Proposed Solar Farm
Milford Haven

# Transport Statement

For

Anesco Ltd.

motion

# Document Control Sheet

Proposed Solar Farm

Milford Haven

Anesco Ltd.

This document has been issued and amended as follows:

| Date | Issue | Prepared by | Approved by |
|---|---|---|---|
| 6th October 2021 | 1st Draft | AN | JNR |
| | | | |

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## Contents



## Appendices

# 1.0 Introduction

1.1 Motion has prepared this Transport Statement on behalf of Anesco Ltd., in relation to the development of land at Dragon Ancala Meadow, Milford Haven ("the application site"). The application site is located within the administrative boundary of Pembrokeshire County Council (PCC). The application site's location is shown below in figure 1.1.

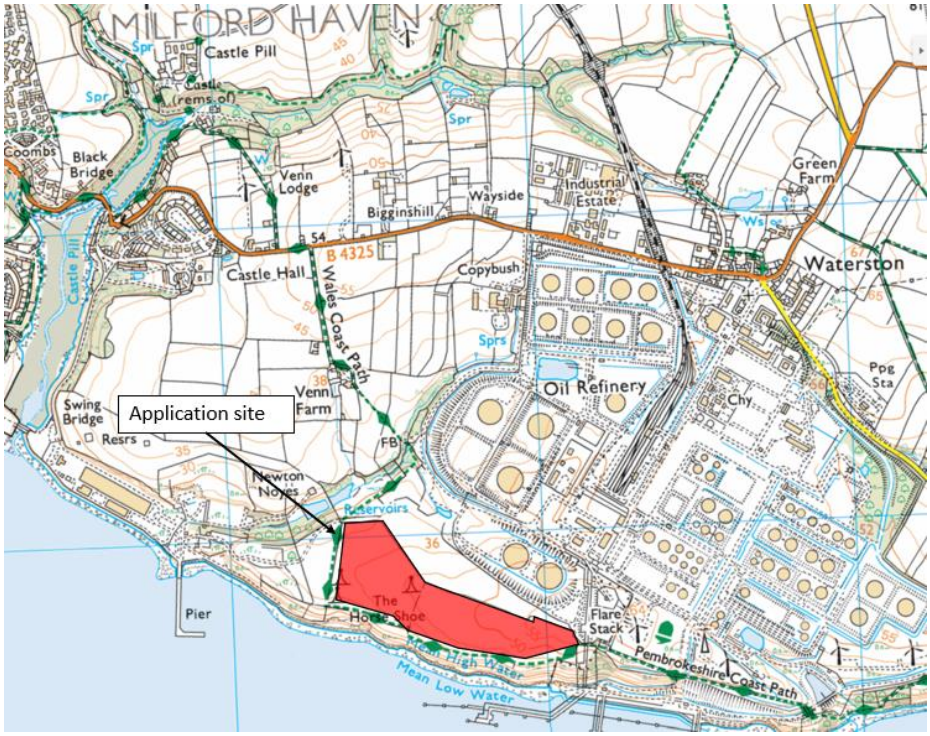



Figure 1.1 – application site location

1.2 The application site currently comprises a field of circa 15.78 hectares. This planning application seeks permission for the construction of a solar farm facility on land off Western Perimeter Road (the Proposed Development).

## Transport Planning Policy and Guidance

1.3 The requirement to prepare a transport statement/ transport assessment is set out in Technical Advice Note 18 (Transport), published by the Welsh Assembly Government in March 2007. Paragraph 9.1 of the TAN 18:

"Transport assessments provide the information necessary to assess the suitability of an application in terms of travel demand and impact. The transport assessment process should include the production of a 'Transport Implementation Strategy' (TIS) for the development. This should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites. Annex D sets out more detail on Tas".

1.4 Paragraph 9.4 states:

" TIS objectives should be based on development plan policies and strategy relating to movement. The objectives should also support the overall plan strategy, transport and parking policies as well as other relevant plans and strategies such as the RTP or the Health, Social Care and Well-being Strategy. Planning

authorities may want to provide guidance on how TIS objectives are likely to vary depending on the location of the development within the plan area, for example to reflect the different needs of urban and rural areas. This could be highlighted within the development plan but any matters of detail should be incorporated within SPG."

1.5 Detailed guidance on the scope and content required for Transport Statements is provided in the government's TAN 18. This Transport Statement is prepared in accordance with this guidance.

## Scope of Report

1.6 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the application site can be achieved by all modes; and,
- The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

1.7 Following this introduction, this Transport Statement is split into 5 sections as follows:

- Section 2 assesses existing conditions;
- Section 3 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- Section 4 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
- Section 5 summarises the key findings and conclusions of this report.

# 2.0 Existing Conditions

## Highway Network

2.1 Figure 2.1 below shows the local highway network surrounding the application site.

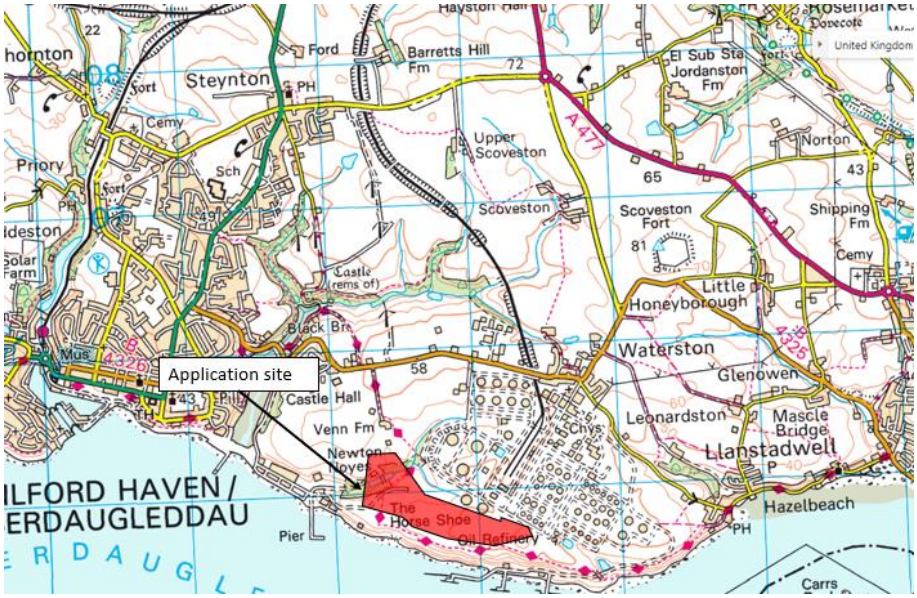



Figure 2.1 – Local Highway Network

The Local Highway network is centred around the B4325, this connects to the east to Scoveston Road and to the west to the A4076. The B4325 is a single carriageway with one lane in each direction. The B4325 has no footway, no street lighting and an unrestricted speed limit.

## Road Safety

### *Recorded Personal Injury Collision Data*

2.2 Personal Injury Collision (PIC) data was obtained from CrashMap for the adjoining highway network for the most recent three year period available, 1st January 2017 to 31st December 2020. No PIC's were identified in the road network adjacent to the application site.

## Non-Motorised Users

2.3 There is one public right of way running south along the western perimeter of the site, then turning and following the southern boundary of the site, it does not enter the site. This is shown below in figure 2.2:

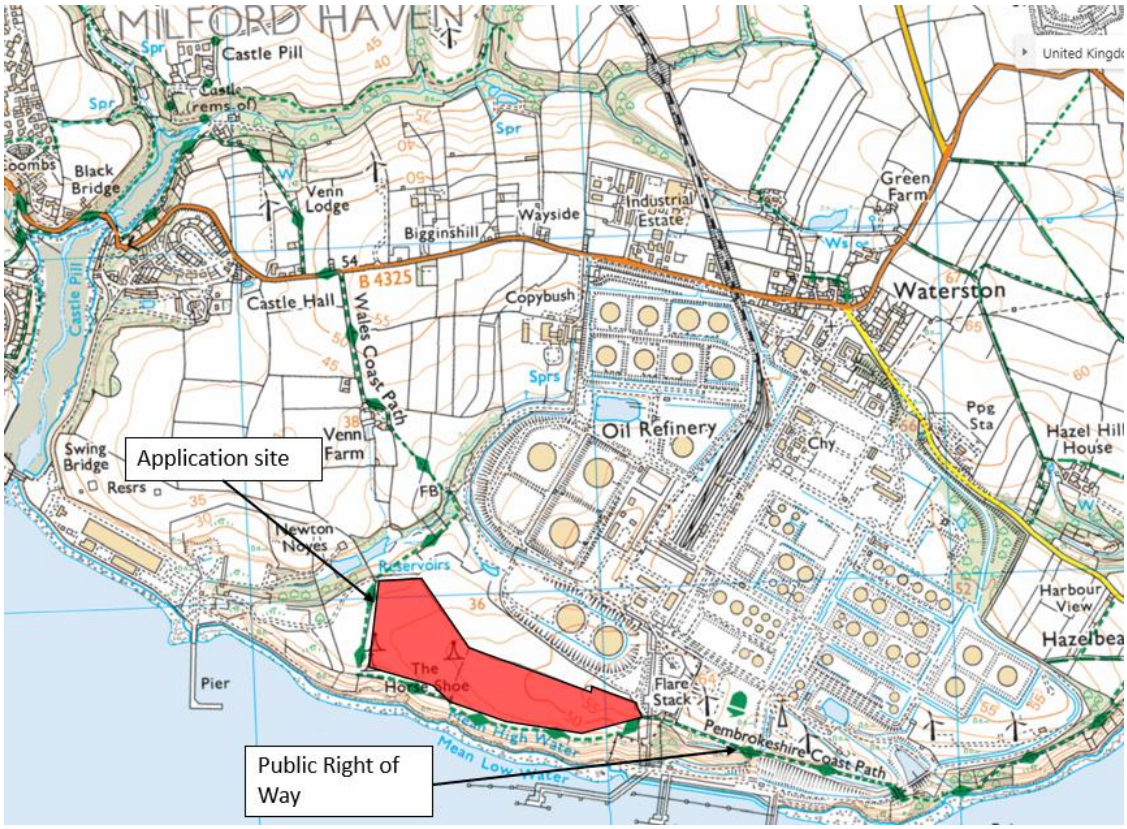



Figure 2.2 – Public Rights of Way surrounding the application site

## Planned Development and Infrastructure

2.4 No permitted developments have been identified in the local area to the application site which need to be taken into consideration in the TS.

2.5 No planned transport schemes or infrastructure have been identified in the local area to the application site which need to be taken into consideration in the TS.

# 3.0 Proposed Development

## Proposed Development

*Development Description*

3.1 The application site currently comprises a plot of land circa 15.78 hectares in area. This planning application seeks permission for the construction of a solar farm facility on land off Western Perimeter Road (the Proposed Development). The Site Layout Plans are included at **Appendix A**.

3.2 The Proposed Development comprises the construction of a 9.99MW solar farm, security fencing, access and associated works.

3.3 The solar panels, frames and other site construction materials would be transported to the application site on articulated lorries up to 16.5m in length.

*Site Access*

3.4 The existing site access will be maintained. At present the access to the application site is gained via the Western Perimeter Road which is off the B4325. This access road has previously accommodated HGV movements for construction works and as such is suitable for HGVs to use in the construction phase of the solar farm. Vehicles for the duration of the construction period will be able to access the site using this access road. Visibility splays of 215m to the east and 165m to the west (one step below desirable as stated in the DMrB are illustrated within table 2.10) **Appendix B**.

3.5 Swept path analysis showing a 16.5m articulated lorry turning into Western Perimeter Road and turning around within the application site is included at **Appendix C**. The provision of an area of hardstanding within the application site for vehicles to manoeuvre in and over which they would drive prior to accessing the public highway would reduce the risk of mud being trafficked onto the public highway and the ensuing nuisance this can cause.

*Access Route*

3.6 It is proposed that all HGV construction traffic will route to the application site via the route illustrated on **Figure 3.1** below.

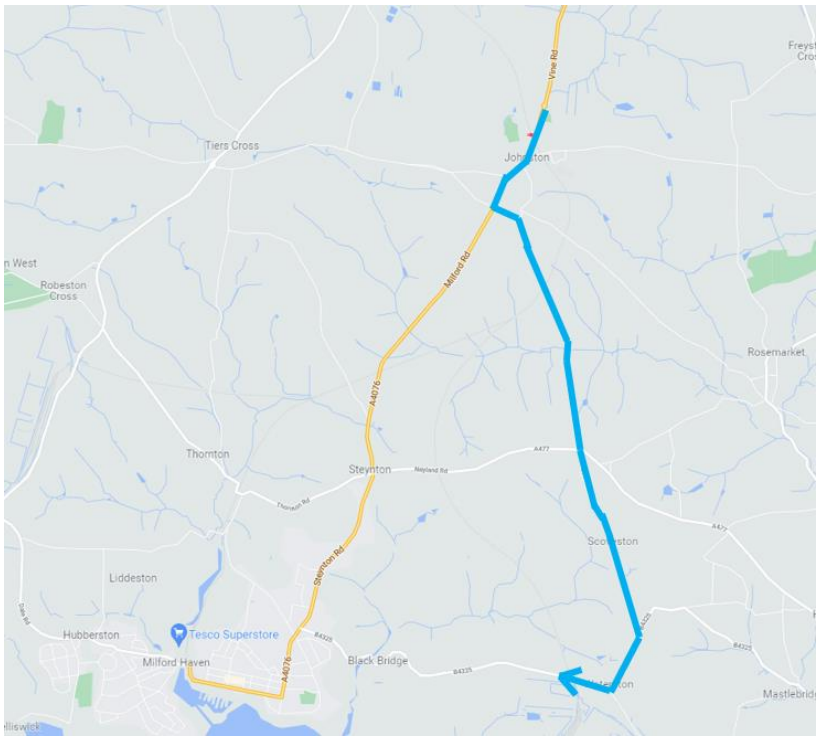



Figure 3.1 – Site Location and Construction Access Route

3.7 The Construction Traffic will reach the site as shown in figure 3.1 above and detailed as follows:

- The application site can be reached via travelling south down the A4076, then taking the A477 south. When the roundabout is reached travel straight over taking Scoveston Road, finally taking the B4325 west until the application site is reached.

## Vehicle movements

3.8 The Proposed Development comprises two phases: construction and operation. Forecast average daily two-way traffic movements associated with both phases is presented in Table 3.1 below.

| Phase | Duration | Average daily two-way traffic movements |
|---|---|---|
| **Construction** | 24 weeks | 5 commercial vehicles |
| **Operation** | Permanent | 2 per day on two occasions each month. |

Table 3.1: Forecast Development Average Daily Two-way Traffic Movements

3.9 Table 3.1 shows that the highest increase in average two-way daily traffic movements is expected during the 24 week construction phase. Average two-way daily commercial vehicle movements are expected to amount five two-way movements per day.

3.10 During the operational phase, traffic movements are expected to be minimal. Operational traffic would comprise one van accessing the application site twice per month i.e. two two-way vehicle movements per month.

3.11 Due to the proximity of the application site to the Strategic Road Network it is likely that commercial vehicle movements in the vicinity of the site are sufficiently high that an increase of three two-way daily vehicle movements is unlikely to cause a disturbance to other users.

### Abnormal loads

3.12 There are no abnormal loads proposed in relation to the Proposed Development.

# 4.0 Traffic impact and mitigation

## Highway Safety

*Traffic Volumes*

4.1 The temporary increase in traffic volumes and especially the heavy vehicle component of the traffic volume could lead to adverse highway safety impacts.

4.2 Due to the design of the local highway network around the application site and large vehicle movements generated from the Liquid Natural Gas terminal, there is expected to be a minimal change in traffic volumes as a result of the development, particularly HGV movements.

*Visibility*

4.3 Visibility in the eastbound directions of 215m can be achieved in accordance with the national speed limit on The B4325. Visibility in the westbound direction of 165 metres, one step below desirable in accordance with DMrB table 2.10. This visibility can be achieved and the visibility splays are shown in **Appendix B**.

4.4 The applicant will undertake verge maintenance to ensure visibility is maintained in both directions.

## Construction Traffic Management Plan

4.5 Notwithstanding the de minimis change in highway capacity which is expected to arise from the construction phase of the Proposed Development, it is unlikely there is currently a large volume of HGV traffic on the local highway network surrounding the site. There is therefore the potential that even minimal increases in HGV traffic of 3 two way movements per day could result in disturbance to users of this section of the road, albeit for a temporary 24 week period.

4.6 In order to reduce or avoid this potential disturbance arising from heavy goods vehicles, a Construction Traffic Management Plan (CTMP) is proposed.

## Residual impacts

4.7 On completion of the 24 week construction period, construction traffic would cease. There would therefore be no residual traffic related impacts arising from the temporary construction phase of the Proposed Development.

4.8 During the operational phase, traffic movements are expected to amount to two vehicle movements per month. Traffic volumes of this magnitude would be imperceptible on a daily basis. No residual traffic related impacts arising from the permanent operational phase of the Proposed Development.

# 5.0 Summary and Conclusion

5.1 Motion has prepared this Transport Statement on behalf of Anesco Ltd., in relation to the development of land of the Western perimeter road, Milford Haven ("the application site"). The application site is located within the administrative boundary of Pembrokeshire County Council (PCC).

5.2 The application site currently comprises a field of circa 15.78 hectares. This planning application seeks permission for the construction of a solar farm facility on land off Western Perimeter Road (the Proposed Development).

5.3 HGV construction traffic will route to the application site via travelling south down the A4076, then taking the A477 south. When the roundabout is reached travel straight over taking Scoveston Road, finally taking the B4325 west until the application site is reached.

5.4 During the operational phase of the development, there would be a minimal increase in traffic volumes with operational traffic (one van) expected to access the application site on two occasions per month at the most.

5.5 The construction phase of the Proposed Development would lead to a temporary increase in traffic on the road network surrounding the application site. This would be for a temporary 24 week period. On average during this 24 week period, it is expected that the Proposed Development would lead to an increase in traffic movements of five two-way vehicle movements per day. Changes of his magnitude would have a de minimis impact on highway capacity.

5.6 Due to the proximity of the application site to the Strategic Road Network it is likely that commercial vehicle movements in the vicinity of the site are sufficiently high that an increase of five two-way daily vehicle movements is unlikely to cause a disturbance to other users.

5.7 There are no residual traffic impacts identified.

5.8 In conclusion, the Proposed Development provides an opportunity to provide new, non-carbon energy generating facilities at a location which can be safely accessed by construction and operational vehicles and at which the temporary traffic impacts during construction would be de minimus. Traffic management measures can be put in place to reduce or avoid potential residual impacts arising from road traffic during the temporary 24 week construction period. In short:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the application site can be achieved by all modes; and,
- The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

5.9 In accordance with TAN 18, there are therefore no transport or highway reasons why planning permission should be prevented or refuse.

# Appendix A

Site Layout

| Project Name: Dragon Ancala | |
|---|---|
| Grid reference | SM 92473 05029 |
| Site area | 38.99 Acres / 15.78ha |
| Module Tilt | 15° |
| Pitch | 8.00m |
| Row to row distance | 3.59m |
| Module (Make and Model) | JA Solar, JAM72S30 540/MR |
| Module power | 540W |
| Module dimension | 2279mm x 1134mm |
| Number of modules | 18495 |
| Inverter (Make and Model) | Huawei 185KTL |
| Inverter power | 185kW |
| Number of inverters | 43 |
| 2.0MVA Transformer | 2 |
| 2.5MVA Transformer | 2 |
| Number of Transformers | 4 |
| Total installed capacity | 9.99MWp |
| Declared net capacity | 7.96MW |

## Key

- Site Boundary
- Existing HV Cable Route
- HV Cable Route
- LV Cable Route
- Gate Within Security Fence
- Security Fence
- Access Road
- WPD Decomisioned 11kV underground cable
- LV Navigation Light Power supply underground cable
- Feederpillar & Transformer
- Customer Substation
- Educational Building
- PV Array - JA Solar, 540W Modules

0 10 20 40 60 80 100


Installer Details

Anesco Ltd.
The Green,
Easter Park,
Benyon Road,
Reading,
RG7 2PQ
Tel: 0845 894 4444


Comments

| Revision | Description | Revised By | Approved By | Date |
|---|---|---|---|---|
| A | Issued for comment | JH | | 26/08/2021 |
| B | Educational building added to site and red line boundary amended | JH | | 07/09/2021 |
| C | Drawing Updated | JH | | 27/09/2021 |
| D | Amendments for Mitigation Strategy | JH | | 11/10/2021 |

| Scale | Drawn By | Checked By | Signed by PM | Date Checked | Page | Sheet |
|---|---|---|---|---|---|---|
| 1:2000@A2 | JH | | | | 1 of 1 | A2 |

Installation Address

West Perimeter Road, Dragon LNG Terminal, Milford Haven, SA73 1DR

Project: DRAGON ANCALA - MEADOW

Title: SITE LAYOUT

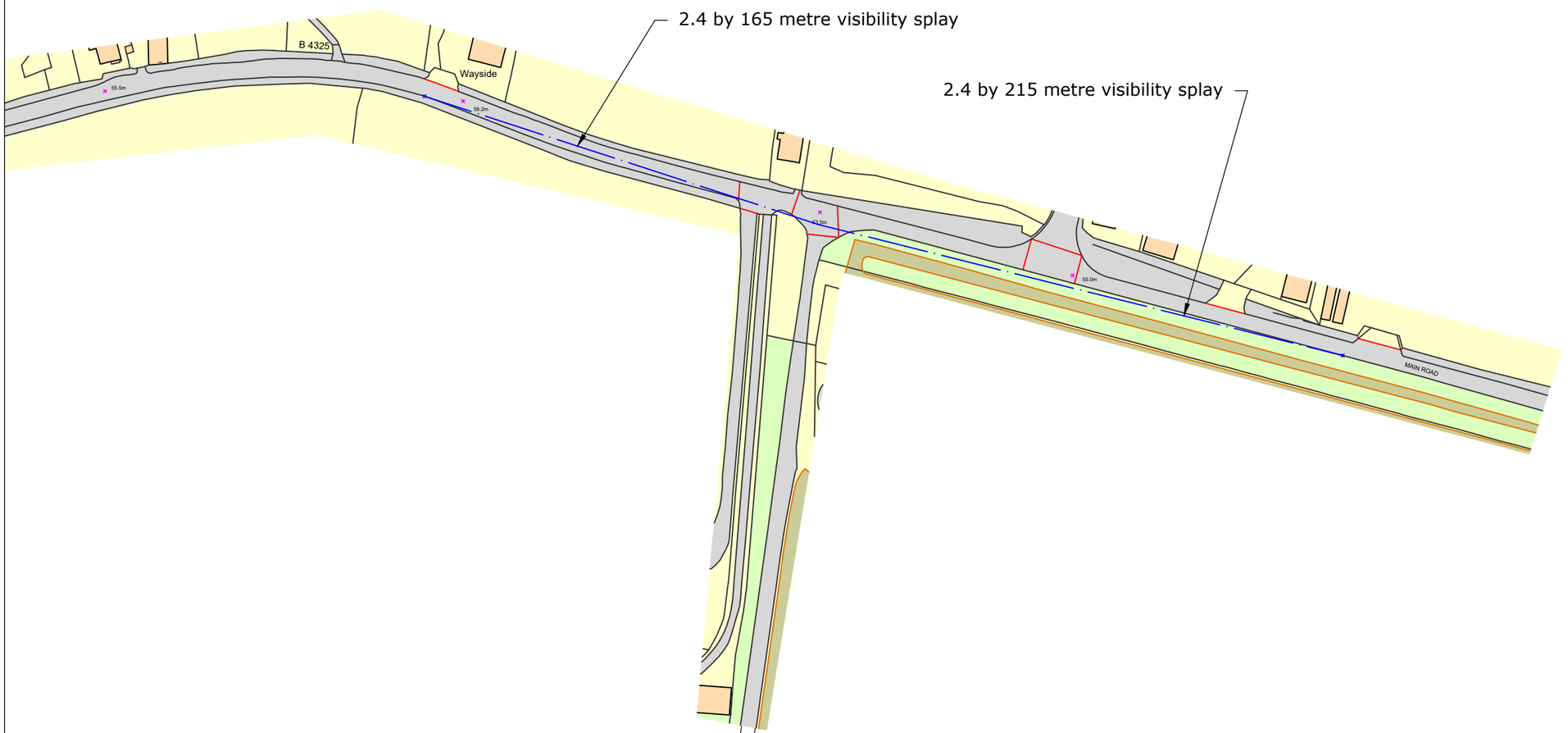
Drawing No.: C0002459_01

Rev.: D

Anesco™ AMAZING ENERGY

# Appendix B

Visibility Splay



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|---|---|---|---|---|

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Project:
Proposed Solar Farm, Milford Haven

Title:
visibility splay

Client:
Anesco Ltd.

Drawing Status:

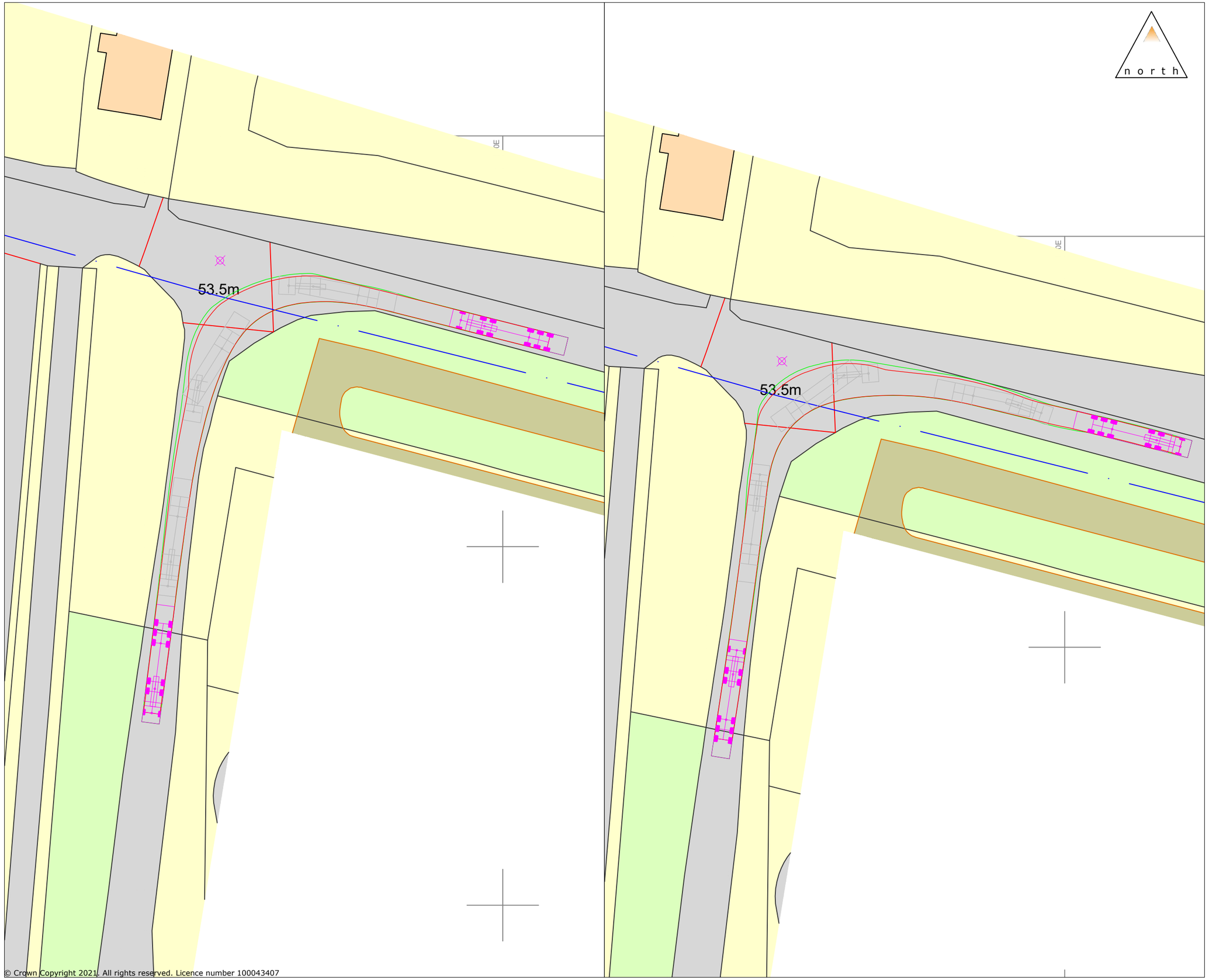
Scale: 1:2000 (@ A3) Date:04/10/2021

Drawn: AN Checked: JR Approved: JR

Drawing: Revision:
2108016-01

# Appendix C

Swept Path Analysis



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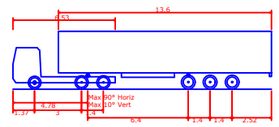


Max Legal Length (UK) Articulated Vehicle (16.5m)

| | |
|---|---|
| Overall Length | 16.500m |
| Overall Width | 2.550m |
| Overall Body Height | 3.681m |
| Min Body Ground Clearance | 0.411m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

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Project:
Proposed Solar Farm

Title:
Swept Path Analysis
Large Articulated Vehicle

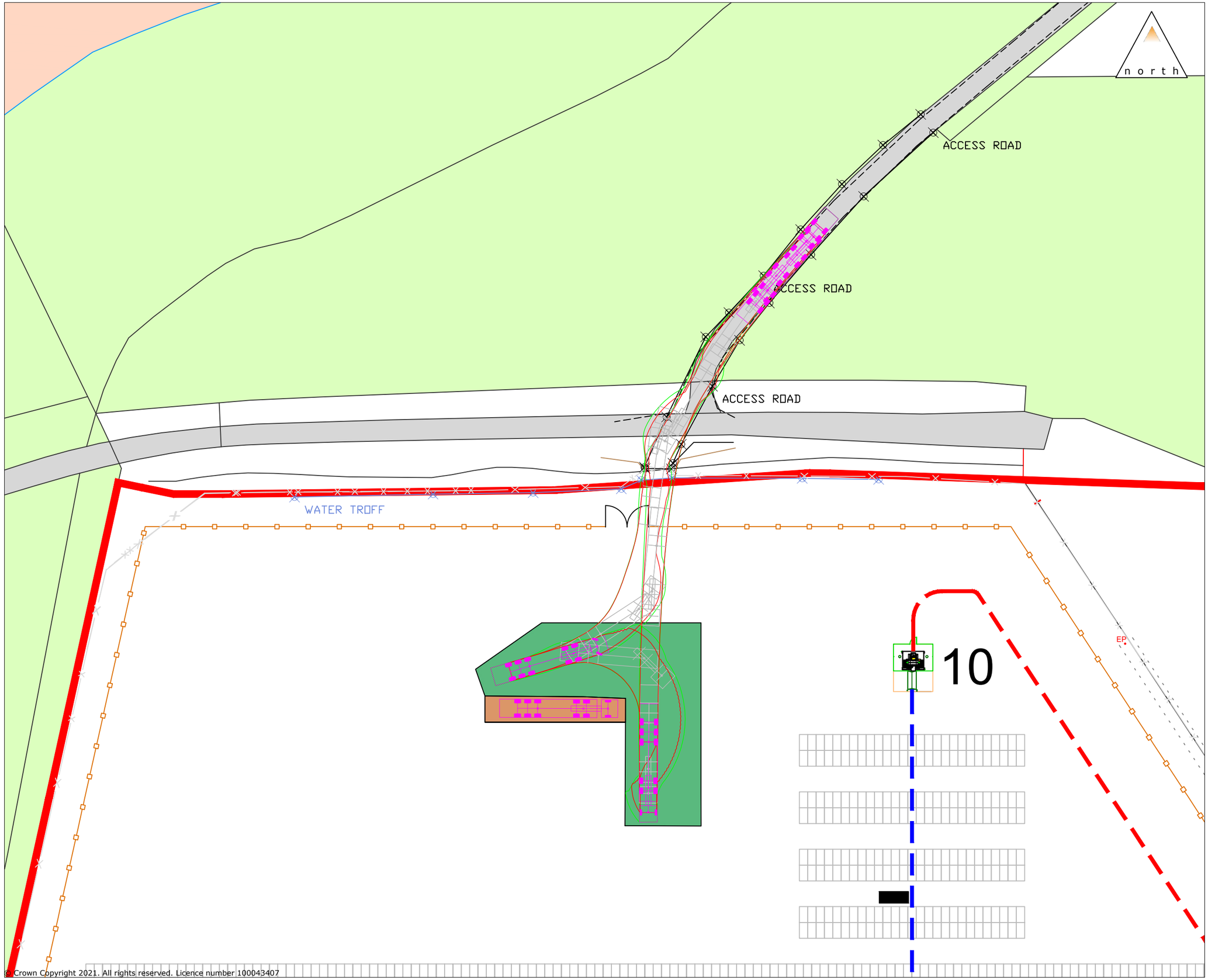
Client:
Anesco Ltd.

Drawing Status:

Scale: 1:500 (@ A3) Date:24/09/2021

Drawn: AN Checked: JR Approved: JR

Drawing: Revision:
2108016-TK02



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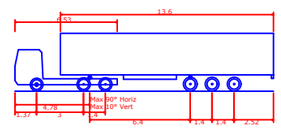


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Turning Area

Parking Area

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Project:
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Title:
Swept Path Analysis
Large Articulated Vehicle

Client:
Anesco Ltd.

Drawing Status:

Scale: 1:500 (@ A3) Date:14/10/2021

Drawn: AN Checked: JR Approved: JR

Drawing: 2108016-TK03 Revision: A