

RWE Renewables UK

Transport Statement

Craig Y Perthi Solar Farm

794-PLN-TRP-00453-01

01

04 June 2026



TETRA TECH

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Emma O'Neill	EON	04/06/2026

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1.0 Introduction

- 1.1.1 Tetra Tech has been commissioned by RWE Renewables UK to produce a Transport Statement (TS) 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 Transport Statement considers the transport issues surrounding the Proposed Development. It sets out the methodology for assessing the baseline and Proposed Development and provides a summary of the transport implications of the proposed Solar Farm with regards to transport.

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 south east 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

- 1.4.1 This Transport Statement is structured as follows:
- **Section 2:** Baseline Conditions - Describes the existing site and the surrounding areas transport and highway characteristics;
 - **Section 3:** Development Proposals and Access Arrangements - Analysis of the development proposals in respect of the development itself as well as the access and parking arrangements being promoted;
 - **Section 4:** Travel Demand - Assessment of the number of trips that are likely to be generated by the developments; and
 - **Section 5:** Summary and Conclusion - Summary of the findings of the Transport Statement.

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 196 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 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.

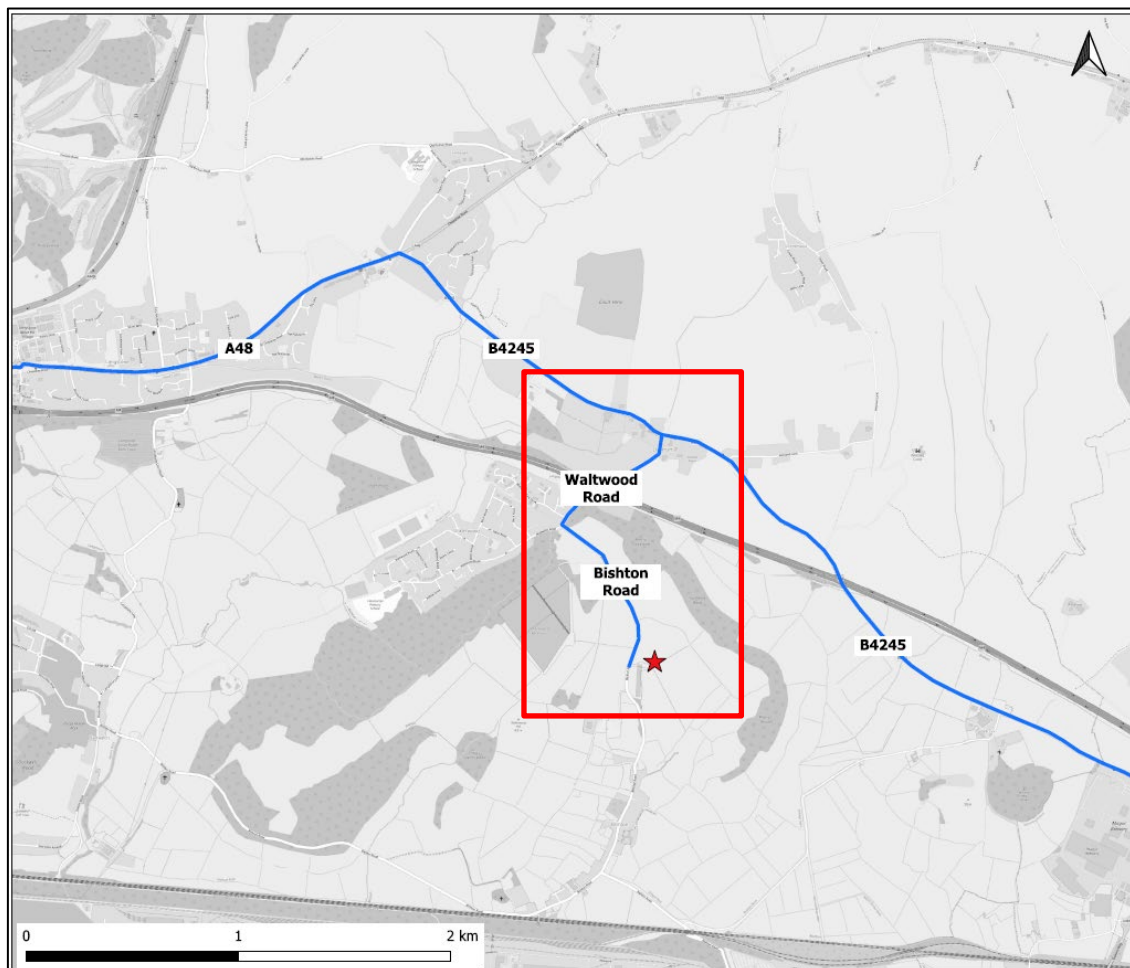
A48

- 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.

2.5 Pedestrian and Cycle Accessibility

- 2.5.1 The proposed Solar Farm is located in a very rural area and as such has pedestrian and cycle infrastructure commensurate with its location. The local highway network comprises very minor narrow roads with no formal walking or cycling facilities. Traffic volumes are however very low in the area.

2.6 Public Transport

- 2.6.1 The closest bus stops to the site are approximately 1km northwest of the site access, located on Waltwood Road and Birch Grove in the Underwood Estate. Bus routes 74, 74A and 74C operate from this stop facilitating travel to Newport City Centre and Chepstow. These buses offer a combined peak frequency of two bus per hour between 06:00 and 23:00 to Newport, and four buses daily to Chepstow.

3.0 Development Proposals and Access Arrangements

- 3.1.1 The Solar Farm will include an array of ground-mounted solar panels and ancillary infrastructure including inverters (likely to be mounted behind the panels), transformer units, electrical infrastructure, switch gear and substation, and temporary construction compounds. It is anticipated that the useful life of the Proposed Development would be approximately 40 years.

3.2 Access Arrangements

- 3.2.1 Access to the Solar Farm will be promoted via two existing accesses, one to the east of Bishton Road, the other to the west. Both accesses are in the form of simple priority junctions, and serve existing businesses in the area, the first being the existing egg factory, along the western side of Bishton Road, the second being Castle Farm, a dairy farm and shop.
- 3.2.2 These two existing accesses are both frequently used by HGV's and will be primarily only used during the construction phase. Notwithstanding, Tetra Tech Drawing numbers JNY11484-RPS-0100-001C,003C and 020A included as **Appendix 2**, shows a 16.5m articulated HGV and 12m rigid HGV accessing and egressing via these existing accesses without issue.
- 3.2.3 It should however be noted that once operational, the Solar Farm will not require significant maintenance, except for occasional visits made by 4x4 vehicles or panel van vehicles. On that basis, while it is noted that there will be an intensification of use on these accesses during construction, once operational, the number of vehicles generated by the development will be negligible.

3.3 Car Parking

- 3.3.1 Occasional maintenance vehicles will be on site, this however is expected to be an infrequent occurrence, with maintenance vehicles driving to individual solar panels to address issues, rather than parking their vehicle. On that basis, no formal parking is included at the proposed Solar Farm.

4.0 Travel Demand

- 4.1.1 This section of the Transport Statement outlines the forecasted trip generation of the Proposed Development in respect of vehicular trips.

4.2 Trip Generation

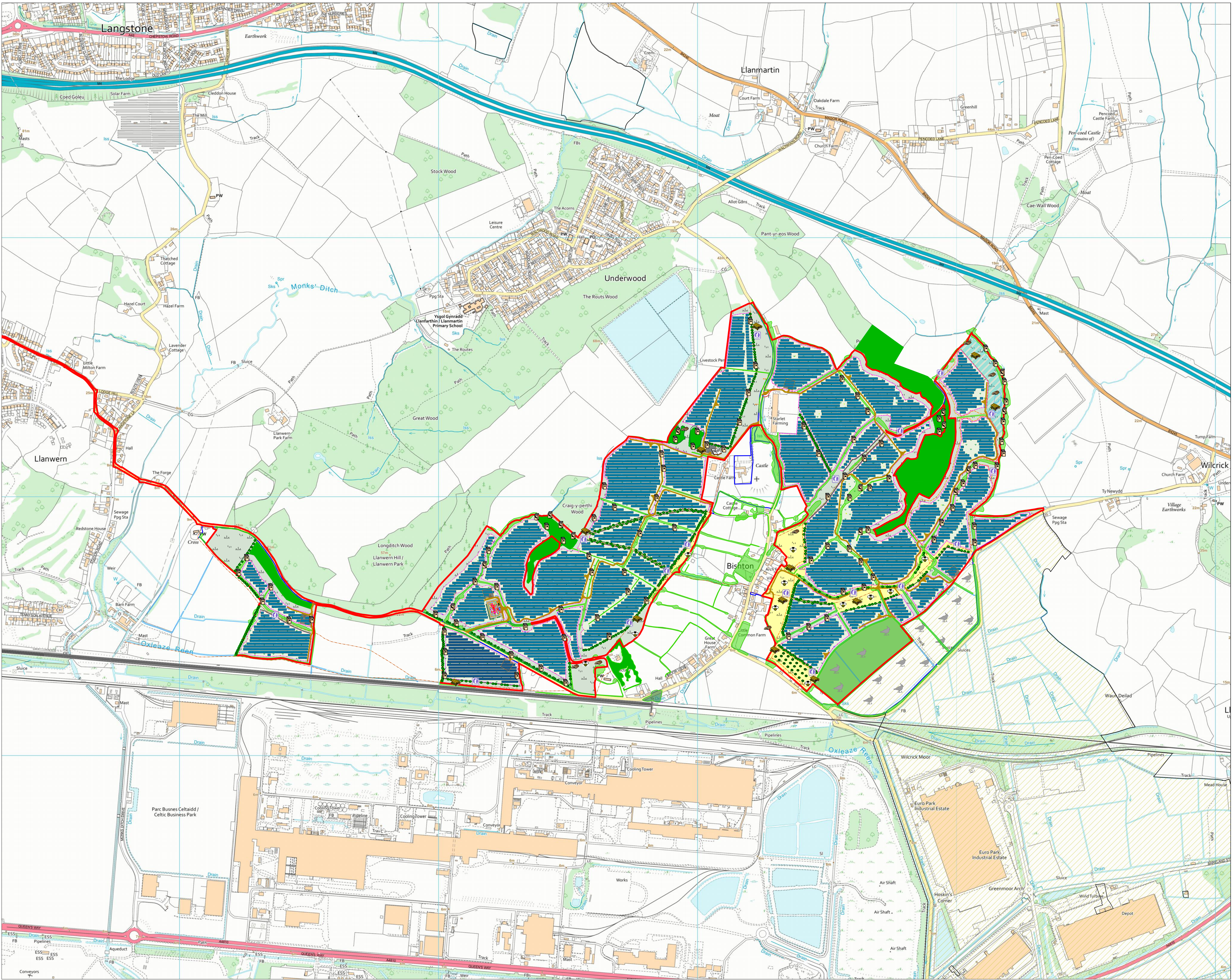
- 4.2.1 Once operational, the Proposed Development will not require significant maintenance, except for occasional visits made by 4x4 vehicles or panel van vehicles.
- 4.2.2 The impact of maintenance vehicles is negligible given the infrequent nature of maintenance visits.
- 4.2.3 On that basis, no further analysis has been undertaken to determine the impact the proposals have on the local network

5.0 Summary and Conclusions

5.1 Summary

- 5.1.1 Tetra Tech has been commissioned by RWE Renewables UK to produce a Transport Statement (TS) 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.
- 5.1.2 The proposed Solar Farm will extend approximately 196 hectares (484 acres) and is located in a predominantly rural area approximately 8km east of Newport City Centre. The existing site consists of several parcels of agricultural land.
- 5.1.3 The development is a low trip generator, especially during its operational phase. The Solar Farm is likely to only generate sporadic vehicle trips as and when maintenance is required, as a result the impact on the local highway network once operational is negligible.
- 5.1.4 The development site is located in a predominately rural area and is currently used as farm land. The various parcels of land currently benefit from minor accesses, usually in the form of gated filed access, as would be expected in this location.
- 5.1.5 Access to the Solar Farm will be promoted via two existing accesses, one to the east of Bishton Road, the other to the west. Both accesses are in the form of simple priority junctions, and serve existing businesses in the area, the first being the existing egg factory, along the western side of Bishton Road, the second being Castle Farm, a dairy farm and shop.
- 5.1.6 These two existing accesses are both frequently used by HGVs, and will be primarily only used during the construction phase
- 5.1.7 Minor accesses will continue to be used to facilitate the site when necessary. The site (when operational) will not generate a significant amount of traffic, and therefore these existing accesses will not be used regularly.
- 5.1.8 The application is accompanied by a CTMP which fully details the access arrangements for the site during the construction stages.

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

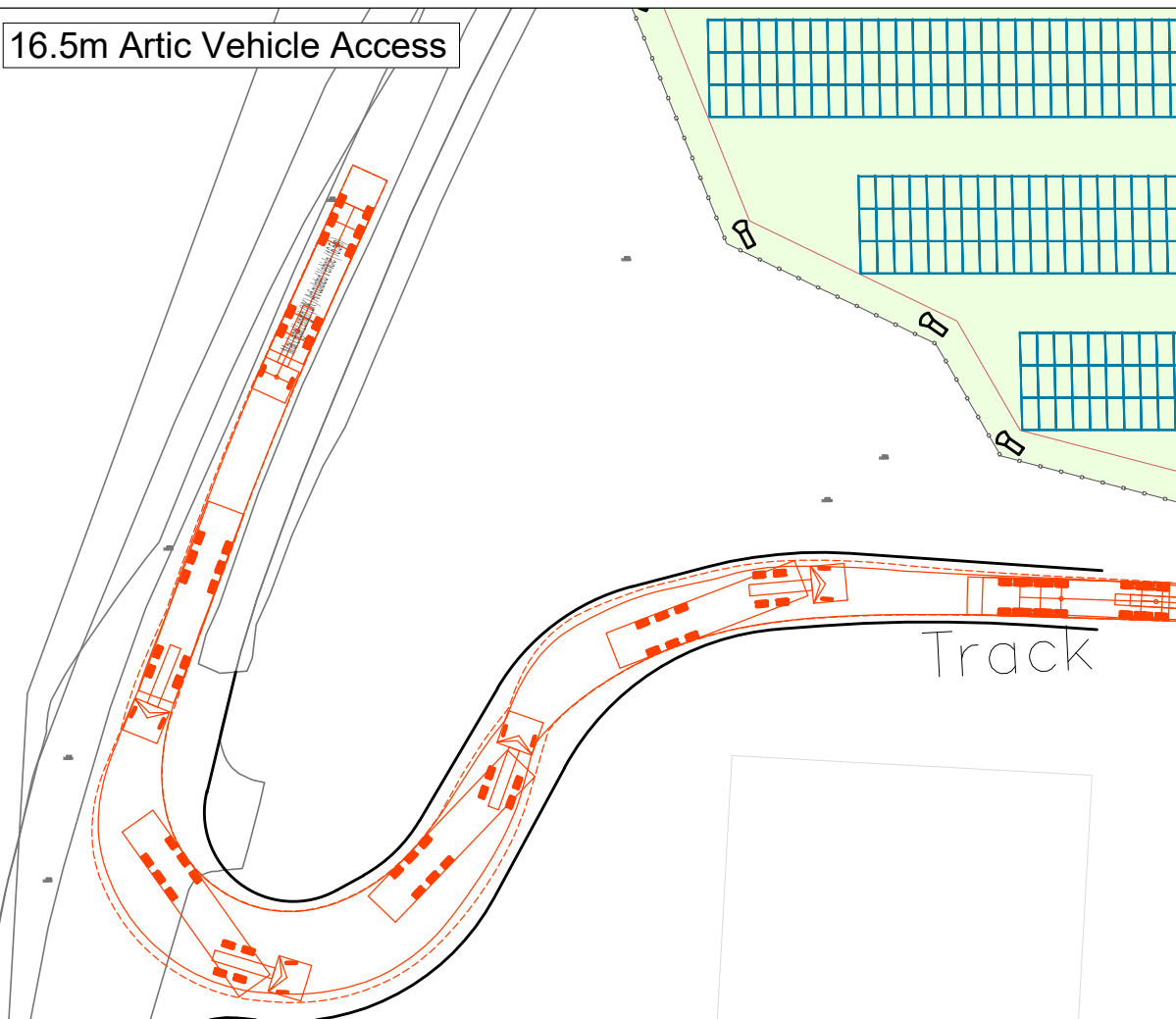


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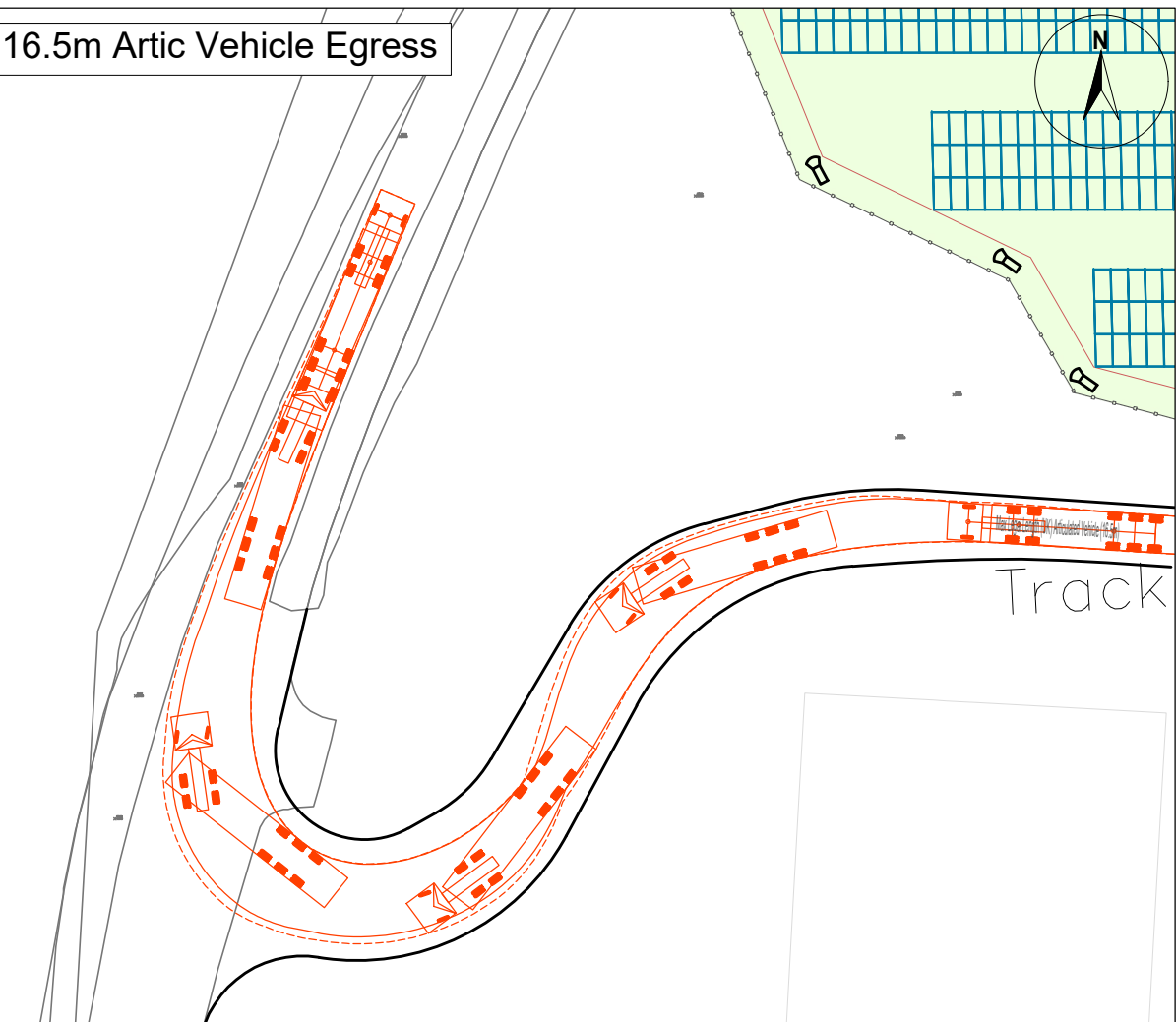
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DATE	14 May 2026
CONFIGURATION	Fixed design
REVISION	14

Appendix 2 – Tetra Tech Drawings

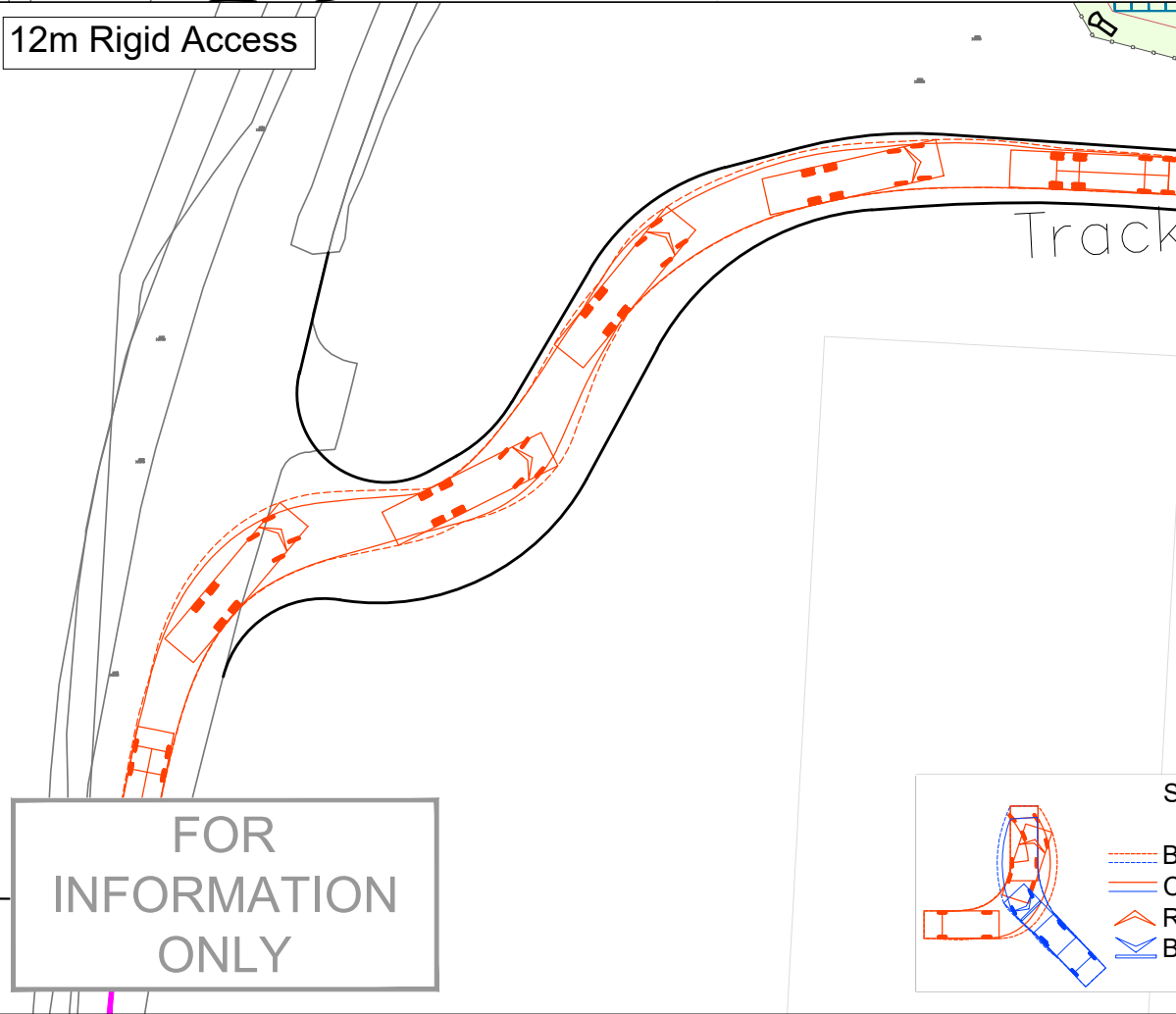
16.5m Artic Vehicle Access



16.5m Artic Vehicle Egress



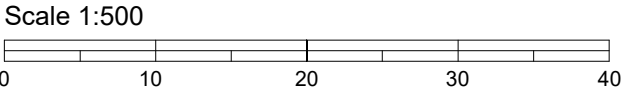
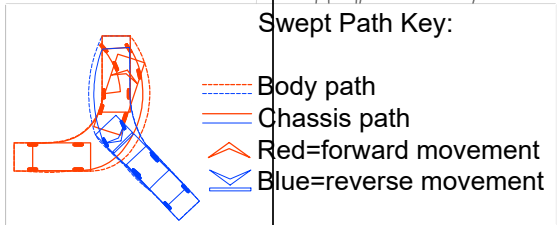
12m Rigid Access



12m Rigid Egress

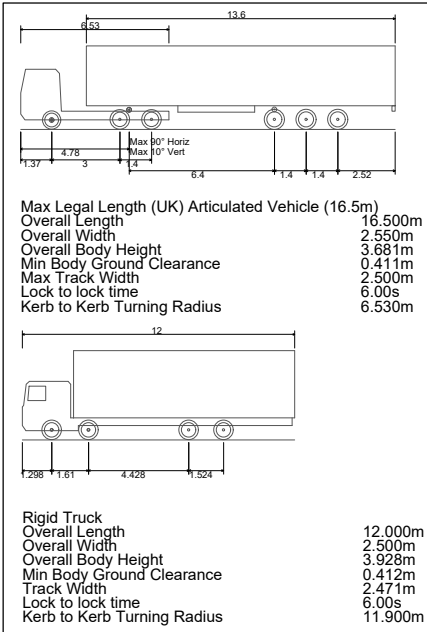


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Vehicle Profiles



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

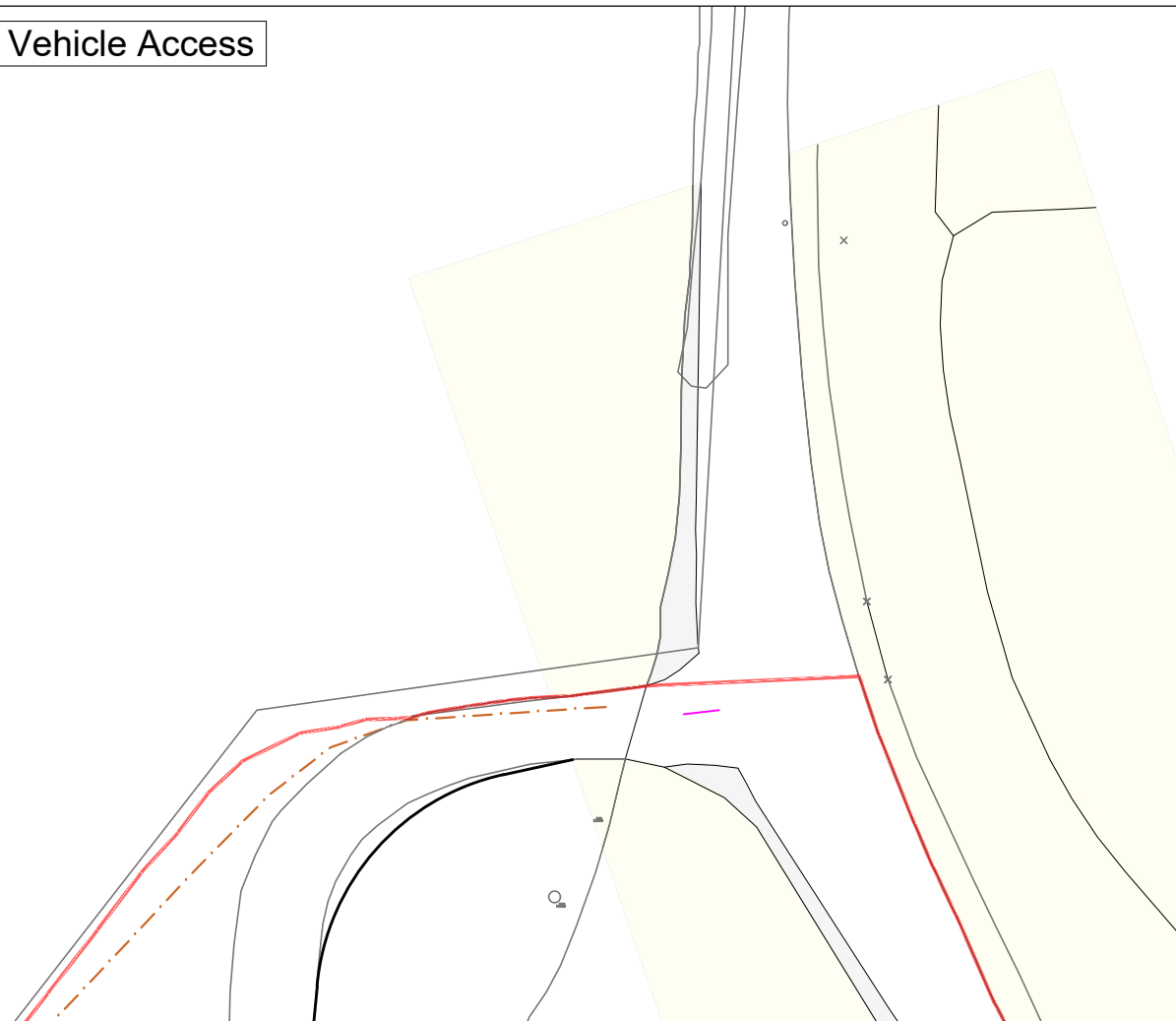
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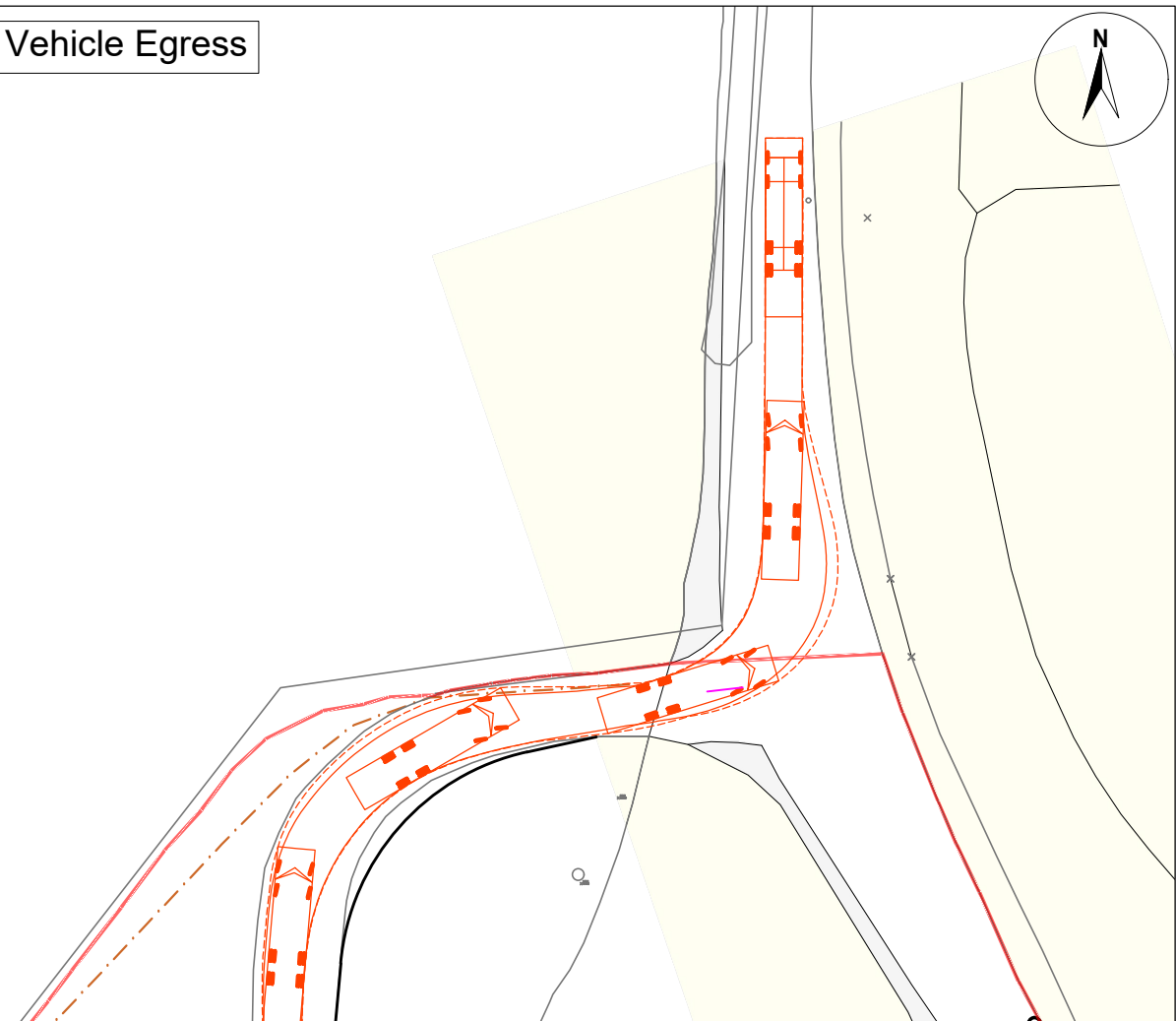
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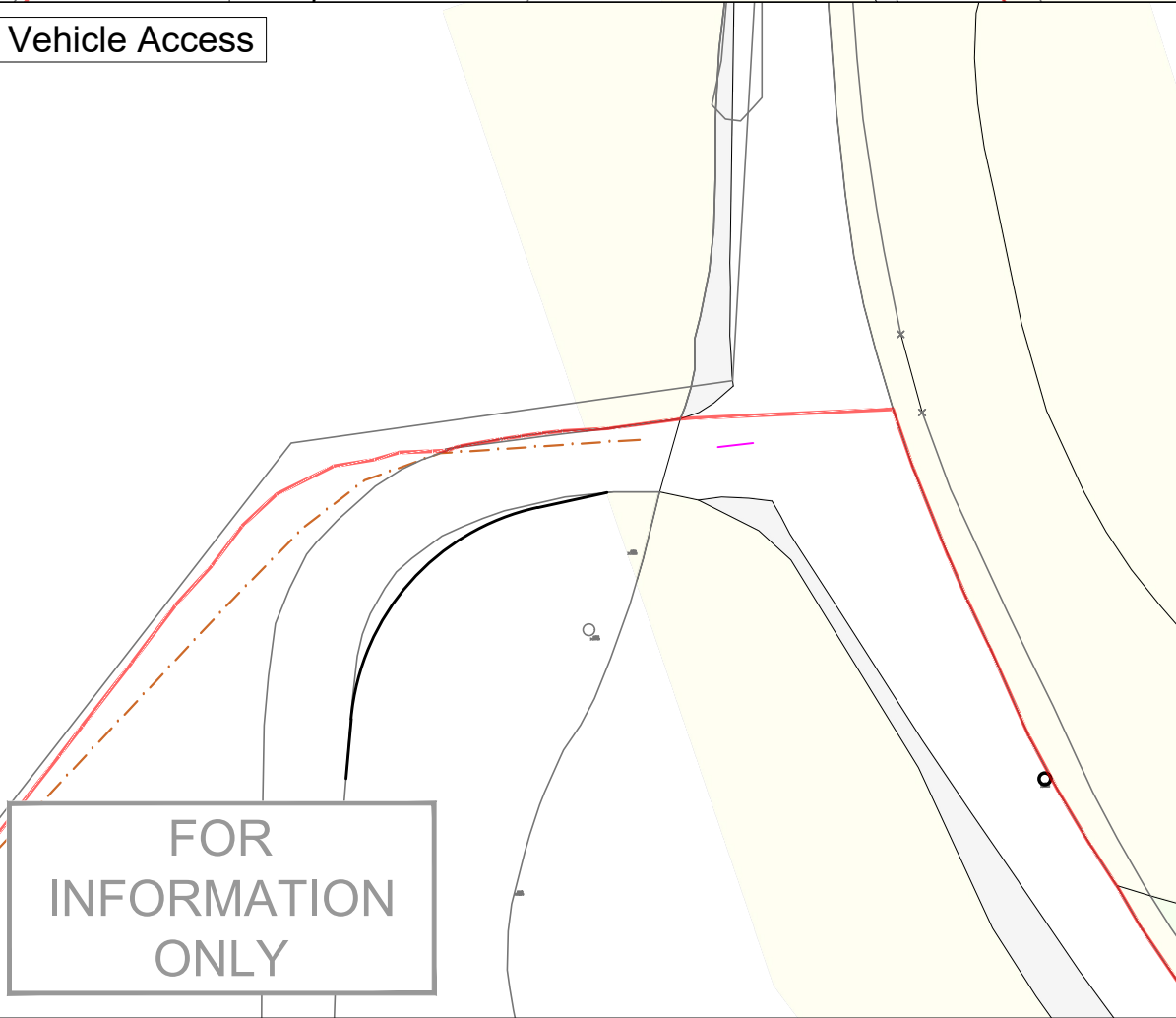
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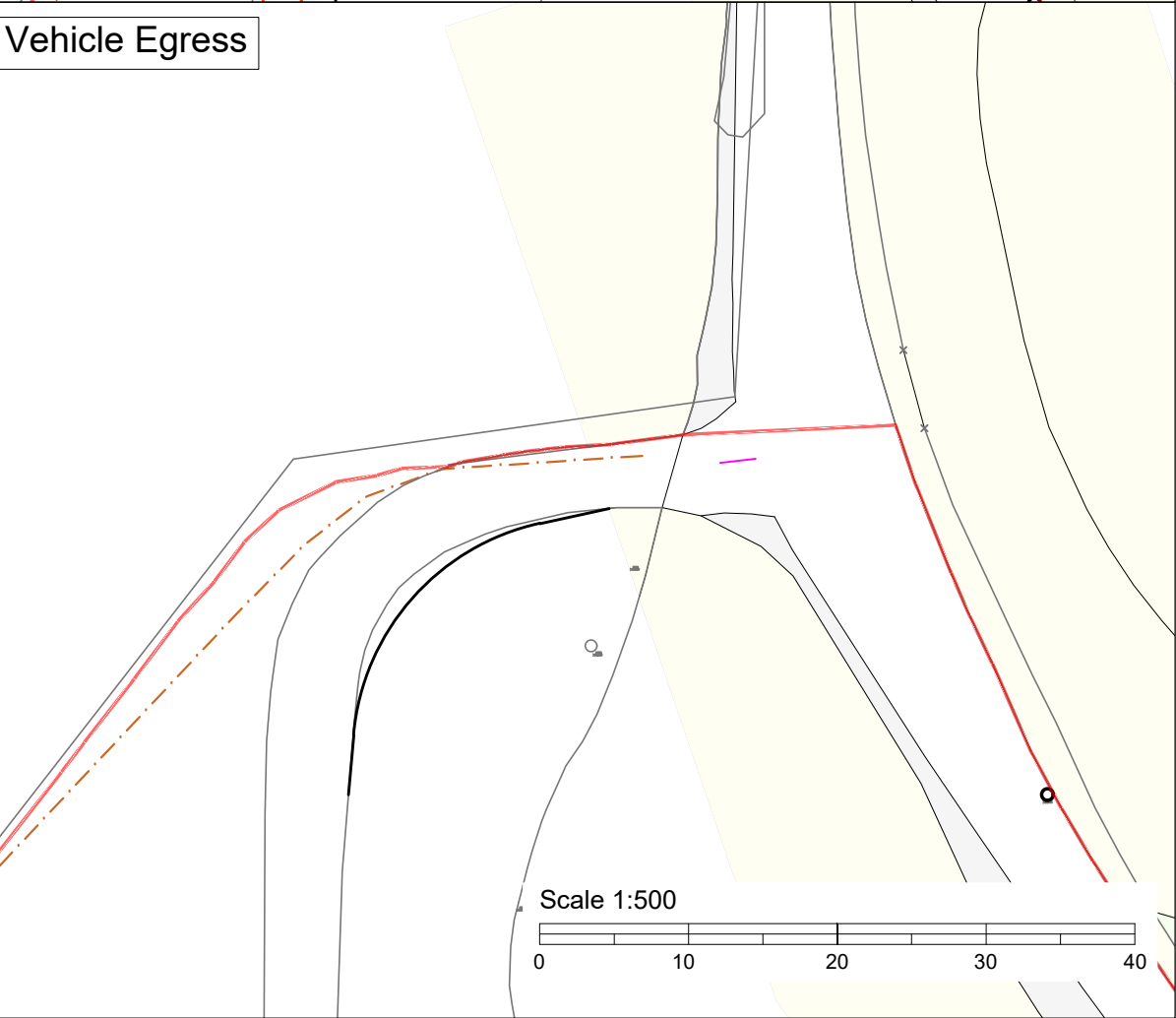
Vehicle Egress



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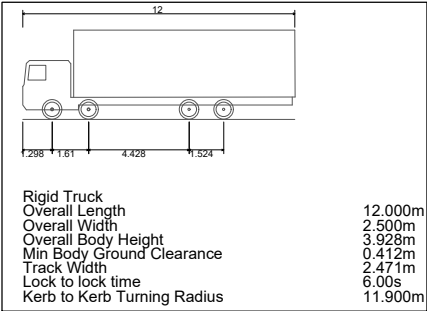


Vehicle Egress

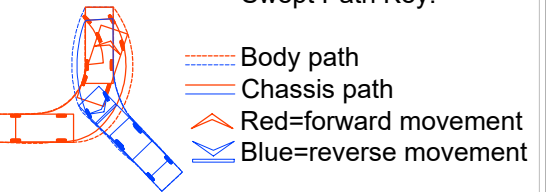


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Vehicle Profiles



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

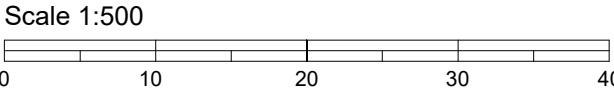
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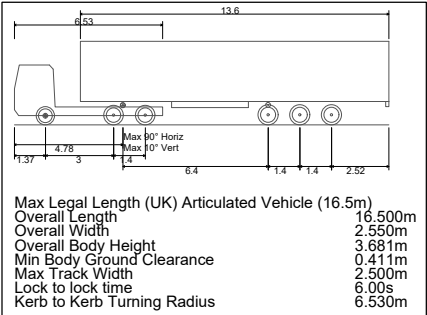
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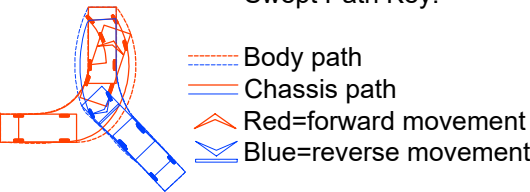


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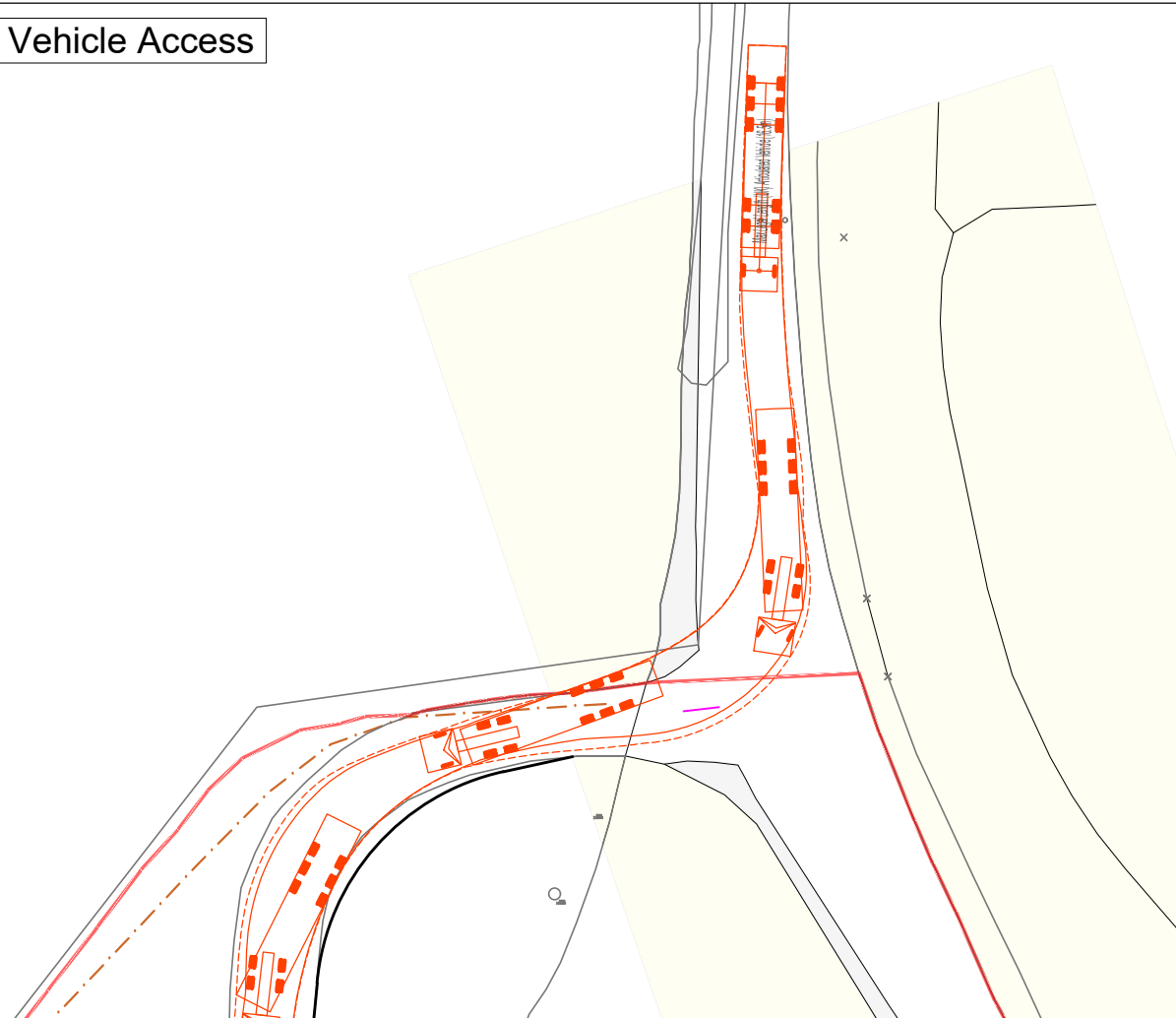
Vehicle Profiles



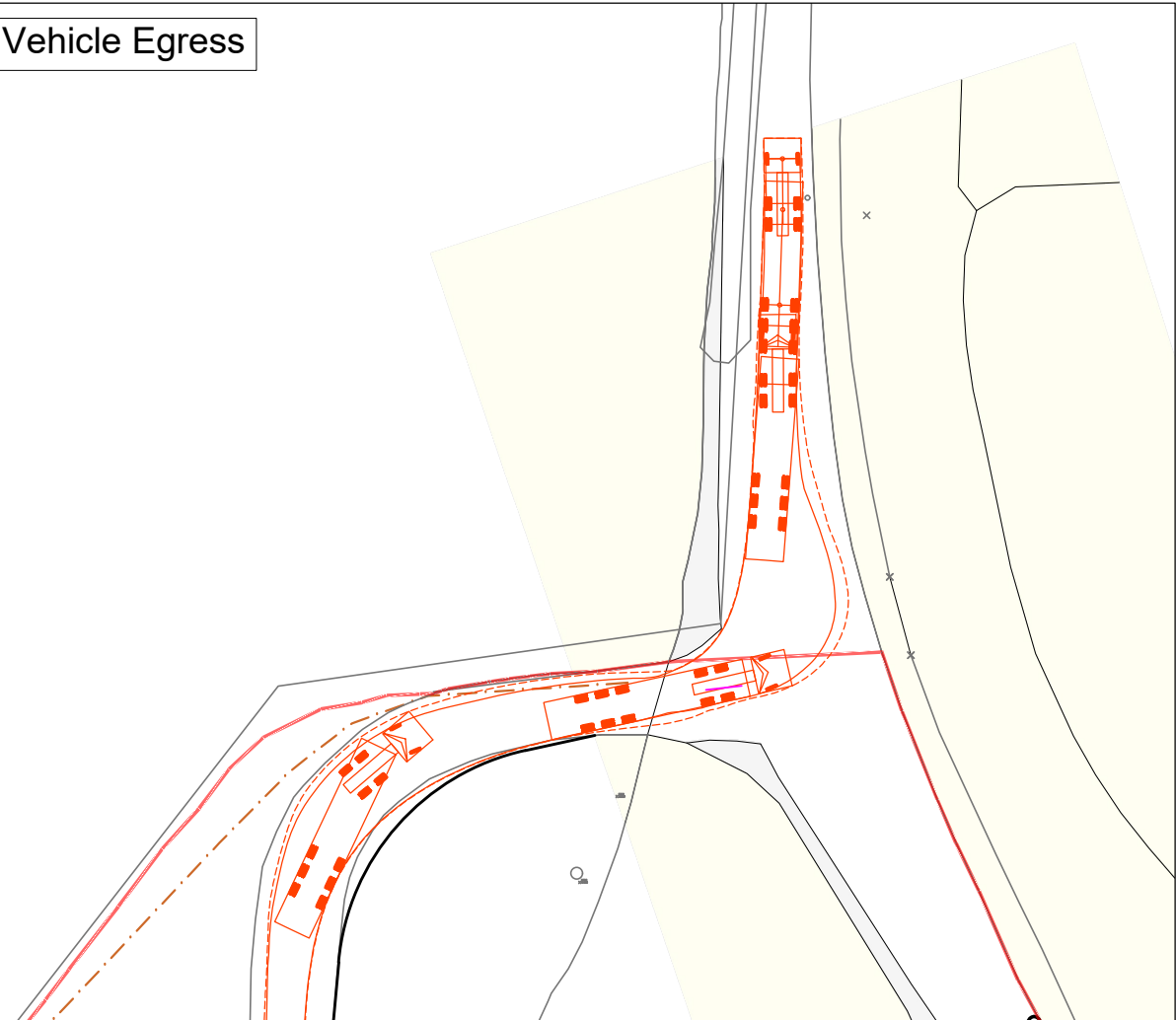
Swept Path Key:



Vehicle Access

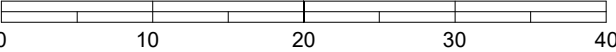


Vehicle Egress



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Scale 1:500



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Client J B M Solar

Project Craig y Perthi

Title Access 2
16.5m Articulated HGV
Vehicle Swept Path Analysis

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

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