

RWE Renewables UK

Construction Traffic Management Plan

Craig Y Perthi Solar Farm

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TETRA TECH

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Appendix 1 – Masterplan

Appendix 2 – Access Strategy

1.0 Introduction

- 1.1.1 Tetra Tech have been commissioned by RWE Renewables UK Solar and Storage Limited to produce a Construction Traffic Management Plan (CTMP) to accompany a planning application for a large-scale Solar Farm on land around Bishton between the M4 and the Newport to London Paddington main railway line.
- 1.1.2 RWE Renewables UK ('the Applicant'), a part of the RWE Group, is proposing to develop a solar farm and associated development ('the Proposed Development') on land to the east of Newport near the Craig Y Perthi Wood and the village of Bishton. The site is west of the Magor Brewery, south of the M4 motorway, northwest of the Tesco Distribution centre, and north of Llanwern steelworks, separated by the South Wales Main Line.
- 1.1.3 The Proposed Development would be classed as a Development of National Significance ('DNS'), as it relates to an electricity generating station that has an installed generating capacity of between 10 and 350 MW¹. Any application for the Proposed Development would be determined by Planning and Environment Decisions Wales ('PEDW'), with a decision being made by the Welsh Ministers.
- 1.1.4 The Applicant is part of the largest power producer in Wales, and the country's number one renewable energy producer with over 1 GW of renewable energy generation, responsible for around a quarter of Wales' renewable energy production. The Applicant is a major Welsh employer, with around 300 people working out of their dedicated offices in Baglan, Port of Mostyn and Dolgarrog.
- 1.1.5 Primary access to the Solar Farm will be promoted from two locations on Bishton Road, these are existing accesses currently serving the egg factory and Castle Farm. Given the scale of the development there will be several secondary accesses, providing access to the various different land parcels.
- 1.1.6 The proposed Solar Farm extends to approximately 196 hectares (484 acres) in size, a copy of the masterplan is included within **Appendix 1**.

1.2 Report Purpose

- 1.2.1 This CTMP has been produced to ensure traffic management practices and necessary arrangements are in place throughout the construction period. This CTMP identifies measures with the principal aim to ensure that the construction works are organised and delivered in a manner that limits the potential impacts on the local highway and prioritises highway safety and amenity of the local area surrounding the site.

¹ Development of national significance (DNS): procedural guidance, Welsh Government, 2024

<https://www.gov.wales/developments-national-significance-dns-procedural-guidance-html>

1.3 Development History

- 1.3.1 A DNS application was submitted in April 2024 for the Proposed Development (DNS Application Reference: DNS/3279787). A TS and Construction Traffic Management Plan (CTMP) were submitted to support the DNS.
- 1.3.2 The DNS application was refused in October 2025 due to its impact on landscape character and visual amenity, heritage assets and ecology / biodiversity. In regard to Transport, the DNS Inspector concluded that:

“I am satisfied that it has been demonstrated that the proposed development is unlikely to give rise to any significant impacts on the local road network subject to appropriate traffic management measures being implemented during construction and the imposition of conditions securing the same.”

- 1.3.3 Since the previous DNS application was dismissed, amendments have been made to the scheme, these include reducing the scale of development from 239 hectares to 196 hectares, avoiding SSSI areas and the removal of battery storage. The amendments to the application, also result in the loss of four access points located to the southeast of Bishton, thus reducing the number of vehicles routing through the village. As such this TS and the accompanying CTMP have been updated accordingly, taking account of these changes.

1.4 Report Structure

- **Section 2: Baseline Conditions** – Describes the existing site and the surrounding areas transport and highway characteristics;
- **Section 3: Development Proposals and Access Arrangements** – Provides an overview of the Proposed Development, construction access and constructing routeing construction scheme overview, and the indicative construction programme;
- **Section 4: Construction Programme** – Provides an overview of the proposed construction schedule;
- **Section 5: Construction Traffic Generation** – Sets out the estimated volume and type of vehicles that will be generated throughout the construction phase of the development;
- **Section 6: Construction Traffic Mitigation Measures** – Sets out the mitigation measures that will be adopted by employees during construction to minimise the impact of construction on local residents, businesses, and the local highway network;
- **Section 7: Construction Travel Plan** – Details how sustainable modes of travel will be encouraged and promoted during the construction period; and

- **Section 8: Summary and Conclusion** – Summarises the key points in this CTMP and provides a final conclusion.

2.0 Baseline Conditions

2.1 Context

- 2.1.1 This section provides information on the existing site and the surrounding area, with a particular focus on the local highway network and highway safety, given that the development will attract minimal (if any) pedestrians or cyclist movements once operational.

2.2 Site Location

- 2.2.1 The proposed Solar Farm extends to approximately 239 hectares in size and is located in a predominantly rural area approximately 8km east of Newport City Centre. The site consists of several parcels of agricultural land and is bound and intersected by several minor local roads along its northern, southern, eastern, and western boundaries.

2.3 Local Road Network Infrastructure

Bishton Road

- 2.3.1 The proposed Solar Farm development site is intersected by Bishton Road, which runs on a north to south alignment through the small hamlet of Bishton. Bishton Road has a carriage width of approximately 4m and is subject to a 60mph speed limit (national speed limit).

Waltwood Road

- 2.3.2 To its north, Bishton Road leads onto Waltwood Road via a simple priority junction. Waltwood Road has a carriage width of approximately 6m and benefits from footways on the western side of the carriageway. It is subject to a 30mph speed limit within the vicinity of the Bishton Road / Waltwood Road junction, increasing to 40mph just before it crosses the M4.

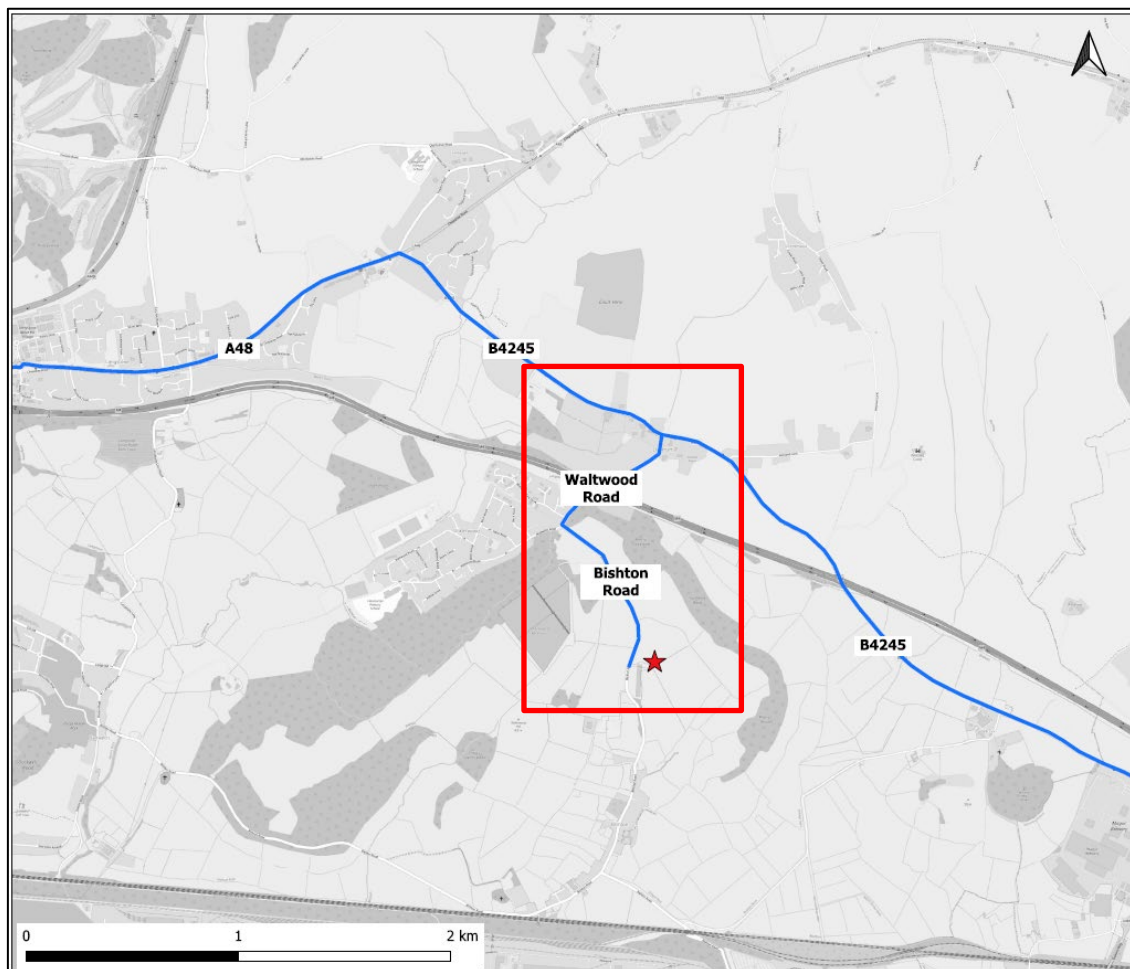
B4245

- 2.3.3 Waltwood Road leads onto the B4245, Magor Road, via a simple priority junction. The B4245 is a single lane carriageway with an average carriageway width of 7.5m subject to a 30mph speed limit.

A48

- 2.3.4 The B425 Magor Road leads onto the A48 which routes broadly northeast to southwest between Gloucester, England, and Carmarthen, Wales. Within the vicinity of its junction with the B4245, the A48 is a single carriageway road with footway provision on both sides of the carriageway. The A48 is subject to a 40mph speed limit and has a wide carriageway width of approximately 9m.
- 2.3.5 **Figure 2.1** below shows the location of the primary road network in the vicinity of the proposed Solar Farm site.

Figure 2.1: Local Road Network



2.4 Personal Injury Accident History

- 2.4.1 Collision data in the vicinity of the Proposed Development site has been obtained by Tetra Tech from CrashMap and analysed for the latest complete five-year period (2020 - 2024).
- 2.4.2 The collision history has been reviewed at key junctions and links identified by the red box on **Figure 2.1** above.

- 2.4.3 The data shows that there were two accidents recorded during this period, of which one resulted in a slight injury, and one resulted in a fatal injury. This equates to one accident per every 2.5 years. **Table 2.1** below summarises the collision history resulting in personal injury on the local road network.

Table 2.1: Personal Injury Accident History

Ref	Location	Date	Severity	Number of Vehicles Involved	Number of Casualties Involved
1	Waltwood Road	24/12/2020	Slight	2	1
2	B4245	07/08/2024	Fatal	1	3

- 2.4.4 The data shows that there is no inherent trend on accident locations in the vicinity of the site. On this basis, it is considered that the adjoining highway network currently operates with no significant highway safety issues which could be exacerbated by the development.

3.0 Development Proposals and Access Arrangements

3.1 Development Proposals

- 3.1.1 The Applicant is proposing to develop a solar farm and associated development on land to the east of Newport near the Craig Y Perthi Wood and the village of Bishton. The site is west of the Magor Brewery, south of the M4 motorway, northwest of the Tesco Distribution centre, and north of Llanwern steelworks, separated by the South Wales Main Line.
- 3.1.2 The Proposed Development would be classed as a DNS, as it relates to an electricity generating station that has an installed generating capacity of between 10 and 350 MW .
- 3.1.3 The point of connection is proposed to be located at the existing Western Power Distribution substation to the west of the Uskmouth Power Station site, which would be connected to the site by a 10.5km underground cable.
- 3.1.4 It is anticipated that the useful life of the Proposed Development would be 40 years

3.2 Construction Access

- 3.2.1 The proposed Solar Farm is located in a predominantly rural area with local roads commensurate with its location. As a result, the applicant is keen to minimise the potential impact of the development on the local roads, especially during the construction period when the volume of vehicles generated by the development will be highest.
- 3.2.2 The proposed Solar Farm extends to approximately 196 hectares and is currently used for agriculture. The site as a whole benefits from five existing accesses, currently serving various parcels of farmland. These accesses are generally gated accesses onto minor roads.
- 3.2.3 During consultation for the previous DNS application a detailed Access Strategy was undertaken setting out how the Solar Farm could be accessed during construction, this study was informed by traffic count data, to confirm both traffic volumes and 85th percentile speeds. This has been attached at **Appendix 2**.
- 3.2.4 The proposed access strategy set out below is consistent with that agreed during the previous DNS application, . However, it should be noted that four access locations have been removed since the previous DNS application in order to avoid routeing vehicles through Bishton. This CTMP has been updated accordingly.

3.3 Site Compounds

- 3.3.1 In order to reduce the impact of vehicles accessing the site from local roads, two centralised site compounds will be implemented. The purpose of these two compounds is to allow all deliveries to be made to two centralised areas, to the east and west of Bishton Road then (in most instances) shuttled across the site (internally) to various parcels of land using a tractor and trailer. It should however be noted that on some occasions, there may be a requirement to access various land parcels by road, this is due to the fragile nature of some deliveries, it will however be kept to a minimum, so as not to increase HGV traffic along local roads.
- 3.3.2 The compounds would include areas for materials and storage, contractors' plant, offices and facilities, and would be designed to accommodate 16.5m articulated lorries, as the largest vehicle expected on site.
- 3.3.3 The compounds are located to the east and west of Bishton Road, access to each central compound will be promoted via existing accesses, the first currently serving the egg factory, the second serving Castle Farm Dairy.

Compound Access

Access 1 – Egg Factory

- 3.3.4 Access 1 is located between the two northern parcels of the site along Bishton Road. This access is an existing access serving an Egg production plant.
- 3.3.5 Tetra Tech Drawing Number JNY11484-RPS-0100-001C shows a 16.5m articulated HGV accessing and egressing the site via the north without issue. This vehicle is likely to be the largest vehicle on site during both the construction and operational period. Tetra Tech Drawing Number JNY11484-RPS-0100-001C also shows a 12m rigid HGV accessing and egressing the site to the south without issue.
- 3.3.6 Tetra Tech Drawing Number JNY11484-RPS-0100-2C shows that maximum visibility splays of 57m can be achieved in a southbound direction and 91m can be achieved in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded in the vicinity of the access
- 3.3.7 On the basis of the above it is evident that the existing site access 1 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development.

Access 2 – Castle Farm Shop

- 3.3.8 Access 2 currently serves the Castle Farm Shop; Access 2 has also been identified as the most appropriate access to serve a compound for the proposed Solar Farm development.
- 3.3.9 Tetra Tech Drawing Number JNY11484-RPS-0100-003C shows a 12m rigid HGV accessing and egressing the site, and Tetra Tech Drawing Number JNY11484-RPS-0100-020A shows a 16.5m articulated HGV accessing and egressing the site.
- 3.3.10 Tetra Tech Drawing Number JNY11484-RPS-0100-004C shows that maximum visibility splays of 80m can be achieved in a southbound direction and 91m can be achieved in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded in the vicinity of the access.
- 3.3.11 It is noted however that existing hedgerow along Bishton Road in a northbound direction impacts slightly on the visibility splay. This hedgerow is of high quality and for environmental reasons should be maintained where possible. It could however be trimmed back away from the carriageway during the construction period to facilitate visibility during this time.
- 3.3.12 In addition, there will be banksmen on site throughout the construction period. These banksmen will facilitate the movement of HGVs into and out of the central compounds where necessary.
- 3.3.13 It is also proposed that temporary signage be located in the vicinity of the site access during the construction period to warn drivers of the site entrance and to advise motorists of HGVs turning.
- 3.3.14 Examples of temporary signage is shown below in **Figure 3.1**.

Figure 3.1: Temporary Signage at Site Access and Public Highway

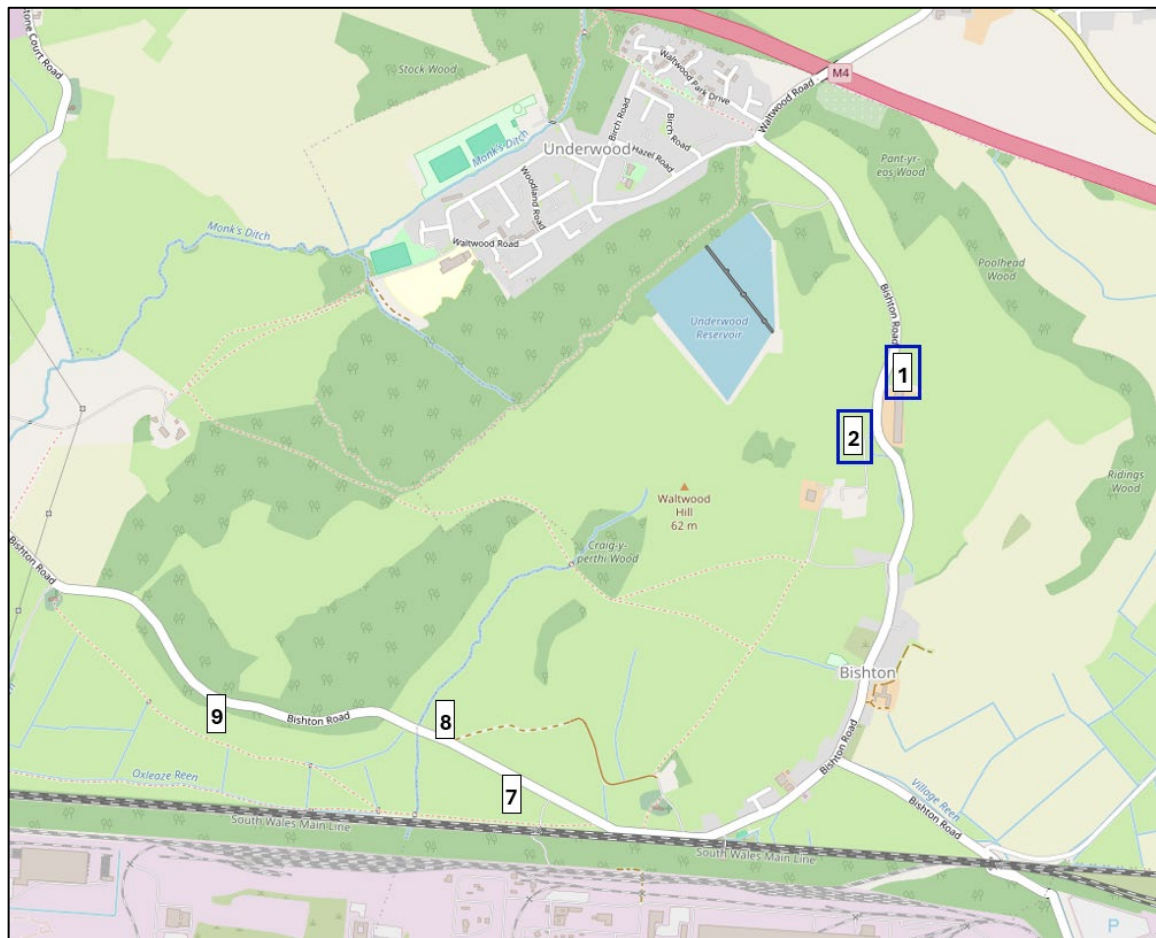


- 3.3.15 On the basis of the above it is evident that the existing site access would be suitable to serve the proposed Solar Farm development on an ad hoc basis, should the requirement arise.

3.4 Secondary Accesses

- 3.4.1 The centralised compounds along Bishton Road will be used to manage how construction traffic accesses and egresses the site. Tractors and trailers will then be used to transport goods to individual land parcels across fields rather than on the external road network.
- 3.4.2 However, on some occasions it may be necessary to transport materials directly to various parcels. While it is envisaged that this would not be a regular occurrence, an assessment of how this could be facilitated has been undertaken. In this situation articulated HGVs would deliver to the compound and then a 12m rigid HGV would transport materials to different parcels using the local roads.
- 3.4.3 The proposed secondary accesses are shown on **Figure 3.2**.

Figure 3.2: Existing Access Locations



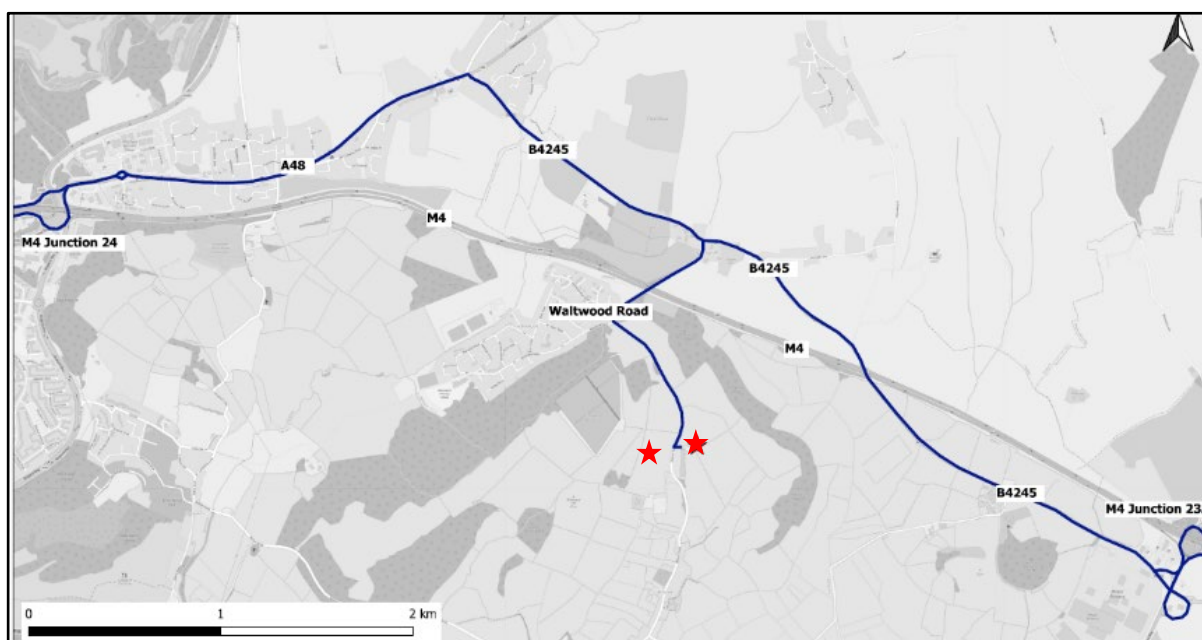
- 3.4.4 The Access Strategy included within **Appendix 2** provides further details on each of the accesses identified above, this note includes the outputs from the traffic count surveys and details on achievable visibility splays. It should be noted that since the Access Strategy was prepared four accesses have been removed, for consistency the access numbering has remained the same.
- 3.4.5 Tetra Tech Drawing Numbers JNY11484-RPS-0100-001 to 018, included with **Appendix 2** shows a 12m rigid HGV accessing and egressing through each of these proposed accesses without issue. The drawings also include details on the achievable visibility splays at each access, all of which are in accordance with recorded 85th percentile speeds.

3.5 Construction Routeing

- 3.5.1 The site benefits from close proximity to the M4 Junctions 23A and 24, the A48 and the B4245. As such, construction traffic travelling to and from the north will route along roads which are designated as HGV routes. The motorway is part of the strategic road network and therefore suitable for larger vehicles.

- 3.5.2 As agreed during the previous DNS application it is likely that the vast majority of construction trips from the west will exit the M4 at Junction 24 and route along the A48 before turning right on the B4245. Vehicles will then travel southbound along Waltwood Road before utilising Bishton Road to access the site from the north.
- 3.5.3 Vehicles travelling from the east will exit the M4 at Junction 23A and route along the B4245 before turning to travel southbound along Waltwood Road. Construction HGVs would then utilise Bishton Road to access the site.
- 3.5.4 Access and egress to the site are taken via the same route.
- 3.5.5 All construction HGVs routeing the site will utilise the below access route, shown graphically in **Figure 3.3**. The proposed location of the site compounds is also shown in **Figure 3.3**.

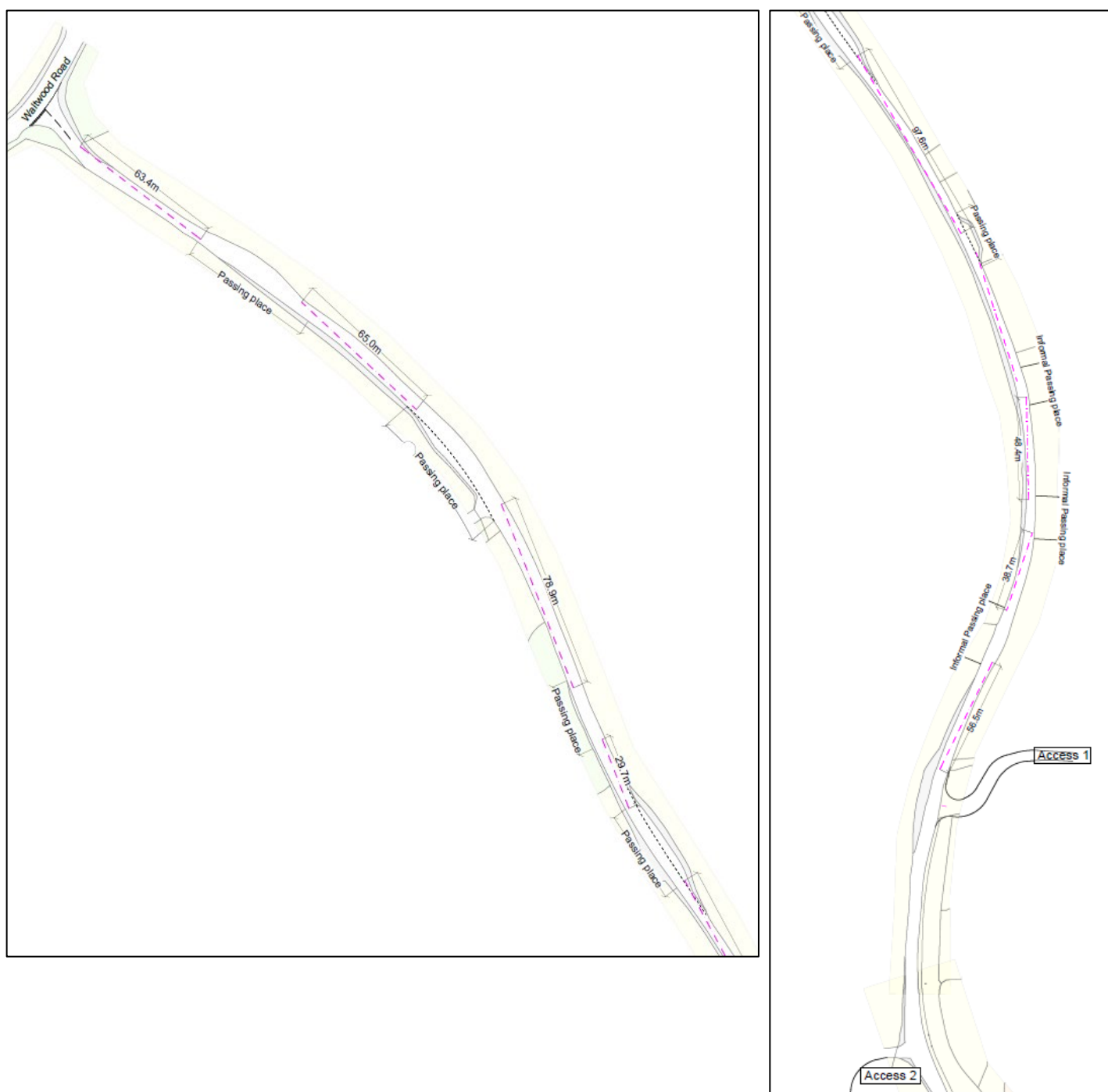
Figure 3.3: Construction Access Route (M4 J23A / J24 to Site Access)



- 3.5.6 It is considered that the proposed routeing minimises the use of minor roads and maximises the use of the major strategic roads where possible.

3.6 Bishton Road

- 3.6.1 It is noted that Bishton Road is a single-track road and concerns were raised during the previous DNS application with construction vehicles routeing along it.
- 3.6.2 Construction vehicles will route along Bishton Road for approximately 800m, along this section there are five formal passing places, and three informal places. The locations of these are shown below on **Figure 3.4** along with the distance in metres between each passing place. This is also shown on Tetra Tech Drawing Number RPS-TRP-00017-001 included within the Access Strategy attached at **Appendix 2**.

Figure 3.4: Bishton Road Passing Places

3.6.3 **Figure 3.5** shows that there are currently five formal passing places, and three informal passing places along this stretch of road, with an average of 60m between each passing place. Tetra Tech has however reviewed the potential to provide additional passing places along Bishton Road. Bishton Road has high quality hedging along both sides of its carriageway and any new passing places along this road would result in the loss of this hedging in order to address a temporary issue.

- 3.6.4 It is envisaged that the impact the proposals have on Bishton Road during construction can be mitigated for with the use of temporary lights (when appropriate), banksmen and escort vehicles, none of which have any lasting detrimental impacts on the local ecology.

3.7 Route Management

- 3.7.1 It is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict. The Site Manager will be responsible for keeping up to date on scheduled roadworks, events, or incidents in the area which could result in a deviation of the preferred route for HGVs. Any major roadworks or events on the preferred route that result in the deviation of the preferred route will be agreed with officers at Newport City Council (NCC) in advance where feasible.

3.8 Route Compliance

- 3.8.1 The contractor is responsible for communicating the use of agreed HGV routes to all individuals involved in the construction process, prior to works commencing. It is envisaged that this information will be communicated in the form of a leaflet or email and will be circulated to all individuals associated with construction. The information will include details of times of operation, delivery routes for HGVs, and how to access the delivery booking system.
- 3.8.2 Any repeated non-compliance of the proposed construction routes could result in disciplinary procedures or the termination of the workers / supplier's contract. Therefore, the circulation of all required construction routeing information is vital.

3.9 Control of Deliveries

- 3.9.1 All deliveries should be controlled by a delivery booking system which will distribute deliveries across the week and across working hours. Deliveries should not be accepted outside of their designated timeslot, and such deliveries will be asked to re-book, unless there is capacity to accommodate within the specified loading area.
- 3.9.2 On a weekly basis the Site Manager should evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that HGV deliveries are scheduled, ensuring that there is always space at the site to accommodate the necessary plant and deliveries.
- 3.9.3 When planning deliveries, the following will be considered:
- All deliveries to the site should be restricted to the timings set out within this document;
 - Deliveries will be permitted only in the specified loading area on site; and

- Material storage areas will be prepared on-site in advance of deliveries to minimise loading and unloading times.

- 3.9.4 It is anticipated that all deliveries to the site will be organised to take place between the hours of 08:00 - 18:00, Monday to Friday and 08:00 - 13:00 Saturday (subject to confirmation / approval from NCC. The contractor will seek to minimise deliveries during the weekday peak hours (08:00- 09:00 and 17:00-18:00), except for in emergencies.
- 3.9.5 Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.
- 3.9.6 The following measures will be implemented to reduce the number of vehicle movements to the site:
- 3.9.7 'Backloading' vehicle operation, where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible; and
- 3.9.8 Practical re-use of any aggregates on site and recycling of material, where possible.
- 3.9.9 With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.

4.0 Construction Programme and Phasing

4.1.1 The proposed construction is scheduled to last up to nine months (36 weeks). The construction can broadly be split into the following phases:

- **Site Setup** – including construction compounds, site tracks, perimeter fencing, site welfare facilities;
- **Solar Arrays** – including setting out positions, installing piles, constructing framework, putting modules onto framework;
- **Ancillary Buildings** – aggregate subbase construction, inverter, battery and switchgear unit placement;
- **Cabling and Ducting** – including installing AC cables, DC mains, earthing system and ducts;
- **Commissioning** – including connecting LV DC and AC and overall commissioning; and
- **Construction Completion** – including removal of temporary facilities and grounds restoration and planting.

4.1.2 It should be noted however that the construction programme may be subject to change prior to work commencing on site.

4.2 Enabling Works

Site Preparation

4.2.1 Site setup is likely to occur for a period of three to four weeks. Site setup is important to mitigating any impacts on the surrounding highway network as well as neighbouring residents and businesses.

4.2.2 The site will remain presentable and tidy at all times. Hoarding or Heras fencing could be erected (where appropriate) along perimeters of the site. The fencing will comply with the Health and Safety Authority requirements; and will be well maintained throughout the works to ensure public safety. Further details on the type of fencing proposed, will be provided when a contractor is appointed.

4.2.3 Building inspections to identify hazardous material / asbestos will be undertaken. The purpose of the hoarding is to provide additional security, both to prevent unauthorised personnel from accessing the site as well as providing suitable segregation between pedestrians and the work being undertaken. Lockable gates will be at the entrance to the vehicular access to prevent unauthorised vehicles entering the site.

4.3 Site Office

- 4.3.1 Site accommodation and welfare facilities will be located on site in portable cabins erected within the site compounds on the site on concrete pads

4.4 Potential Impact on Utilities

- 4.4.1 Utility service diversions and temporary service connections should be carried out during the initial stages of the enabling works. The exact location of these services will not be known until a survey has been carried out post planning.
- 4.4.2 Prior to works commencing, any existing utility services should be identified and disconnected across the site. Safe access routes would also be identified for vehicles and pedestrians across the site.

4.5 Delivery of Plant and Materials

- 4.5.1 All materials and plant associated with the development process will be stored within the footprint of the site. A loading and unloading area for plant and materials will be provided within the site. It is anticipated that the majority of deliveries will be made via articulated and rigid HGVs.
- 4.5.2 The following non-road mobile machinery is likely to be used on site:
- Breaker;
 - Dumper trucks;
 - Tower / Mobile Cranes;
 - Drills / Cutters; and
 - Fork Lift Truck.

5.0 Construction Traffic Generation

- 5.1.1 This section of the report sets out the estimated volume and type of vehicles that will be generated throughout the construction phase of the development.
- 5.1.2 It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a construction contractor and prior to work commencing on site. Any substantial changes in the build program and / or number of vehicular movements will be communicated to NCC in advance.

5.2 Construction Vehicles

- 5.2.1 The trip generation potential of the construction phase of development has been informed through discussion with the Applicant on the anticipated construction programme and is based on experience of delivering similar developments in the United Kingdom. It should be noted that the construction programme and corresponding construction traffic strategy may be subject to change following the appointment of a construction contractor and prior to work commencing on site. Any substantial changes in the build programme and / or number of vehicular movements will be communicated to NCC in advance.
- 5.2.2 **Table 5.1** below provides an overview of the types of construction vehicles expected on site.

Table 5.1: Construction HGVs

Item	Vehicle Type
Solar Panels	Rigid HGV
Mounting System	Rigid HGV
Prefabricated Buildings	Articulated / Rigid HGV
Unloading Buildings	80 tonne Crane
Cables	Rigid HGV
Fencing	Rigid HGV
Small Deliveries	Rigid HGV
Plant Delivery	10t-20t HGV

- 5.2.3 **Table 5.1** shows that the majority of materials and plant delivery is to be transported to the site via articulated and rigid HGVs. There will be no abnormal loads on site, similarly no external infrastructure works form any part of this application.

- 5.2.4 The construction period is estimated to last for up to nine months (36 weeks), with deliveries fluctuating within this period. It is envisaged that the majority of movements would be Monday to Friday with only a limited number of movements on a Saturday. Deliveries will vary in amount per day during the construction period with an average of twelve deliveries (twelve inbound plus twelve outbound movements) per day over the 36-week construction period.
- 5.2.5 **Table 5.2** below provides an indicative construction programme and details the number of HGV movements expected on site during the construction period.

Table 5.2: Indicative Construction Programme

Activity	Week																																										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36							
Ground Works	32 deliveries per week																																										
Mounting Systems					25 deliveries per week																																						
Panel Fitting																45 deliveries per week																											
Testing and Commissioning																																	14 deliveries per week										

- 5.2.6 **Table 5.2** shows that deliveries will peak around week 16, with 20 HGVs expected on site each day. This peak will last for approximately one to two weeks. On average there will around 24 two-way HGV trips per day over the 36-week construction period.
- 5.2.7 The vast majority of these HGVs will access the site via the two central compounds located to the east and west of Bishton Road, then shuttled across the site (internally) to various parcels of land using tractor and trailer. Where appropriate (i.e., in convoy situations, dawn and dusk or peak times i.e., harvest, or busier periods on the highway network) an escort vehicle will be used to ensure that these vehicles do not conflict with any other road users.
- 5.2.8 It should however be noted that on some occasions, there may be a requirement to access various land parcels by road, this is due to the fragile nature of some deliveries. This will however be kept to a minimum (less than 10% of total vehicle movements) so as not to increase HGV traffic along local roads.
- 5.2.9 The Access Strategy (attached at **Appendix 2**) includes both the swept path analysis and visibility splays at each of the site accesses and demonstrates that visibility is in accordance with the recorded 85th percentile vehicle speeds, and each access can accommodate a tractor and trailer.

5.3 Dwell Times

- 5.3.1 Delivery vehicles are likely to attend the Site for approximately one hour per vehicle. There will be sufficient space within the designated curtilage of the Site compounds to ensure that no vehicles would have to wait on the surrounding highway network.
- 5.3.2 Further measures that will be employed to control the number and frequency of vehicles arriving at the Site are detailed further below.

5.4 Construction Staff

- 5.4.1 During construction, there is a balance to be made between the intensity of on-site activity and duration of activity. However, the Applicant estimates that there may be up to a maximum of 80 staff on site per day. The Applicant's experience of similar developments elsewhere suggests that car sharing is prevalent within the construction industry and can reduce the number of cars on site to 40. This will be achieved through management of staff travel patterns and actively encouraging car sharing.
- 5.4.2 All staff are anticipated to arrive at the construction Site during the 30-minute period preceding the start of the operating day (i.e. 07:30 to 08:00 Monday to Saturday) and depart during the 30-minute period that follows the end of the operating day (i.e. 18:00 to 18:30 Monday to Friday and 13:00 to 13:30 on Saturdays). Staff trips are likely to travel to / from different origins / destinations and hence spread their movement across the highway network.
- 5.4.3 Provision will be made to enable all vehicles to park within the construction compounds to avoid obstruction to the operation of the public highway and this shall be strictly enforced

5.5 Maintenance

- 5.5.1 Once operational, the Proposed Development will not require significant maintenance, except for occasional visits made by 4x4 vehicles or panel van vehicles.
- 5.5.2 The impact of maintenance vehicles is negligible given the infrequent nature of maintenance visits.

5.6 Decommissioning

- 5.6.1 The proposed use is temporary and reversible, and the land will be restored to agriculture at the end of the Farm's life which is estimated to be approximately 40 years. After the expected life of the project, the Solar Farm can be dismantled, and the components recycled. The site can be reclaimed and returned to its original state.

- 5.6.2 The decommissioning of the Proposed Development will be expected to generate a similar (or fewer) number of trips as the construction phase, since there is not the same requirement to transport the material separately. The traffic associated with the decommissioning phase will be discussed with the Highway Authority prior to commencement, and appropriate measures will be agreed as necessary at that time.
- 5.6.3 The decommissioning phase is expected to take less time than the construction and will consist of the exact opposite construction sequence: starting with disconnecting the plant from the grid, removing the ancillary units, opening of trenches to remove DC and / or AC cables, disconnecting all solar modules, removing the modules and dismantling the supporting structure.
- 5.6.4 The requirements for a Decommissioning Report will be secured via an appropriately worded planning condition and will be produced at an appropriate time towards the end of the 40-year consent period. The Decommissioning Report will fully detail the impacts arising from decommissioning. However, from experience, decommissioning is rarely more onerous than commissioning.

6.0 Construction Traffic Mitigation

6.1 General

- 6.1.1 This section of the Construction Management Plan sets out the mitigation measures that could be employed during construction to minimise the impact of construction traffic on the local residents, businesses, and the local highway network.

6.2 Construction Manager

- 6.2.1 There will be a designated Site Manager to deal with any complaints and enquiries from the general public and any other interested parties. Any changes to the designated Site Manager will be notified to NCC.
- 6.2.2 The details of the Site Manager (including a 24-hour phone number) will be provided to NCC prior to activities beginning on-site. The Site Manager's details will also be advertised at the site entrance.
- 6.2.3 The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities should include:
- Managing the implementation of the Construction Management Plan;
 - Vehicle scheduling;
 - Informing local residents, and NCC of the commencement of construction works;
 - Informing local residents and NCC of any major or noise intensive works associated with the construction of the site to avoid / minimise disruption;
 - Checking for scheduled road works, special events and incidents on Roadworks and road closures | Traffic Wales websites;
 - Handling any complaints; and
 - Acting as a point of contact for employees, contractors, NCC, and the general public.
- 6.2.4 The Site Manager should be responsible for keeping neighbours within the site's vicinity informed of the construction progress. In this respect, the Site Manager should ensure that there is adequate liaison between the following key stakeholders throughout the construction period:
- The Contractor;
 - The Developer;
 - Site neighbours;
 - NCC; and

- Other local stakeholders such as emergency services or local transport providers.

6.2.5 Regular review meetings and telecommunication should be held between the Site Manager and local authority. It is envisaged that update meetings/ telecommunication should be held on an ad-hoc basis with an update provided to NCC approximately every 6 weeks. Furthermore, the Site Manager should provide any monitoring data, delivery schedules, complaints, or breaches of agreements to NCC if requested.

6.3 Subcontractors

6.3.1 Individual subcontractors involved in activities such as waste removal should be required to incorporate the relevant requirements from the CTMP into their activities as well as statutory requirements. Any potential sub-contractors will be required to show how they will comply with the CTMP and how targets will be achieved and impacts minimised.

6.4 Good Neighbours Policy

6.4.1 The contractor will strive to be 'Good Neighbours', with systems employed to ensure local issues are understood. As part of this, the contractor could sign up to the Considerate Constructor Scheme (CCS).

6.4.2 Communication with local residents and businesses will begin prior to commencement of construction and will be provided with information on the planned construction including times and contact details by a senior manager based on site.

6.4.3 An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding community.

6.5 Dust and Dirt Control

6.5.1 The control of dust and dirt is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.

6.5.2 Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.

6.5.3 Further to this, all skips and storage area for cement, sand and fine aggregates will be sheeted / covered when not in use. All HGVs serving the site will be required to

ensure that their wheels have been cleared of mud and debris, with wheel washing facilities provided on site. Similarly, provision will be made for cleaning of the road whenever required.

- 6.5.4 Pavements and carriageway fronting the access used for the construction will be swept daily, and the need for this will be continuously monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the site to prevent the escape of debris and dust.
- 6.5.5 The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- 6.5.6 The Site Manager will undertake daily inspections of the site and the roads surrounding the site to ensure that dust control measures are complied with. The Site Manager will record and respond to all dust and air quality pollutant emissions complaints and will maintain a log of any complaints and any action taken to resolve the issues.
- 6.5.7 The frequency of site inspections will increase when activities with a high potential to produce dust are being carried out as well as during periods of prolonged dry or windy conditions.

6.6 Fuel Consumption / Emissions

- 6.6.1 The contractor will strive to procure local contractors for the project, thereby minimising transport costs and impact on the local environment. The use of the booking system for deliveries will also help to ensure that the construction site is serviced in an efficient manner which will help to minimise the number of vehicle movements that would be generated.
- 6.6.2 A further measure that will be employed is encouraging all delivery vehicles to switch off engines as they are waiting at the site, thereby preventing unnecessarily idling vehicles.

6.7 Mud on Roads

- 6.7.1 A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud/slurry being collected and disposed of.
- 6.7.2 The wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

- Before leaving the site, vehicles will be inspected for any heavy deposit left on wheels. If present, these will be removed manually;
- Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits; and
- Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

6.7.3 The site will be kept as free of mud as is practical during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.

6.7.4 The construction site access into the site will be secured. The site will be secured whenever construction personnel are not present. Site contact details and out of hours emergency contact details will also be prominently displayed on site hoardings. Daily inspections will be undertaken in the vicinity of the site and on footways to check for potential hazards (including blocked footways and the build-up of rubbish).

6.8 Impacts along Bishton Road

6.8.1 It has been established above that the development site would generate approximately 24 two-way HGV movements per day over the 36-week construction period.

6.8.2 This would peak at approximately 40 two-way HGV movements per day for approximately one to two weeks around week 16 of the construction programme. During the peak of construction, deliveries would be spread across a 10-hour working-day period, therefore it is estimated there could be potentially four two-way HGV movements an hour for one to two weeks.

6.8.3 It is envisaged that additional traffic management measures could be introduced to fully mitigate the impact these additional vehicles would have on the local highway network. This could include the following options which would need to be further explored when a more detailed programme of construction is available:

- Escort vehicles to escort HGVs from the central compound to the Bishton Road / Waltwood Road junction;
- The introduction of temporary signals during very peak times (i.e., during the peak of construction deliveries for a one-to-two-week period) to shuttle working along Bishton Road; and
- The use of banksmen to ensure that HGVs accessing and egressing the site can do so in a safe and considerate manner.

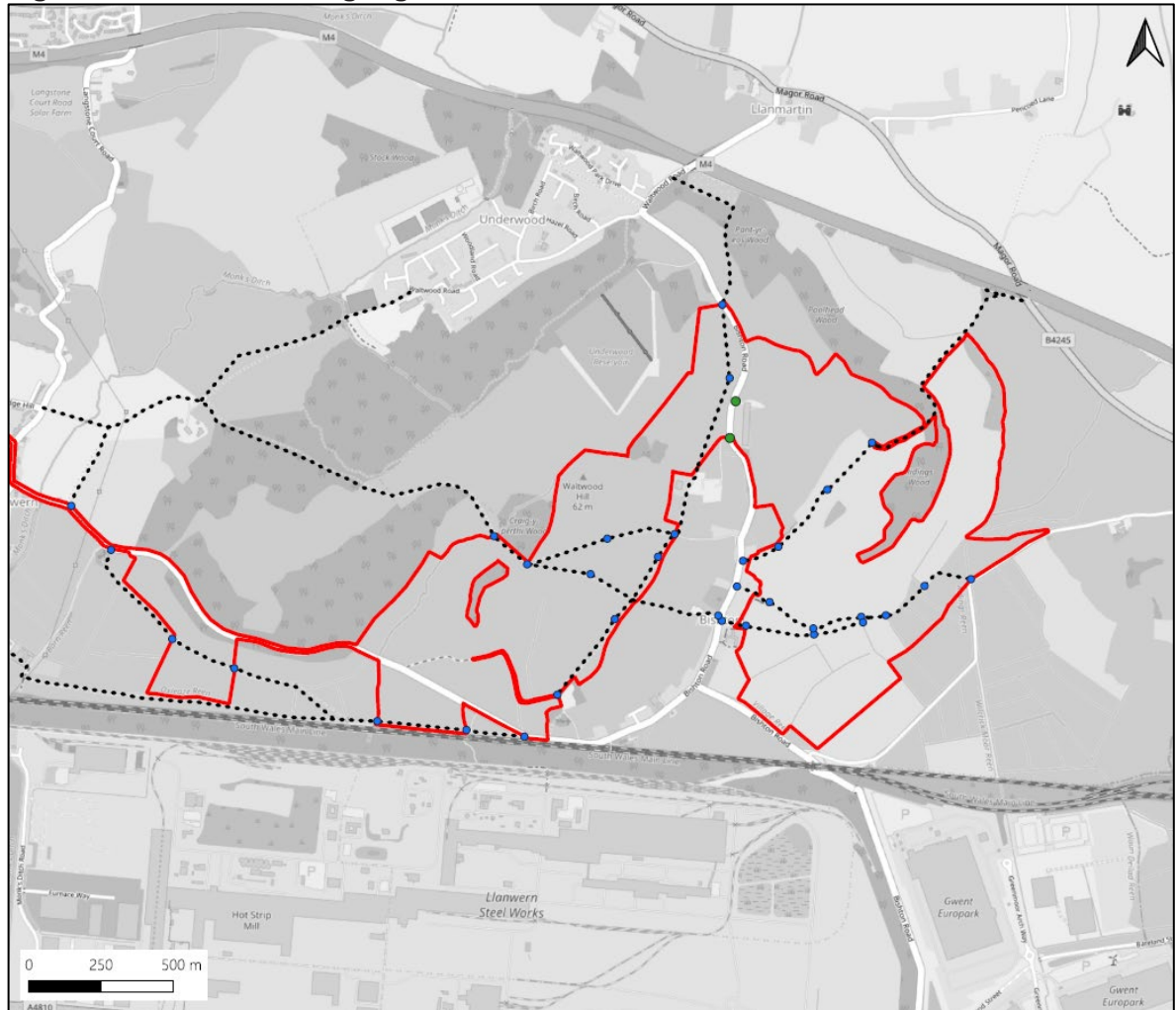
6.9 Pedestrian Safety Measures

- 6.9.1 Pedestrian safety throughout the construction programme will be paramount. To ensure pedestrian safety during loading and unloading activity, a Banksman / traffic marshal should be present to minimise the likelihood of conflict with pedestrians. Warning signage will be provided locally to the site to ensure that vehicles, pedestrians, and cyclists are aware that construction activity is taking place. The site will be properly secured, helping to ensure that pedestrians and the general public cannot access the construction site unauthorised.

Public Rights of Way

- 6.9.2 There are several Public Rights of Way (PRoW) that route across the Proposed Development site. Access to these PRoW would be maintained at all times, with appropriate signage erected at key locations, i.e., hedge lines, warning pedestrians that there will be construction traffic within the fields.
- 6.9.3 **Figure 6.1** below shows the locations of these existing PRoW, and field boundaries where signage should be implemented.

Figure 6.1: PRow and Signage



- 6.9.4 Concern was raised during the previous DNS application regarding whether there were appropriate waiting spaces and visibility at locations where PRow users and construction HGVs would interact. Following a site visit it was concluded that visibility and waiting areas are achievable at key locations where pedestrians and HGVs could meet along the PRow that route through the site.
- 6.9.5 Notwithstanding this, it is proposed that appropriate signage is erected at key locations shown on **Figure 6.1**.

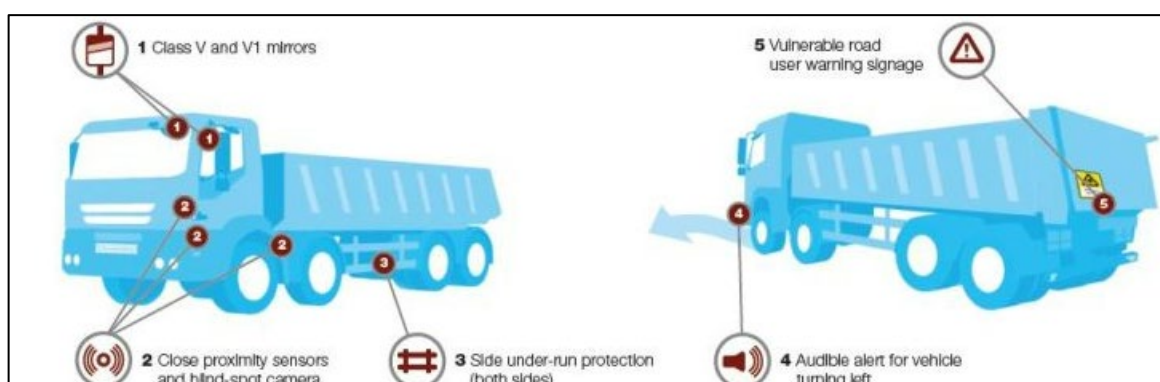
6.10 Additional Measures

- 6.10.1 Site contact details and out of hours emergency contact details will also be prominently displayed on site hoardings. Daily inspections should be undertaken in the vicinity of the site and on footways to check for potential hazards (including blocked footways and the build-up of rubbish).
- 6.10.2 Heavy goods vehicles associated with the construction of the development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function for which it was built, if Side Guards are fitted;
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides a reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
- Have a Class VI Mirror; and
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

6.10.3 The Site Manager should ensure that all contractors and fleet operators at the site sign with vehicles over 3.5 tonnes will be required to have the vulnerable road user safety kit fitted, as outlined in **Figure 6.2**.

Figure 6.2: Safety Measures



- 6.10.4 The Site Manager should undertake checks of vehicles accessing the site. In the event that a vehicle arrives at the site and is not fitted with the above safety kit then the vehicle may be refused entry and a non-conformance report completed.
- 6.10.5 The Site Manager / Contractor should ensure that all contractors and fleet operators accessing the site have received the correct level of training and have had driver license checks.

6.11 Engagement with Local Residents and Sensitive Sites

- 6.11.1 The applicant, or applicant representative, will liaise with all neighbouring residents and businesses to ensure they are aware of the construction programme and the development proposals. Communication with local residents and businesses will begin prior to commencement of construction. The appointed Main Contractor will

be required to follow best practice 'Considerate Constructor' guidelines and should appoint a Community Liaison Officer (CLO).

- 6.11.2 The CLO could initially host and attend community meetings. Following the initial meetings, the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution of progress newsletters which should include details of updates to the construction programme.
- 6.11.3 Adjacent residents and businesses will be provided with information on the planned construction including times and contact details by the CLO. They will be given the contact details of the developer and will be invited to raise any issues during the construction works. Additionally, the contractor's contact details will be provided on the outside of the site perimeter.
- 6.11.4 An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding community particularly in relation to local schools.

7.0 Travel Plan

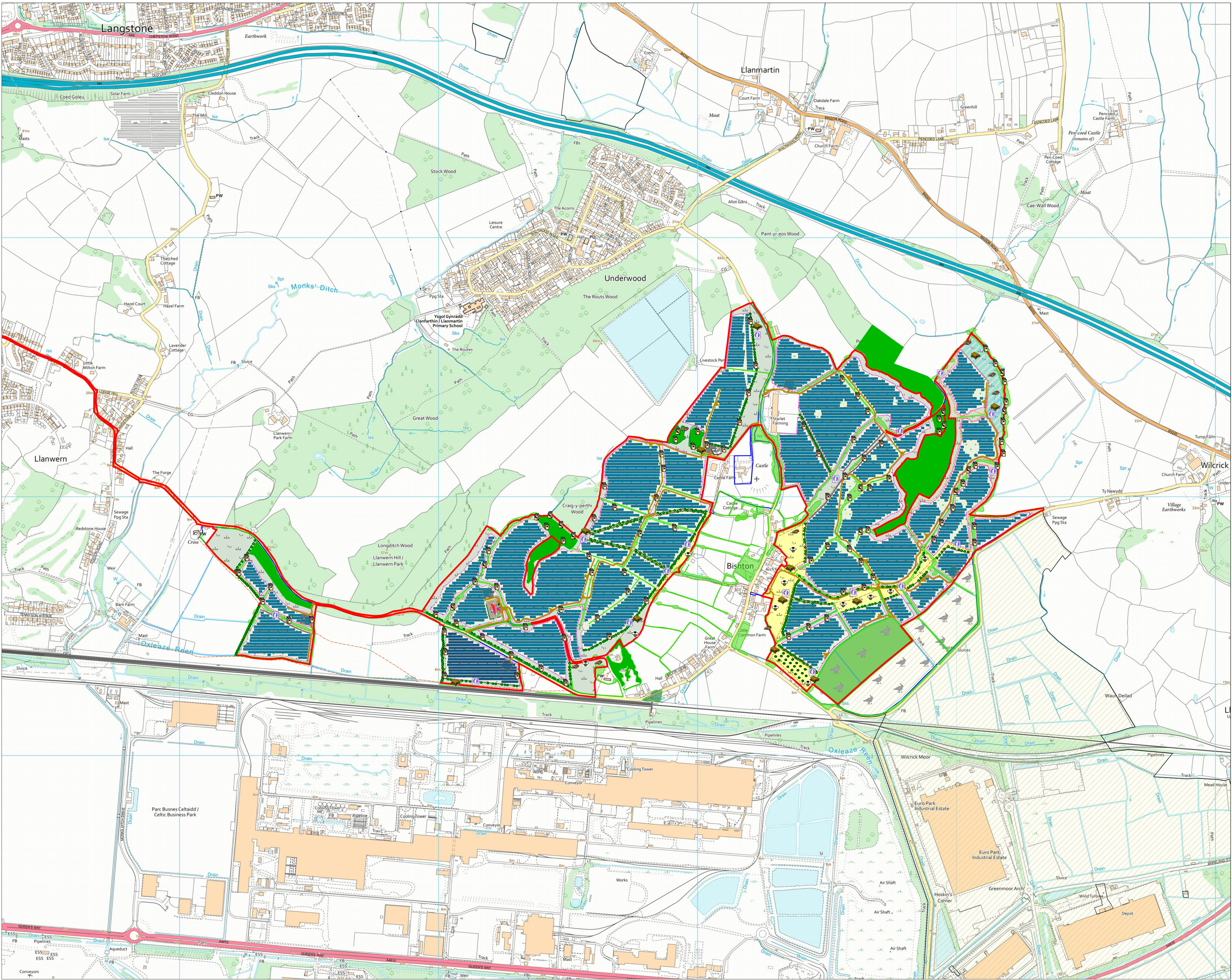
- 7.1.1 Construction The contractor will be encouraged as part of the contract to introduce a Travel Plan for its staff to limit the number of private car trips to the site. The Travel Plan will form part of the final Construction Management Plan and will be agreed with NCC prior to works beginning on site.
- 7.1.2 It is possible to access the site via public transport links which serve the area suggesting that some staff could be encouraged to travel to work sustainably.
- 7.1.3 The construction site will provide facilities to encourage sustainable travel such as drying area, storage facilities and secure bike parking. Where staff are required to travel to site by car, they will be encouraged to do so outside the peak traffic hours.

8.0 Summary and Conclusions

- 8.1.1 Tetra Tech have been commissioned by RWE Renewables UK to produce a Construction Traffic Management Plan (CTMP) to accompany a planning application for a large-scale Solar Farm on land around Bishton between the M4 and the Newport to London Paddington main railway line.
- 8.1.2 The proposed Solar Farm extends to approximately 196 hectares (484 acres) in size and is located in a predominantly rural area approximately 8km east of Newport City Centre. The Proposed Development site is intersected by the hamlet of Bishton and consists of several parcels of agricultural land.
- 8.1.3 The application is yet to be determined, on that basis, all exacting details on how construction will be progressed are as yet unknown. Notwithstanding the contractor (when instructed) will adhere to all the principles of construction set out within this plan.
- 8.1.4 Information regarding the refined timescales of construction will be communicated before construction commences. Any significant changes in the build program will also be communicated to NCC.
- 8.1.5 In order to reduce the impact of vehicles accessing the site from local roads, two centralised site compounds will be implemented. The purpose of these compounds is to allow all deliveries to be made to two centralised areas, then shuttled across the site (internally) to various parcels of land using tractor and trailer. The centralised compounds will be accessed from the east and west of Bishton Road via existing accesses, the first currently serving the egg factory, the second serving Castle Farm Dairy.
- 8.1.6 It should however be noted that on some occasions, there may be a requirement to access various land parcels by road, this is due to the fragile nature of some deliveries, it will however be kept to a minimum, so as not to increase HGV traffic along local roads.
- 8.1.7 All plant and materials will be delivered here before being transported around the site to different parcels of land using a tractor and trailer to limit disruption on the local road network.
- 8.1.8 All construction HGVs will arrive to the site from the north via the M4. Vehicles can exit the motorway at J23A which routes directly onto the B4245. Vehicles would there turn to travel southbound along Waltwood Road before utilising Bishton Road to access the site. Vehicles can also exit the motorway at J24 and route onto the A48 before turning right onto the B4245. Vehicles will then travel along Waltwood Road and Bishton Road before accessing the site. Use of the agreed vehicle routes will be communicated to all individuals associated with construction.

- 8.1.9 All construction vehicles accessing the site will be required to book a time slot in advance using the Booking System controlled by the Site Manager who will keep a record of the schedule of all deliveries on a daily and weekly basis. A Banksman will be on hand to oversee any manoeuvring that does need to occur as well as the loading / unloading of deliveries. The Banksman will also ensure that, appropriate pedestrian and road safety information is relayed to local users, and vehicle checks are made.
- 8.1.10 The construction process will be managed by the designated Site Manager. Any changes to the designated Site Manager will be notified to NCC. The Site Manager will be responsible for acting as a central point of contact for NCC, the general public and any other key stakeholders. Further to this, they will also be responsible for vehicle scheduling, construction route compliance and ensuring all vehicle checks are made including checking for mud on wheels before vehicles leave the site.

Appendix 1 – Masterplan



NOTES

- 1. All details are indicative only.
- 2. Dimensions are in metres unless stated otherwise.
- 3. Refer to HSE document "Avoiding danger from overhead power lines – Guidance Note GS6" to ensure safe operation of machinery in proximity to overhead power lines.

LEGEND

- Planning Red Line
- Landowners Property
- Access track
- Solar panels
- Solar panels subject to freeboard
- Deer Fence
- Existing Hedges
- Proposed Hedge Planting
- Grazing Grassland
- Wildflower EM2 or similar enhanced with Shrill Corder Food Plants
- Wildflower EM10 enhanced with Shrill Corder Food Plants
- Existing Woodland
- Nesting Bird Habitat
- Nesting Bird Habitat in SSSI (Secured via condition or S106)
- Gwent Levels – Redwick and Llandeenny SSSI
- Wetland Meadow EM8 or similar
- Transformer Container
- Spares Container
- Customer Switch Gear Container
- CCTV
- Access Gate
- Temporary Construction Compound
- Public Rights Of Way
- Permissive Path
- Native Tree Planting
- Orchard Tree Planting
- Substation
- 132kV Cable Route
- Inland Drains
- Outdoor Classroom
- Picnic Bench
- Bird Box
- Bat Box
- Bee Hotel
- Information Board
- Reptile Hibernacula



DETAILS

TITLE	Craig-Y-Perthi Solar
LABEL	Figure 2
DATE	14 May 2026
CONFIGURATION	Fixed design
REVISION	14

Appendix 2 – Access Strategy

CRAIG Y PERTHI SOLAR FARM

Access Strategy

JNY11484-01e
Land at Craig y Perthi
Access Strategy
Version 01e
29 November 2023

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Access Strategy	Louise Sheppard	Emma O'Neill	Emma O'Neill	30 November 2022
01a	Access Strategy	Louise Sheppard	Emma O'Neill	Emma O'Neill	01 December 2022
01b	Access Strategy	Louise Sheppard	Emma O'Neill	Emma O'Neill	30 May 2023
01c	Access Strategy	Joanna Gunn	Joanna Gunn	Joanna Gunn	06 June 2023
01d	Access Strategy	Joanna Gunn	Emma O'Neill	Emma O'Neill	13 June 2023
01e	Access Strategy	Charlotte Routledge	Emma O'Neill	Emma O'Neill	29 November 2023

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Appendices

APPENDIX 1 – MASTERPLAN

APPENDIX 2 – RPS TECHNICAL DRAWINGS PACKAGE

1 INTRODUCTION

Background

- 1.1 JBM Solar are proposing to submit a planning application for a large-scale Solar Farm on land around Bishton between the M4 and the Newport to Paddington main railway line.
- 1.2 The proposed development site is intersected by the hamlet of Bishton and extends to approximately 239 hectares (590 acres) and consists of several parcels of agricultural land. The site layout plan is attached at **Appendix 1**.
- 1.3 The site when built, would have an export capacity of approximately 99.9 MW, with battery storage co-located strategically within the Site. The electricity generated would be enough to provide electricity for approximately 45,374 typical Welsh homes¹ and result in an approximate saving of over 3,180,368 tonnes of CO2 over the life of the development, compared with generation from fossil fuels.
- 1.4 Initial scoping discussions were undertaken with both the planning and highway authorities at Newport City Council (NCC) and comments have been received from the highway officer on the proposed scheme. In the majority these comments were related to access arrangements, and proposed routing of vehicles, especially during the construction phases, when the impact from traffic is most significant.
- 1.5 In addition, NCC recently provided comments on the draft Access Strategy, and following a brief meeting with NCC's Highway Officers, all matters raised were discussed and an appropriate way forward agreed. This Access Strategy incorporates all comments received and will be formally submitted as part of the planning application.
- 1.6 JBM Solar have therefore instructed RPS Transport to produce an initial Access Appraisal and Strategy. The purpose of this note is to clearly establish how vehicles would access the development site, taking account of the suitability of existing access points, ensuring that any access options proposed are policy compliant and appropriate for the types of vehicles likely to use them.
- 1.7 When an application is submitted it will be accompanied by a Transport Assessment and Construction Traffic Management Plan. These reports will fully analyse the developments impacts on the network

¹ Subnational Electricity and Gas Consumption Statistics Regional and Local Authority, Great Britain, 2021
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1126284/subnational_electricity_and_gas_consumption_summary_report_2021.pdf

Report Structure

1.8 This brief report has been produced in line with all comments recently received from highway officers at Newport City Council.

- **Chapter 2** – Delivery and construction traffic routing;
- **Chapter 3** – Access optioneering and site servicing; and
- **Chapter 4** – Summary and Conclusion.

2 DELIVERY AND CONSTRUCTION TRAFFIC ROUTING

- 2.1 The proposed Solar Farm extends to approximately 239 hectares in size and is located in a predominantly rural area with local roads commensurate with its location.
- 2.2 The applicant is therefore keen to minimise the impact this development will have on local roads especially during construction, when the number of vehicles generated by the development will be highest. Recent consultation with highway officers at Newport City Council, also confirmed that the impact of the development (especially during construction) should be minimised where possible.

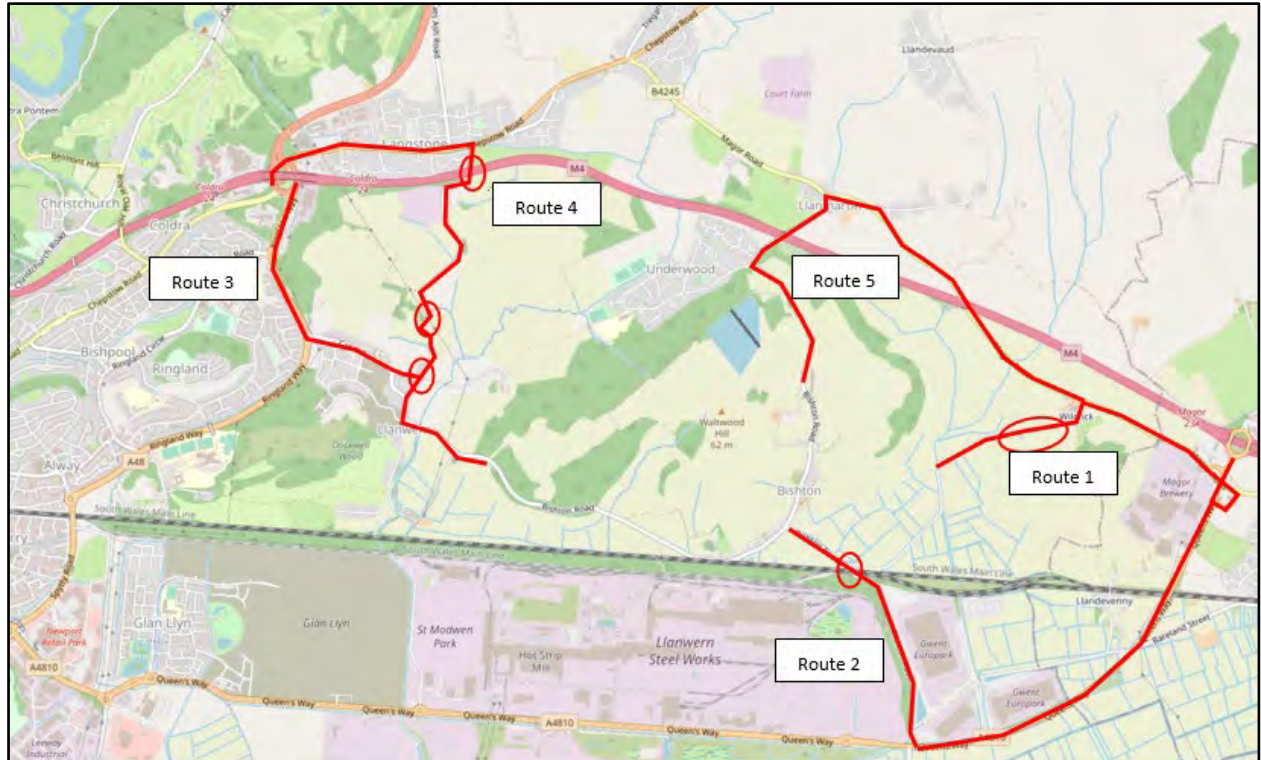
Site Compounds

- 2.3 In order to reduce the impact of vehicles accessing the site from local roads, centralised site compounds will be implemented. The purpose of these compounds is to allow all deliveries to be made to two centralised areas, to the east and west of Bishton Road then (in most instances) shuttled across the site (internally) to various parcels of land using a tractor and trailer. It should however be noted that on some occasions, there may be a requirement to access various land parcels by road, this is due to the fragile nature of some deliveries, it will however be kept to a minimum, so as not to increase HGV traffic along local roads.
- 2.4 The compounds would include areas for materials and storage, contractors' plant, offices and facilities, and would be designed to accommodate 16.5m articulated lorries, as the largest vehicle expected on site.
- 2.5 The compounds are located to the east and west of Bishton Road, access to each central compound will be promoted via existing accesses, the first currently serving the egg factory, the second serving Castle Farm Dairy.

Site Compound Location

- 2.6 The proposed Solar Farm extends to approximately 239 hectares and is bound and intersected by several minor local roads, along its northern, southern, eastern and western boundaries. There are therefore several options for access to the compound, all of which route from the M4. These are described further below and shown on **Figure 1**.

Figure 1: Potential Route Options



- Route 1** – Access could be provided along the site’s eastern boundary, by egressing the M4 at Junction 23A routing southbound along the A4810 before routing westbound along the B4245. Construction HGVs would then route southwest along an unnamed road to access the site from the eastern boundary. Any access promoted via this route, would require HGVs to route along long straight section of road, with limited opportunities to pass, potentially causing issue between local traffic and vehicles associated with the Solar Farm construction.
- Route 2** – Access to the main compound could also be promoted from the site’s southern boundary, by egressing the M4 at Junction 23A routing southbound along the A4810 before turning right onto an unnamed road to travel northbound to access the site. However, this route would be reliant on HGV’s using the existing level crossing of the railway line that forms the sites southern boundary, or routing under the bridge where height restrictions are in place for all vehicles over 1.7m. This restriction makes this route an impracticable route choice for all HGVs.
- Route 3** – Access could be provided along the site’s western boundary by egressing the M4 at Junction 24 and routing southbound along the A48 before travelling eastbound through Milton and Llanwern and accessing the site via the western access junctions. However, the existing roads to the sites west are particularly constrained with restrictions at Lodge Hill / Langstone Lane corner as HGVs would be unable to manoeuvre safely.

- **Route 4** – Access to the main site compound could also be promoted from the site's western boundary, this route leads from the M4 at junction 24 to route eastbound along A48 before travelling southbound along Langstone Lane. Construction HGVs would then route eastbound to the site. This route would include travelling under a bridge with height restrictions in place for all vehicles over 4.1m. The route also includes bends whereby HGVs would be unable to manoeuvre safely.
 - **Route 5** – Access to the main site compound could be promoted from the site's northern boundary. Construction HGVs would exit the M4 at Junction 23A or 24 and route along the B4245 before turning to travel southbound along Waltwood Road, construction HGVs would utilise an unnamed road to access the site from the north. There is a newly constructed egg production plant located along Bishton Road. It is proposed that access to the compound could be promoted via a new access located to its immediate north. Access from this location for HGVs has been established through the planning application (18/0756).
- 2.7 It has been agreed with Highway Officers at NCC that Routes 2, 3 and 4 are not suitable. However, and as discussed with highway officers at NCC, Routes 1 and 5, are somewhat comparable in both length of travel on unclassified highways. On that basis, further analysis has been undertaken to assess the impacts of diverting construction traffic along each route.
- 2.8 Both routes divert construction traffic along Magor Road which is a classified 'B' road, approximately 6m in width and therefore suitable for accommodating the volume and type of heavy vehicles generated by the site during construction.

Route 1

- 2.9 Route 1 directs construction off the B4245 Magor Road at its junction with an un-named road, close to Enghouse Systems and Consensus Support - New Horizons Day Centre. HGVs would then need to route along this un-named road for approximately 1.1km to reach an access to the Solar Farm, of which 900m is along a straight section of narrow carriageway road with approximately four passing points, provided both formally and informally.
- 2.10 **Figures 2 and 3** below show examples of the existing passing points along this stretch of road.

Figure 2 and 3: Examples of Passing Points Along Route 1



- 2.11 The photos above show that this route comprises a narrow carriageway approximately 2.3m in width, with a ditch running parallel with the road for much of its length.
- 2.12 There is also a small collection of houses located along this route, as shown below. The carriage width directly outside these homes is particularly narrow with no opportunity (without infringing onto private property) to facilitate passing vehicles. This is shown below on **Figure 4**.

Figure 4: Carriageway Outside Small Collection of Houses Along Route 1



- 2.13 The Solar Farm will have two central compounds, which are located to the east and west of Bishton Road, approximately 1km west (over farmland) from the proposed access into the site from Route 1. The purpose of these compounds is to allow all deliveries to be made to two

centralised areas, then shuttled across the site (internally) to various parcels of land using tractor and trailer.

- 2.14 Access via Route 1 would result in HGVs having to route across the full development site (approximately 1km), via tracks and fields to access these central compounds.

Route 5

- 2.15 Route 5 directs construction traffic off the B4245 Magor Road (which is suitable for HGV traffic), it is then routed along Waltwood Road, which has a carriage width of approximately 7m, and is again suitable for the volume and type of heavy vehicles generated by the development during construction.
- 2.16 Construction traffic is then directed to the Solar Farm site via Bishton Road at its junction with Waltwood Road. HGVs would then need to route for approximately 800m, to reach the central compound access, of which 200m is along a straight section of narrow carriageway. There are approximately five passing points, provided both formally and informally.
- 2.17 **Figures 5 and 6** below show examples of the existing passing points along this stretch of road.

Figure 5 and 6: Examples of Passing Points along Route 5

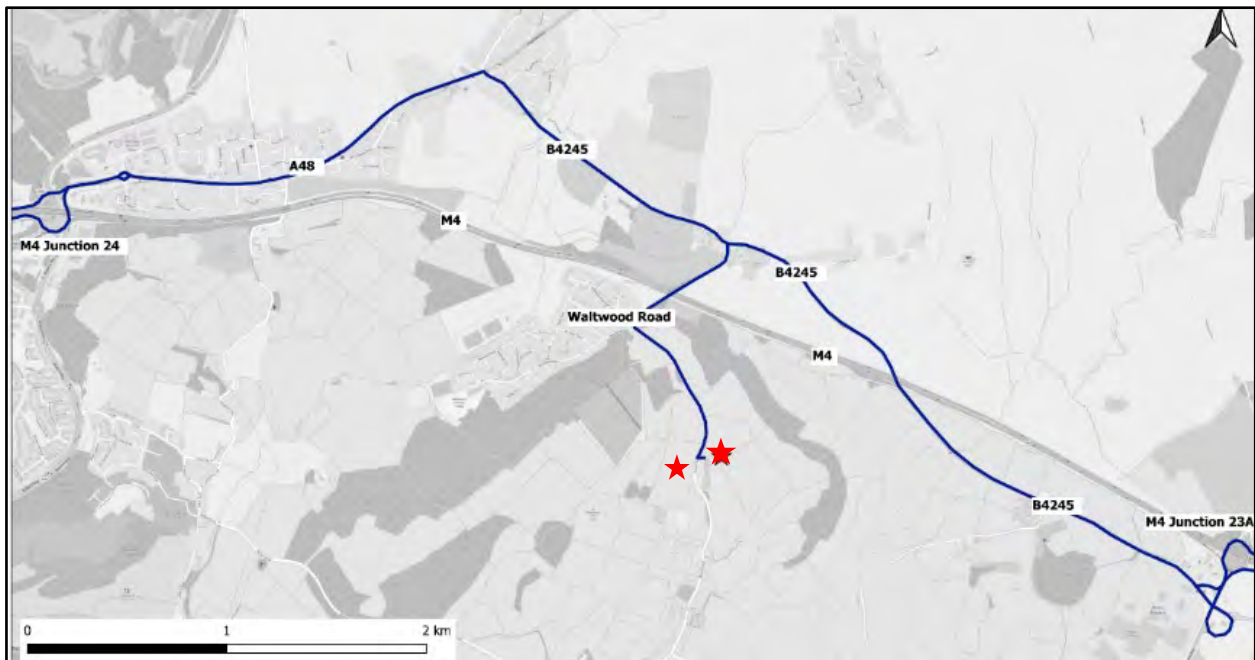


- 2.18 The photos above show that this route comprises a narrow carriageway approximately 2.7m in width, which although still narrow, it is marginally wider than the Route 1 carriageway.
- 2.19 There are no businesses (with the exception of the egg factory, which is supportive of the Solar Farm) or houses located along Bishton Road that would be directly impacted by the routing of construction vehicles.
- 2.20 Access to the central compounds is taken directly from Bishton Road, thus minimising any requirement for vehicles to route across the development site, like what would be required using Route 1.
- 2.21 On the basis of the above, Route 5 is deemed the preferred option for the following reasons:
- It is marginally wider, 2.7m in width compared to 2.3m in width for Route 1;
 - It has a journey length of 800m along unclassified B roads, compared to 1.1km for Route 1;

- There are no sensitive receptors located along Route 5 which would be adversely impacted by the increase in HGVs; and
- The Solar Farms central compounds are directly accessed via Route 5, therefore minimising the need for HGVs to route through the full development site.

2.22 Temporary access to the site compounds for all HGVs would therefore be promoted using Route 5 exiting the M4 at junction 23A or 24 and accessing the site from the north via the B4245 and Waltwood Road as presented in **Figure 7** below. The proposed location of the site compounds is also shown in **Figure 7**.

Figure 7: Construction Access Route (M4 J23A / 24 to Site Access)



2.23 RPS Drawing numbers JNY11484-RPS-0100-001C,003C and 020A included as **Appendix 2**, show a 16.5m Artic and 12m rigid HGV accessing and egressing via these existing accesses without issue. It is noted that the articulated HGV vehicle must utilise the full carriage width, however, this could be safely managed through banksmen restricting traffic movements at both the site access and Bishton Road as required.

HGV Routing

- 2.24 The details of the proposed construction routeing have been agreed with Newport City Council as part of pre-application discussions. As discussed in the previous section, the site is fairly constrained with regards to routing options, with all HGVs accessing the site via a centralised compound accessed from Bishton Road.
- 2.25 It is likely that the vast majority of construction trips (especially HGVs) will arrive to the site from the north via the M4. Vehicles can access the motorway at J23a or J24. The motorway is part of

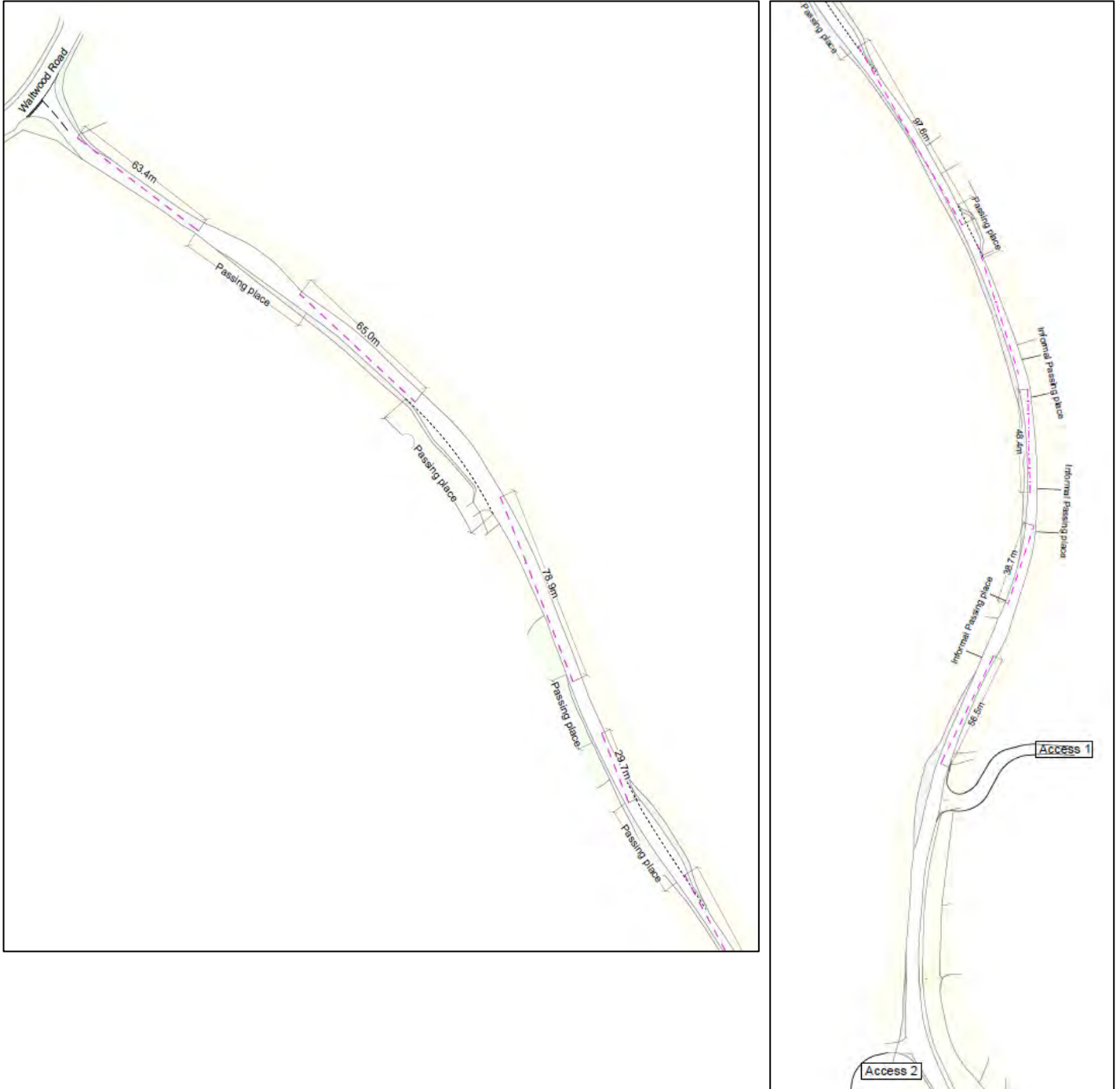
the strategic road network and therefore suitable for larger vehicles. All construction traffic will be encouraged where possible to utilise the above access route, shown graphically in **Figure 2**.

- 2.26 Upon entering the compound all construction materials would be off loaded and tractors with trailers used to transport them to the various parcels of land that make up the site.

Passing Places along Route 5

- 2.27 Route 5 along Bishton Road is approximately 800m in length, with five formal passing places, and three informal places. The locations of these are shown below on **Figure 8** along with the distance in metres between each passing place. This is also attached at **Appendix 2** (RPS Drawing Number 001-RPS-TRP-00017-001).

Figure 8: Route 5 Passing Places



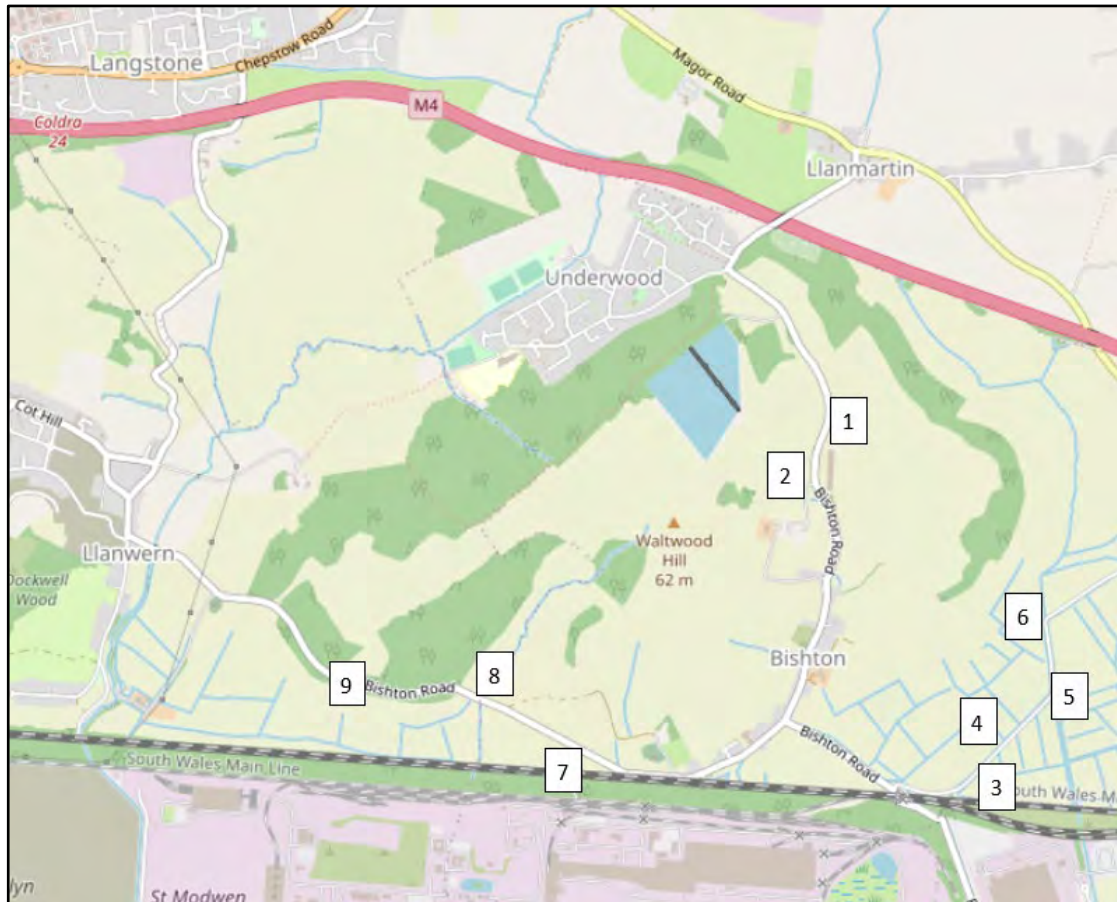
-
- 2.28 **Figure 8** shows that there are currently five formal passing places, and three informal passing places along this stretch of road, with an average of 60m between each passing place. RPS have however reviewed the potential to provide additional passing places along Bishton Road. Bishton Road has high quality hedging along both sides of its carriageway and any new passing places along this road would result in the loss of this hedging in order to address a temporary issue.
- 2.29 It is envisaged that the impact the proposals have on Bishton Road during construction can be mitigated for with the use of temporary lights (when appropriate), banksmen and escort vehicles, none of which have any lasting detrimental impacts on the local ecology.

3 ACCESS OPTIONEERING

Context

- 3.1 The proposals suggest that two centralised compounds will be used to manage how construction traffic accesses and egresses the site. It has been established that two existing accesses (located to the east and west) of Bishton Road could be used in this regard. These accesses currently serve the egg factory, on the eastern side of the carriageway and Castle farm on the western side of the carriageway. In most instances tractors and trailers transporting goods to individual land parcels across fields rather than on the external road network.
- 3.2 However, on some occasions it may be necessary to transport materials directly to various parcels. While it is envisaged that this would not be a regular occurrence, an assessment of how this could be facilitated has been undertaken with a swept path analysis showing a 12m rigid lorry accessing and egressing at each identified access without issue.
- 3.3 The proposed Solar Farm extends to approximately 239 hectares and is currently in agricultural use. The site as a whole benefits from nine existing accesses, currently serving various parcels of farmland. These accesses are generally gated accesses onto minor roads which extend along the site's southern boundary and through Bishton.
- 3.4 **Figure 9** shows the location of the existing accesses currently serving the development site.

Figure 9: Existing Access Locations



Access Appraisal Study

- 3.5 An access appraisal study has been undertaken to determine the suitability of using these accesses to serve the proposed development site if required. This study has been informed by undertaking seven-day Automatic Traffic Counts within the vicinity of each of the existing site accesses.
- 3.6 These counts continuously record traffic volumes and speeds and the data collected will be used to determine the suitability of providing an access at that location. This methodology was proposed by highway officers in their recent scoping response.
- 3.7 The counts were undertaken on 20 September 2022 until 26 September 2022. Due to the volume of the raw data this has not been appended however this can be provided upon request.
- 3.8 **Figure 10** below shows the locations of each of these counts, while **Table 1** provides a summary of the 85th percentile speeds recorded at each location, alongside traffic volumes.

Figure 10: ATC Locations

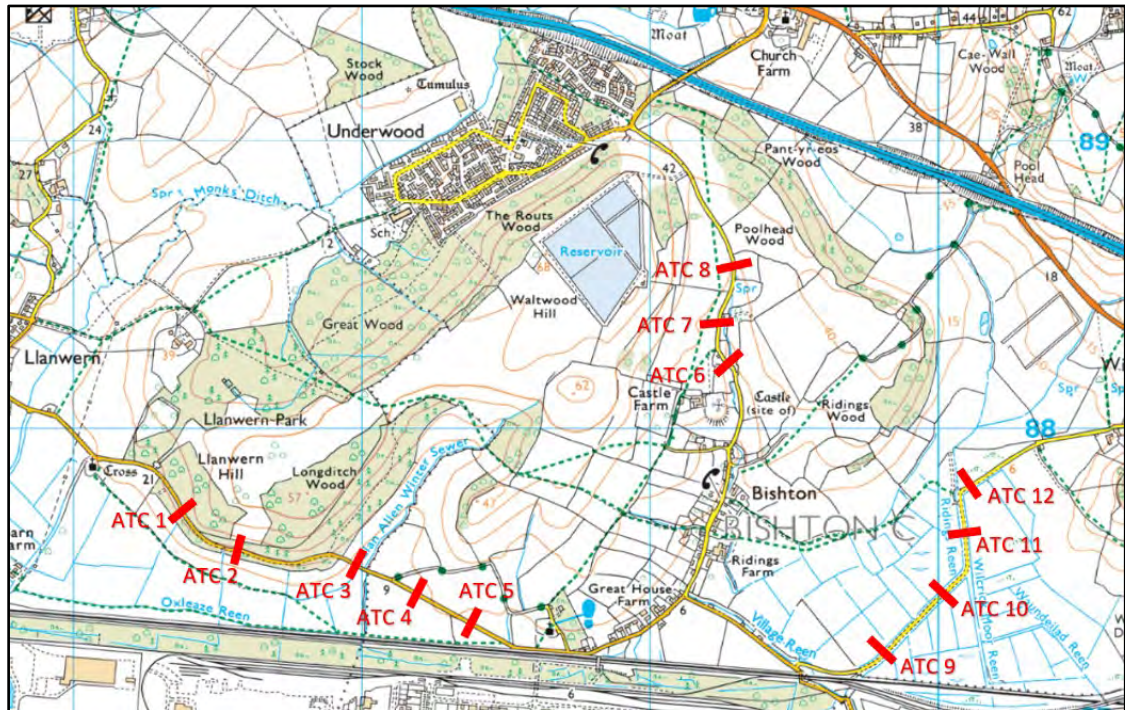


Table 1: Recorded Traffic Volumes and Speeds

Site	Direction	Volume	85th% Speeds	% HGV
1	EB	1,026	37.1	0.6
	WB	1,315	36.9	0.8
	Two Way	2,341	-	0.7
2	EB	1,044	34.6	0.7
	WB	1,306	34.5	0.8
	Two Way	2,350	-	0.7
3	EB	1,046	44.6	0.5
	WB	1,305	44.5	0.5
	Two Way	2,351	-	0.5
4	EB	1,048	49.3	0.6
	WB	1,303	48.3	0.7
	Two Way	2,351	-	0.6
5	EB	1,046	47.6	0.5
	WB	1,303	47.6	0.3
	Two Way	2,349	-	0.4
6	NB	1,061	28.7	0.7
	SB	1,213	30.1	0.7
	Two Way	2,274	-	0.7
7	NB	1,288	31.1	0.9
	SB	1,419	31.9	1.2
	Two Way	2,707	-	1.1
8	NB	1271	29.5	0.9
	SB	1424	29.6	1.2
	Two Way	2695	-	1.0
9	NB	505	31.1	1.0
	SB	434	32.5	1.6
	Two Way	939	-	1.3

Site	Direction	Volume	85th% Speeds	% HGV
10	NB	506	30.7	0.8
	SB	441	30.1	0.7
	Two Way	947	-	0.7
11	NB	489	25.9	0.2
	SB	451	27.6	2.0
	Two Way	940	-	1.1
12	NB	544	33.5	0.7
	SB	480	37.6	1.0
	Two Way	1024	-	1.0

- 3.9 The table above shows that two-way traffic volumes along the roads within the immediate site vicinity were recorded as approximately 1,900 per day, of which on average 0.8% were HGVs. Site 7 recorded most vehicles with 2,707 two-way vehicle movements observed, with 1.1% HGVs recorded.
- 3.10 On average 85th percentile speed was recorded as being 35.6mph. This is significantly lower than the posted speed restriction, which is 60mph along most local roads, reducing to 30mph through the village of Bishton. The recorded speeds however are reflective of the rural and narrow nature of the roads within the site's vicinity.

Existing Accesses

- 3.11 The development site as a whole benefits from nine existing access points, these however are in the majority minor gated accesses currently serving farmland.
- 3.12 An appraisal has been undertaken to determine the suitability of each of these accesses with regards to promoting them as a primary service access serving the proposed Solar Farm. All drawings are attached at **Appendix 2**.

Access 1

- 3.13 Access 1 is located between the two northern parcels of the site along Bishton Road. This access is an existing access serving an Egg production plant. The location of this access is shown on **Figure 9** above. Access 1 has been identified as the most appropriate access to serve a main compound for the proposed Solar Farm development.
- 3.14 This access is located closest to traffic surveys 7 and 8. Two way traffic volumes within the vicinity of this access on average were recorded as 2,701 vehicles per day. 85th percentile vehicle speeds in the northbound direction were recorded at 31.1mph whilst 85th percentile vehicle speeds in the southbound direction were recorded at 29.6mph. These recorded 85th percentile vehicle speeds are well within the posted speed limit of 60mph.

- 3.15 RPS Drawing Number JNY11484-RPS-0100-001C (included within **Appendix 2**) shows a 16.5m articulated HGV accessing and egressing the site via the north without issue. This vehicle is likely to be the largest vehicle on site during both the construction and operational period. RPS Drawing Number JNY11484-RPS-0100-001C also shows a 12m rigid HGV accessing and egressing the site to the south without issue.
- 3.16 RPS Drawing Number JNY11484-RPS-0100-002C (included within **Appendix 2**) shows that maximum visibility splays of 57m can be achieved in a southbound direction and 91m can be achieved in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded in the vicinity of the access.
- 3.17 On the basis of the above it is evident that the existing site access 1 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development.

Access 2

- 3.18 Access 2 currently serves the Castle Farm Shop. The location of the access is shown on **Figure 9** above. Access 2 has also been identified as the most appropriate access to serve a compound for the proposed Solar Farm development.
- 3.19 This access is located closest to surveys 6 and 7. Two-way traffic volumes within the vicinity of this access on average were recorded as 2,490 per day. 85th percentile vehicle speeds in the northbound direction were recorded at 28.7mph and whilst 85th percentile vehicle speeds in the southbound direction were recorded at 31.9mph. These recorded 85th percentile vehicle speeds are well within the posted speed limit of 60mph.
- 3.20 RPS Drawing Number JNY11484-RPS-0100-003C shows a 12m rigid HGV accessing and egressing the site, and RPS Drawing Number JNY11484-RPS-0100-020A shows a 16.5m articulated HGV accessing and egressing the site.
- 3.21 RPS Drawing Number JNY11484-RPS-0100-004C (included within **Appendix 2**) shows that maximum visibility splays of 80m can be achieved in a southbound direction and 91m can be achieved in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded in the vicinity of the access.
- 3.22 It is noted however that existing hedgerow along Bishton Road in a northbound direction impacts slightly on the visibility splay. This hedgerow is of high quality and for environmental reasons should be maintained where possible. It should however be trimmed back away from the carriageway during the construction period to facilitate visibility during this time.
- 3.23 In addition, there will be banksmen on site throughout the construction period. These banksmen will facilitate the movement of HGVs into and out of the central compounds where necessary.
- 3.24 On the basis of the above it is evident that the existing site access would be suitable to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 3

- 3.25 Access 3 is located by the eastern parcels of the site along an unnamed road, the location of the access is shown on **Figure 3** above. This access is located closest to surveys 9 and 10. Two-way traffic volumes within the vicinity of this access on average were recorded as 943 per day. 85th percentile vehicle speeds in the northbound direction were recorded at 31.1mph and whilst

85th percentile vehicle speeds in the southbound direction were recorded at 30.1mph, this is within the posted speed limit of 60mph.

- 3.26 RPS Drawing Number JNY11484-RPS-0100-006B shows that maximum visibility splays of 188m can be achieved in a southbound direction and 215m in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded.
- 3.27 RPS Drawing Number JNY11484-RPS-0100-005B shows a 12m rigid HGV accessing and egressing the site.
- 3.28 On the basis of the above it is evident that the existing site access 3 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 4

- 3.29 Access 4 is located by the eastern parcels of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to surveys 9 and 10. Two-way traffic volumes within the vicinity of this access on average were recorded as 943 per day. 85th percentile vehicle speeds in the northbound direction were recorded at 31.1mph and whilst 85th percentile vehicle speeds in the southbound direction were recorded at 30.1mph, this is within the posted speed limit of 60mph.
- 3.30 RPS Drawing Number JNY11484-RPS-0100-008B shows that maximum visibility splays of 215m can be achieved in a southbound direction and 215m in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY1148-RPS-0100-007B shows a 12m rigid HGV accessing and egressing the site.
- 3.31 On the basis of the above it is evident that the existing site access 4 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 5

- 3.32 Access 5 is located by the eastern parcels of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to surveys 10 and 11. Two-way traffic volumes within the vicinity of this access on average were recorded as 943 per day. 85th percentile vehicle speeds in the northbound direction were recorded at 30.7mph and whilst 85th percentile vehicle speeds in the southbound direction were recorded at 27.6mph, this is within the posted speed limit of 60mph.
- 3.33 RPS Drawing Number JNY11484-RPS-0100-010B shows that maximum visibility splays of 215m can be achieved in a southbound direction and 215m in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY11484-RPS-0100-009B shows a 12m rigid HGV accessing and egressing the site.

On the basis of the above it is evident that the existing site access 5 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 6

- 3.34 Access 6 is located by the eastern parcels of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to surveys 11 and 12. Two-way traffic volumes within the vicinity of this access on average were recorded as 982 per day. 85th percentile vehicle speeds in the northbound direction were recorded at 25.9mph and whilst 85th percentile vehicle speeds in the southbound direction were recorded at 37.6mph, this is within the posted speed limit of 60mph.
- 3.35 RPS Drawing Number JNY11484-RPS-0100-012B shows that maximum visibility splays of 215m can be achieved in a southbound direction and 92m in a northbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY11484-RPS-0100-011B shows a 12m rigid HGV accessing and egressing the site.
- 3.36 On the basis of the above it is evident that the existing site access 6 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 7

- 3.37 Access 7 is located by the western parcels of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to surveys 4 and 5. Two-way traffic volumes within the vicinity of this access on average were recorded as 2350 per day. 85th percentile vehicle speeds in the eastbound direction were recorded at 49.3mph and whilst 85th percentile vehicle speeds in the westbound direction were recorded at 47.6mph, this is within the posted speed limit of 60mph.
- 3.38 RPS Drawing Number JNY11484-RPS-0100-014B shows that maximum visibility splays of 215m can be achieved in a westbound direction and 215m in an eastbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY11484-RPS-0100-013B shows a 12m rigid HGV accessing and egressing the site.
- 3.39 On the basis of the above it is evident that the existing site access 7 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 8

- 3.40 Access 8 is located by the western parcel of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to surveys 3 and 4. Two-way traffic volumes within the vicinity of this access on average were recorded as 2351 per day. 85th percentile vehicle speeds in the eastbound direction were recorded at 44.6mph and whilst 85th percentile vehicle speeds in the westbound direction were recorded at 48.3mph, this is within the posted speed limit of 60mph.

- 3.41 RPS Drawing Number JNY11484-RPS-0100-016B shows that maximum visibility splays of 127m can be achieved in a westbound direction and 198m in an eastbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY11484-RPS-0100-015B shows a 12m rigid HGV accessing and egressing the site.
- 3.42 On the basis of the above it is evident that the existing site access 8 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

Access 9

- 3.43 Access 9 is located by the western parcel of the site along an unnamed road, the location of the access is shown on **Figure 9** above. This access is located closest to survey 2. Two-way traffic volumes within the vicinity of this access on average were recorded as 2350 per day. 85th percentile vehicle speeds in the eastbound direction were recorded at 34.6mph and whilst 85th percentile vehicle speeds in the westbound direction were recorded at 34.5mph, this is within the posted speed limit of 60mph.
- 3.44 RPS Drawing Number JNY11484-RPS-0100-018B shows that maximum visibility splays of 79m can be achieved in a westbound direction and 82m in an eastbound direction from a point 2.4m behind the proposed access give way line. This is in accordance with the 85th percentile vehicle speeds recorded. RPS Drawing Number JNY11484-RPS-0100-017B shows a 12m rigid HGV accessing and egressing the site.
- 3.45 On the basis of the above it is evident that the existing site access 9 would be suitable subject to internal reconfiguration to serve the proposed Solar Farm development on an adhoc basis, should the requirement arise.

4 SUMMARY AND CONCLUSION

- 4.1 JBM Solar are proposing to submit a planning application for a large-scale Solar Farm on land around Bishton between the M4 and the Newport to Paddington main railway line. The proposed development site is intersected by the hamlet of Bishton, it extends to approximately 239 hectares (590 acres) and consists of several parcels of agricultural land.
- 4.2 Initial scoping discussions have been undertaken with both the planning and highway authorities at Newport City Council and comments have been received from the highway officer on the proposed scheme. In the majority these comments were related to access arrangements, and proposed routing of vehicles, especially during the construction phases, when the impact from traffic is likely to be most significant.
- 4.3 In addition, NCC have recently provided comments on the draft Access Strategy, and following a brief meeting with NCC's Highway Officers, all matters raised were discussed and an appropriate way forward agreed. This updated Access Strategy incorporates all comments received and will be formally submitted as part of the planning application.
- 4.4 An initial Access Appraisal and Strategy has therefore been produced which clearly establishes how vehicles would access the development site, taking account of the suitability of existing access points, ensuring that any access options proposed are policy compliant and appropriate for the types of vehicles likely to use them.
- 4.5 The proposals suggest that two centralised compounds located to the east and west of Bishton Road will be used to manage how construction traffic accesses and egresses the site. It has been established that two existing accesses from Bishton Road could be used in this regard, with tractors and trailers (in most instances) transporting goods to individual land parcels across fields rather than on the external road network.
- 4.6 An appraisal of all other local accesses has been undertaken, this showed that visibility is achievable from all identified access points serving the development. The extent of required visibility splay was established through ATCs continuously recording speeds and volumes for a seven-day period.
- 4.7 It is understood that on rare occasions there maybe a requirement to transport fragile goods to different parcels of the site on the local network. This would occur very occasionally when fragile parts of the solar farm are required to be delivered. A swept path analysis has been undertaken at each of the secondary accesses to show a 12m rigid HGV accessing and egressing these accesses without issue.

Conclusion

- 4.8 Access to the Solar Farm is achievable and from multiple locations. Any forthcoming planning application will be accompanied by a Transport Assessment and Construction Traffic Management Plan which will assess the development sites impact on the local network.

Appendices

Appendix 1 – Masterplan

NOTES

1. All details are indicative only.
2. Dimensions are in metres unless stated otherwise.
3. Refer to HSE document "Avoiding danger from overhead power lines – Guidance Note GS8" to ensure safe operation of machinery in proximity to overhead power lines.

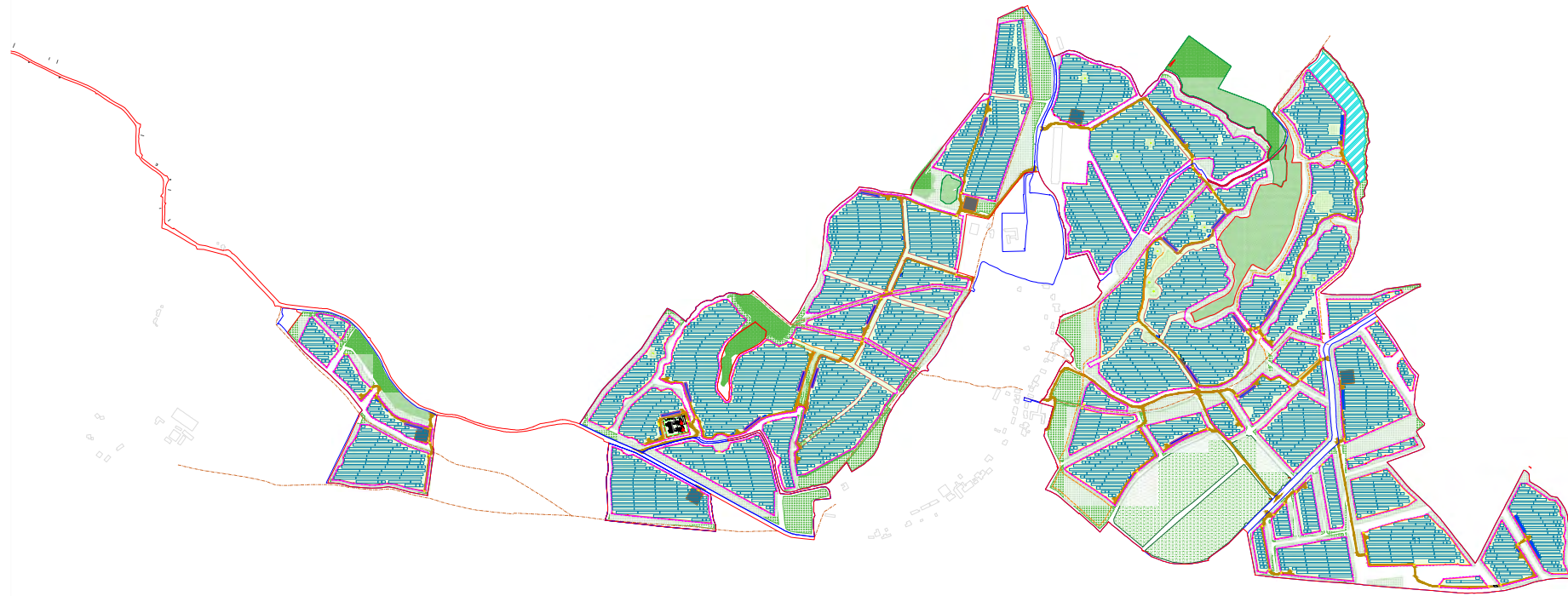
LEGEND

- Planning Red Line
- Landowners Property
- Road
- Solar panels
- Solar panels subject to freeboard
- Fence
- Existing Hedges
- Proposed Hedges
- Wildflower
- Grassland
- Existing Woodland
- Bird Habitat
- Wetland Meadow
- Inverter Container
- Battery/Inverter Units
- Containerized Battery/Inverter Units
- Spares Container
- Customer Switch Gear Container
- OCTV
- Access Gate
- Temporary Construction Compound
- Public Rights Of Way
- Permissive Path
- Acoustic Fencing
- Culvert



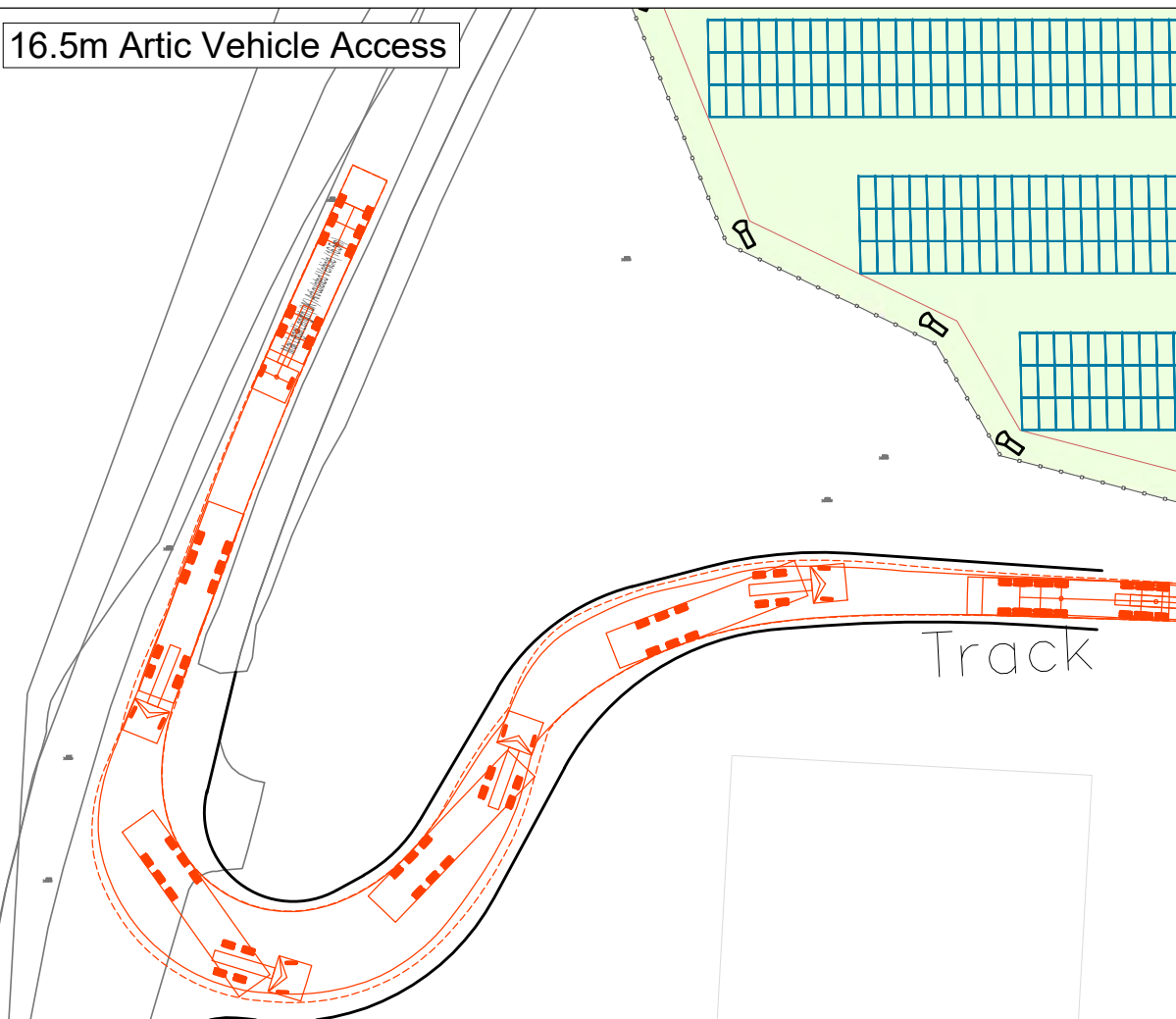
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LOCATION	NP18 2DW
DATE	13 June 2023
DESCRIPTION	Fixed design
REVISION	8

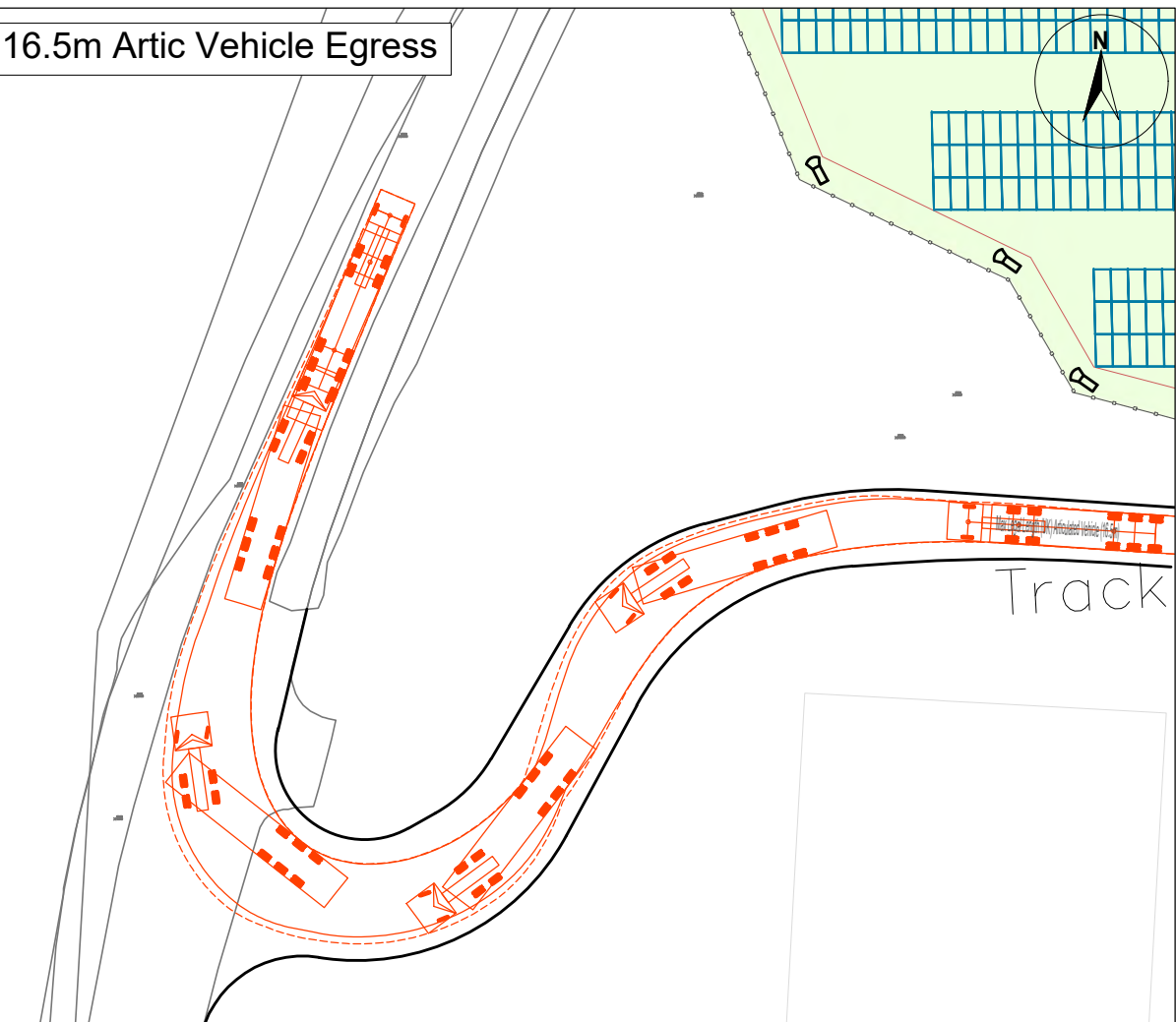


Appendix 2 – RPS Technical Drawings Package

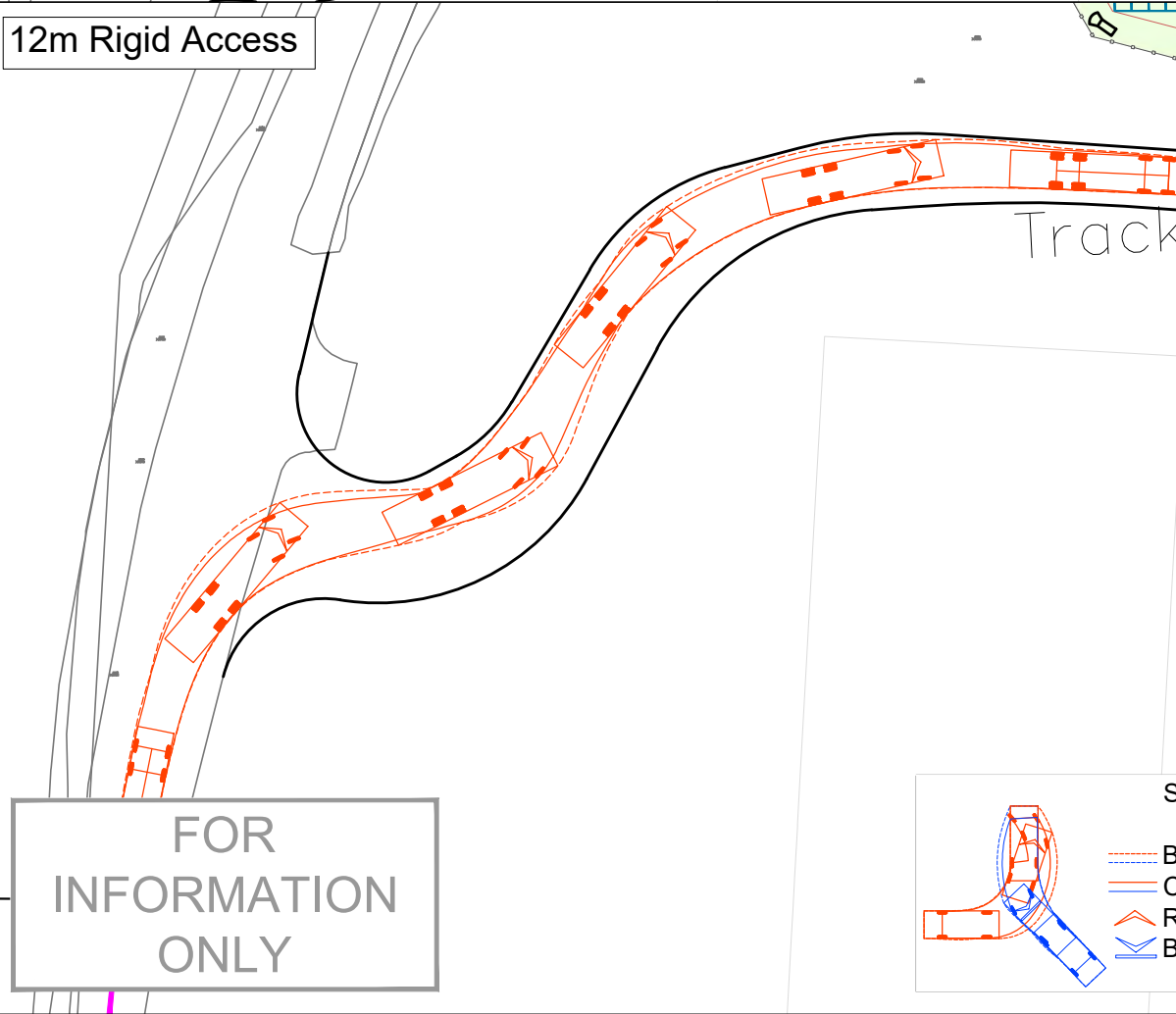
16.5m Artic Vehicle Access



16.5m Artic Vehicle Egress



12m Rigid Access



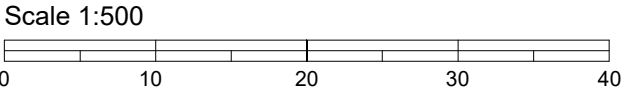
12m Rigid Egress



FOR
INFORMATION
ONLY

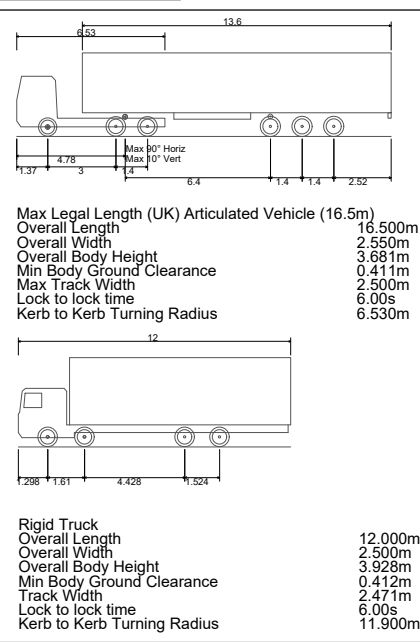
Swept Path Key:

- Body path
- Chassis path
- Red=forward movement
- Blue=reverse movement



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 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Vehicle Profiles



C	Latest layout added (J026A_Post Consultation_Rev7)	AJ	EON	12/06/2023
B	Latest layout added (J026A_Post Consultation_Rev5)Access 1 relocated and realigned	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) Tractor& trailer tracks replaced with 12m rigid vehicle	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

Title Access 1
16.5m Artic & 12m Rigid
Swept Path Analysis

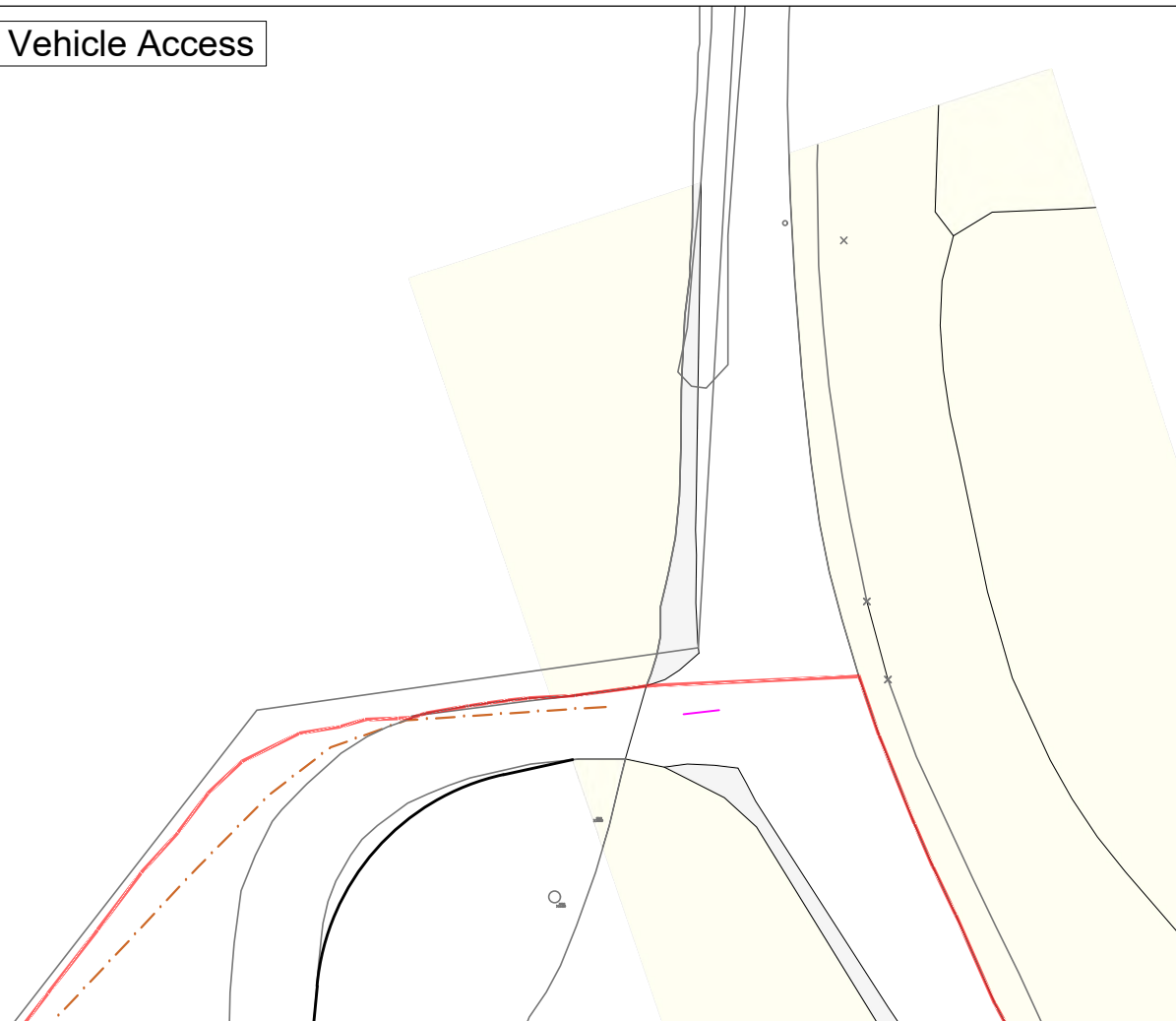
Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
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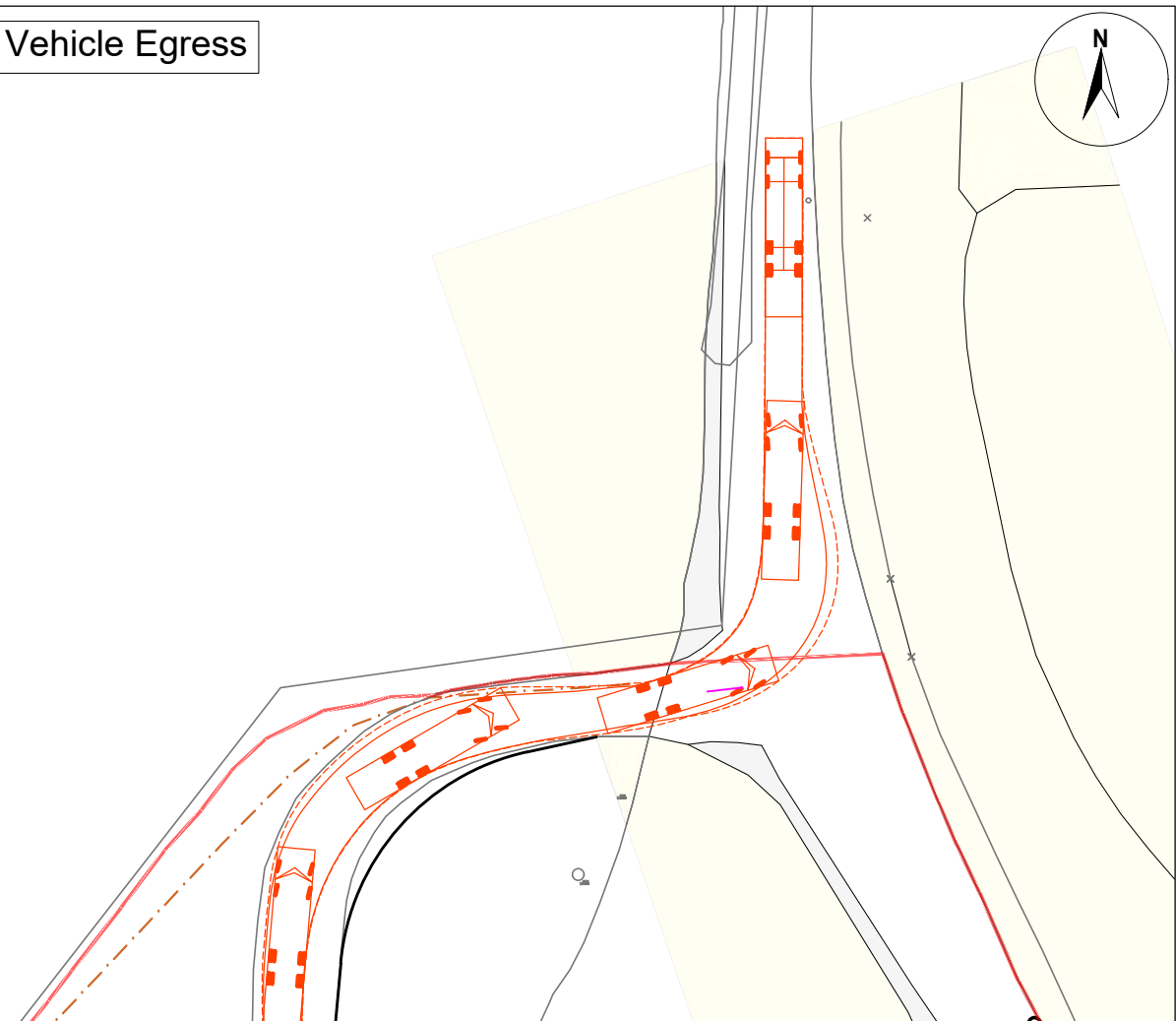
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JNY11484-RPS-0100-001 C

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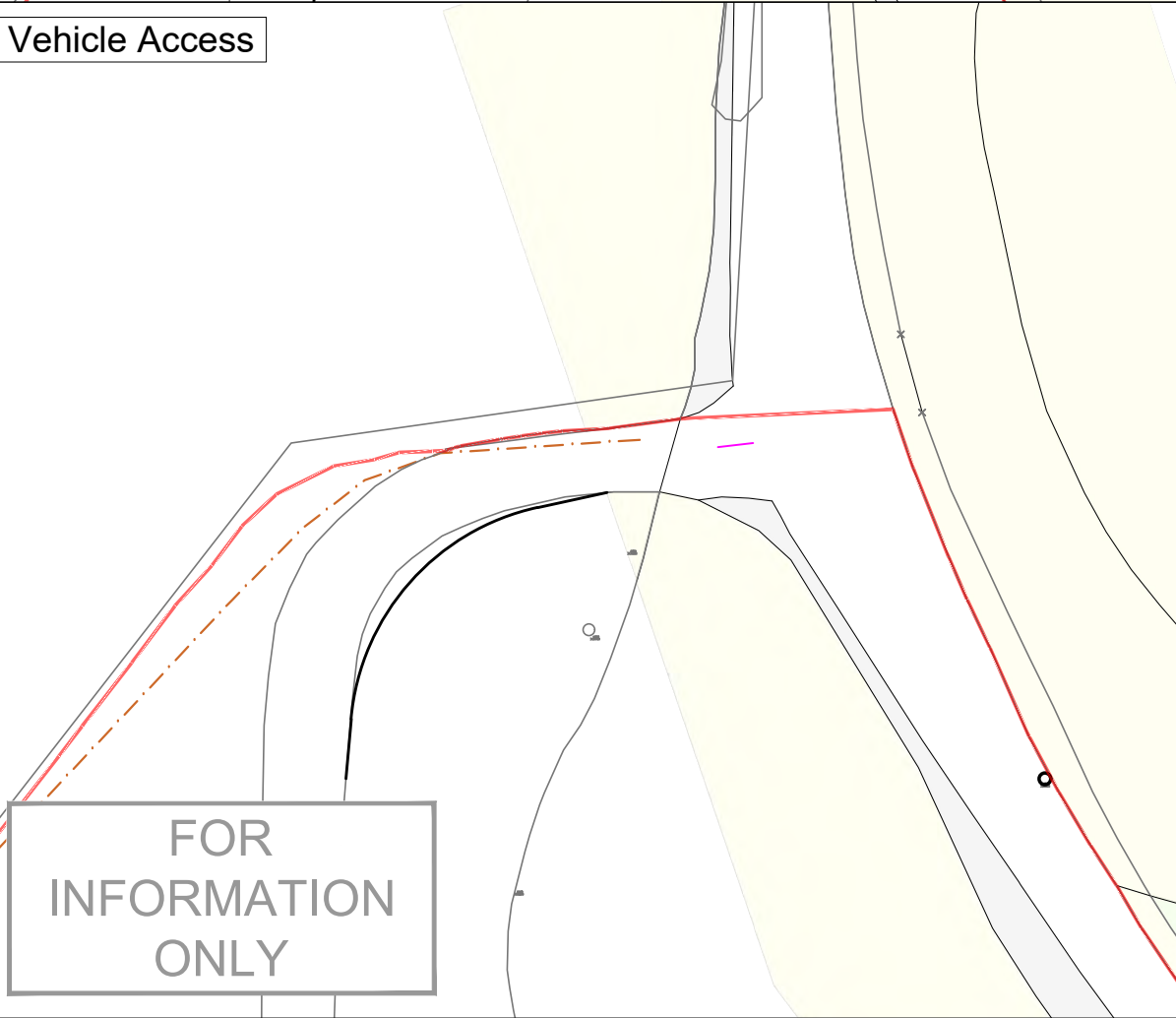
Vehicle Access



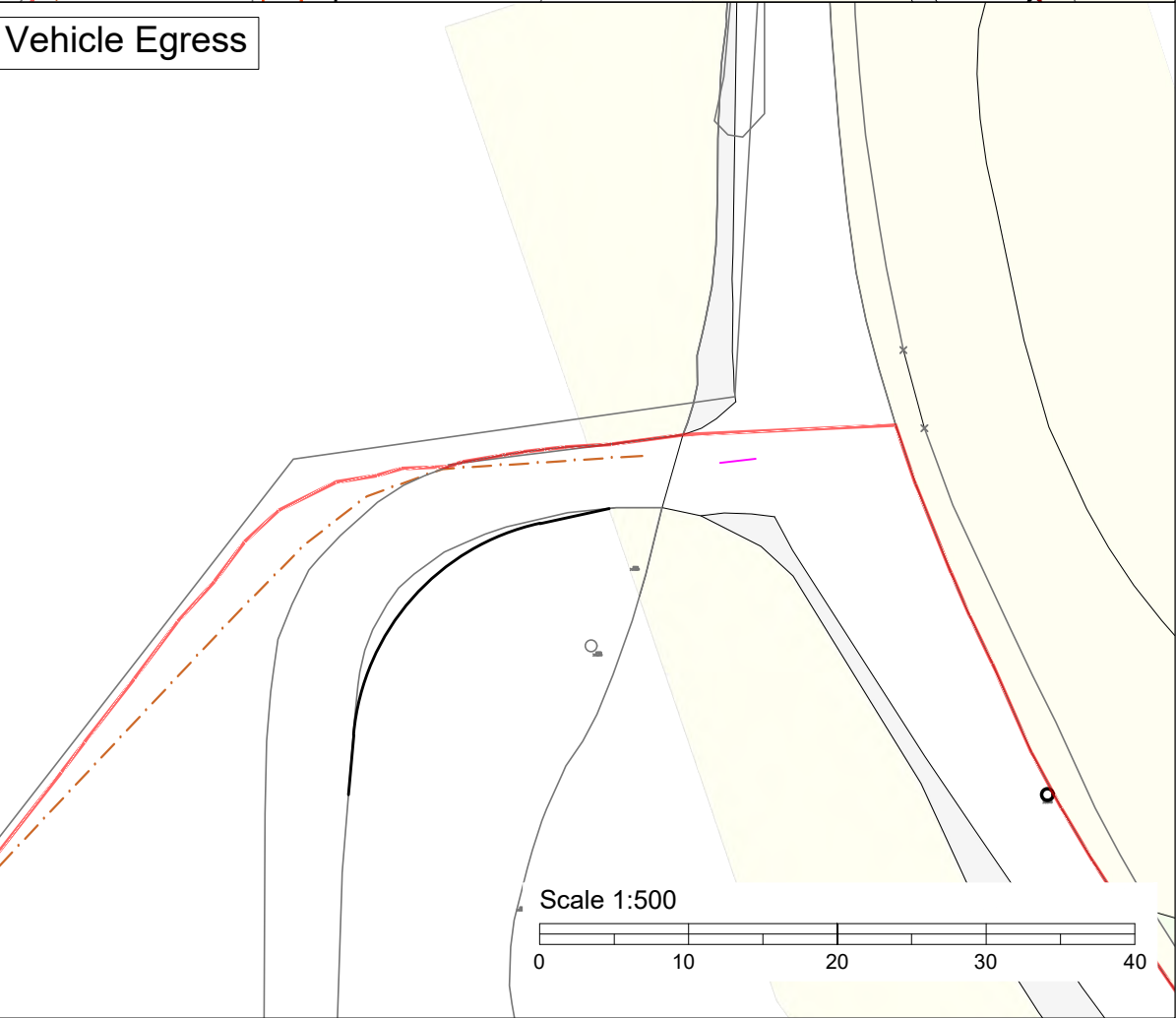
Vehicle Egress



Vehicle Access



Vehicle Egress

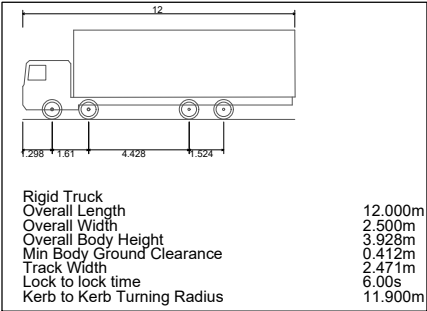


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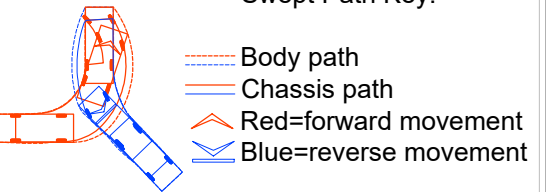
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Vehicle Profiles



Swept Path Key:



C	Latest layout added (J026A_Post Consultation_Rev7)	AJ	EON	12/06/2023
B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

Title Access 2
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-003 C

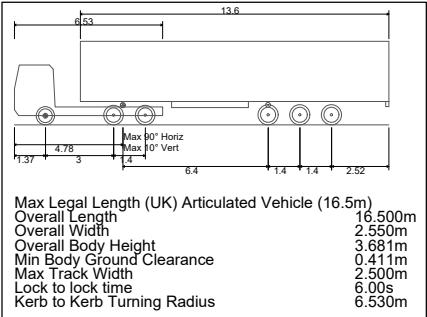
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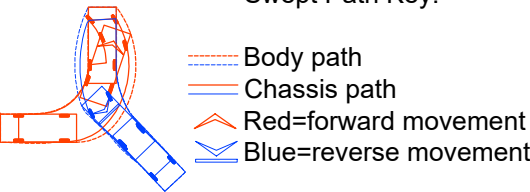
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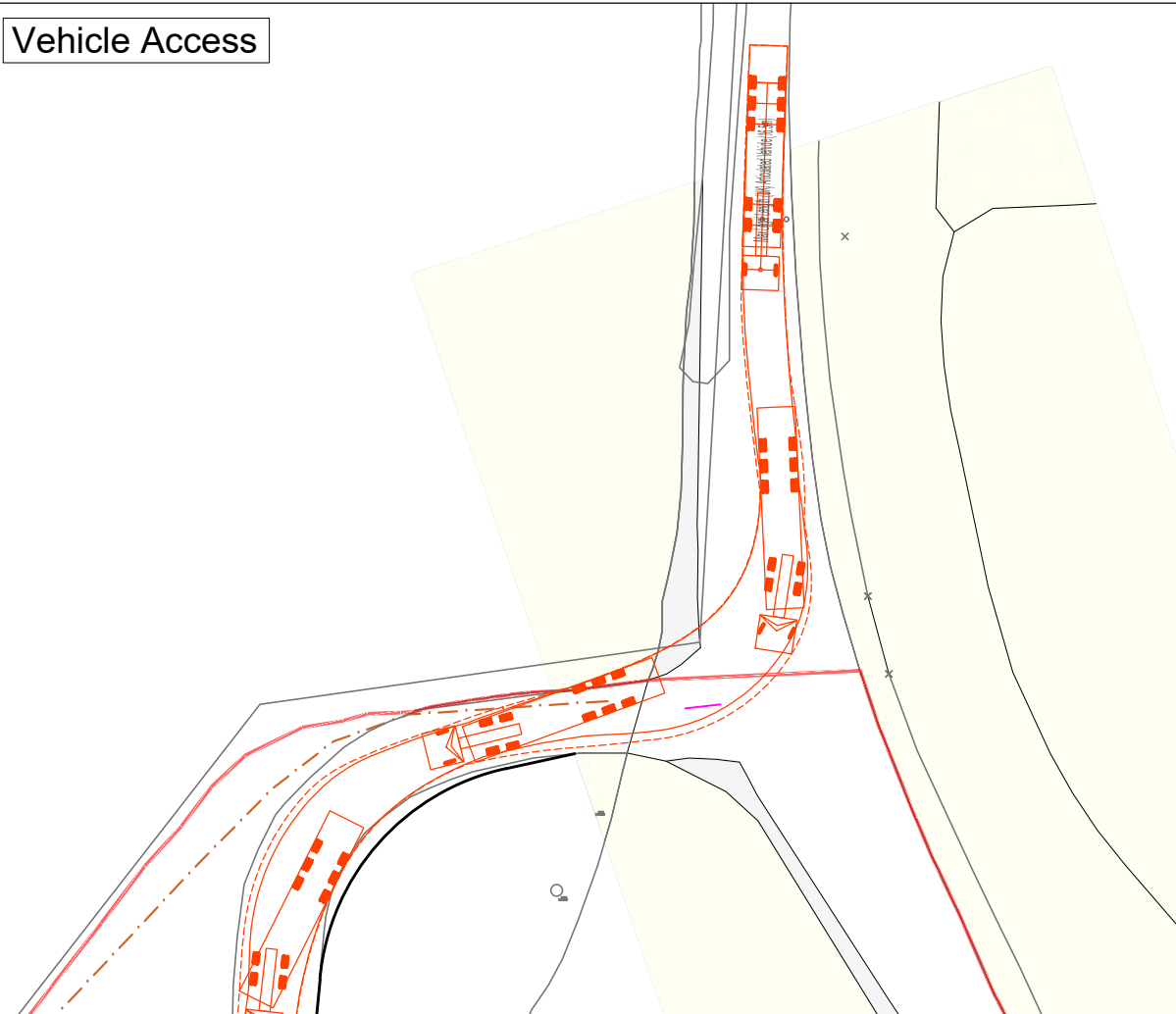
Vehicle Profiles



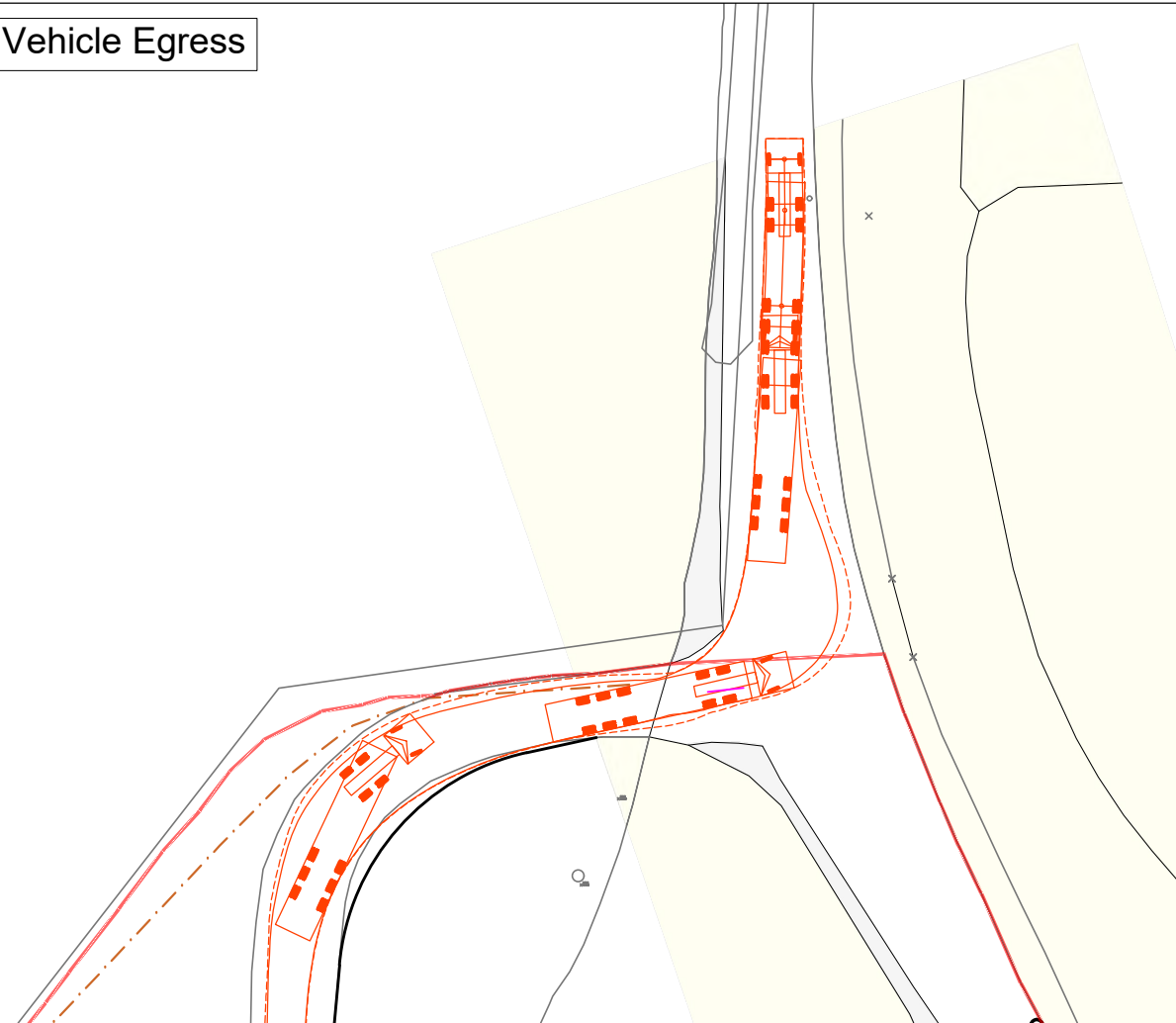
Swept Path Key:



Vehicle Access

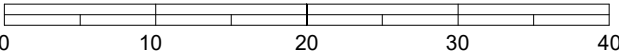


Vehicle Egress



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Scale 1:500



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Client J B M Solar

Project Craig y Perthi

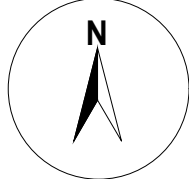
Title Access 2
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

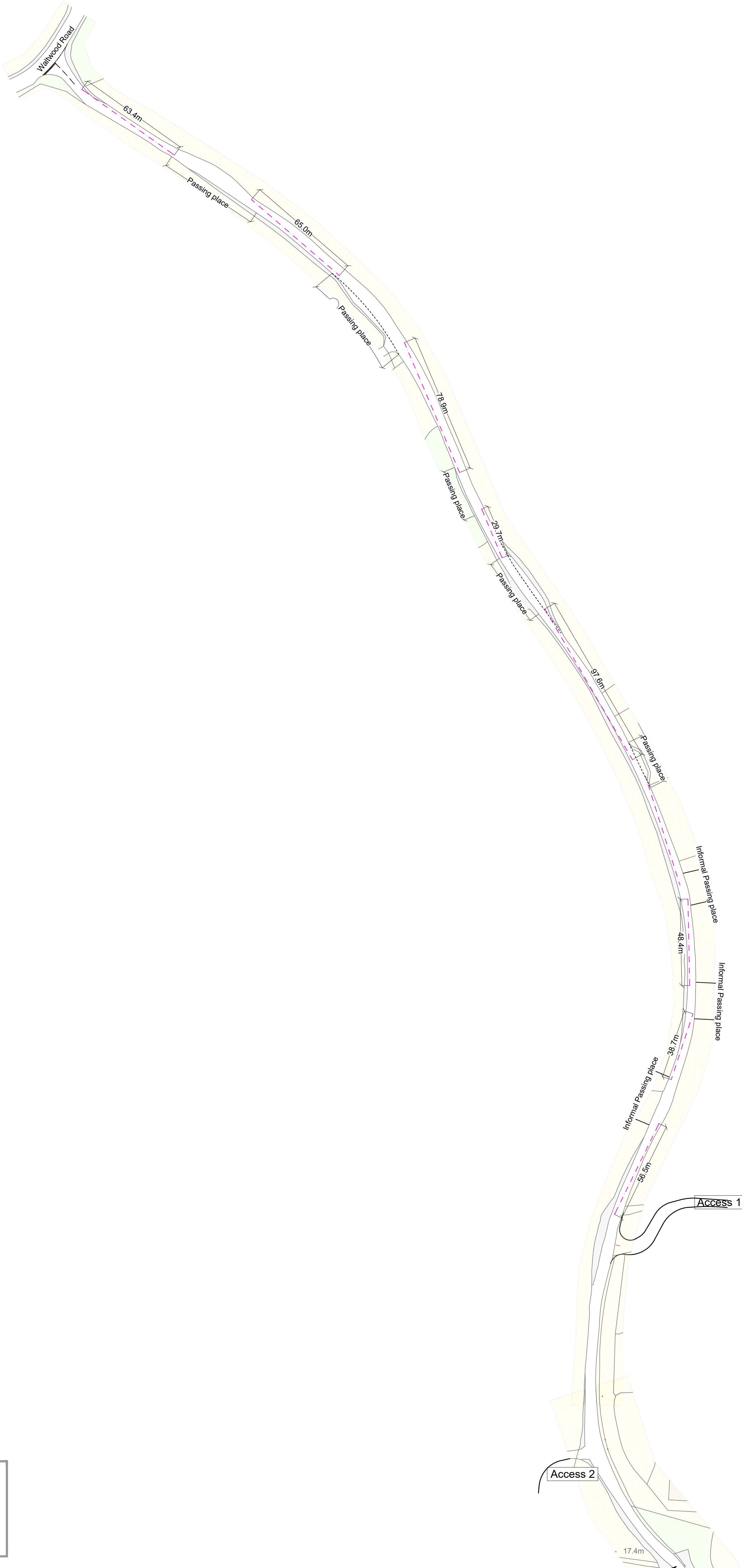
RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-020 A

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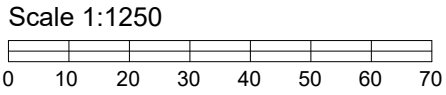


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Client JBM Solar Projects 25 LtdClient

Project Craig y Perthi Solar Farm

Title Bishton Road
Existing Passing Points

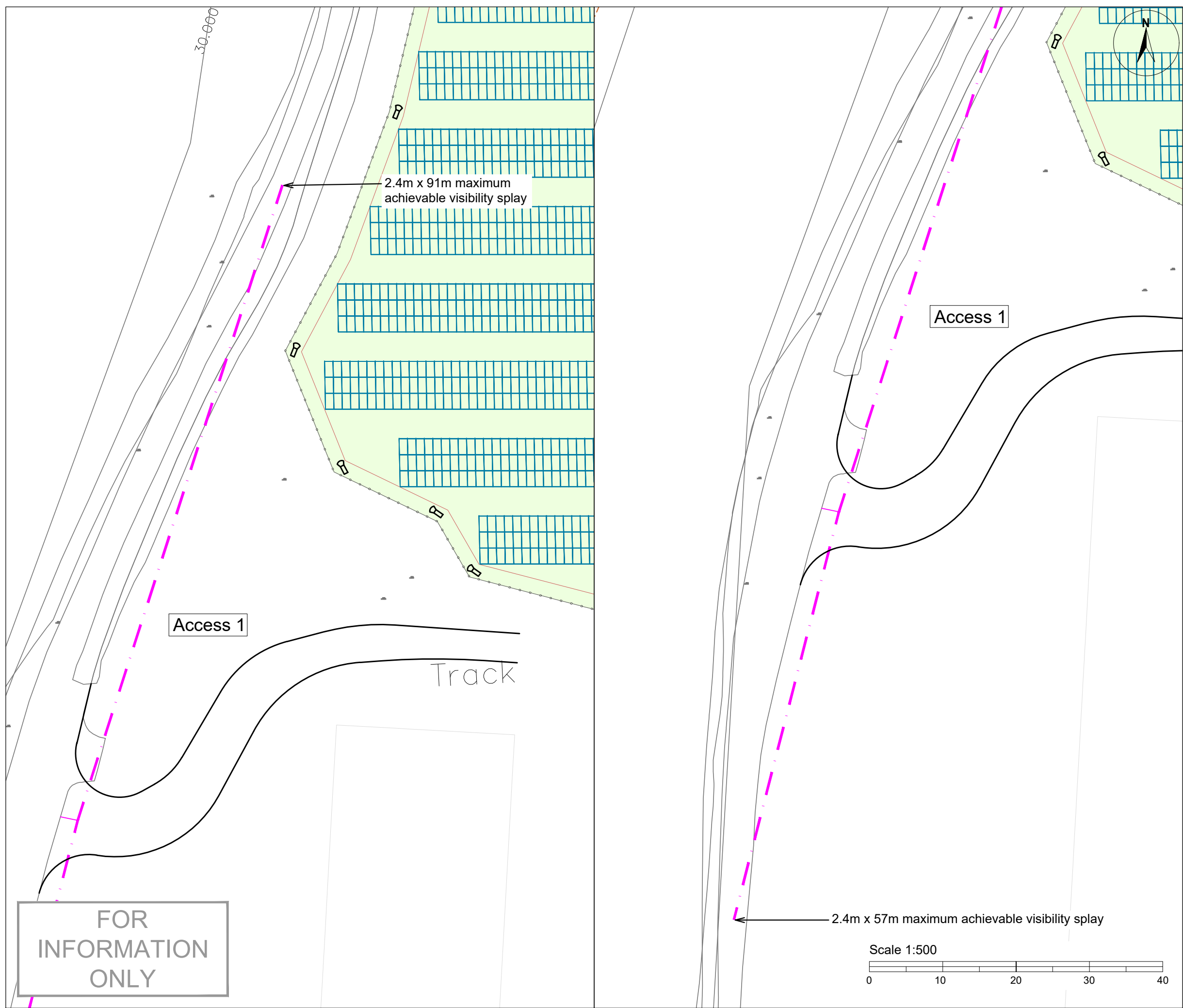
Status Drawn By PM/Checked by
INFORMATION AJ EON

Project Number Scale @ A1 Date Created
TRP-00017 1:1250 13/11/2023

RPS Drawing/Figure Number Rev
RPS-TRP-00017-001 -

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Rev	Description	By	CB	Date
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C	Latest layout added (J026A_Post Consultation_Rev7)	AJ	EON	12/06/2023
B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

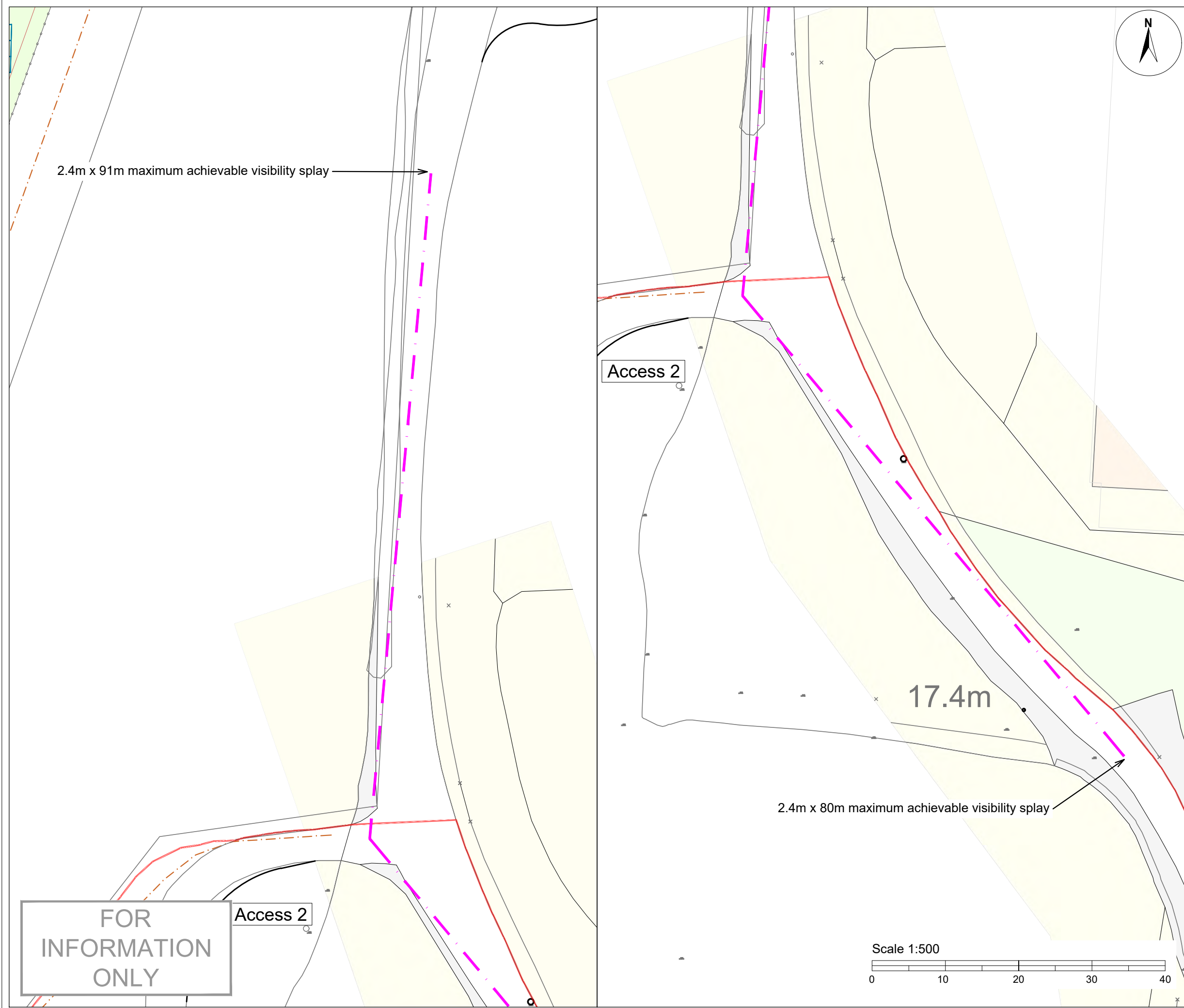
Project Craig y Perthi

Title Access 1
Visibility Splay

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:500	12/01/2023

RPS Drawing/Figure Number	Rev
JNY11484-RPS-0100-002	C

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A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

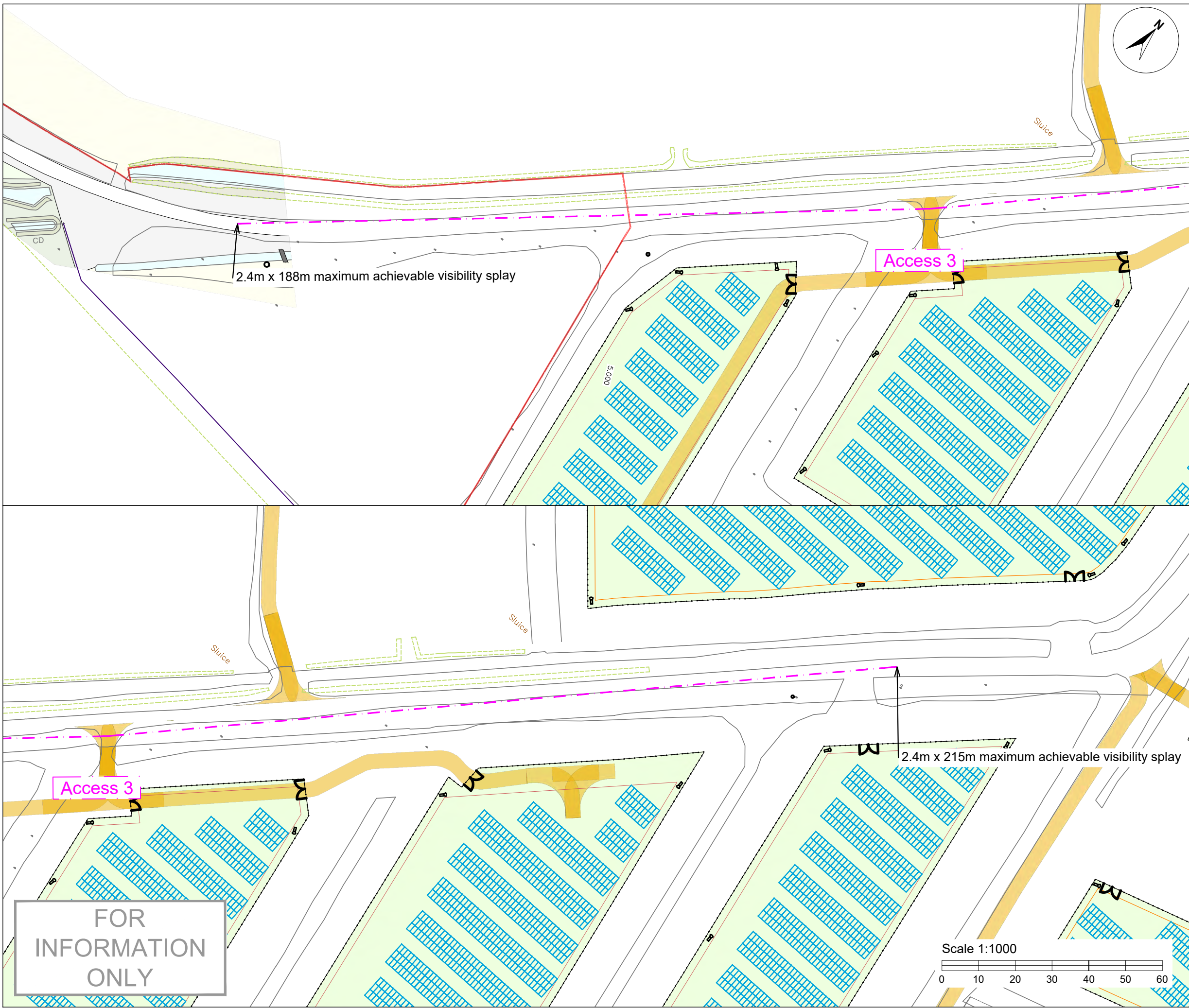
Title Access 2
Visibility Splay

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

RPS Drawing/Figure Number Rev
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A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

Title Access 3
Visibility Splay

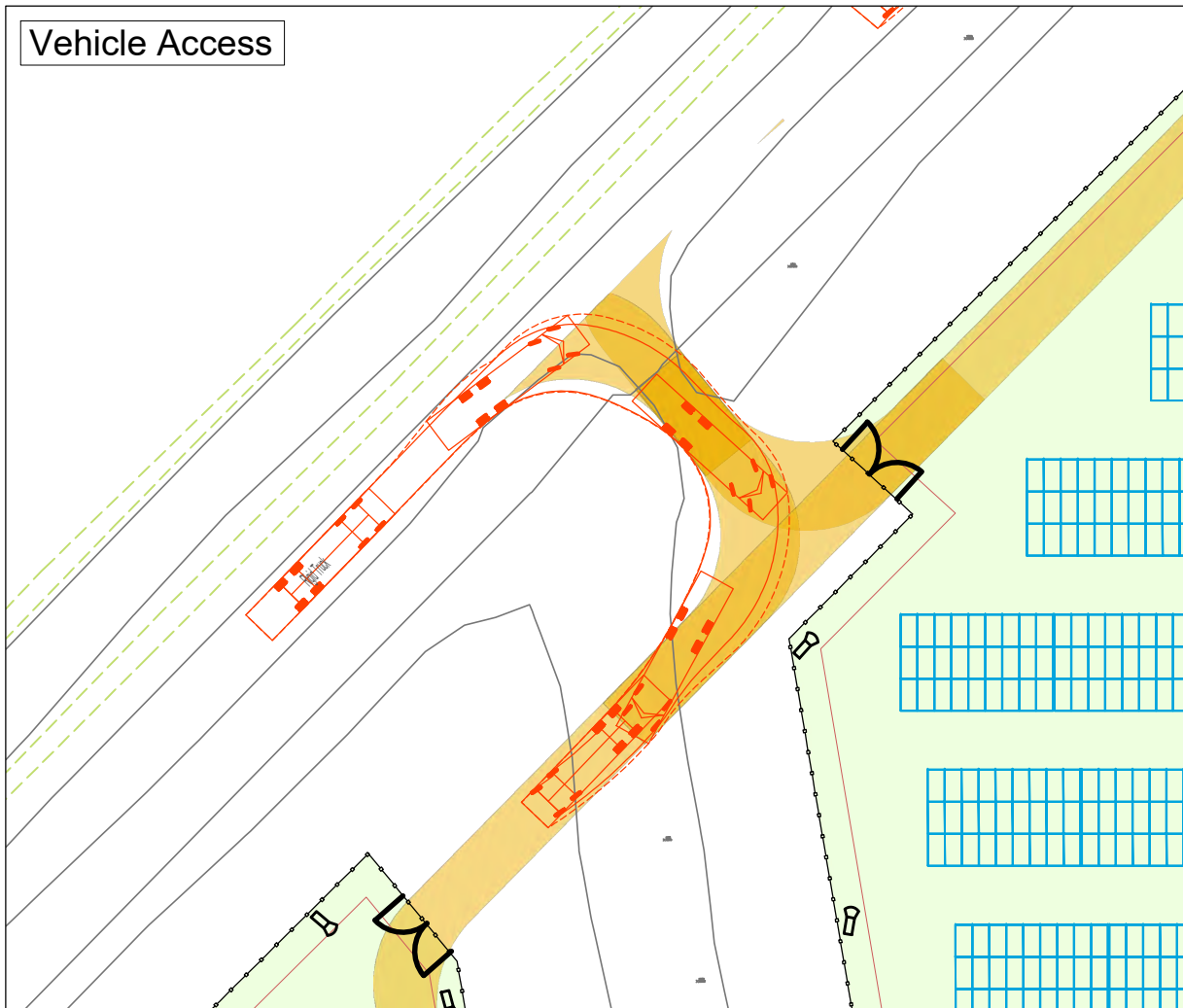
Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:1000 12/01/2023

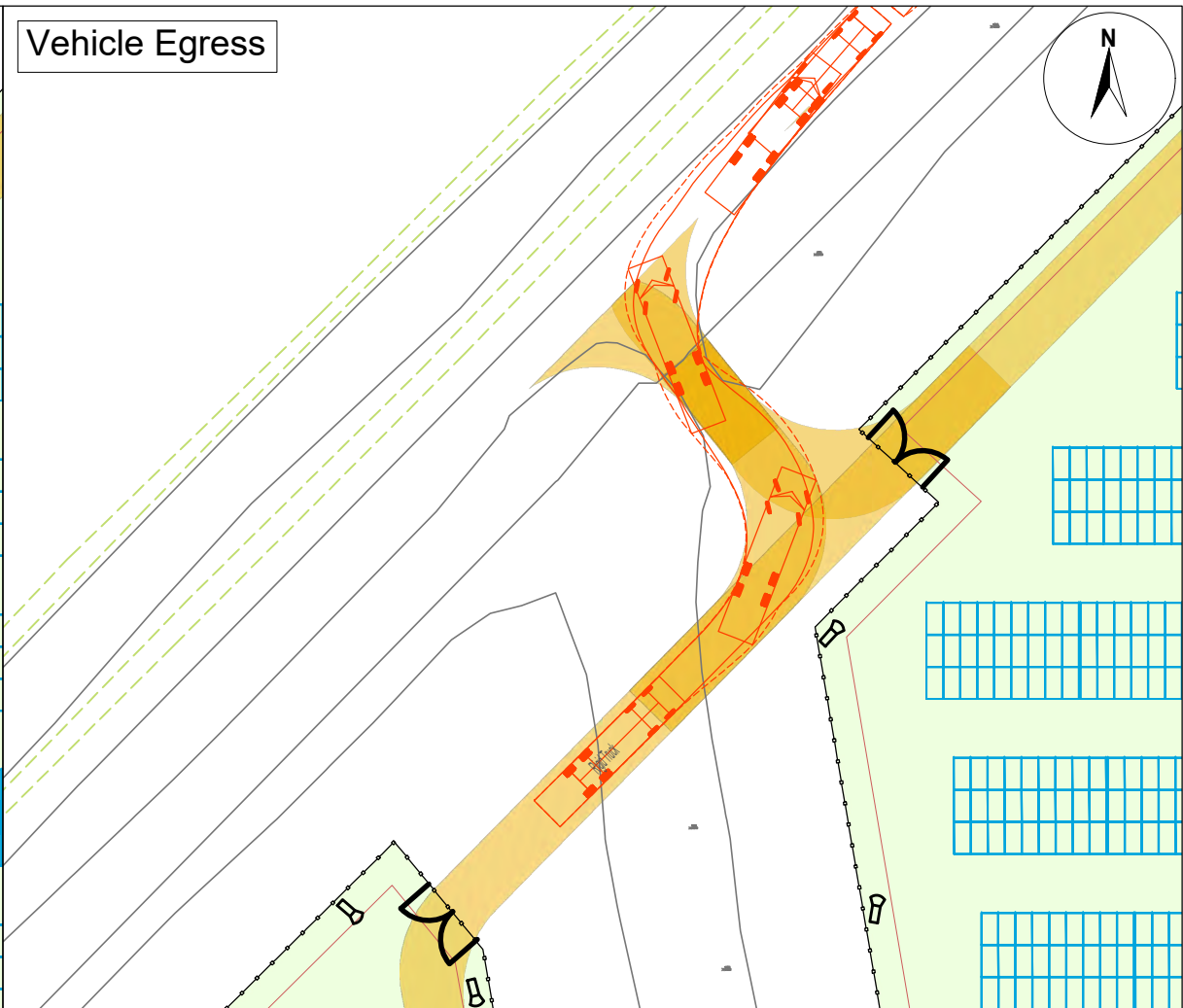
RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-006 B

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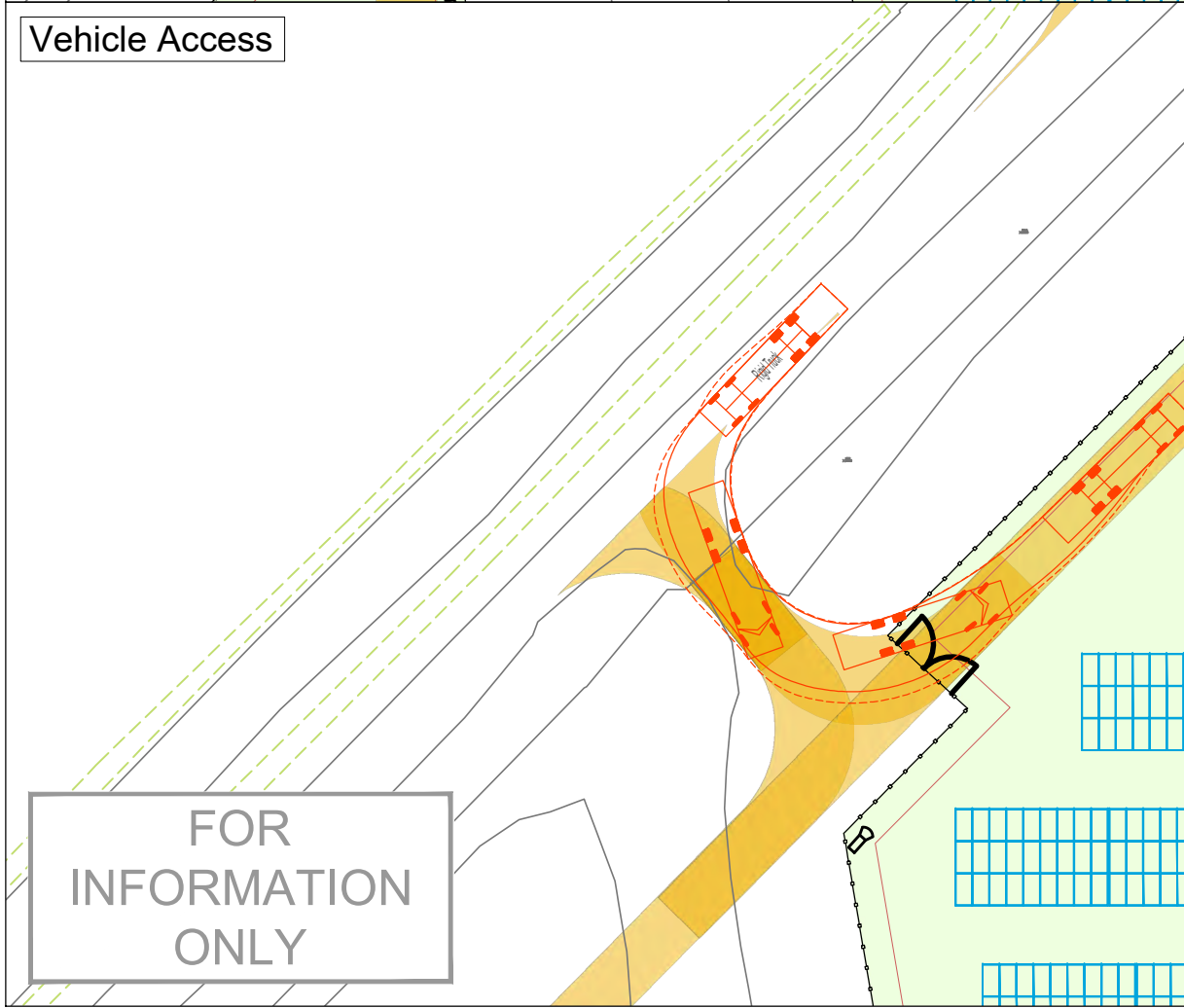
Vehicle Access



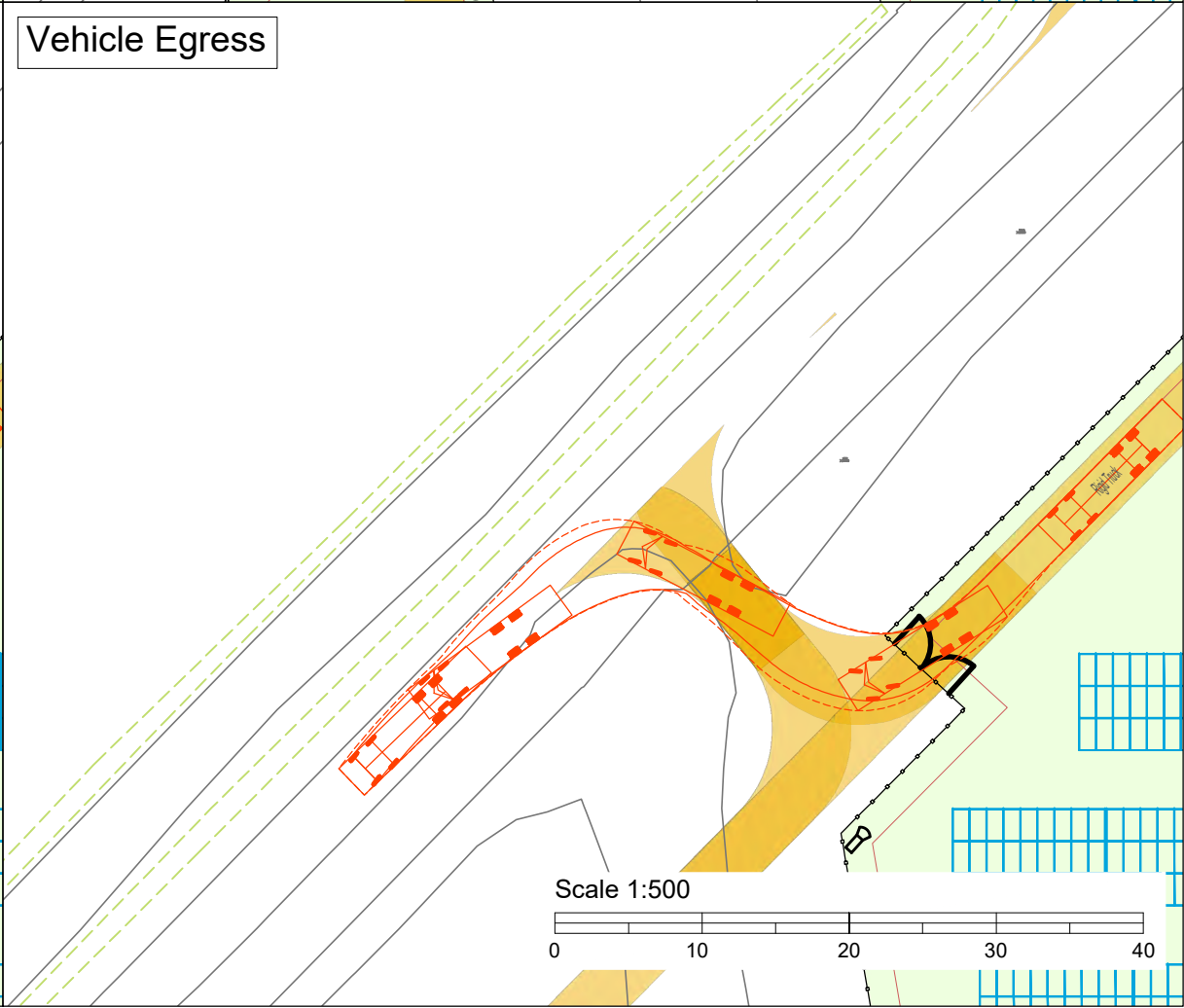
Vehicle Egress



Vehicle Access

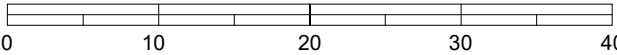


Vehicle Egress



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Scale 1:500

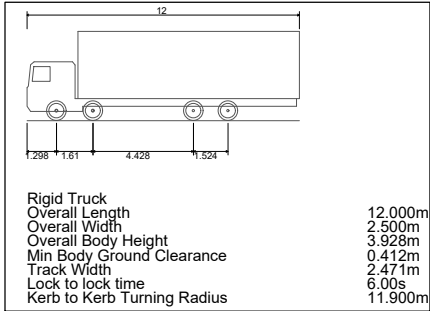


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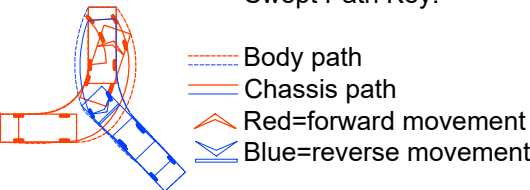
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Vehicle Profiles



Swept Path Key:



B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

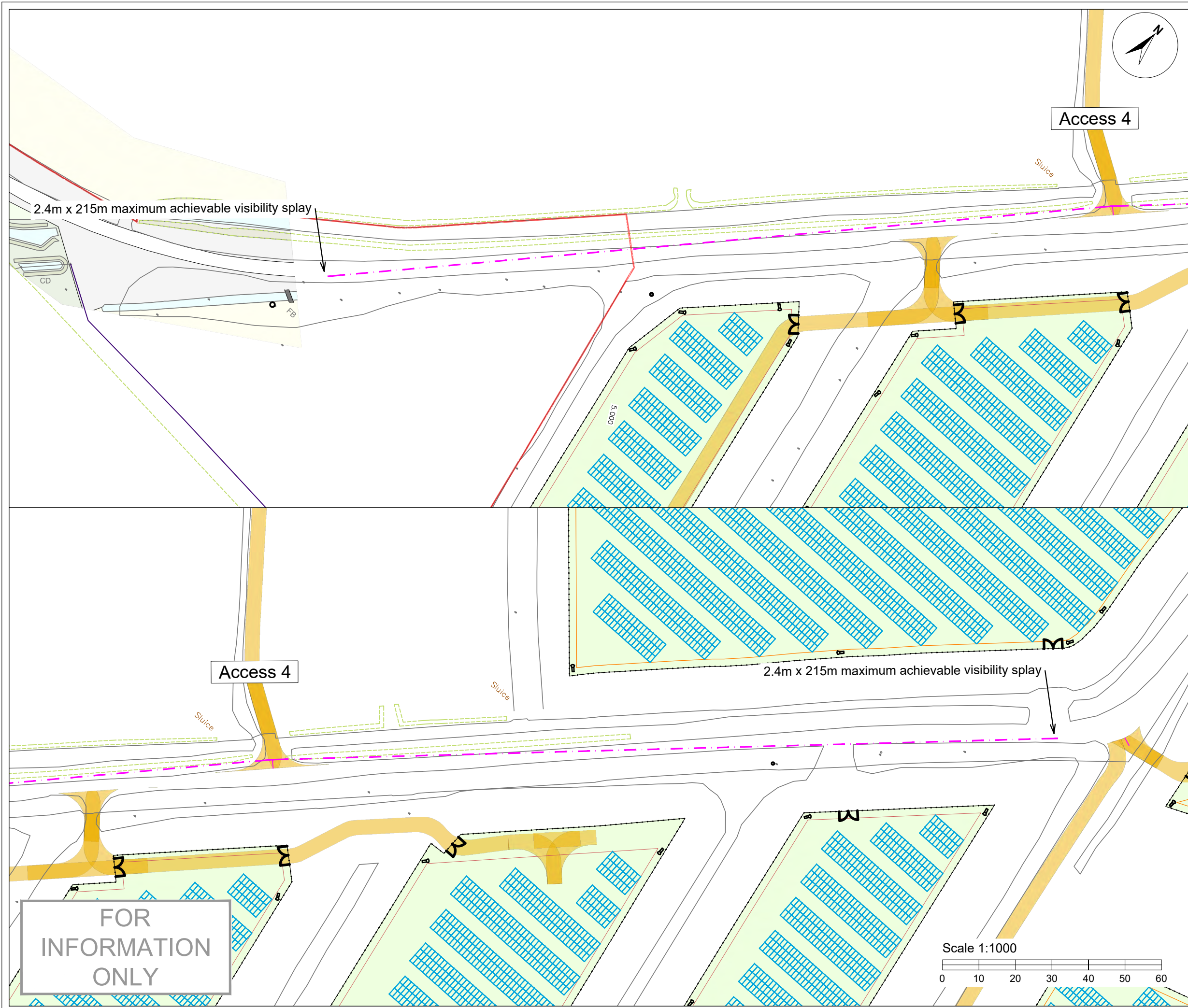
Title Access 3
Tractor & Trailer
Swept Path Analysis

Status PRELIMINARY Drawn By AJ PM/Checked by EON

Project Number JNY11484 Scale @ A3 1:500 Date Created 12/01/2023

RPS Drawing/Figure Number JNY11484-RPS-0100-005 Rev B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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Title Access 4
Visibility Splay

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:1000	12/01/2023
RPS Drawing/Figure Number	Rev	
JNY11484-RPS-0100-008	B	

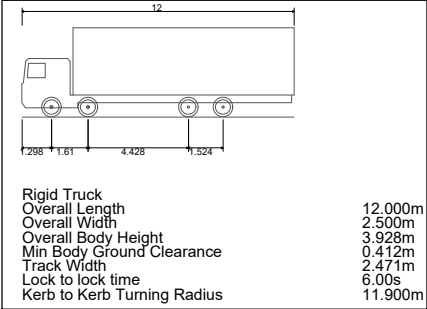
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Vehicle Access

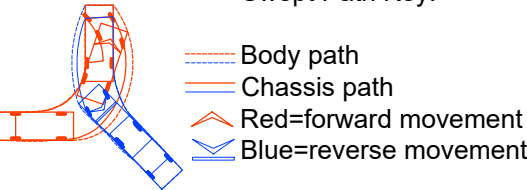
Vehicle Egress

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Vehicle Profiles



Swept Path Key:



Vehicle Access

Vehicle Egress

B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

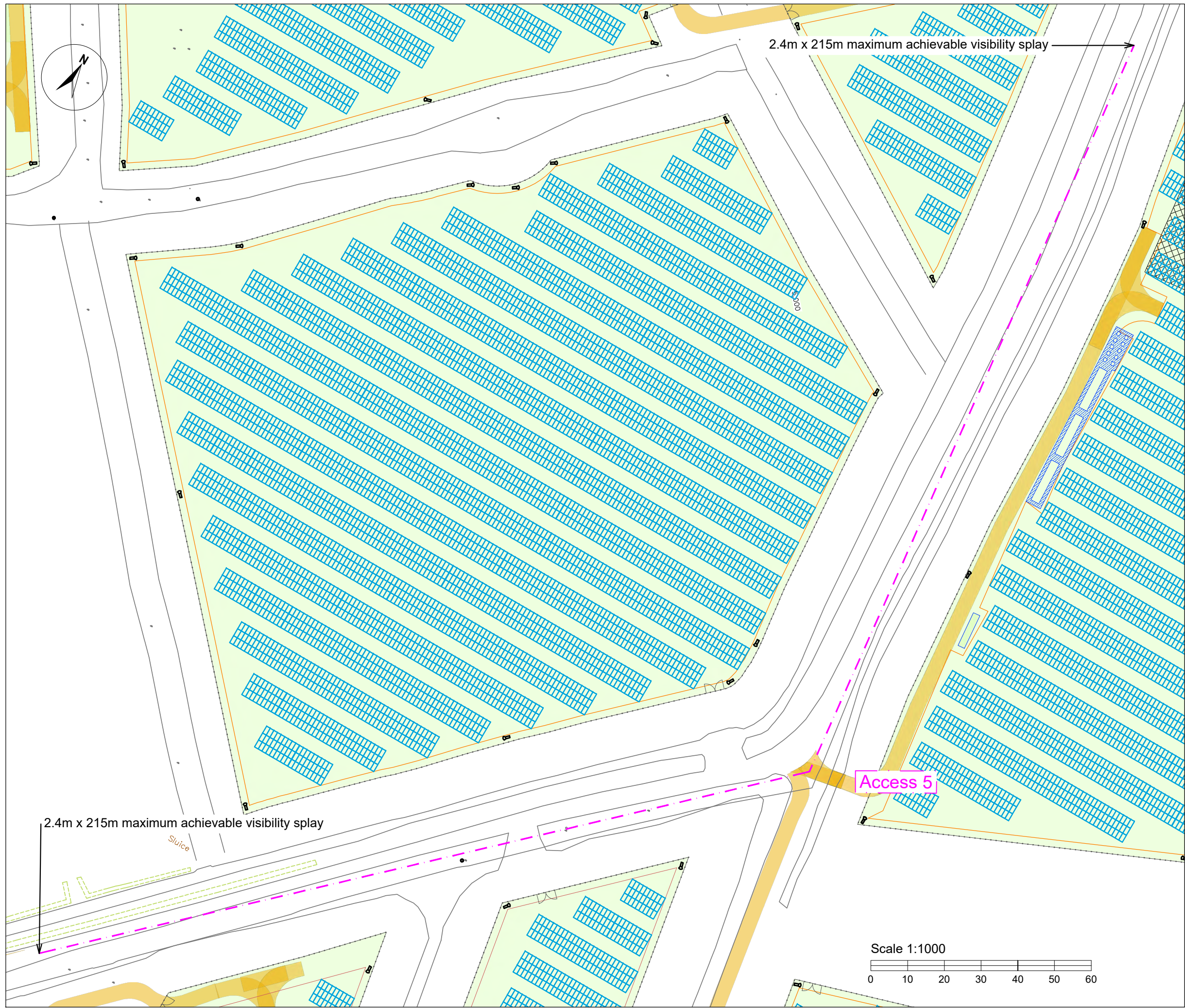
Title Access 4
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-007 B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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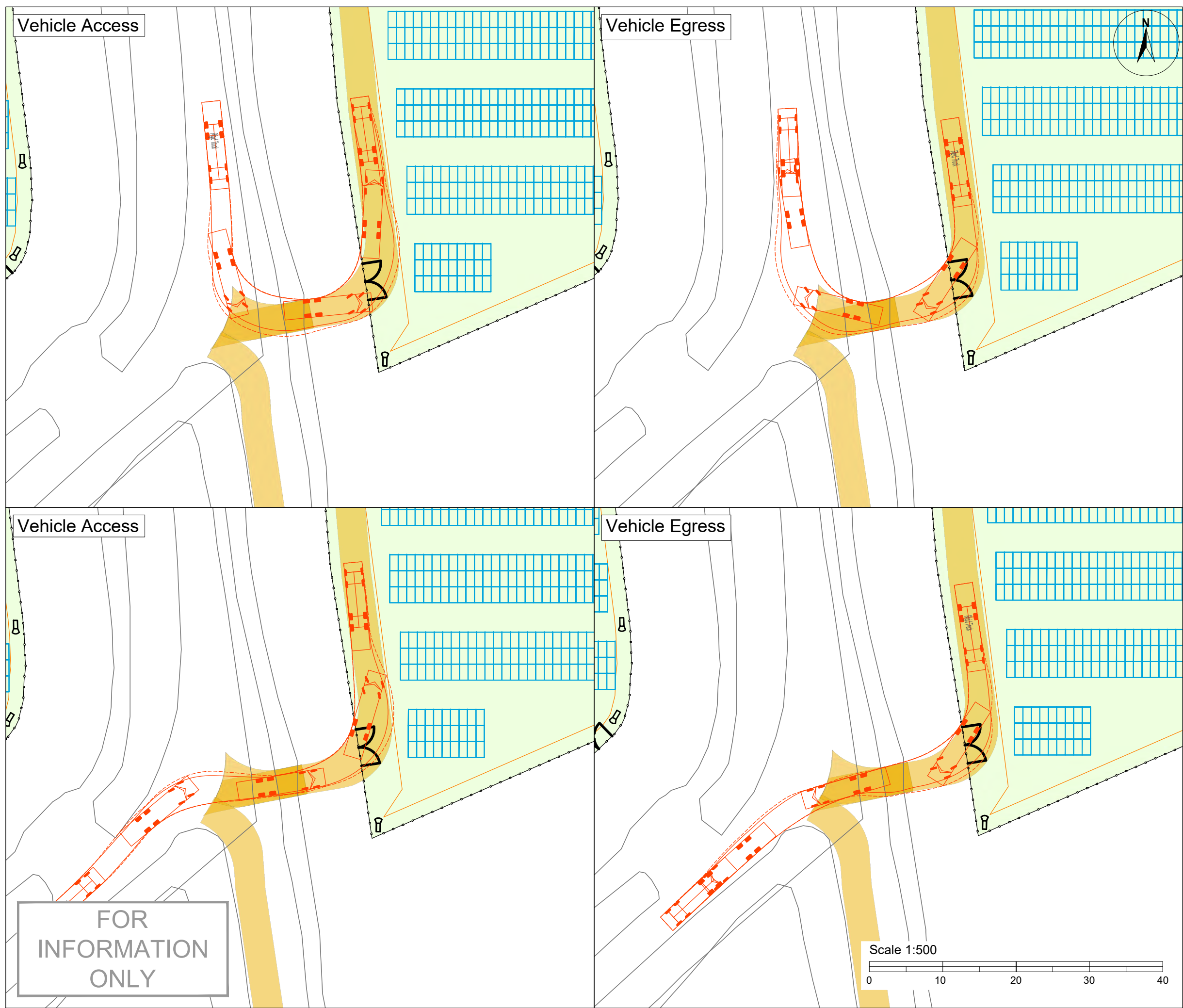
Client J B M Solar

Project Craig y Perthi

Title Access 5
Visibility Splay

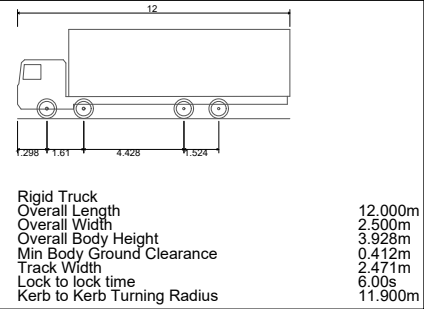
Status	Drawn By	PM/Checked by
INFORMATION	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:1000	12/01/2023
RPS Drawing/Figure Number	Rev	
JNY11484-RPS-0100-010	B	

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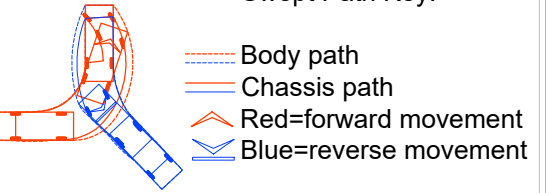


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Vehicle Profiles



Swept Path Key:



B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Project Craig y Perthi

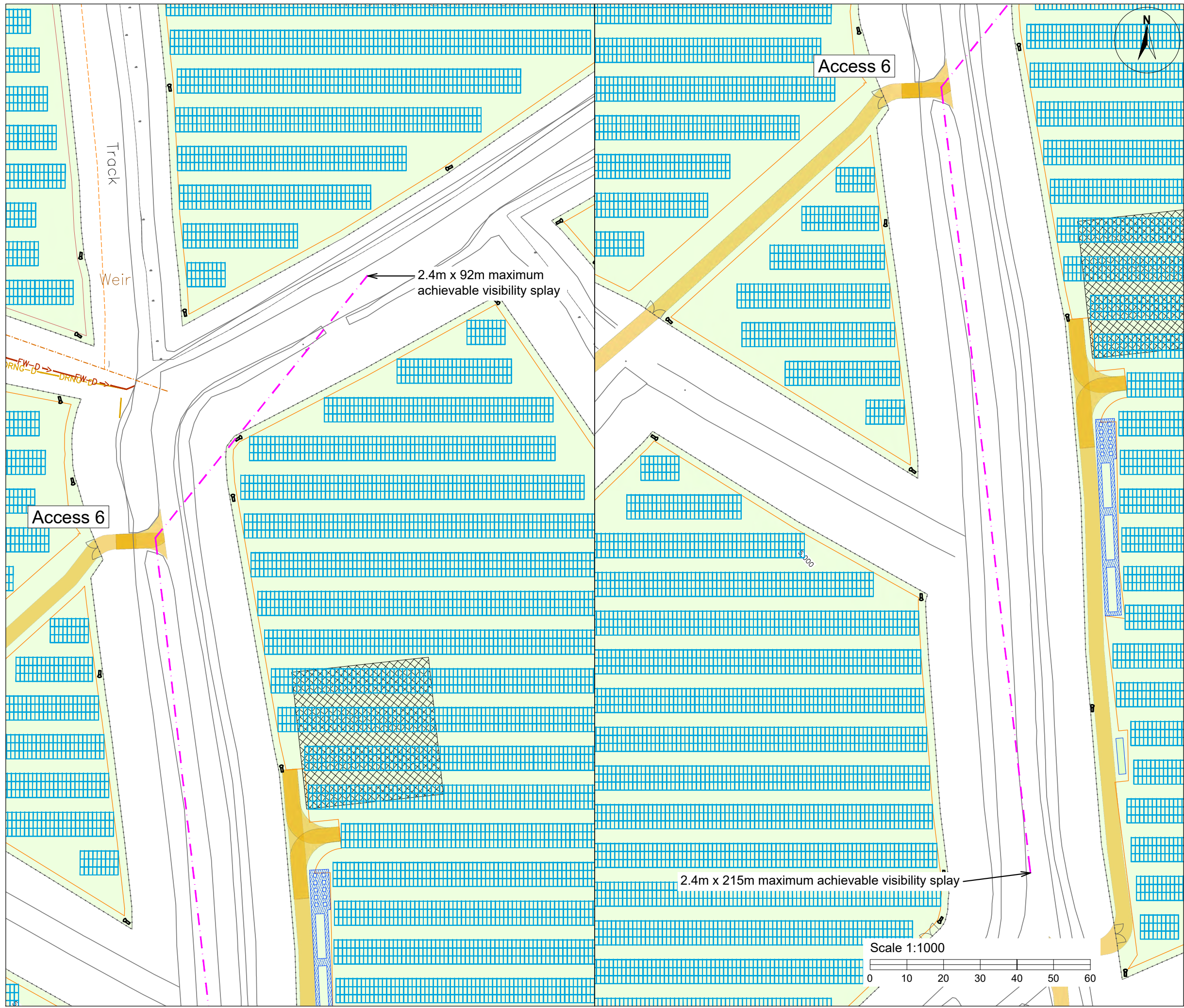
Title Access 5
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-009 B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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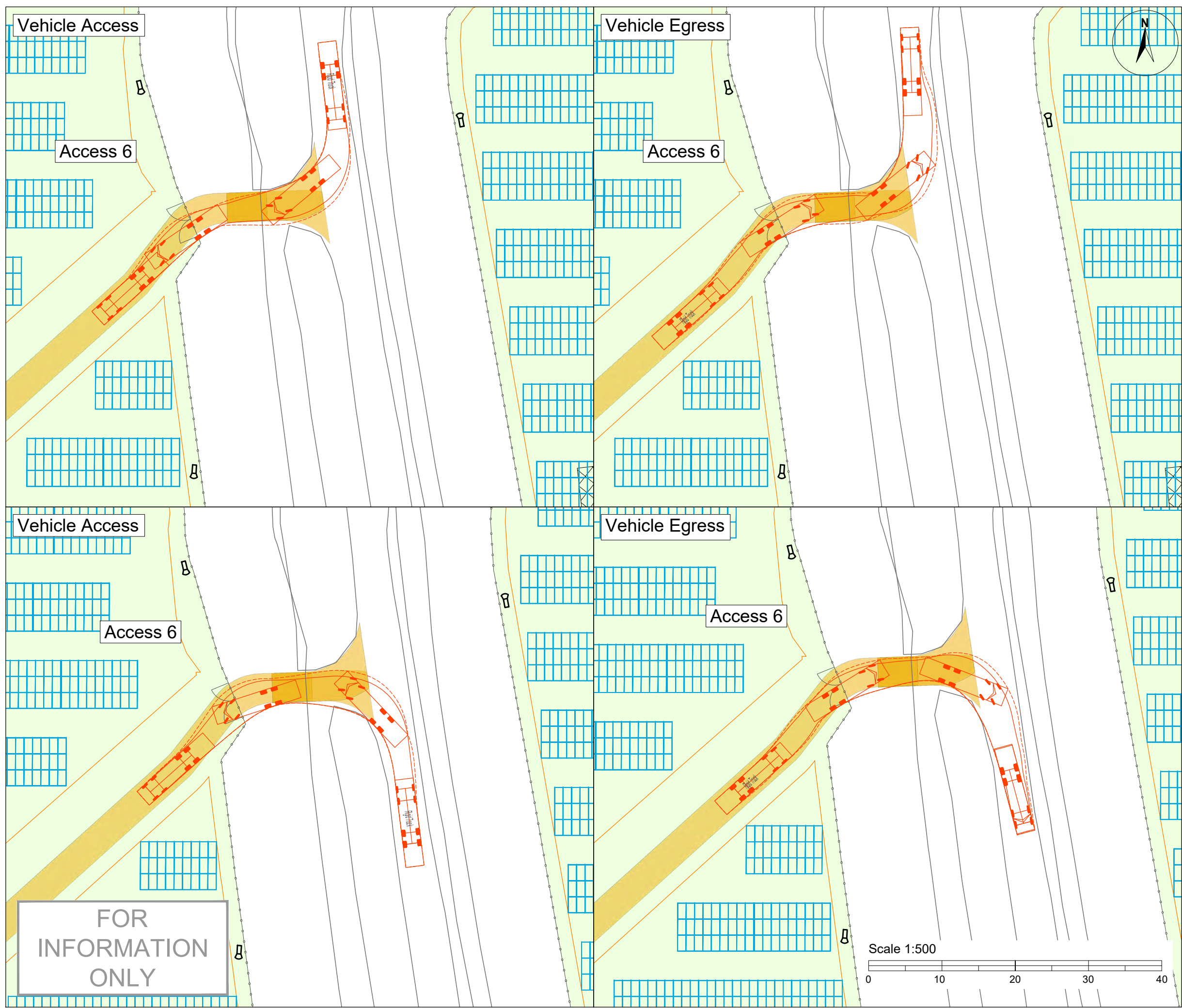
Client J B M Solar

Project Craig y Perthi

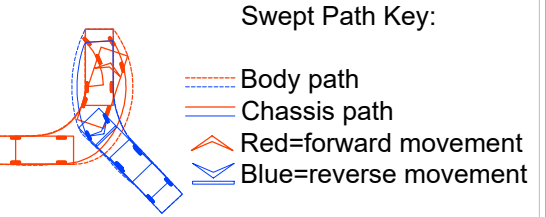
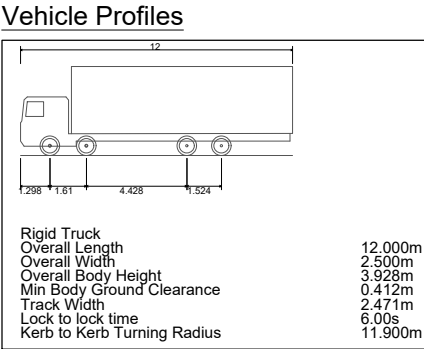
Title Access 6
Visibility Splay

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:1000	12/01/2023
RPS Drawing/Figure Number		Rev
JNY11484-RPS-0100-012		B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Project Craig y Perthi

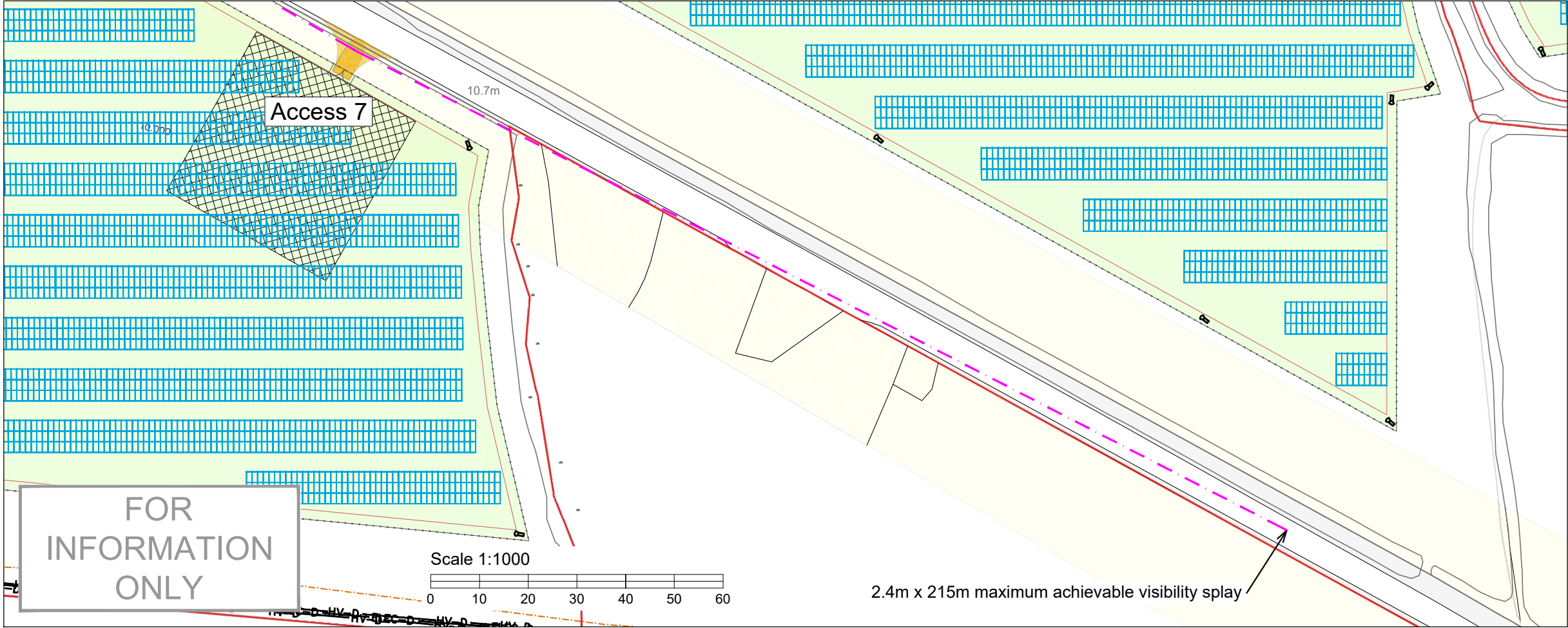
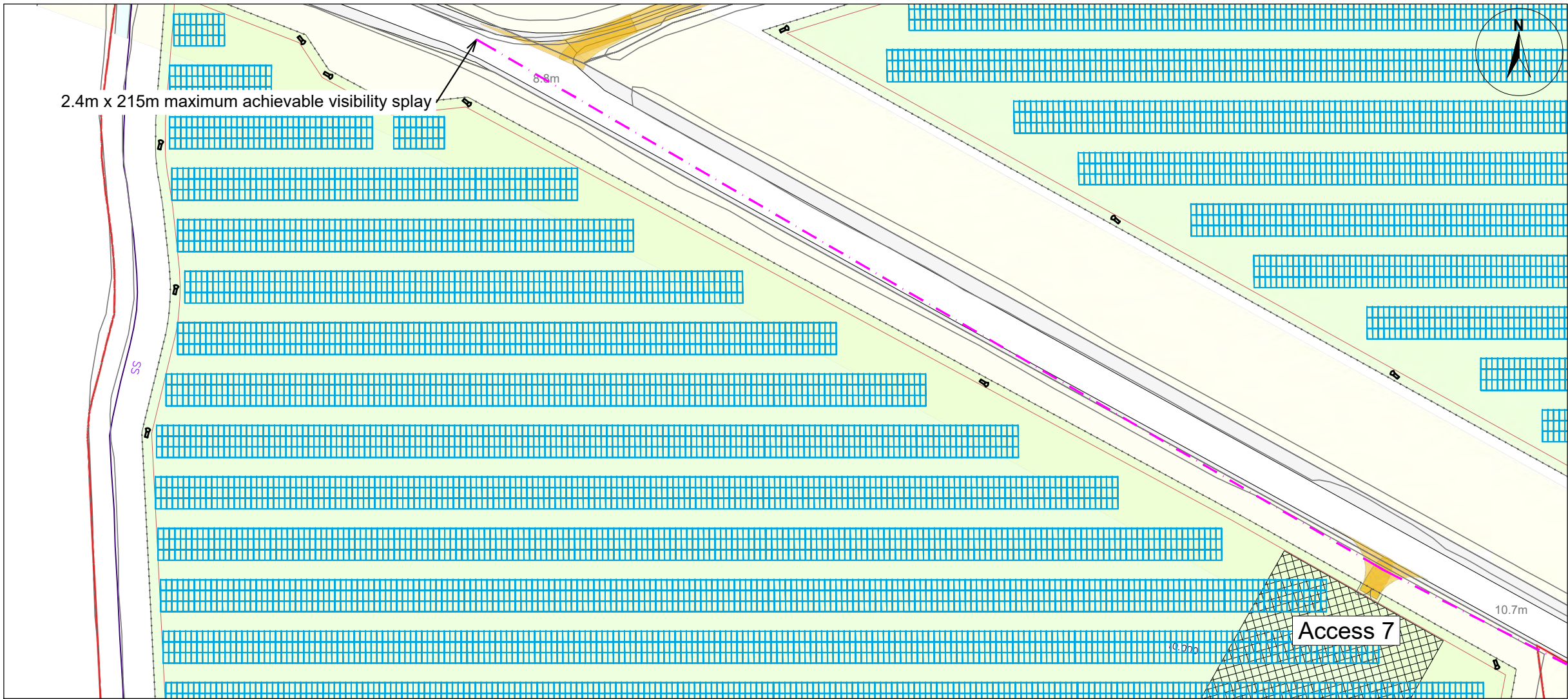
Title Access 6
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 12/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-011 B

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Rev	Description	By	CB	Date



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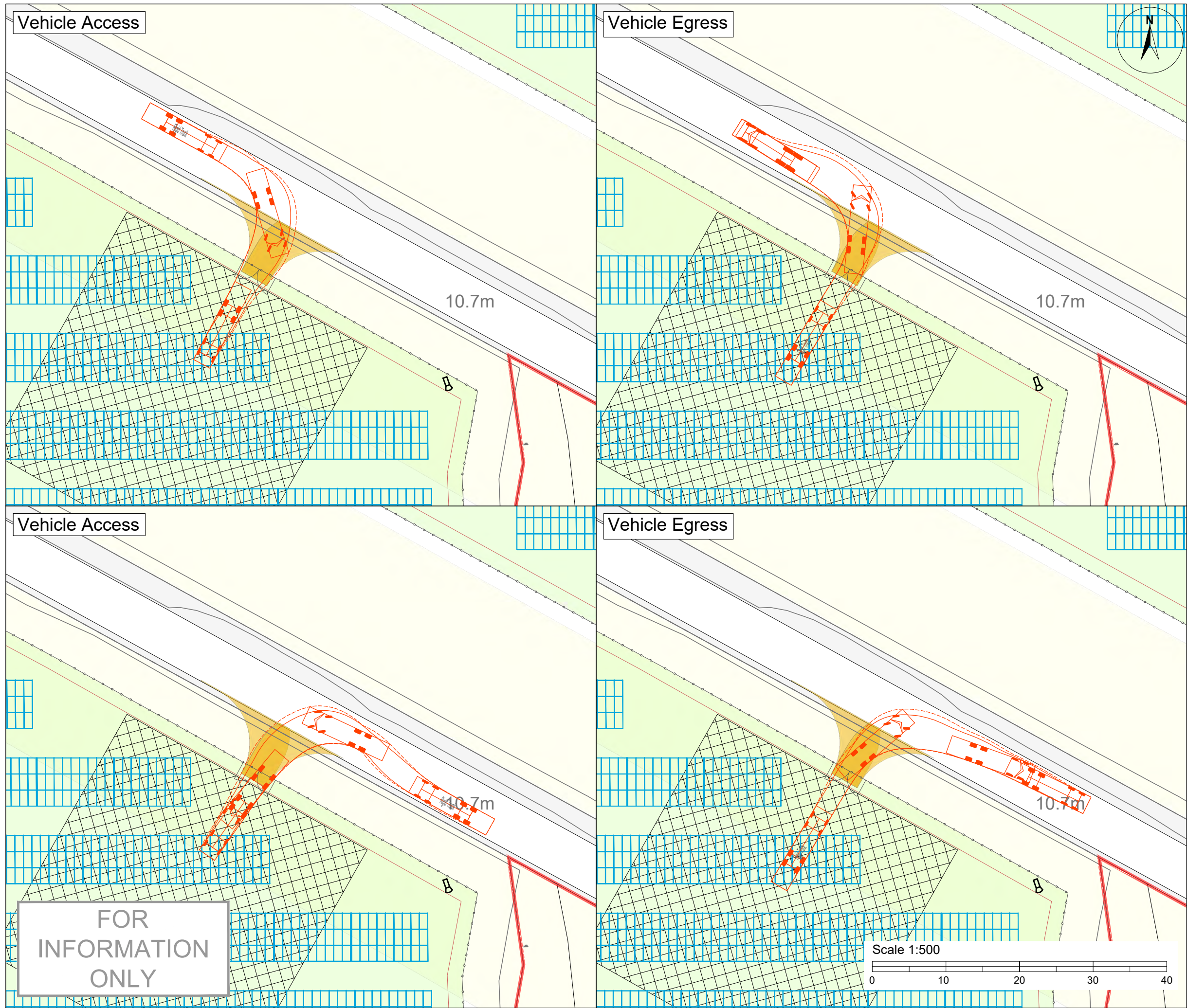
Client J B M Solar

Project Craig y Perthi

Title Access 7
Visibility Splay

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:1000	13/01/2023
RPS Drawing/Figure Number	Rev	
JNY11484-RPS-0100-014	B	

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Vehicle Profiles

Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

Swept Path Key:

- Body path
- Chassis path
- Red=forward movement
- Blue=reverse movement

B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date

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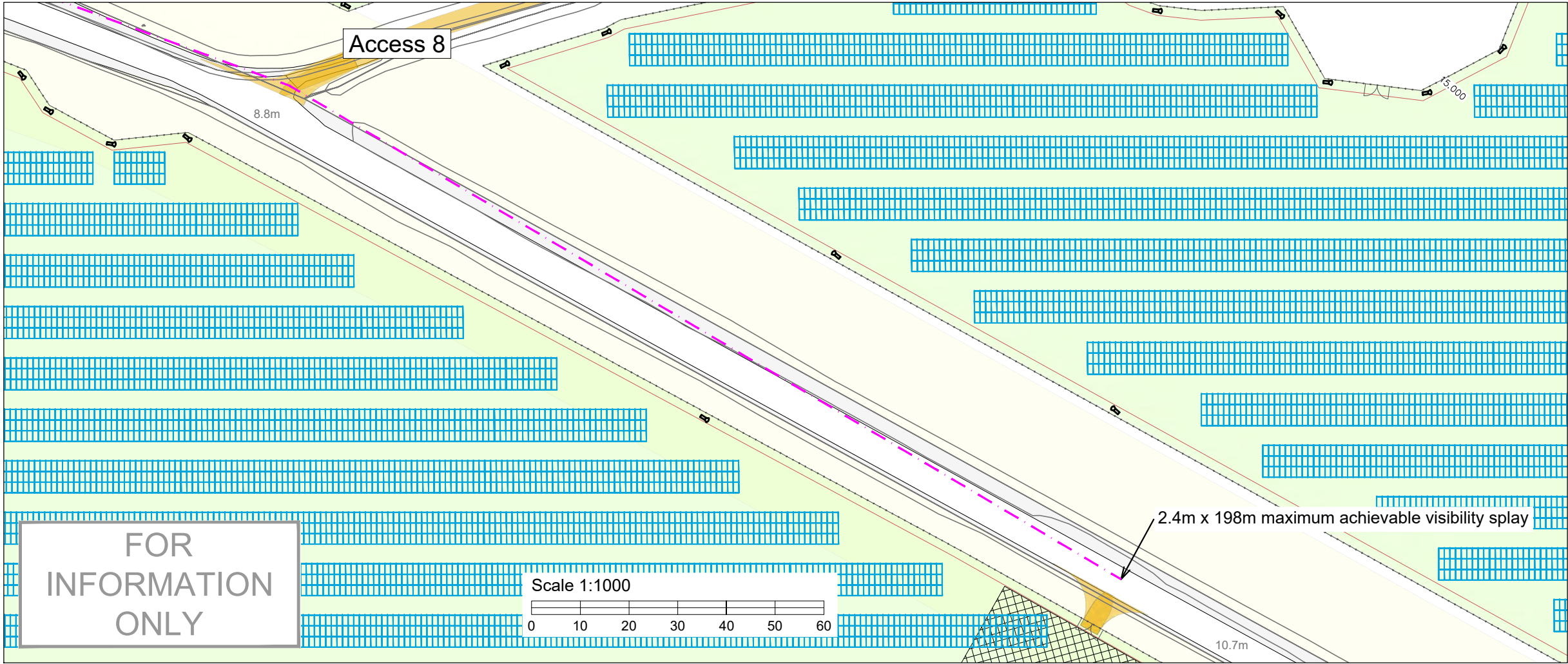
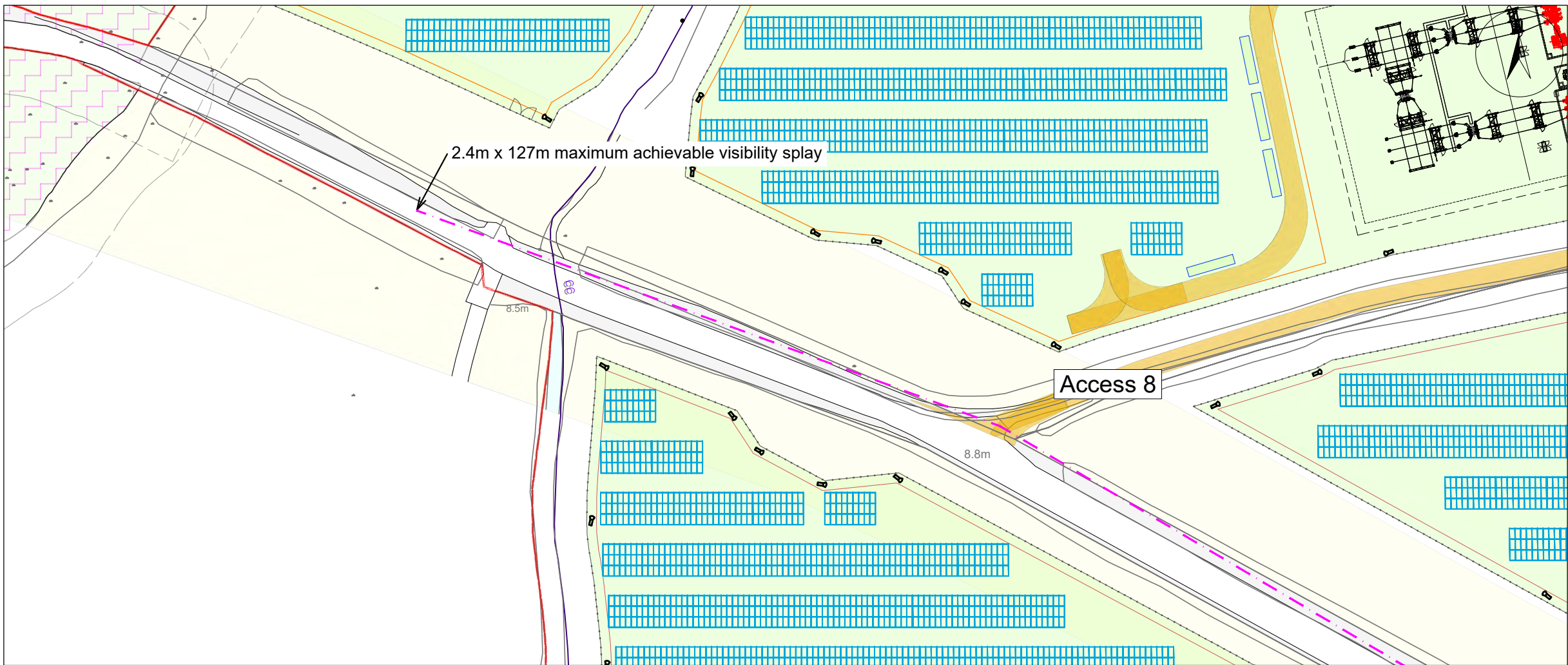
Client J B M Solar

Project Craig y Perthi

Title Access 7
Tractor & Trailer
Swept Path Analysis

Status PRELIMINARY	Drawn By AJ	PM/Checked by EON
Project Number JNY11484	Scale @ A3 1:500	Date Created 13/01/2023
RPS Drawing/Figure Number JNY11484-RPS-0100-013	Rev B	

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date



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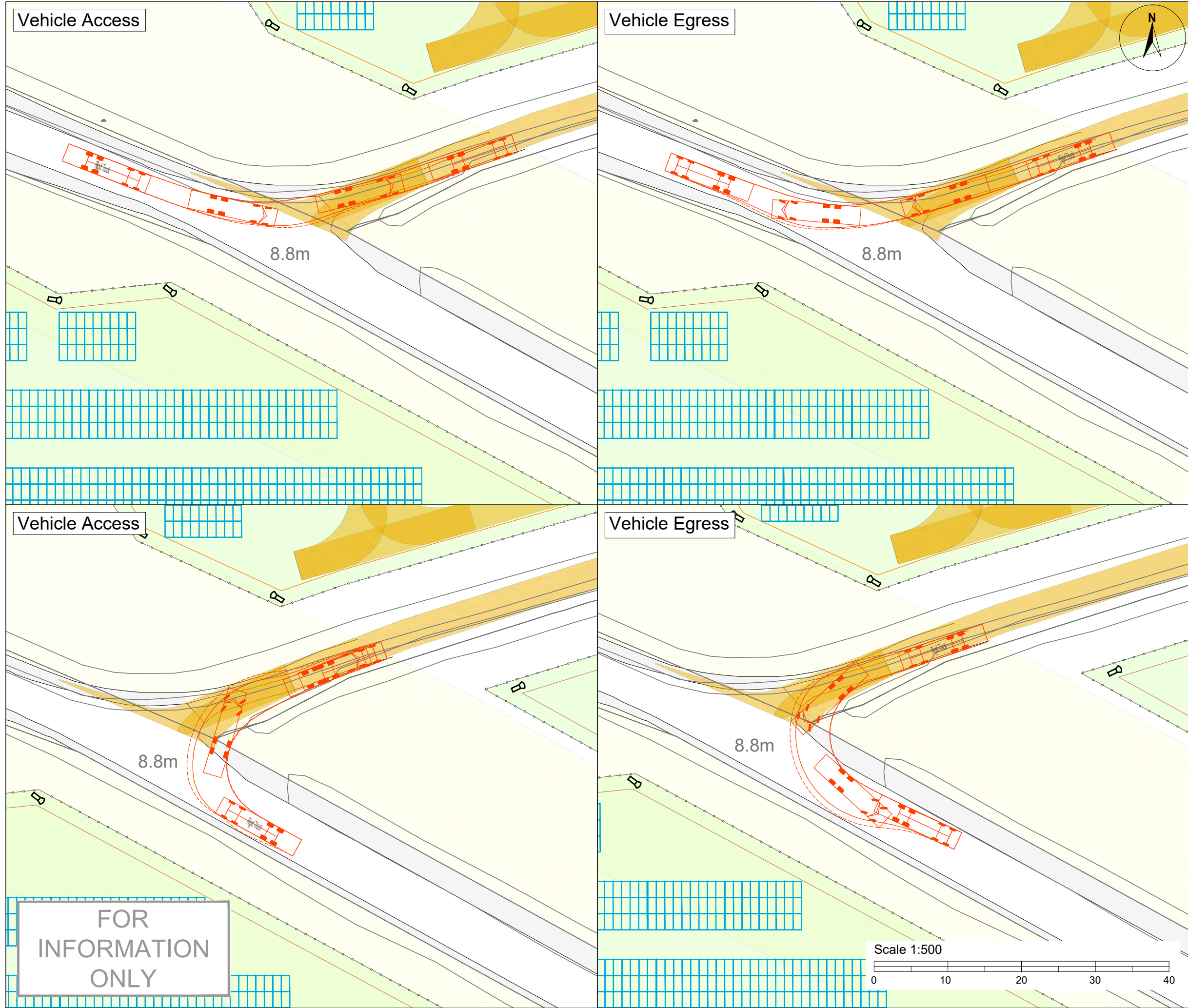
Client J B M Solar

Project Craig y Perthi

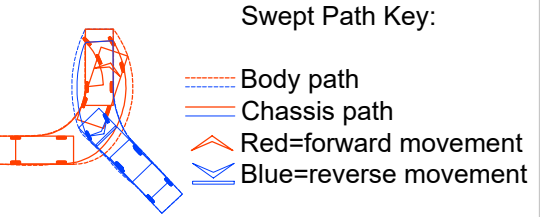
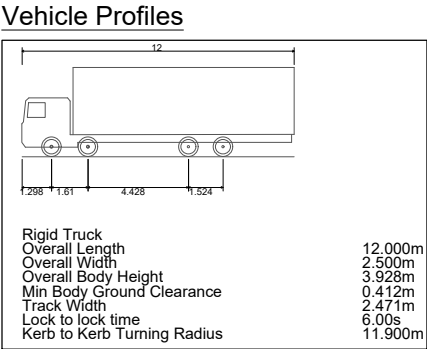
Title Access 8
Visibility Splay

Status	Drawn By	PM/Checked by
PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:1000	13/01/2023
RPS Drawing/Figure Number		Rev
JNY11484-RPS-0100-016		B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

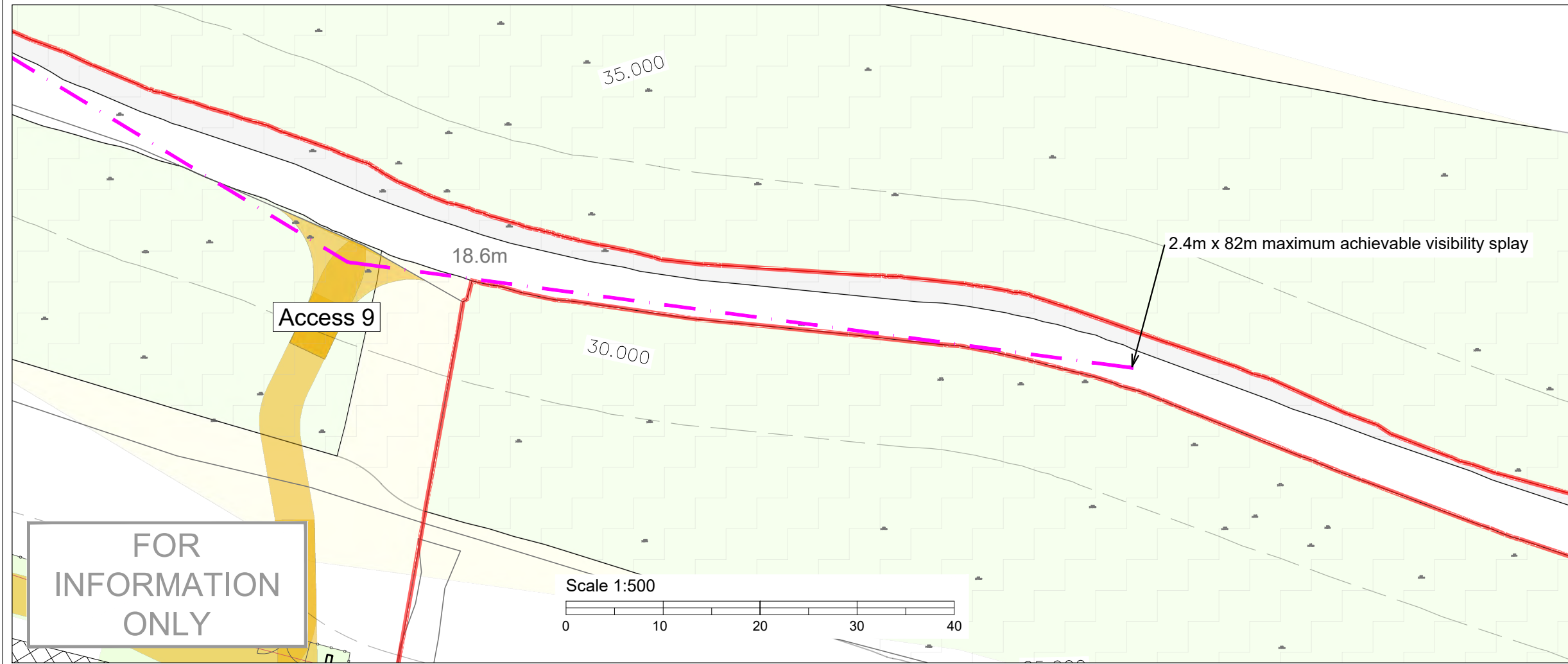
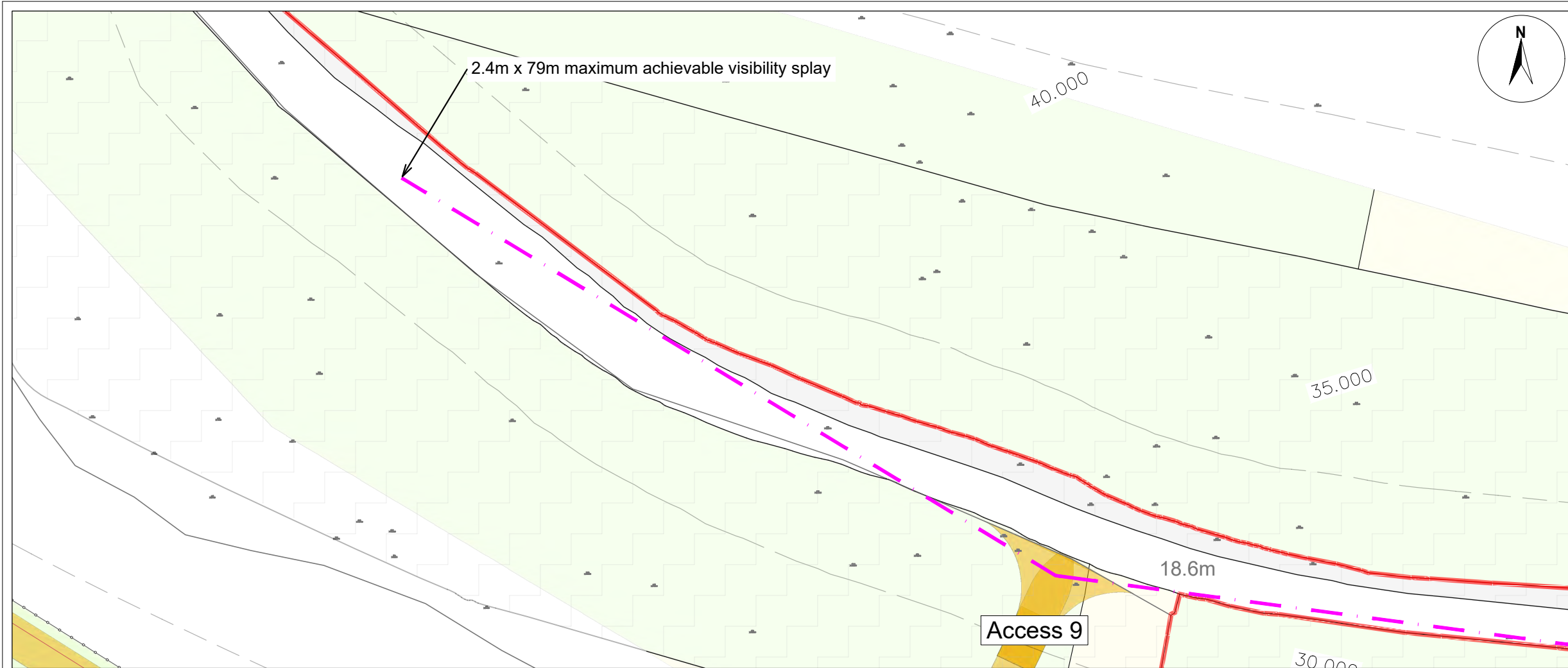
Title Access 8
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 13/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-015 B

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B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3))	AJ	EON	23/05/2023
Rev	Description	By	CB	Date

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Client J B M Solar

Project Craig y Perthi

Title Access 9
Visibility Splay

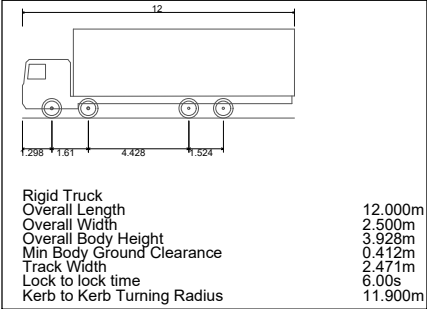
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PRELIMINARY	AJ	EON
Project Number	Scale @ A3	Date Created
JNY11484	1:500	13/01/2023
RPS Drawing/Figure Number	Rev	
JNY11484-RPS-0100-018	B	

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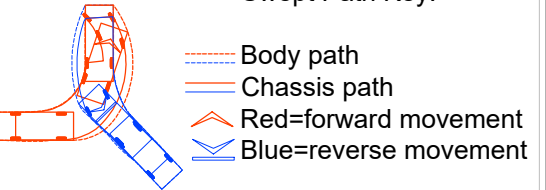


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 3. This drawing is to be read in conjunction with all relevant scheme drawings.

Vehicle Profiles



Swept Path Key:



B	Latest layout added (J026A_Post Consultation_Rev5)	AJ	JG	02/06/2023
A	Latest layout added (J026A_Post Consultation_Rev4 (3)) tractor & trailer tracks replaced with 12m rigid	AJ	EON	25/05/2023
Rev	Description	By	CB	Date



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Client J B M Solar

Project Craig y Perthi

Title Access 9
12m Rigid Vehicle
Swept Path Analysis

Status Drawn By PM/Checked by
PRELIMINARY AJ EON

Project Number Scale @ A3 Date Created
JNY11484 1:500 13/01/2023

RPS Drawing/Figure Number Rev
JNY11484-RPS-0100-017 B

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