junction with Herbert Terrace to the west and continues east then south through Mynydd Maen Common. Abercarn Mountain Road is a restricted byway to the south of Mynydd Maen Common.
- 2.11 The section of Abercarn Mountain Road between the bifurcated junction and the cattle grid before entering Mynydd Maen Common has restricted forward visibility due to the alignment of the carriageway and existing stone walls either side, although it does have several passing places. There is considerable visibility in all directions along Abercarn Mountain Road through Mynydd Maen Common.

Site Accessibility

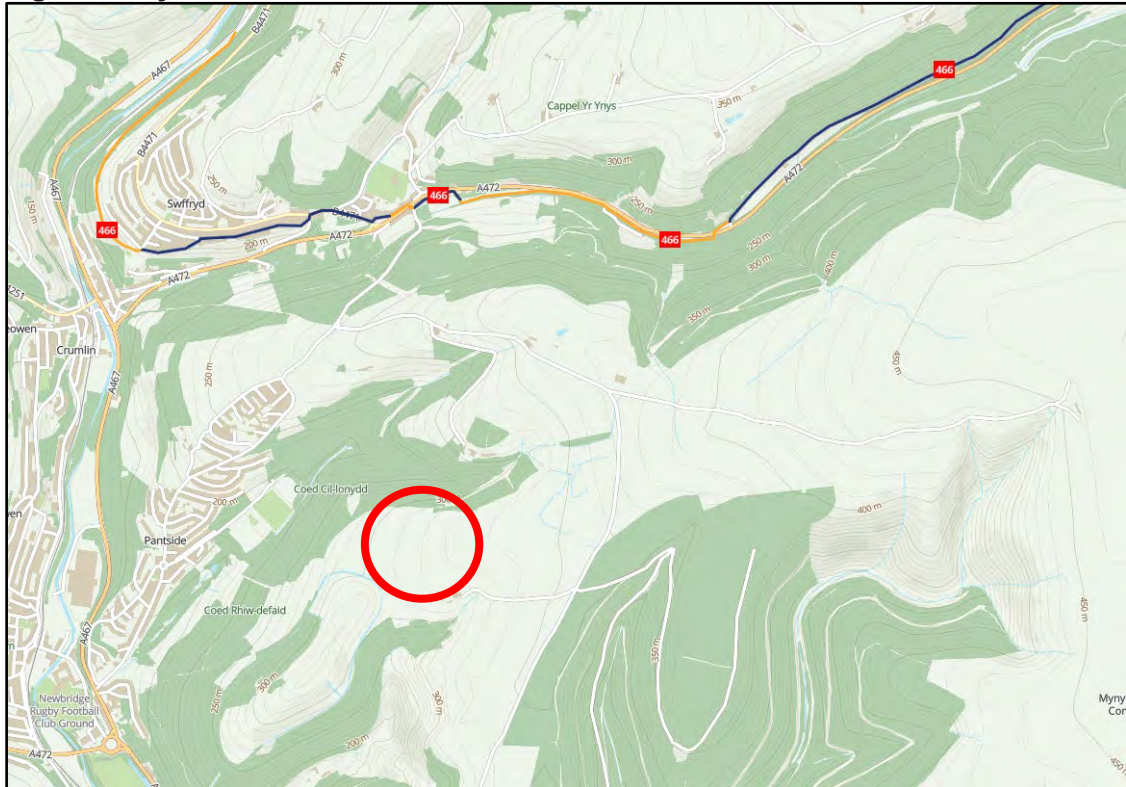
- 2.12 There are several Public Rights of Way within the vicinity of the Site. A relevant section of the CCBC Definitive Map is shown in **Figure 3**, with footpaths shown in purple, restricted byways shown in blue and bridleways shown in green.

Figure 3: Public Rights of Way



- 2.13 There is one designated cycle route, Route 466 of the National Cycle Network (NCN), in the vicinity of the Site, as shown by the section of Ordnance Survey mapping from the Sustrans website in **Figure 4**.

Figure 4: Cycle Route



- 2.14 Route 466 of the NCN routes between the Heads of the Valleys to the north west of the Site and Pontypool to the north east and follows the route of the Ebbw Valley Railway branch line, including along the A472 in the vicinity of the Site.

Highway Safety

- 2.15 An analysis of Personal Injury Accident (PIA) data across the local highway network within the vicinity of the Site for the latest available five-year period has been undertaken. PIA data for the most recent available five-year period January 2019 to December 2023 has been requested and provided by the Welsh Government on a confidential basis with strict controls over its reporting, hence the below analysis reflects this.
- 2.16 The study area includes the A472 in the vicinity of the junction with Herbert Terrace, the A467 between Newbridge Roundabout and Central Avenue, Herbert Terrace, Old Pant Road, Central Avenue and Abercarn Mountain Road.
- 2.17 A detailed analysis has been undertaken to identify any consistent contributory factors of injury accidents within the study area and to identify clusters of injury accidents within the study area. PIA clusters are determined as areas with four or more injury accidents in one location.
- 2.18 From this analysis, it is concluded that there are no clusters of injury accidents within the study area with consistent contributory factors which highlight potential deficiencies in the design of the highway network and that there are no prevailing highway safety issues along the local highway network.

Mynydd Maen Wind Farm

- 2.19 A Pre-Application Consultation (PAC) package was submitted to Planning and Environment Decisions Wales (PEDW) in July 2023 with reference DNS/3276725 as part of a Development of National Significance application for a wind farm comprising of 13 horizontal axis wind turbines, along with an improved site entrance, new and improved access tracks, crane hardstanding, control building and substation compound, electricity transformers, underground cabling, and drainage works, on land adjacent to the Proposed Development.
- 2.20 The PAC for the DNS/3276725 application is supported by an Environmental Statement prepared on behalf of RES Limited. This Environmental Statement indicates that the development would modify an existing field entrance on the Abercarn Mountain Road north of Mynydd Maen Common as the single site access for all construction vehicles during the construction phase of the development. Furthermore, the Environmental Statement sets out that two new passing bays suitable for HGVs would be provided along the Abercarn Mountain Road, in addition to the extension of an existing passing bay along the Abercarn Mountain Road, as part of the wind farm development.
- 2.21 All construction vehicles would travel along the Abercarn Mountain Road to access the development and along either Herbert Terrace from the A472 or along Old Pant Road and Central Avenue from the A467. The PAC for the DNS/3276725 application states that the HGV access route to the Abercarn Mountain Road (from the A472 or from the A467) would be confirmed with CCBC once a main contractor has been appointed.

3 PROPOSED DEVELOPMENT

- 3.1 This section of the Transport Statement describes the Proposed Development at the Site, as well as the likely number of construction vehicle trips and maintenance vehicle trips that the Proposed Development would generate during both the construction phase and operational phase.

Proposed Development

- 3.2 The Proposed Development would comprise of a Solar Farm and BESS with the additional project components stated in the list below. The proposed layout of the Proposed Development is shown on the Masterplan in **Appendix 1** and comprises:

- Solar panels mounted on fixed frames in rows (arrays).
- A 40MW BESS facility comprising of storage units with associated transformers.
- Solar inverters and transformers.
- Internal access tracks.
- Perimeter security fencing (deer fencing).
- CCTV security cameras.
- Enhancements to landscaping and biodiversity.

- 3.3 The Proposed Development would also include a 3,043m long cable across Mynydd Maen Common which would connect to the substation of the Mynydd Maen Wind Farm development proposal. A secondary application under Section 38 of the Commons Act would be submitted to enable temporary works to be undertaken during construction of the Solar Farm, with trenches of approximately 1.0m deep and 0.5m wide required for the underground cable route.

- 3.4 The existing access to Cil-Lonydd Farm located along the section of Abercarn Mountain Road south through Mynydd Maen Common would be used to access the Site during both the construction phase and operational phase of the Proposed Development.

- 3.5 After the expected lifetime of the Proposed Development, the Solar Farm would be decommissioned, with all equipment being dismantled and recycled and the Site returning to full agricultural use.

- 3.6 A secure temporary construction compound would be required during the construction phase of the Proposed Development. The temporary construction compound would be located within the Site and be built using a geogrid base or similar, to facilitate easy removal and reinstatement. The temporary construction compound would house office cabins and welfare facilities for contractors, as well as for the storage of tools and materials.

Construction Time Period

- 3.7 The construction phase of the Proposed Development would take between 6 and 9 months to complete. All work at the Site during the construction phase would be undertaken between 08:00 and 18:00 hours on Monday to Friday and between 08:00 and 13:00 hours on a Saturday. No construction activities would take place on a Sunday or Bank Holiday.

Construction Trip Generation

- 3.8 The potential trip generation of the Site during the construction phase of the Proposed Development has been informed through a discussion with the applicant based upon the construction programme and experience of similar projects across the UK.
- 3.9 While the construction phase would take between 6 and 9 months to complete, the number of vehicle trips to and from the Site would fluctuate over this time. Some periods would see more trips when for example, deliveries are made to the Site, while other periods would see fewer trips when for example, only work at the Site is being undertaken.
- 3.10 The number of construction HGV movements per day would vary as the construction works progress and would be dependent upon the activities being undertaken at the Site. It is estimated however that there would be an average of six movements (three inbound movements plus three outbound movements) per day during the construction phase of the Proposed Development.
- 3.11 The Proposed Development would give rise to a maximum of 20 HGV movements (10 inbound movements plus 10 outbound movements) per day at the peak of the construction phase, with fewer number of HGV movements per day outside of peak activities.
- 3.12 The types of HGV and other construction vehicles that could typically be used for the construction of all elements of the project are set out in **Table 3.1** below. The use of these vehicles would be subject to the contractor.

Table 3.1: Typical Construction HGV Movements

Item	Vehicle Type
Battery Storage Units	16.5m Articulated HGV
Solar Panels	Rigid / Articulated HGV
Mounting System	Rigid HGV
Prefabricated Building	Rigid / Articulated HGV
Unloading Buildings	Mobile Crane
Cables	Rigid / Articulated HGV
Fencing	Rigid HGV
Small Deliveries	Rigid HGV
Plant Delivery	Rigid / Articulated HGV
Aggregate	Rigid HGV
Concrete	Rigid HGV

- 3.13 While the number of construction staff would fluctuate depending upon the Site activity taking place, it is estimated that the Site would generate up to 50 two-way construction staff trips during the construction phase of the Proposed Development.

- 3.14 All members of staff would be encouraged to car share through the management of travel patterns and travel planning measures to reduce the number of construction staff vehicle trips to and from the Site per day during the construction phase. The Site Manager would promote car sharing as the primary method for construction workers to travel to and from the Site should they drive in by car.
- 3.15 An area for car parking would be provided within the Site. No contractor or visitor would be permitted to park their cars along the local highway network or Abercarn Mountain Road south through Mynydd Maen Common at any time during the construction phase and this would be strictly enforced by the Site Manager. All visitors would be advised of the car parking arrangements prior to travelling to the Site.
- 3.16 All staff are anticipated to arrive at the Site during the 30-minutes preceding the start of the working day (07:30 to 08:00 Monday to Saturday) and to depart the Site during the 30-minutes following the end of the operating day (18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). It is anticipated that staff would likely travel to and from different origins and destinations and hence spread their movement across the local highway network.

Operational Trip Generation

- 3.17 Once operational, the Proposed Development would be monitored remotely and would not require any permanent staff to be located on Site; therefore, only occasional visits (typically once a quarter) by 4x4 vehicles / LGVs would be required for maintenance, monitoring and cleaning purposes.
- 3.18 Due to the minimal vehicle movements generated by the Proposed Development during the operational phase, the Proposed Development would not have a significant impact upon the local highway network.

Decommissioning

- 3.19 At the end of the operational phase, the Solar Farm would be fully decommissioned, with all project elements removed from the Site and recycled where possible. Any waste generated during this process would be removed and transported by a certified and licensed contractor. The solar panels would be removed from the Site, while the cables interconnecting the solar panels to the electricity grid system would be de-energised and removed along with any cable marker signs.
- 3.20 The decommissioning of the Site would be expected to generate a similar (or fewer) number of vehicle trips as the construction phase, since there would not be the same requirement to transport the material separately. The vehicle movements associated with the decommissioning phase would be discussed with CCBC prior to commencement and appropriate measures would be agreed as necessary at that time.
-

4 ACCESS STRATEGY

- 4.1 This section of the Transport Statement considers the access strategy for the Proposed Development, including the Site access arrangement and potential route options for HGVs to and from the Site during the construction phase.

Site Access

- 4.2 The existing access to Cil-Lonydd Farm located along the section of Abercarn Mountain Road south through Mynydd Maen Common would be used to access the Site. An internal access track constructed of permeable materials would lead to the temporary construction compound and car parking area from the Site access, as shown on the Masterplan in **Appendix 1**.
- 4.3 All construction HGVs would enter and exit the Site from and to the north along Abercarn Mountain Road. The arrangement of the Site access would safely enable right-in / left-out manoeuvres from and to Abercarn Mountain Road by a 16.5m long articulated HGV, as shown by RPS Drawing Number 794-PLN-WWP-JPW2051-DR-001 in **Appendix 2**.
- 4.4 An Automatic Traffic Count (ATC) survey was undertaken along Abercarn Mountain Road approximately 450m to the west of the cattle grid for a period of seven days to determine traffic volumes and an indication of 85th percentile vehicle speeds through Mynydd Maen Common.
- 4.5 The recorded 85th percentile vehicle speeds were 24.0mph eastbound and 23.0mph westbound and therefore, visibility splays of 2.4m x 31.5m to the left and 2.4m x 29.8mph to the right upon egress from the Site would be required. There is considerable visibility in all directions along Abercarn Mountain Road through Mynydd Maen Common and these required visibility splays would be achievable upon egress from the Site.
- 4.6 The CTMP prepared by RPS under separate cover (Report Reference 794-PLN-WWP-JPW2051-TRP-02) sets out traffic management measures, including appropriate signage to advise motorists of the Site access and construction HGVs using Abercarn Mountain Road through Mynydd Maen Common.

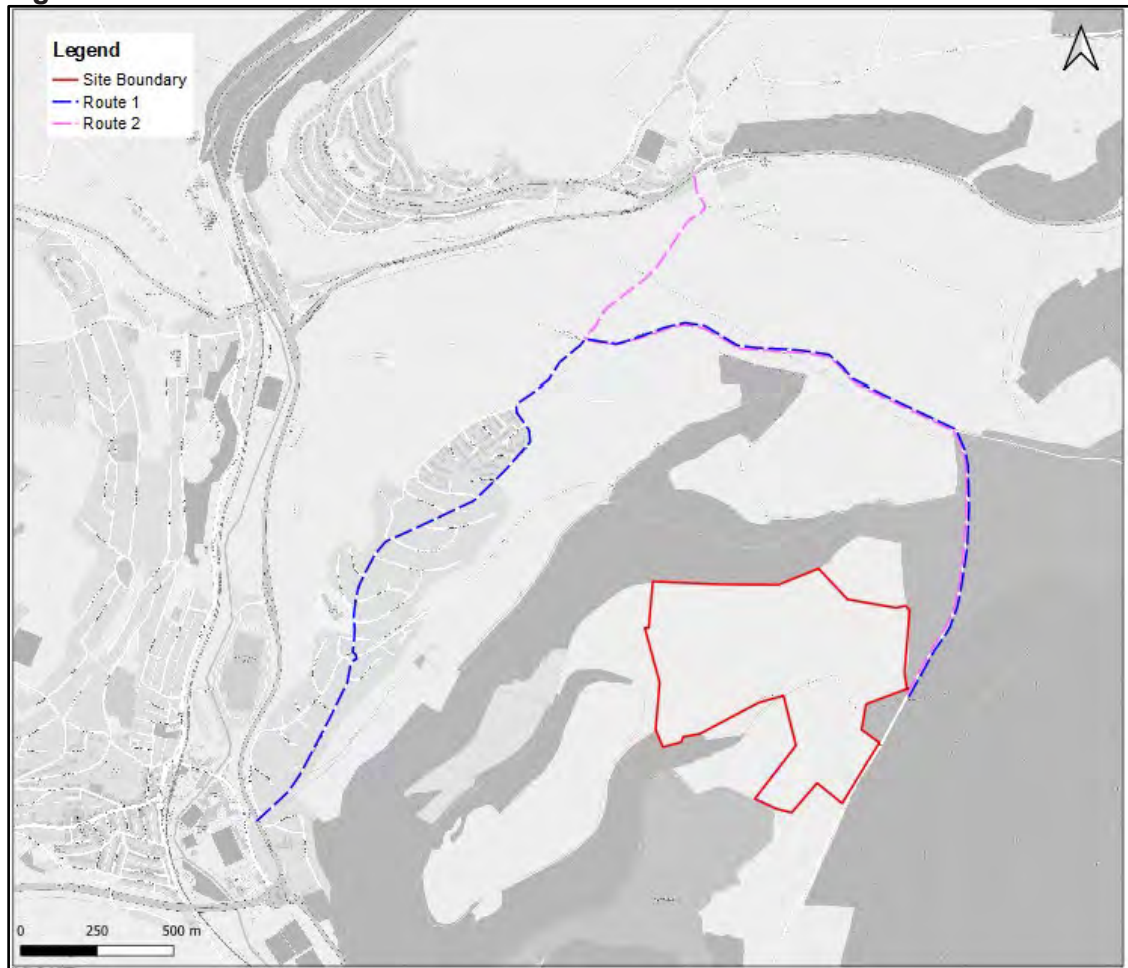
HGV Access Strategy

- 4.7 An analysis of the local highway network was undertaken to identify the access strategy for HGVs during the construction phase of the Proposed Development. The analysis used professional judgement to consider the suitability of routes to safely accommodate both rigid and articulated HGVs.
- 4.8 The analysis considered that HGVs would route to the Site using predominately primary and secondary roads of the highway network where possible, before using unclassified roads and rural tracks. The A472 and A467 are the nearest 'A'-classified roads to the Site.
- 4.9 HGVs would travel either along the A472 and Herbert Terrace from the north or along the A467, Central Avenue, Old Pant Road and Herbert Terrace from the south. All construction HGVs would use Abercarn Mountain Road through Mynydd Maen Common from the bifurcated junction along Herbert Terrace to access the Site. This is the same access strategy as that proposed for the Mynydd Maen Wind Farm development.

HGV Access Routes

- 4.10 As stated above, two potential HGV access routes to the Site are proposed from either the A467 or the A472. These potential access routes are shown on **Figure 5** and are described further below.

Figure 5: Potential HGV Access Routes



Route 1

- 4.11 A description of this route is provided below.
- From the A467, turn right onto Central Avenue at the A467 / Central Avenue T-junction and continue north eastbound through the village of Panside along Central Avenue, Old Pant Road and Herbert Terrace.
 - Turn right onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction and continue eastbound along Abercarn Mountain Road.
 - Continue southbound along Abercarn Mountain Road through Mynydd Maen Common towards the Site access.

Route 2

4.12 A description of this route is provided below.

- From the A472, turn onto Herbert Terrace and continue south westbound along Herbert Terrace.
- Turn left onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction and continue eastbound along Abercarn Mountain Road.
- Continue southbound along Abercarn Mountain Road through Mynydd Maen Common towards the Site access.

Analysis of HGV Access Routes

Route 1

- 4.13 From the A467, HGVs would turn right onto Central Avenue at the A467 / Central Avenue priority T-junction. A Traffic Regulation Order is in force at the priority T-junction between the A467 and Central Avenue to prohibit right-turn manoeuvres from Central Avenue onto the A467. A traffic island in the middle of the Central Avenue carriageway discourages right-turn manoeuvres. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-002 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would overrun onto the opposite side of the carriageway for all manoeuvres from the A467 to Central Avenue. The removal of the traffic island at this junction would therefore be required.
- 4.14 HGVs would continue through the village of Panside along Central Avenue and Old Pant Road. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-003 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would be required to use the full width of the carriageway through the roundabout junction.
- 4.15 HGVs would turn right onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-004 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would be required to use the full width of the carriageway at the bifurcated junction and associated works would be required.

Route 2

- 4.16 From the A472, HGVs would turn onto Herbert Terrace at the A472 / Herbert Terrace T-junction. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-005 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would be required to overrun onto the opposite side of the carriageway for all manoeuvres from the A472 to Herbert Terrace.
- 4.17 HGVs would turn left onto Abercarn Mountain Road at the Herbert Terrace / Abercarn Mountain Road bifurcated junction. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-006 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would be required to use the full width of the carriageway at the bifurcated junction and associated works would be required.

Abercarn Mountain Road

- 4.18 All construction HGVs would use Abercarn Mountain Road through Mynydd Maen Common from the bifurcated junction along Herbert Terrace to access the Site. Abercarn Mountain Road between Herbert Terrace and the cattle grid to the north of Mynydd Maen Common is a narrow single-track road with restricted forward visibility due to the alignment of the carriageway and existing stone walls either side.
- 4.19 RPS Drawing Number 794-PLN-WWP-JPW2051-DR-007 in **Appendix 2** demonstrates that a 16.5m long articulated HGV would be required to use the full width of the carriageway along Abercarn Mountain Road. While the body and wheels of the HGV would remain within the extent of the carriageway, passing places would be required to enable the HGV to pass oncoming vehicles.
- 4.20 The Mynydd Maen Wind Farm development proposes two new passing bays along Abercarn Mountain Road suitable for use by 16.5m long articulated HGVs, as well as the extension of an existing bay along Abercarn Mountain Road to accommodate a 16.5m long articulated HGV.
- 4.21 These same provisions are proposed for the Proposed Development. RPS Drawing Number 794-PLN-WWP-JPW2051-DR-008 in **Appendix 2** shows the location of the two new passing bays.

5 TRANSPORT IMPACT

- 5.1 This section of the Transport Statement provides an assessment of the likely transport impact of the Proposed Development during both the construction phase and operational phase.

Impact of Construction Phase

- 5.2 The construction phase is estimated to last between 6 and 9 months, with deliveries fluctuating within this period. It is estimated that there would be an average of six movements (three inbound movements plus three outbound movements) per day during the construction phase of the Proposed Development.
- 5.3 For the purposes of a robust assessment, the transport impact assessment considers that the Proposed Development would give rise to a maximum of 20 daily (10 inbound movements plus 10 outbound movements) HGV movements per day.
- 5.4 All work at the Site during the construction phase would be undertaken between 08:00 and 18:00 hours on Monday to Friday and between 08:00 and 13:00 hours on a Saturday. No construction activities would take place on a Sunday or Bank Holiday.
- 5.5 It is anticipated that all HGV trips to and from the Site would be spread across the 10-hour working day on Monday to Friday and the 5-hour working day on a Saturday, while all staff would arrive at the Site during the 30-minute period before the start of the working day and depart the Site during the 30-minute period that follows the end of the working day.
- 5.6 On average, around 1 two-way HGV movement would be made to and from the Site per hour each weekday, while staff vehicle trips would be made to the Site between 07:30 and 08:00 hours and from the Site between 18:00 and 18:30 hours. The arrival and departure times of construction staff would be outside of the typical highway network peak hours (08:00-09:00 and 17:00-18:00), while the trips would be made from different origins and to different destinations across the local highway network.
- 5.7 The impact of construction traffic on the local highway network is likely to be imperceptible. Furthermore, the CTMP prepared by RPS under separate cover (Report Reference 794-PLN-WWP-JPW2051-TRP-02) would ensure appropriate traffic management measures would be put in place to manage these additional HGV trips on the local highway network.

Impact of Operational Phase

- 5.8 Once operational, the Proposed Development would be monitored remotely and would not require any permanent staff to be located on Site. Only occasional visits (typically once a quarter) by 4x4 vehicles / LGVs would be required for maintenance, monitoring and cleaning purposes.

6 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared by RPS on behalf of Cenin Renewables Limited in support of a Development of National Significance application for the development of a solar photovoltaic electricity generating station and associated ancillary development, at Cil-Lonydd Farm to the east of Newbridge within the CCBC administrative area.
- 6.2 All HGVs would access the Site through the existing field access along Abercarn Mountain Road in Mynydd Maen Common. The Site access would safely accommodate 16.5m long articulated HGVs.
- 6.3 HGVs would travel either along the A472 and Herbert Terrace from the north or along the A467, Central Avenue, Old Pant Road and Herbert Terrace from the south. All construction HGVs would use Abercarn Mountain Road through Mynydd Maen Common from the bifurcated junction along Herbert Terrace to access the Site. The use of both HGV access routes could fluctuate during the construction phase, with both routes being used on certain days or with one route only being used on a day.
- 6.4 The construction phase is anticipated to last between 6 and 9 months, with construction deliveries fluctuating during this period. It is estimated that there would be an average of six HGV movements (three inbound movements plus three outbound movements) per day during the construction phase, although at the peak of activity, there would be up to 20 HGV movements (10 inbound movements plus 10 outbound movements) per day.
- 6.5 The number of construction staff at the Site would fluctuate over the construction phase depending upon the activity that is taking place. All staff who drive to the Site would be encouraged to car share, with staff vehicle trips made to the Site between 07:30 and 08:00 hours and from the Site between 18:00 and 18:30 hours.
- 6.6 The CTMP prepared by RPS under separate cover (Report Reference 794-PLN-WWP-JPW2051-TRP-02) includes several traffic management measures to be implemented during the construction phase of the Proposed Development.
- 6.7 The Proposed Development would have a negligible impact on the local highway network during the operational phase given there would only be occasional visits to the Site throughout the year made by 4x4 vehicles / LGVs for maintenance and cleaning purposes.
- 6.8 In conclusion, the Proposed Development could achieve a safe means of access for construction and operational phases, and there would be no significant impact of highway safety.

Appendices


Appendix 1 – Masterplan


Cil-Lonydd Solar Scheme Indicative Site Layout Plan

10/03/2024

Drwg: MM4-2b-R1

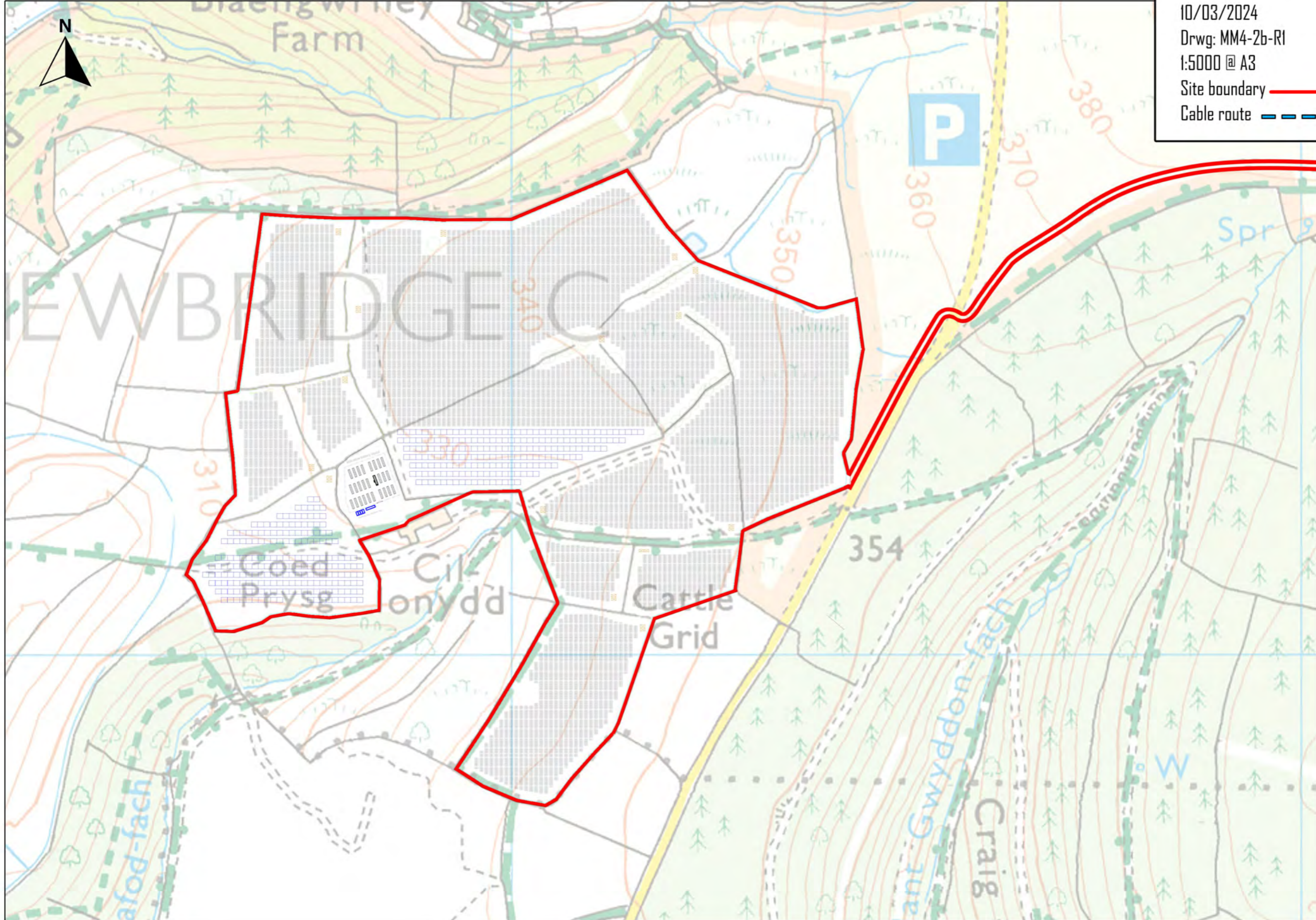
1:5000 @ A3

Site boundary 

Cable route 

Inverters 

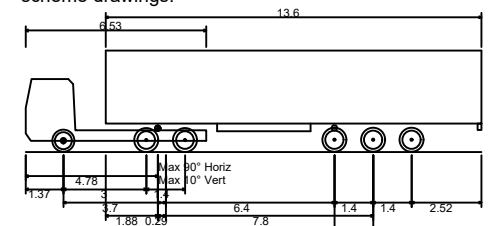
Trees 



Appendix 2 – Proposed Access Drawings

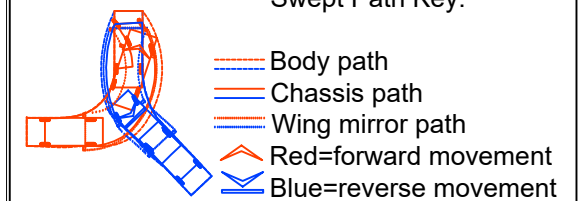
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

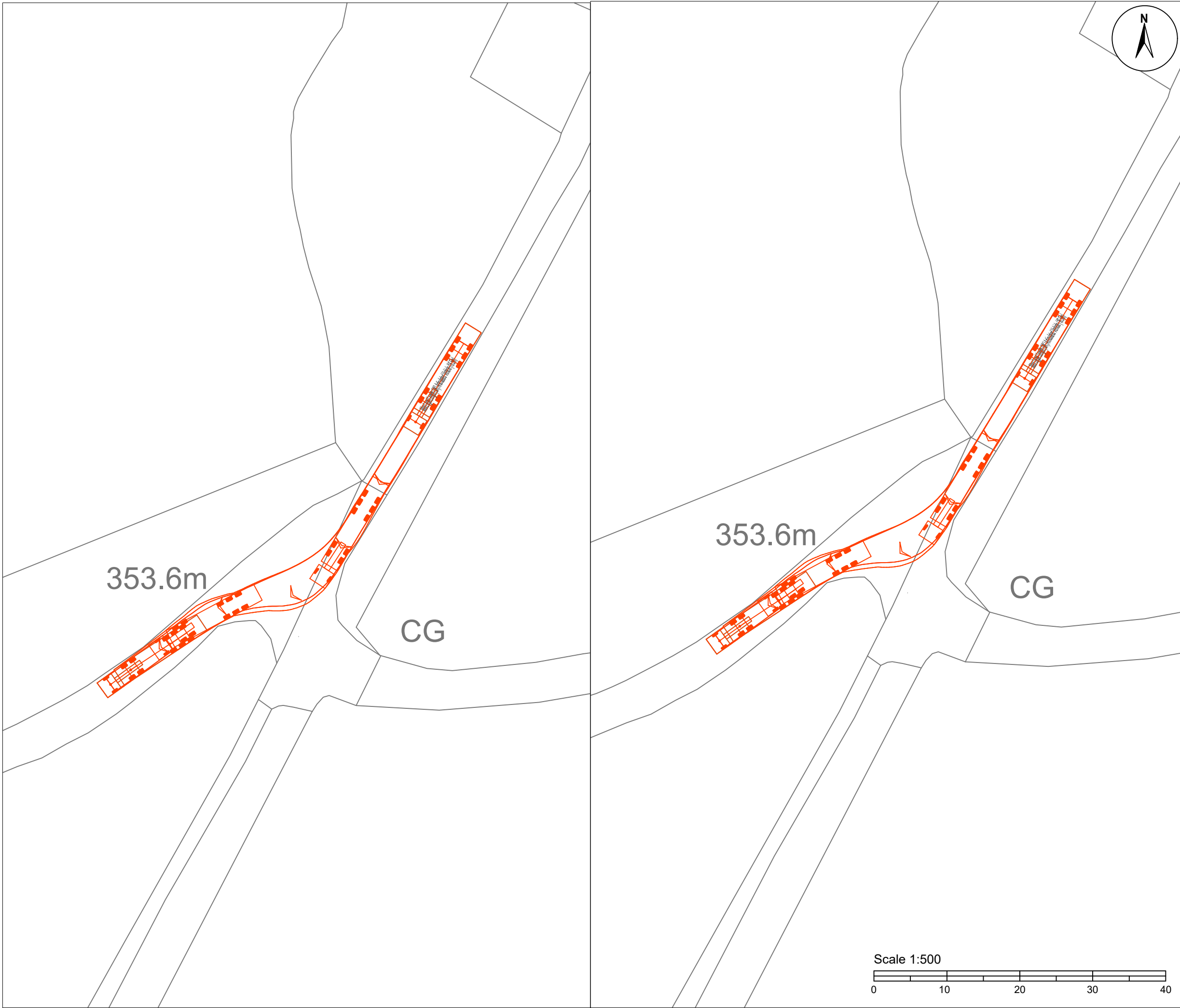


Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Swept Path Key:



FOR INFORMATION ONLY



Rev	Description	By	CB	Date



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

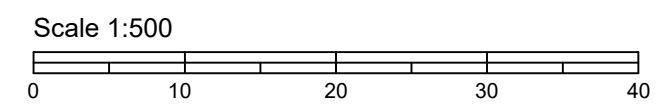
Title Site Access Junction Swept Path Analysis

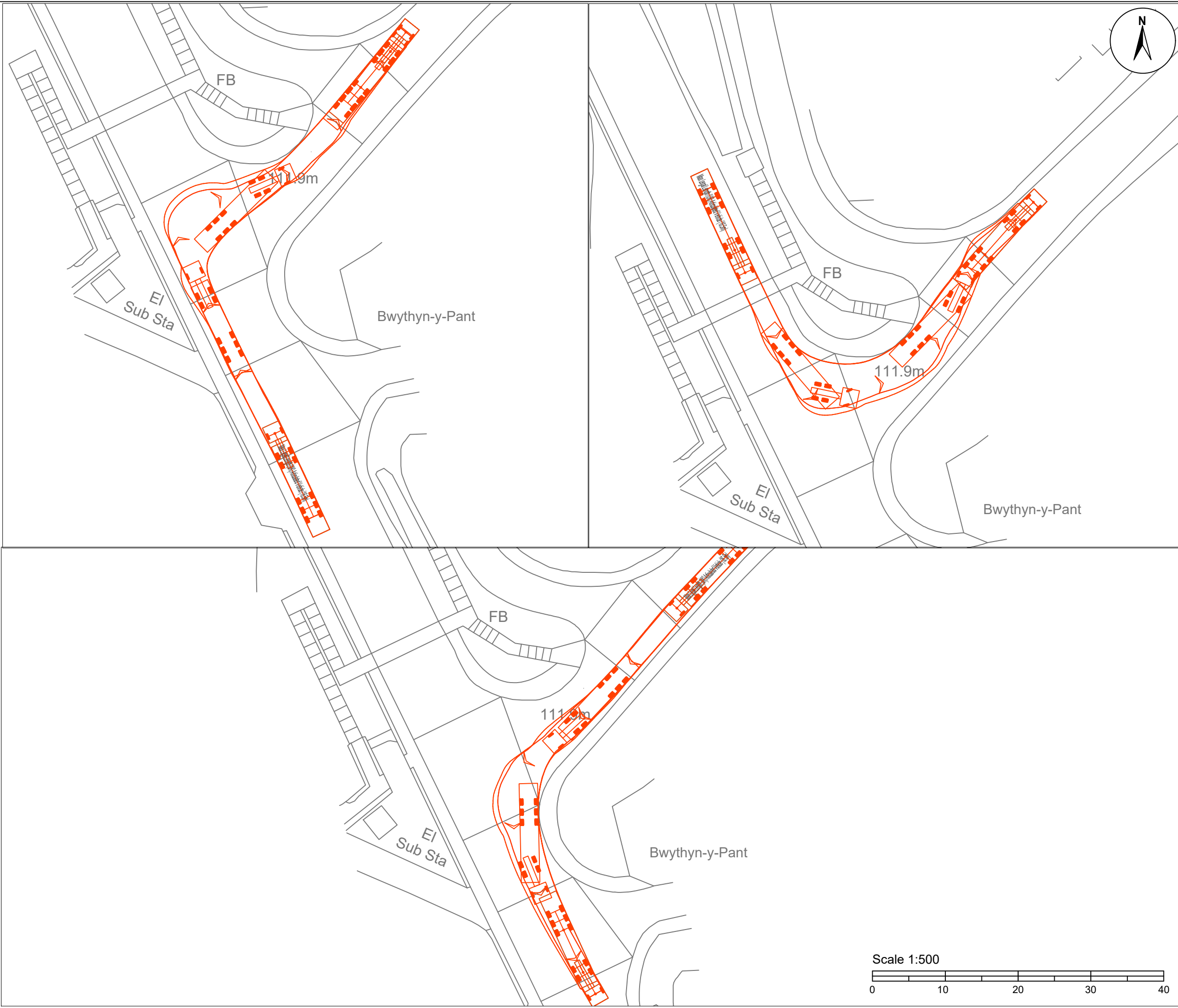
Status INFORMATION Drawn By DI PM/Checked by DA

Project Number TRP-JPW2051 Scale @ A3 1:500 Date Created April 2024

RPS Drawing/Figure Number 794-PLN-TRP-JPW2051-DR-001 Rev -

rpsgroup.com

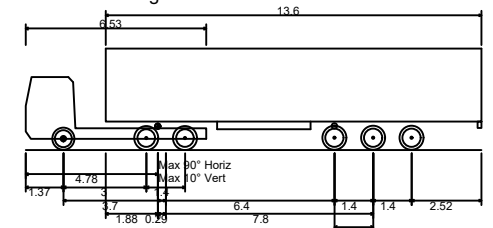




© 2019 RPS Group

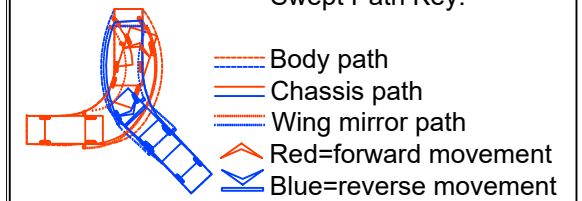
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Swept Path Key:



FOR
INFORMATION
ONLY

Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client **Cenin Renewables Ltd**

Project **Cil-Lonydd Solar Farm**

Title **A467 / Central Avenue Priority
T-Junction Swept Path Analysis**

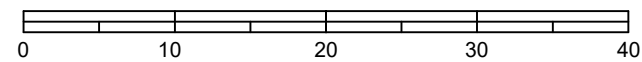
Status	Drawn By	PM/Checked by
INFORMATION	DI	DA

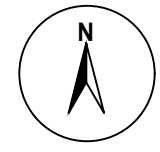
Project Number	Scale @ A3	Date Created
TRP-JPW2051	1:500	April 2024

RPS Drawing/Figure Number	Rev
794-PLN-TRP-JPW2051-DR-002	-

rpsgroup.com

Scale 1:500

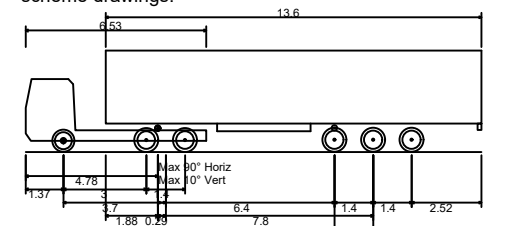




© 2019 RPS Group

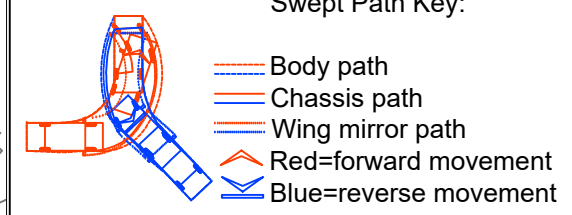
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Swept Path Key:



FOR INFORMATION ONLY

Rev	Description	By	CB	Date



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

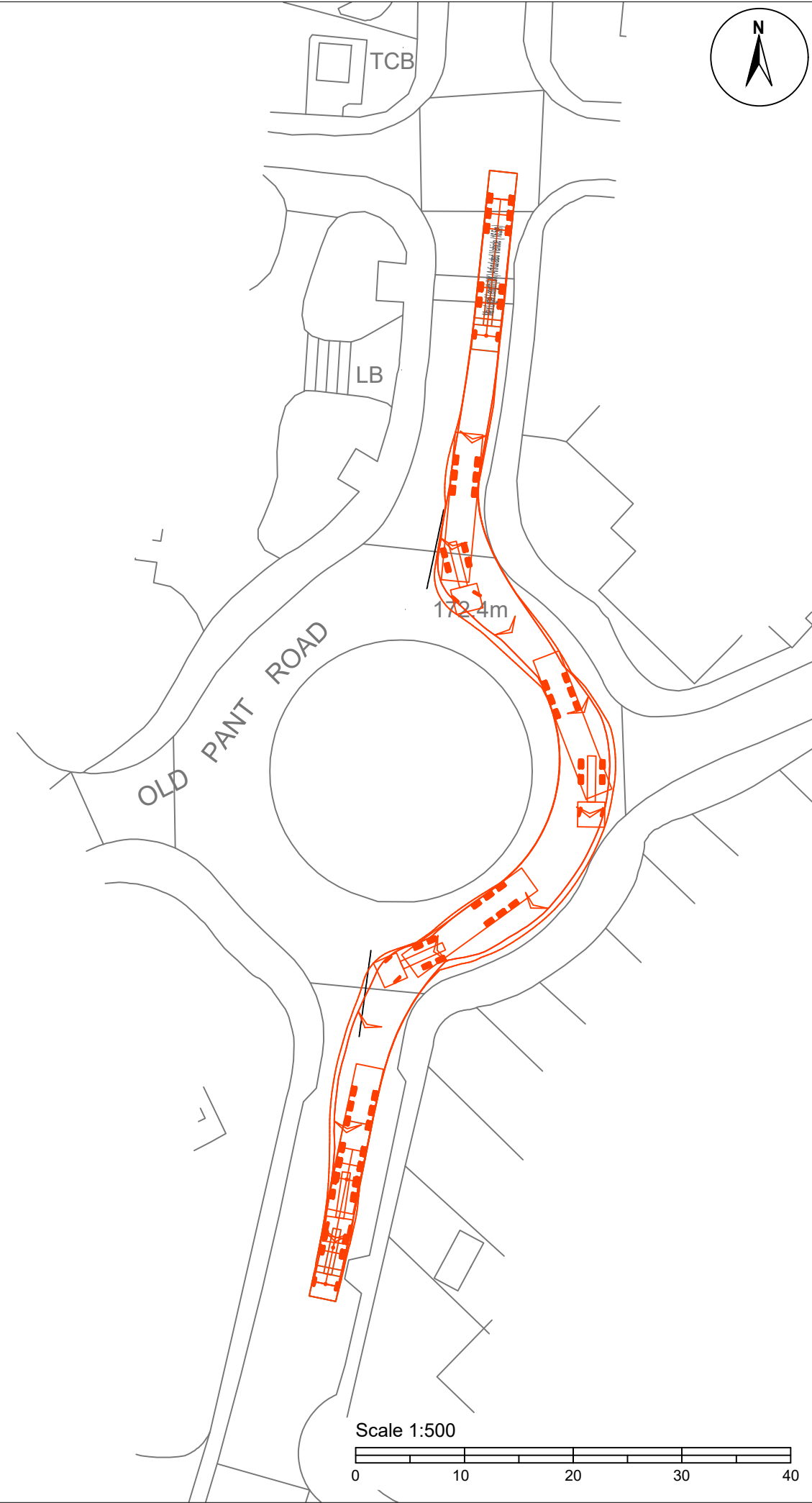
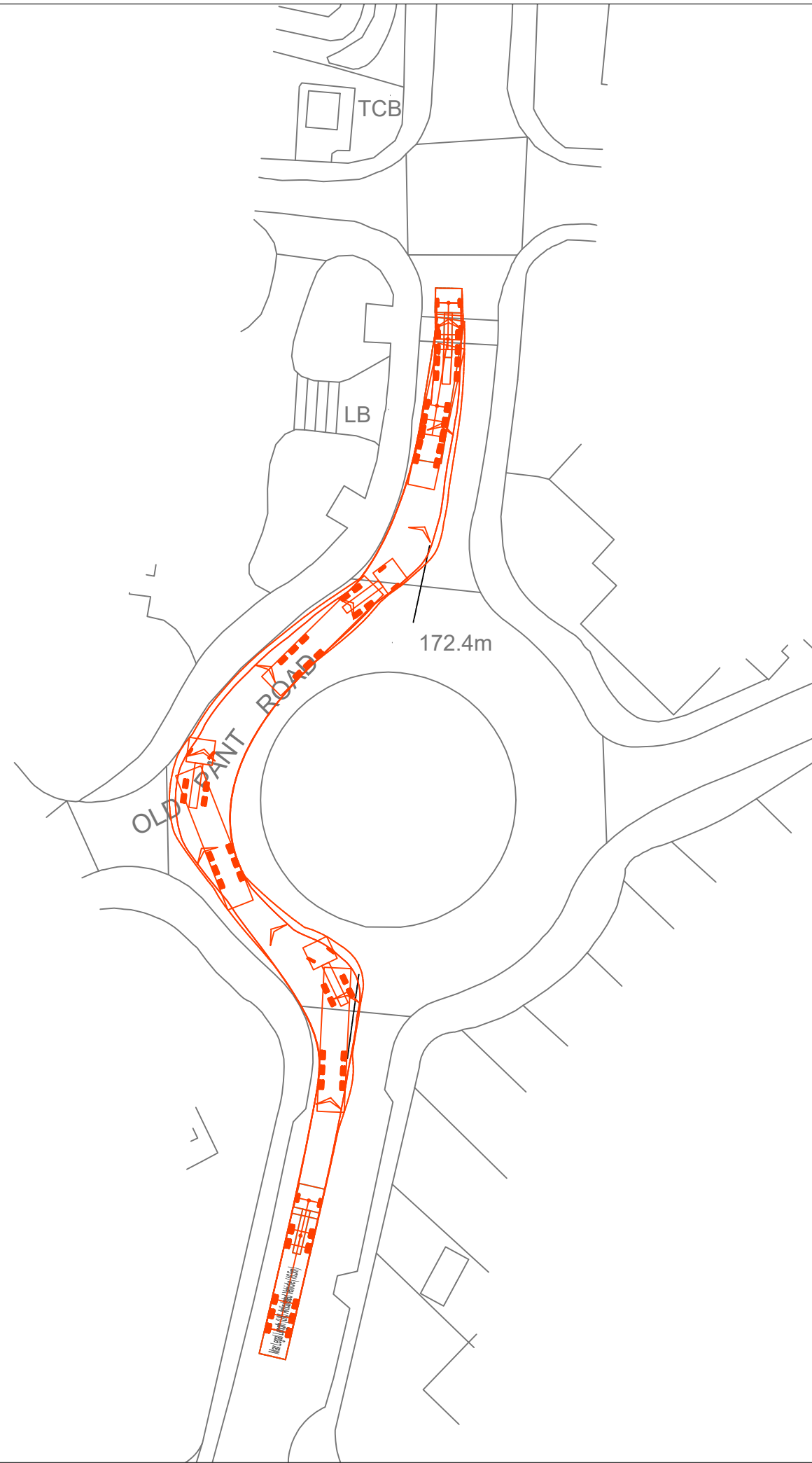
Title Central Avenue / Old Pant Road Roundabout Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	DI	DA

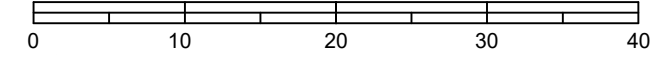
Project Number	Scale @ A3	Date Created
TRP-JPW2051	1:500	April 2024

RPS Drawing/Figure Number	Rev
794-PLN-TRP-JPW2051-DR-003	-

rpsgroup.com

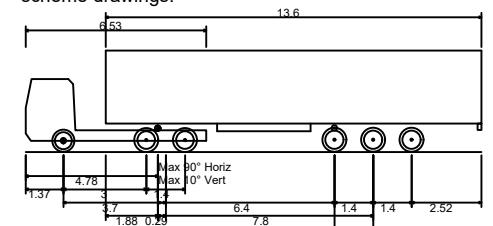


Scale 1:500



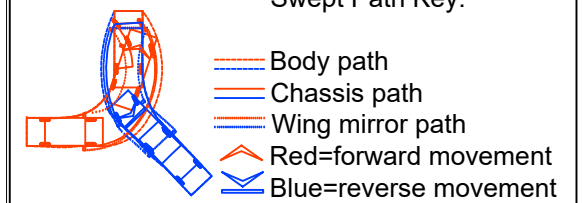
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Swept Path Key:



FOR INFORMATION ONLY



Rev	Description	By	CB	Date



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

Title Bifurcated Junction Swept Path Analysis (Route 1)

Status INFORMATION Drawn By DI PM/Checked by DA

Project Number TRP-JPW2051 Scale @ A3 1:500 Date Created April 2024

RPS Drawing/Figure Number 794-PLN-TRP-JPW2051-DR-004 Rev -

rpsgroup.com

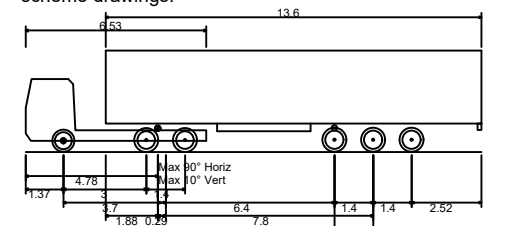




© 2019 RPS Group

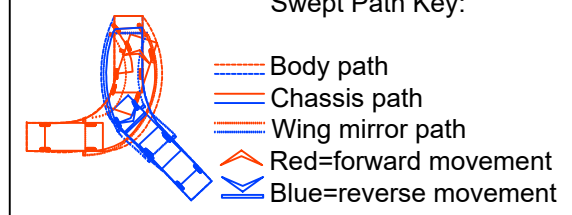
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	2.550m
Overall Width	3.681m
Overall Body Height	0.411m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	6.530m
Kerb to Kerb Turning Radius	

Swept Path Key:



FOR INFORMATION ONLY

Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

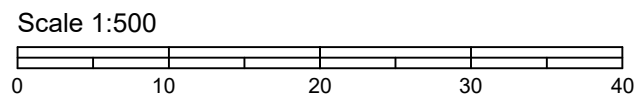
Title A472 / Herbert Terrace Priority T-Junction Swept Path Analysis

Status INFORMATION Drawn By DI PM/Checked by DA

Project Number TRP-JPW2051 Scale @ A3 1:500 Date Created April 2024

RPS Drawing/Figure Number 794-PLN-TRP-JPW2051-DR-005 Rev -

rpsgroup.com

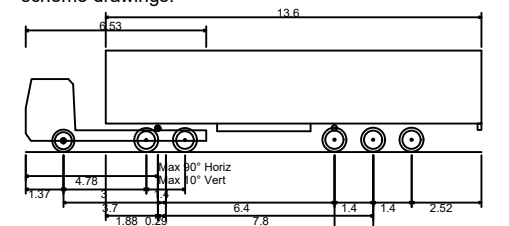




© 2019 RPS Group

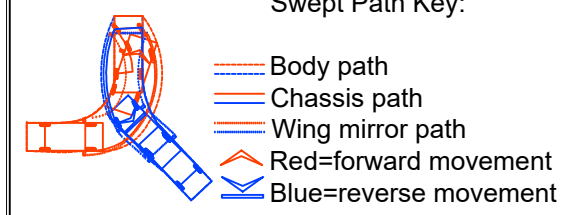
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

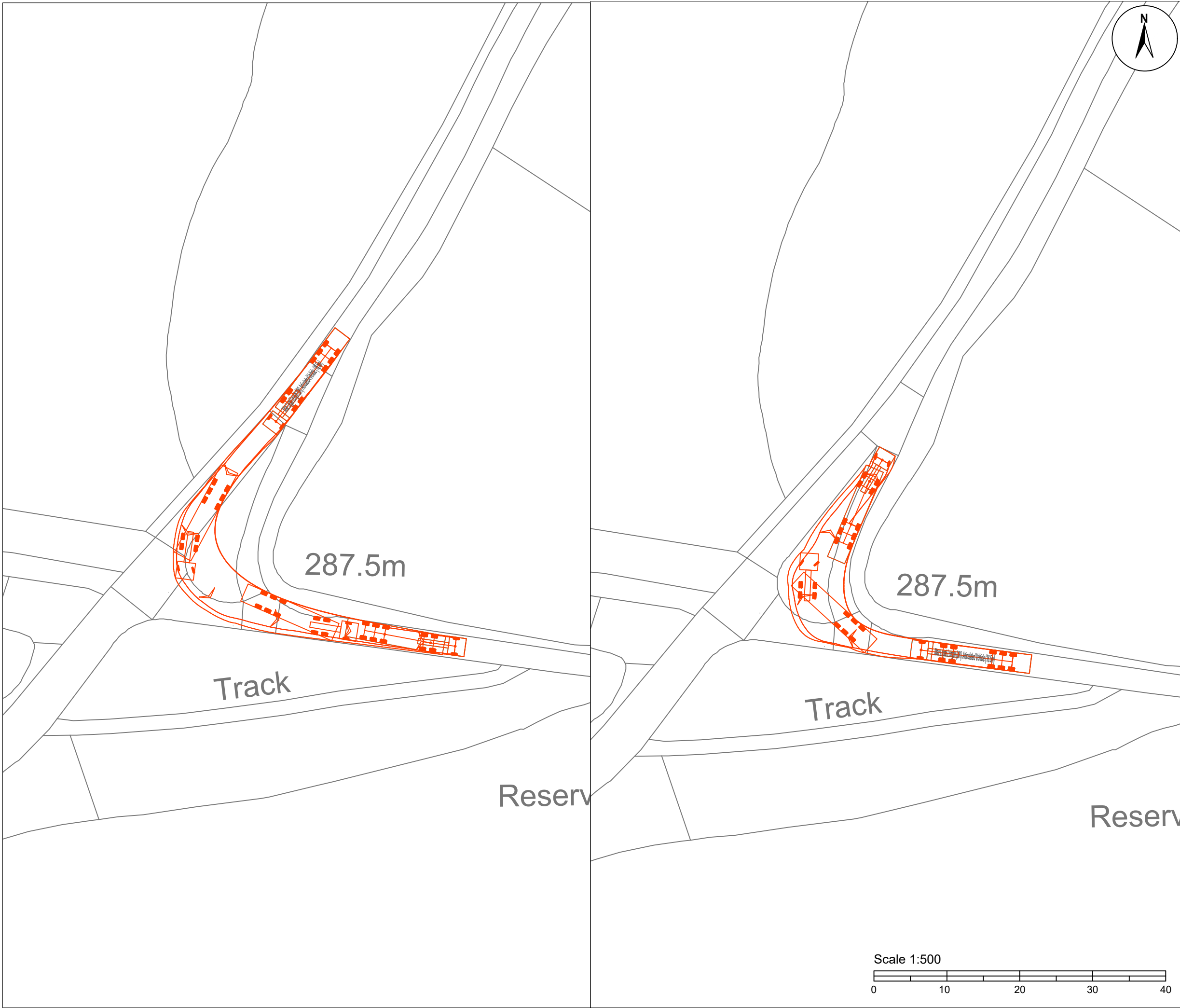


Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Swept Path Key:



FOR INFORMATION ONLY



Rev	Description	By	CB	Date



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client Cenin Renewables Ltd

Project Cil-Lonydd Solar Farm

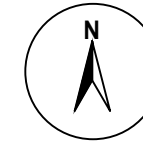
Title Bifurcated Junction Swept Path Analysis (Route 2)

Status	Drawn By	PM/Checked by
INFORMATION	DI	DA

Project Number	Scale @ A3	Date Created
TRP-JPW2051	1:500	April 2024

RPS Drawing/Figure Number	Rev
794-PLN-TRP-JPW2051-DR-006	-

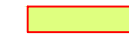
rpsgroup.com



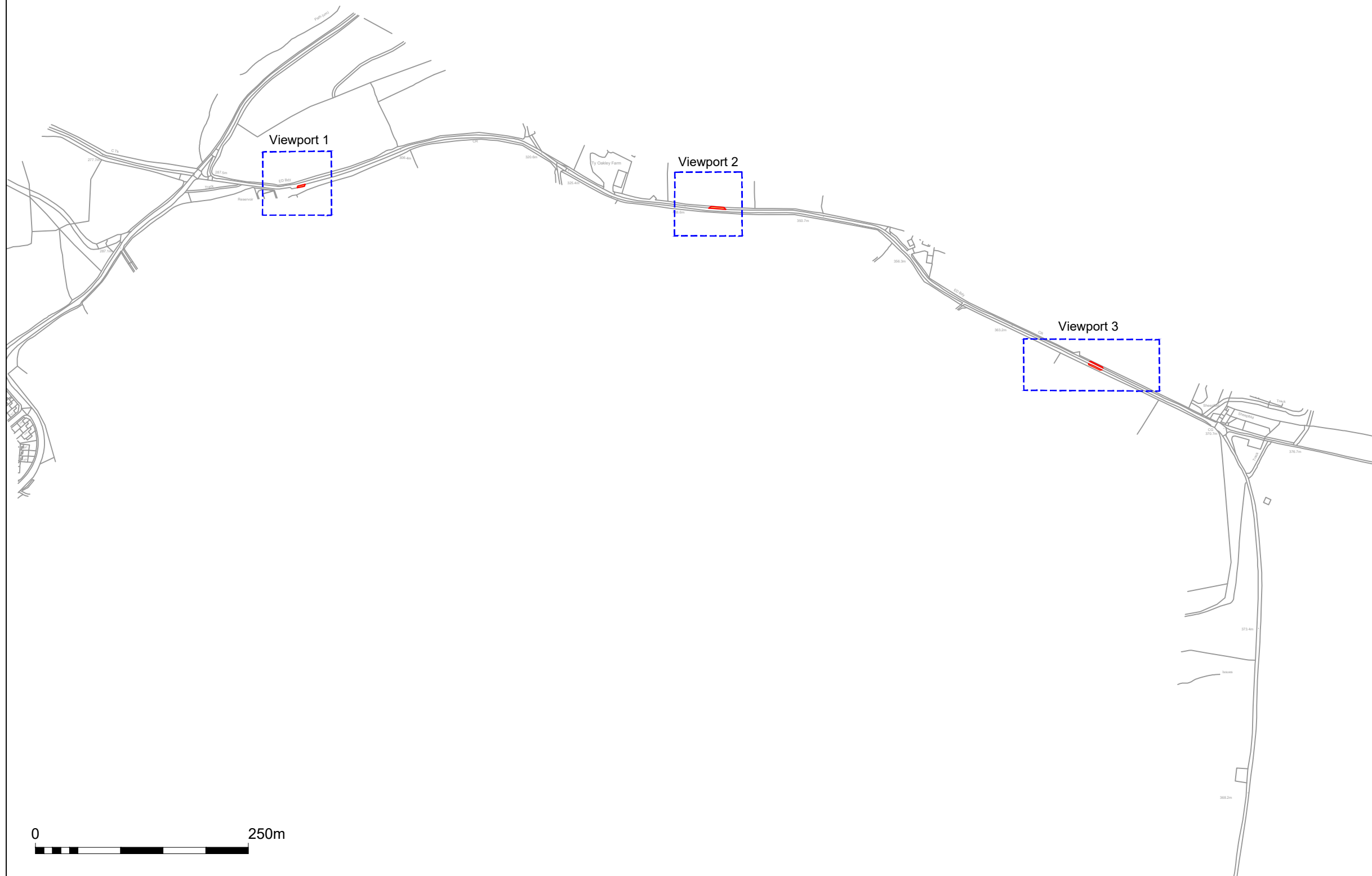
© 2019 RPS Group

NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

 Proposed Passing Bay

FOR
INFORMATION
ONLY



Rev	Description	By	CB	Date
-----	-------------	----	----	------



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client **Cenin Renewables Ltd**

Project **Cil-Lonydd Solar Farm**

Title **Mynydd Maen Wind Farm Proposed Passing Bays Viewports Plan - Abercarn Mountain Road**

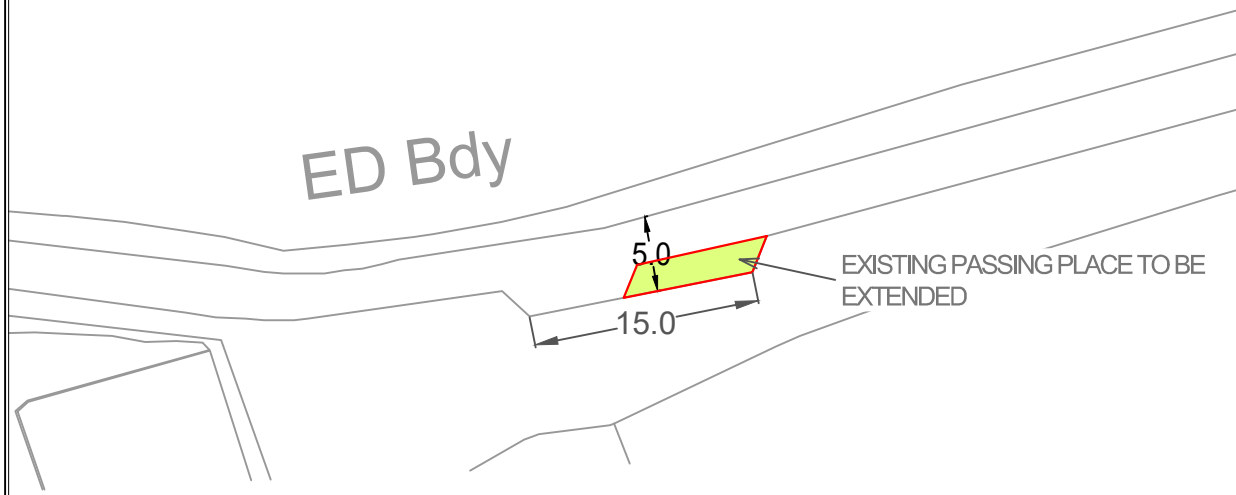
Status	Drawn By	PM/Checked by
INFORMATION	DI	DA

Project Number	Scale @ A3	Date Created
TRP-JPW2051	1:5000	April 2024

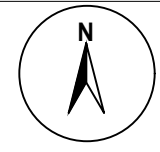
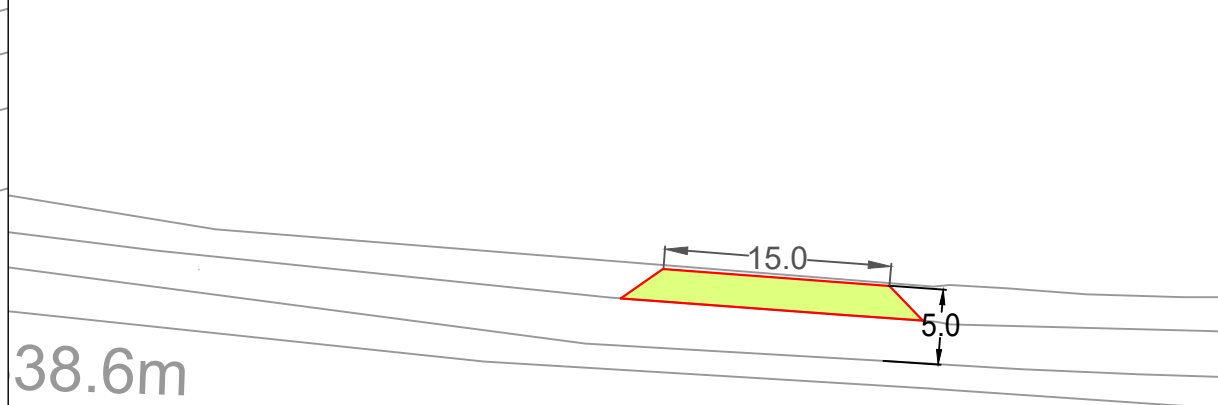
RPS Drawing/Figure Number	Rev
794-PLN-WWP-JPW2051-DR-007	-

rpsgroup.com

Viewport 1



Viewport 2



© 2019 RPS Group

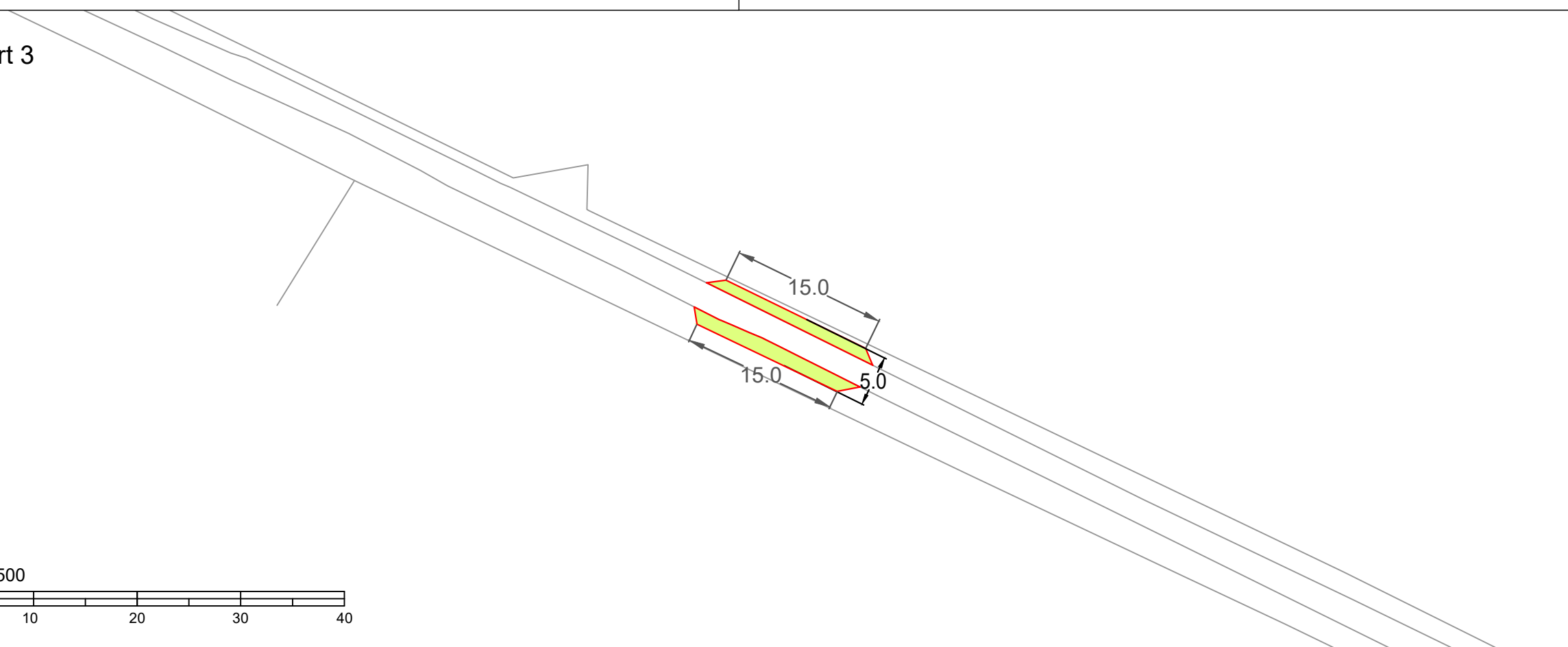
NOTES

1. This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
3. This drawing is to be read in conjunction with all relevant scheme drawings.

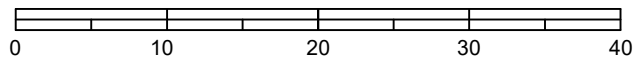
Proposed Passing Bay

FOR
INFORMATION
ONLY

Viewport 3



Scale 1:500



Rev	Description	By	CB	Date



20 Milton Park, Abingdon, Oxfordshire, OX14 4SH
T: +44(0)1235 432 190 E: transport@rpsgroup.com

Client **Cenin Renewables Ltd**

Project **Cil-Lonydd Solar Farm**

Title **Mynydd Maen Wind Farm Proposed Passing Bays - Abercarn Mountain Road**

Status **INFORMATION** Drawn By **DI** PM/Checked by **DA**

Project Number **TRP-JPW2051** Scale @ **A3** Date Created **April 2024**

RPS Drawing/Figure Number **794-PLN-WWP-JPW2051-DR-008** Rev **-**

rpsgroup.com

Contact

RPS Consulting Services Ltd
20 Western Avenue
Milton Park
Abingdon
Oxfordshire OX14 4SH
T: +44(0) 1235 432190
transport@rpsgroup.com