

Alleston Solar Farm, Pembrokeshire

Transport Assessment

Reference Number: 3.0.4

October 2024



P e l l F r i s c h m a n n

Alleston Solar Farm

Transport Statement & Construction Traffic
Management Plan

September 2024

10109044

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1 Introduction

Pell Frischmann Limited (PF) has been instructed by Alleston Clean Energy Limited (the Applicant) to produce a combined Transport Statement (TS) and Construction Traffic Management Plan (CTMP) in support of a planning application for a ground mounted photovoltaic (PV) solar farm together with associated equipment, infrastructure and ancillary works (the Development) on Land at Alleston Farm, Lower Lamphey Road, Lamphey, Pembrokeshire, Wales (the Site) submitted to Planning and Environment Decisions Wales (PEDW).

This report provides an overview of the Proposed Development in relation to construction traffic, assesses the anticipated impact of the Proposed Development on the road network within the local area and sets out the proposed mitigation measures for use at the site.

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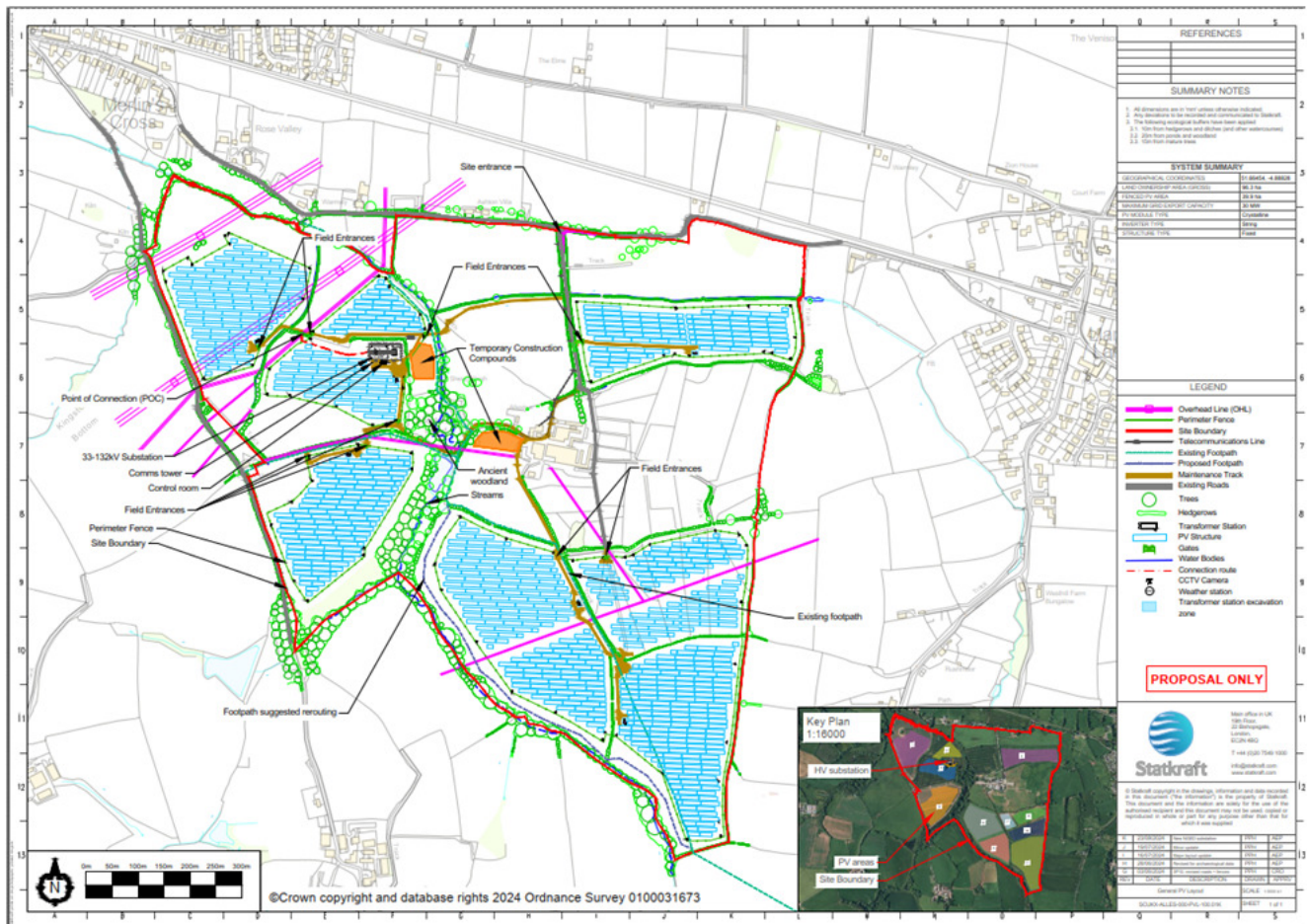
2 Development Description & Planning Condition

2.1 Development Location

The Proposed Development is located to the south of Lower Lamphey Road, between Pembroke and Lamphey, Pembrokeshire. The Proposed Development is located on Alleston Farm and would be accessed from the existing farm access track onto Lower Lamphey Road.

The Proposed Development location is illustrated in Figure 1.

Figure 1 Proposed Development Location and Layout



2.2 Site Access Strategy

Access to Proposed Development would be taken directly from Lower Lamphey Road via the existing access junction to Alleston Farm. The site access junction location is illustrated in Figure 2. The junction will be upgraded to suit the Proposed Development and the junction works will be agreed with PCC prior to works commencing via a road opening permit.

The junction would be constructed to allow two vehicles to pass when turning in and out of the junction. The edge vegetation along the existing road will be trimmed back to improve clearance.

Access to the solar array areas would be taken from new and upgraded private access tracks, leading from the farm access track.

The onsite access tracks for each array area would be constructed of compacted engineered fill and can be elevated above existing ground where required. The access track leading from the public road will have a

metalled finish over the first 10m to help reduce the likelihood of any mud or dust being transported onto the public road.

3 Existing Network

3.1 Active Travel Network

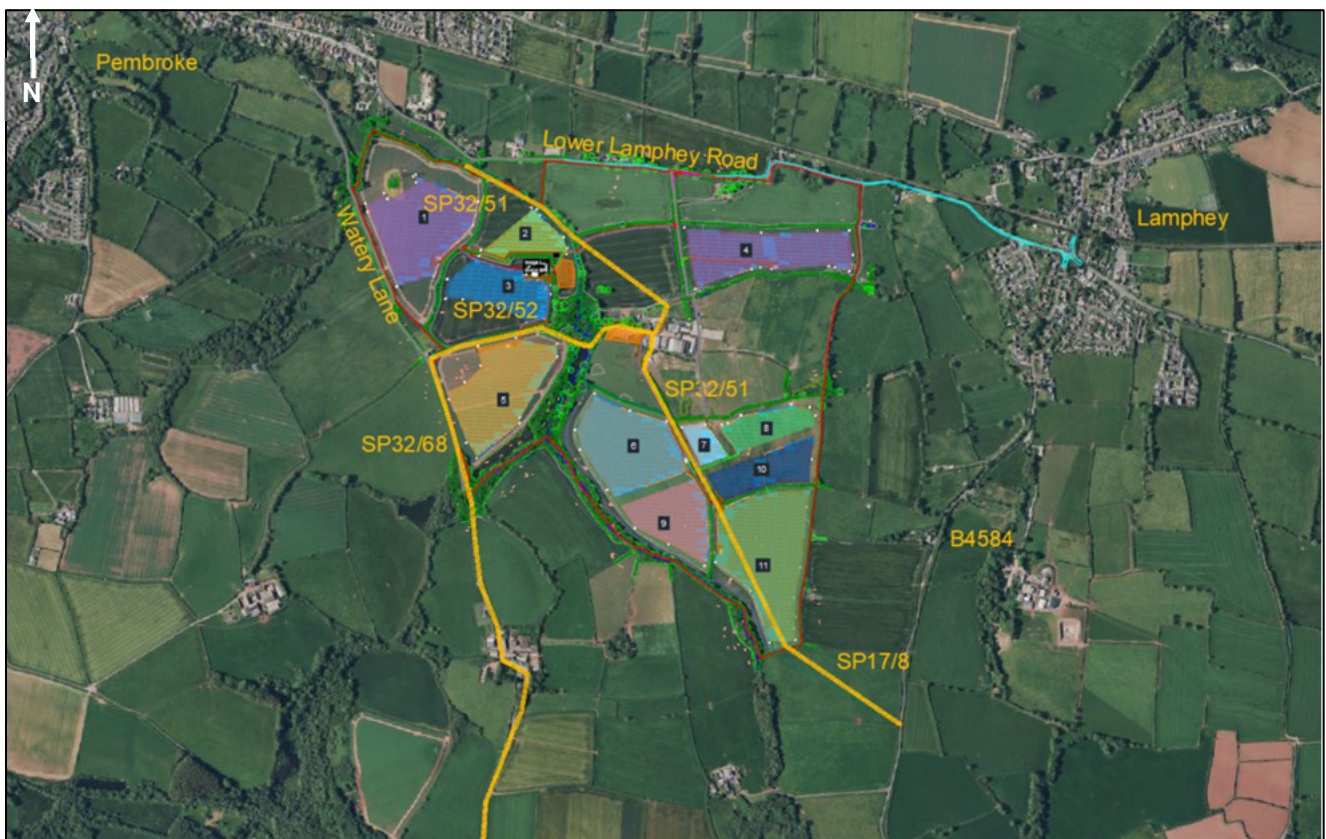
A review of the PCC Definitive Plan¹ was undertaken and notes that there are three public footpaths and one bridleway located in close proximity to the Proposed Development, its potential access from Lower Lamphey Road or within the development area.

The affected public footways are paths SP17/8, SP32/51 and SP32/52. The footpaths provide connections from the B4584 to the north west of the Proposed Development using paths SP17/8 and SP32/51. Footpath SP32/52 provides a western connection between Watery Lane and Alleston Farm.

Where foot path SP32/52 joins Watery Lane, the public road is classed as a Bridleway and connects to the wider footpath and bridleway network located to the south of the Proposed Development. A minor diversion of this PRow is proposed and would be secured as a secondary consent as part of the DNS application.

The footpaths are illustrated in Figure 2 below.

Figure 2 Footpath Plan



A review of the National Cycle Route (NCR) map² indicates that NCR 4, London to Fishguard via Reading and Pembroke uses Lower Lamphey Road. Lower Lamphey Road does not feature any separate pedestrian facilities between the village of Lamphey and Pembroke. The road is used for local access, cyclist and equestrian use.

¹ Pembrokeshire County Council, Consolidated Definitive Map: <https://www.pembrokeshire.gov.uk/definitive-map/view-the-consolidated-definitive-map>

² Sustrans, NCN Map: <https://www.sustrans.org.uk/national-cycle-network>

3.2 Existing Road Links

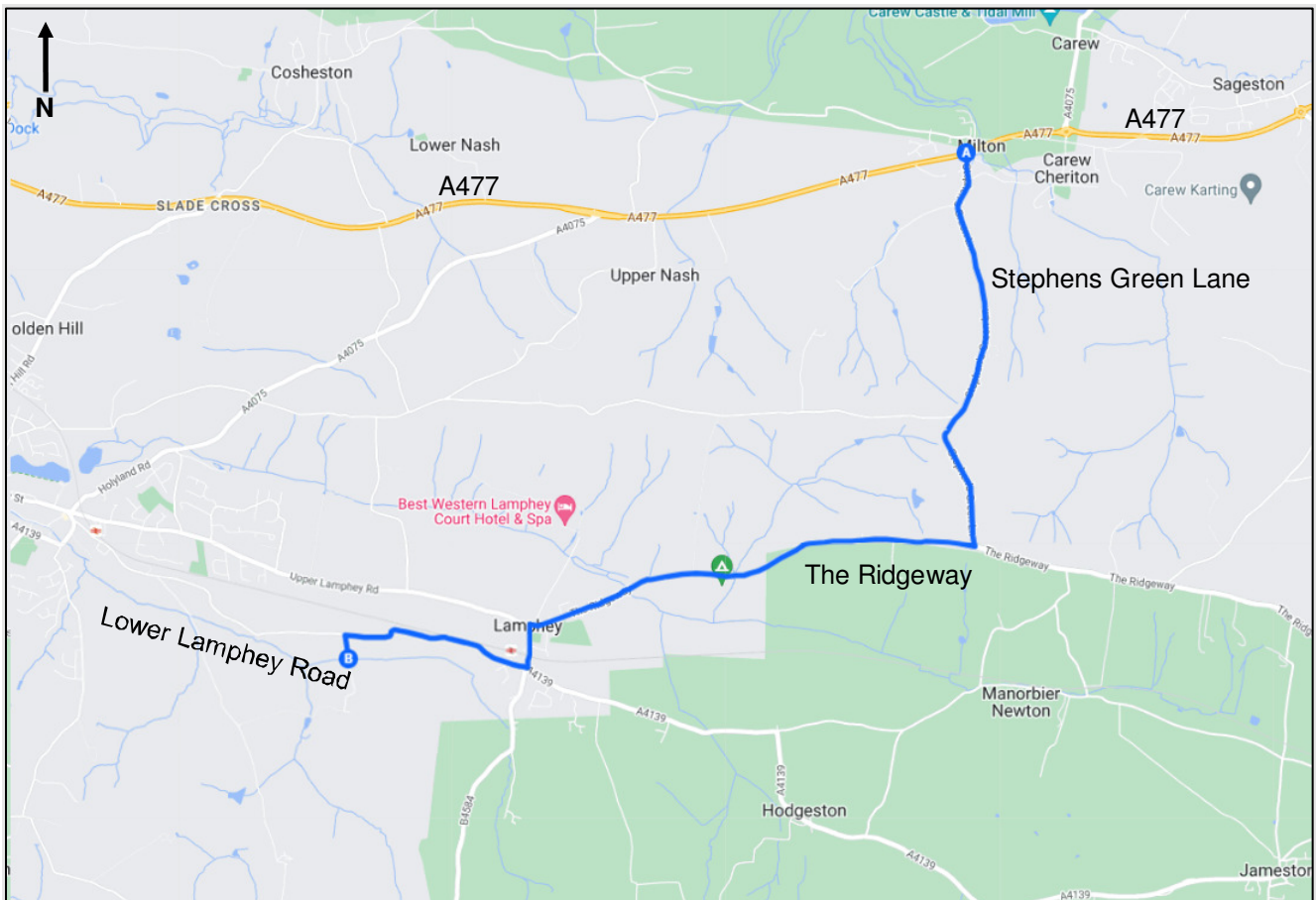
The nearest trunk road is the A477 Pembroke Dock – St Clears. The A477 provides strategic road connections from the A40 / A48 road corridors to Pembroke Dock. The road is maintained via the South Wales Trunk Road Agent (SWTRA). The road is a two-lane district distributor road in good condition.

The A477 is connected to Lamphey by Stephens Green Lane and The Ridgeway. Both roads are maintained by PCC and permit local access from Lamphey for all vehicle classes. Both roads vary in width but can accommodate Heavy Goods Vehicle (HGV) traffic.

Lower Lamphey Road connects the Proposed Development site with Lamphey village. The road is maintained by PCC and is effectively 1 and ½ lanes wide. The road has a number of passing places along its length to allow passing traffic to pass in safety.

The study area roads are illustrated in Figure 3.

Figure 3 Access Route from the A477



3.3 Road Safety Review

A review of the online accident database CrashMap³ indicates that there have been no accidents on Lower Lamphey Road between 2018 and 2022.

A review of the access route leading from Lamphey to the A477 for the same period indicates that seven accidents have been recorded. Six accidents are classified as “Slight” (damage only) and one accident as “Serious” (involving an injury). No fatal accidents were noted.

³ CrashMap Database: <https://www.crashmap.co.uk/>

A review of these seven accidents noted that no HGV or cyclist traffic was involved in any of the accidents. One accident in Lamphey involved a single motorcycle and occurred in winter 2019, with a Young Driver (i.e. under 21 years old) involved. Young Drivers accounted for a further two slight accidents on Stephens Green Lane.

All other recorded accidents involved cars and are located either at a junction or on a bend in the road. The bend to the south of the junction of Stephens Green Lane and Deer Park Lane was the location of three accidents. The "Serious" class accident involved one vehicle in winter conditions at this location. The other accidents at this location also involved one vehicle only and suggests that speed or road conditions were a major factor, rather than other traffic.

Based on the information available, it has been established that there are no specific road safety issues within the immediate vicinity of the Proposed Development that currently require to be addressed or will be exacerbated by construction activities.

4 Potential Traffic Impact

4.1 Operational Phase Traffic

No assessment of the operational phase of the development has been undertaken, as traffic flows associated with this phase will be circa two Light Goods Vehicle (LGV) inbound trips every two weeks to monitor and review the operation of the solar panels.

The largest impact would be associated with the construction phase and this has been considered and assessed in the following sections.

4.2 Trip Generation

The proposed construction works are estimated to take up to nine months in total and would commence no earlier than 2027 if planning permission is granted. The programme has been divided into its component sections and estimates of the likely traffic generation have been made from the material quantities, staff requirements and component deliveries required. The main areas of construction traffic can be subdivided into:

- Site establishment and creation of the site compound;
- Creation of the site access tracks;
- Installation of the solar panels frames, panels and invertors;
- Installation of the proposed transformers and high voltage (HV) equipment;
- Cabling within the site;
- Site restoration, security and fencing works;
- General material deliveries;
- Commissioning of the equipment and testing; and
- Arrival and departure of construction and commissioning staff at the site.

The traffic generation during the construction phase has used first principles to establish the volume and tonnage of construction materials. This has then been converted to two-way vehicle movements to create the construction programme illustrated in Table 1.

It is proposed that 15% of the construction staff working at the site would arrive in single occupancy cars and that the remaining 85% will arrive in LGV or minibuses. A Travel Plan for staff reducing the need for single car access to the site will be developed to help reduce staff traffic numbers.

Table 1: Construction Traffic Movements

Description	Vehicle Class	Month								
		1	2	3	4	5	6	7	8	9
Site Establishment	HGV	60								60
Ground Works	HGV	198	198							
Compound	HGV		110	110						
Site Tracks	HGV		190	190	190					
Geotextiles	HGV		6							
Solar Array Works	HGV				126	126	126			
Cabling & Cabling Sand	HGV					825	825	825		
Concrete Deliveries	HGV			18						
HV Infrastructure	HGV					60				
Internal HV Works & Buildings	HGV				44					
Site Restoration & Fencing	HGV							23		
General Deliveries	HGV	44	44	44	44	44	44	44	44	44
Commissioning	LGV								88	88
Staff Movements	LGV	550	968	1100	1100	1100	1100	1100	1100	748
Total Vehicles		852	1516	1462	1504	2155	2095	1993	1232	940
Total LGV		550	968	1100	1100	1100	1100	1100	1188	836
Total HGV		302	548	362	404	1055	995	893	44	104
Total LGV per Day		25	44	50	50	50	50	50	54	38
Total HGV per Day		14	25	16	18	48	45	41	2	5
Total Vehicle Movements per Day		39	69	66	68	98	95	91	56	43

Please note that rounding errors may occur.

The peak of construction activity occurs in Month 5 of the construction programme, with a total of 98 construction movements (49 inbound and 49 outbound trips per day), comprising 48 HGV and 50 car / LGV movements.

4.3 Distribution of Construction Trips

Exact material suppliers will be determined through a Balance of Plant (BoP) contract. The supplies anticipated for use in this study however are based upon the following assumptions:

- Aggregate and stone: Supplied from quarry sites located to the northeast, with loads accessing the site via the A477, Stephens Green Lane, The Ridgeway and Lower Lamphey Road;
- Solar panels and electrical equipment: Supplied from the west from Prembroke Dock via the A477, Stephens Green Lane, The Ridgeway and Lower Lamphey Road;
- General construction supplies: Supplied from the west; and
- Construction Staff: It has been assumed that the workforce during the construction period will be based in Pembroke and Pembroke Dock and will access the site via Upper Lamphey Road and the village of Lamphey Road.

These general distributions have been applied to the peak of construction activities to estimate the likely peak traffic associated with construction activities. The peak construction traffic flows are summarised in Table 2.

Table 2: Peak Daily Construction Movements

Description	Cars & LGV	HGV	Total Traffic
Lower Lamphey Road (East of the Site Access)	50	48	98
Upper Lamphey Road	50	0	50
The Ridgeway	0	48	48
Stephens Green Lane	0	48	48
A477 West	0	26	26
A477 East	0	22	12

At the peak month of construction, 48 HGV movements (24 inbound and 24 outbound) are predicted. On average, this represents two inbound HGV per hour to the site, over a typical 12-hour day on site.

A peak of 98 movements per day during a temporary construction period is not considered a significant traffic effect on the overall road network. The impact on Lower Lamphey Road will however require physical mitigation and upgrades to road are proposed in the following chapter.

To accommodate traffic and to minimise disruption as far as possible, a CTMP is proposed and is detailed in this report.

4.4 Abnormal Load Access

There are no Abnormal Indivisible Loads (AIL) associated with the Proposed Development and as a result, all loads will comply with the Construction & Use Regulations.

5 Lower Lamphey Road Works

5.1 Passing Places

There are seven passing places on Lower Lamphey Road between Lamphey and the proposed site access junction. These are generally small and are not considered wholly suitable to enable the safe access for HGV traffic.

To accommodate construction traffic associated with the Proposed Development, it is proposed that the existing passing places are lengthened and that additional mitigation measures are developed.

A review of Lower Lamphey Road has been undertaken using a topographical survey. Road enhancement works have been detailed and are illustrated in Appendix A.

The proposed works include the following and are all assumed to be within the limits of the adopted highway boundary:

- Extension of existing passing places;
- Creation of 6 metre (m) wide road at the site entrance;
- Widening of bends to enable articulated HGV access; and
- Trimming of verge vegetation to improve forward visibility.

The passing places have generally been designed to enable a passing area of 6m in width, sufficient to enable two HGVs to pass in safety. Where possible, 7m long entry and exit tapers have been provided, with all works, excluding the site access junction, being located in the limits of road adoption.

The passing places can either be permanent or temporary, depending upon the view of PCC. A permanent construction would provide a substantial benefit to all existing road users and can be constructed to adoptable standards. Alternatively, the works can be temporary and reinstated if required by PCC.

During articulated HGV deliveries, it is proposed that these loads are escorted at the junction of the A4139 and Lower Lamphey Road and that the crossing island is over-run by removing the traffic bollard. During these limited movements, other road users would be held by Stop / Go board traffic management to ease access at the junction.

The delay to other road users for the infrequent articulated HGV deliveries is considered minimal. The majority of HGV movements to and from the site would be by smaller, rigid HGV that do not require these additional measures.

5.2 Site Access Junction

The existing site access junction will be upgraded to accommodate the proposed construction traffic. A visibility splay of 4.5m x 160m is proposed and is illustrated in Appendix A.

The visibility to the east would be contained within the proposed road widening. Visibility to the west would require substantial hedgerow removal and it is suggested that instead of these works, the junction is operated using vehicle actuated temporary traffic lights during the construction period.

6 Construction Traffic Management Proposals

6.1 Introduction

The traffic management proposals in this report will be provided to the principal contractor and they will be required to abide by these regulations as part of their commercial contracts with the Applicant. Failure to follow the traffic management measures proposed would be a contractual matter and could result in contractors being dismissed from the site.

Pages with information about the construction of the solar farm will be available on a project website. These will be updated throughout the construction period. A telephone number for the contractor would be published during operational hours to resolve any traffic management problems that occur and these calls would be logged and reported to the Applicant on a weekly basis to monitor the situation.

The site access junction will be kept clear at all times during construction and will be monitored by on-site staff to ensure vehicles do not attempt to use the area for parking.

Use of a visible vehicle identification system would be employed for bulk delivery HGV to ensure compliance with the agreed route and driver behaviour standards. This will allow the public to identify any rogue vehicles to the site office for easy recognition and review.

The following measures would be provided to assist in managing traffic across the study area road network.

6.2 General Measures

Wherever reasonably possible, local suppliers such as quarries and concrete works are proposed to help minimise traffic levels of the network. Upon selection of the contractor, wider area routing information will be made available and final numbers of traffic movements confirmed.

The following measures would be implemented through a CTMP during the construction phase:

- Contractual requirement that contractors will only use the agreed access routes. HGV traffic will only access the site from the Lower Lamphey access junction with access and egress only via Lamphey (i.e. no left turn from the site onto Lower Lamphey Road);
- Direction signage signposting traffic on the agreed access routes;
- Identification numbers of HGV to allow easy recognition;
- Agreed times for HGV traffic to avoid passage through Lamphey, such as school drop off and pick up times;
- Providing the public with details of how to report use of unapproved routes or driving issues of concern;
- Using GPS trackers to allow the monitoring of regular bulk delivery vehicle movements;
- Setting out contractor disciplinary measures for those who ignore the agreed access route and enforcing these throughout the construction period;
- Construction staff and visitors will park in identified areas within the site. No parking on the public highway will be permitted;
- All site vehicles will feature “white noise” reversing warning devices to reduce noise disruption when on site;
- All materials delivery lorries (dry materials) will be sheeted to reduce dust and stop spillage on public roads;
- Specific training and disciplinary measures will be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway; and
- Site induction for all staff instructing them on what route to site they can use to enter and exit the site and obtaining their acknowledgement that there is only one approved access route. The induction would include:
 - A tool box talk safety briefing;

- The need for appropriate care and speed control;
- A briefing on driver speed reduction agreements (to slow site traffic at sensitive on the route); and
- Identification of the required access routes and access junction operation and the controls to ensure no departure from these routes.

6.3 Road Signage

A junction signage strategy will be prepared and agreed with PCC prior to works commencing. The strategy will include the following:

- Direction signage to ensure vehicles keep to the approved access routes;
- Site access signage to advise other road users of increased movements in the vicinity of the access junctions. This may include a temporary speed limit during the access junction upgrade works;
- Chapter 8⁴ (Traffic Signs Manual) compliant “Slow Down” and construction warning signage along Stephens Green Lane, The Ridgeway and Lower Lamphey Road in the vicinity of the access junctions; and
- All signage to be bilingual in English and Welsh.

Regular maintenance will be undertaken at the sign locations to keep the plates clean and to ensure that verge vegetation does not obscure them.

6.4 Wheel Cleaning Facilities

Wheel cleaning facilities will be established at the site entrances during the initial works. This will take the form of a dry wheel wash and wheel and axle hand cleaning tools will be kept near the access.

A road sweeper would also be provided at site during the construction phase to ensure that Lower Lamphey Road is kept clean in the vicinity of the site access junction.

To ensure that the site traffic does not bring mud or other debris onto the public road, the first 10m of the access track leading into the site will be in a metalled finish. This will be maintained through into the operational phase.

6.5 Turning Facilities & Banksmen

For safety reasons, both onsite and for other road users, the site has been designed so all vehicles can enter and exit the site in a forward gear. No vehicle shall reverse onto unmanaged public roads and shall only enter / exit the site using forward gear only.

A banksman will be provided at the site access to help guide traffic within the site and to ensure health and safety access for the site. The banksman will be in radio contact with the wider site compound to advise of movements to and from the site.

6.6 Wear & Tear Agreement

An agreement is suggested to cover the cost of any abnormal wear and tear on Lower Lamphey Road. This would be agreed with PCC, subject to the granting of planning approval.

⁴ [Department for Transport/Highways Agency, Department for Regional Development \(Northern Ireland\), Transport Scotland & Welsh Assembly Government \(2009\): Traffic Signs Manual, Chapter 8 – Traffic Safety Measures and Signs for Road Works and Temporary Situations](#)

The wear & tear agreement will address concerns about possible damage to the public road, verges and structures. It will be based upon condition surveys of the road to ensure that the condition of the road does not deteriorate as a result of the construction works.

Video footage of the pre-construction phase condition of the agreed area covered by the condition survey would be recorded to provide a baseline of the state of the road prior to any construction work commencing. This High Definition (HD) baseline review would inform any change in the road condition during the construction stage of the proposed Development as it notes the existing condition of the road (surface, verge and other infrastructure) and details its current condition.

The condition survey would feature still images for the survey and would measure specific defects to monitor their progression. Locations of points would be accurately logged using a GPS tracker.

To agree the current state of the road, the report would be agreed with the Council prior to construction works commencing. Any immediate necessary repairs would be coordinated with PCC.

Any damage caused by traffic associated with the Proposed Development, during the construction period that would be hazardous to public traffic, would be repaired immediately.

There would be a regular road edge review and any debris and mud would be removed from the public carriageway to keep the road clean and safe during the construction period.

Where defects occur, the principal contractor will ensure that they or their highways contractor will maintain a stockpile of road repair material on site to undertake repair works quickly and efficiently, when authorised by the Council to undertake interventions.

Upon completion of construction activities, a follow-on condition review will be undertaken around the site access junction and a defects list prepared. Works required to reinstate the road back to its original condition would be undertaken at the Applicant's expense following a review by PCC.

6.7 Non-Motorised Road Users

6.7.1 Cyclists

The contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors.

Signage will be installed on the site exit that makes drivers aware of local speed limits. Drivers will also be reminded of the potential presence of cyclists and other vulnerable road users on the road network. This will also be emphasised in the weekly toolbox talks.

6.7.2 Equestrians

No scoping response has been received from The British Horse Society, however measures implemented on similar schemes will be given consideration as part of the Proposed Development. These measures are predominantly focused around the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and

- Anxiety on the part of the rider.

The British Horse Society recommends the following actions. These will be included in the site training for all HGV drivers and regular reminders via toolbox talks will be undertaken:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

7 Summary

This combined Transport Statement and Construction Traffic Management Plan has considered the likely impact of traffic generated by the Proposed Development on the local road network.

A review of the type and volume of vehicles associated with the construction programme has been provided and the peak of construction activities identified. This peak in traffic has been used to review the potential impact that construction activities would have.

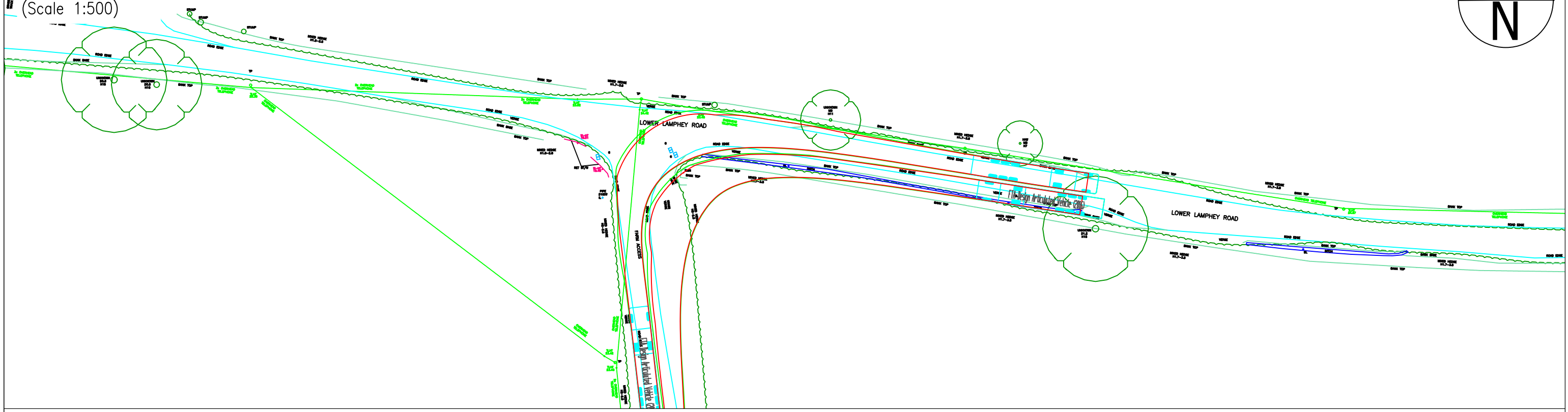
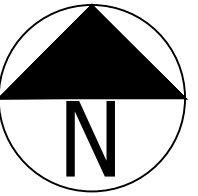
Construction of the Proposed Development will generate approximately 98 vehicle movements per day at the peak of construction. It is expected that during the peak month of construction (Month 5), 48 two-way HGV movements per day will occur per day. A further 50 car / LGV movements would be created by construction staff and lighter deliveries travelling to and from the site.

Traffic management procedures have been proposed within this report which would ensure the safe operation of the approach routes to the Proposed Development during construction. Determination of the final details of these traffic management measures will occur once the contractor has been appointed and can be secured via an appropriately worded planning condition.

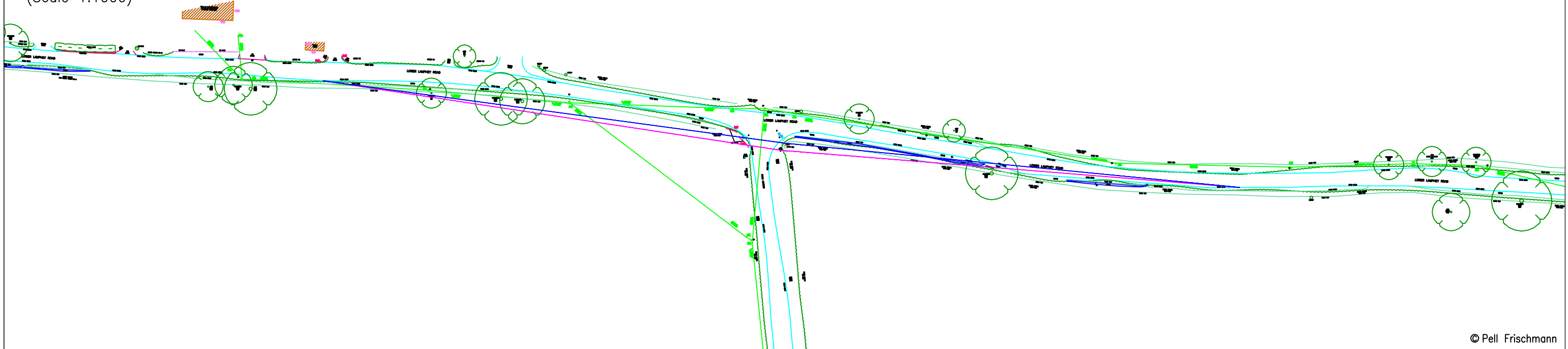
As the Proposed Development will not be manned, operational traffic is expected to be minimal and would be conducted by smaller vehicles. The impact of this on the wider road network will be negligible. It is therefore concluded that there are no transport related matters which would preclude the construction of the Proposed Development site.

Appendix A Lower Lamphey Road Works

Articulated HGV
Swept Path
(Scale 1:500)



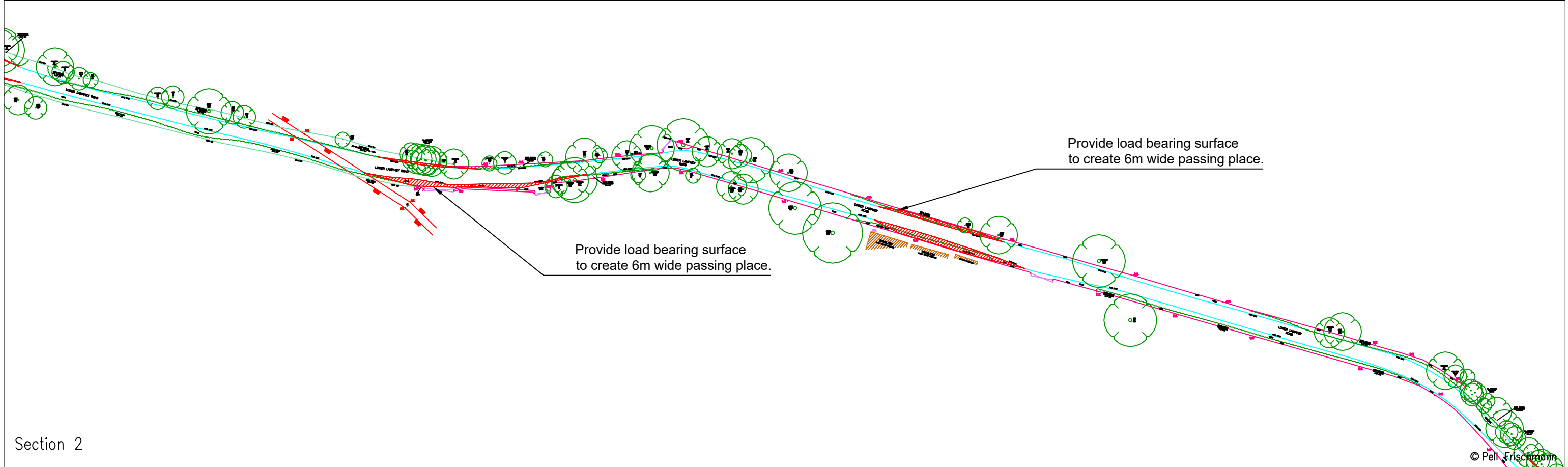
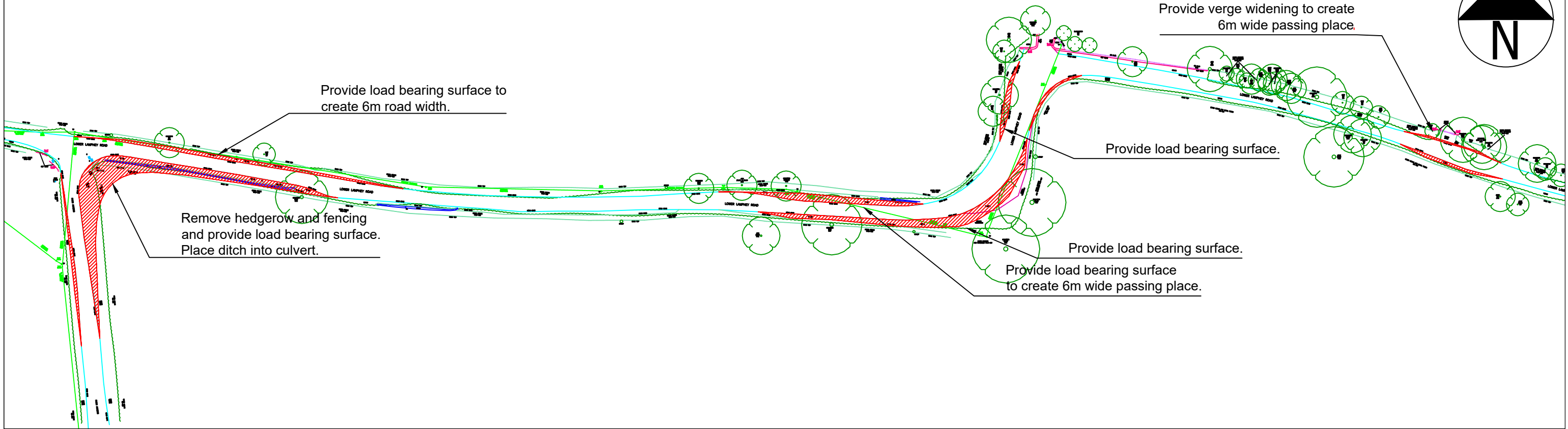
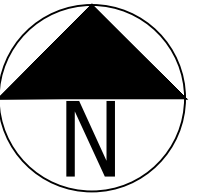
Junction Visibility
Splay:
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4.5m x 120m █
(Scale 1:1000)



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	Client	Statkraft		Designed	GB	25/03/2024	File No.		240129 Lower Lamphey Works.dwg	
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	SPA Location	Proposed Site Access Junction		Drawing No.	SK01		Notes:	Revision		0
					1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only. 3. Do not scale from this drawing.					

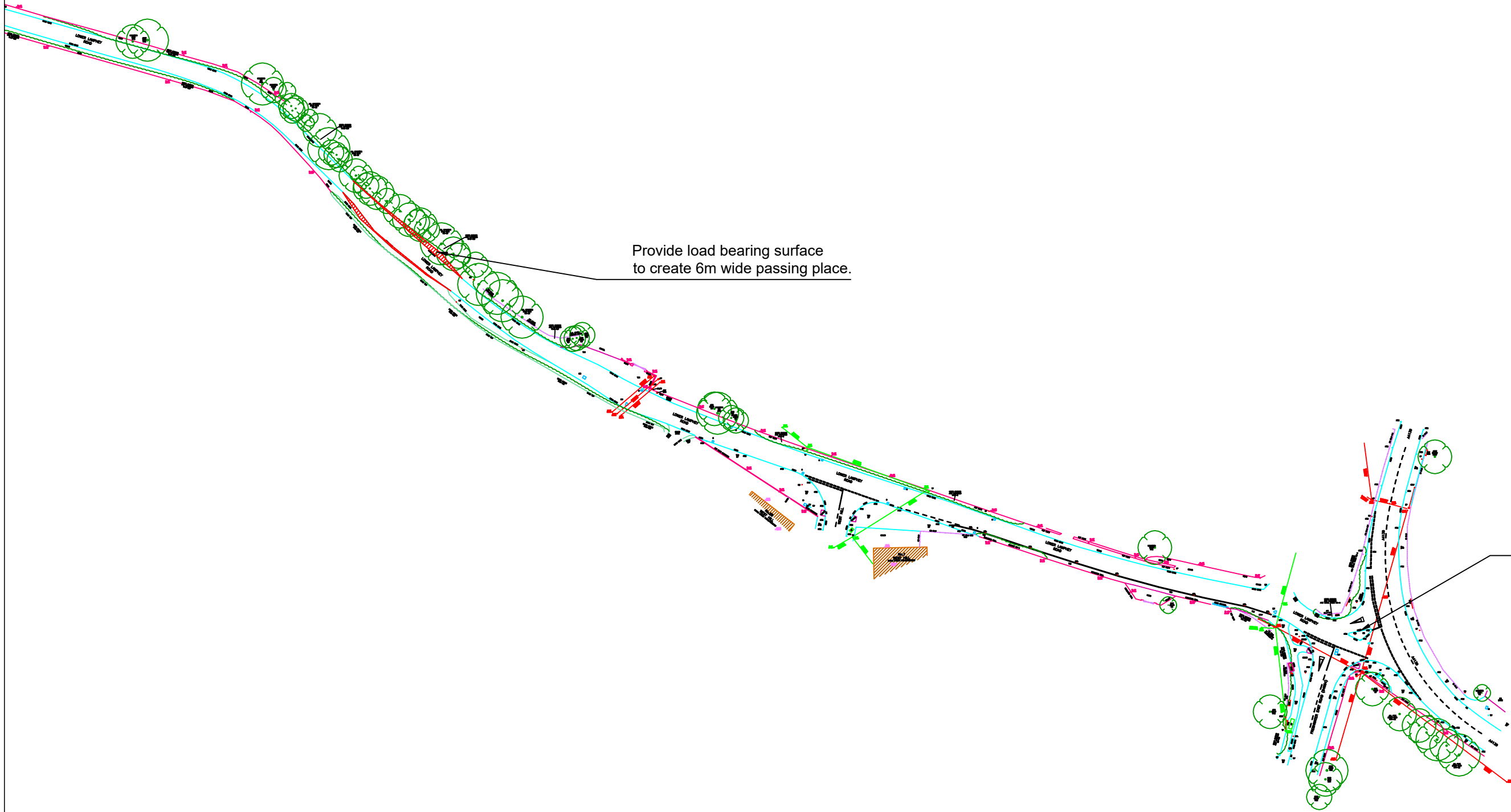
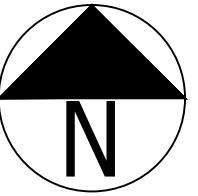
Section 1



Section 2

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Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfe@pellfrischmann.com www.pellfrischmann.com	Project	Alleston Solar Farm		Drawn	GB	30/01/2024	Scale	1:1000 @ A3	
	Client	Statkraft		Designed	GB	25/03/2024	File No.	240129 Lower Lamphey Works.dwg	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Lower Lamphey Road Works		Checked	SMcG	29/01/2024	Drawing Status	Draft	
	SPA Location	Lower Lamphey Road. Site Access – Lamphey (West)		Point of Interest	2		Drawing No.	SK02	Revision
				Notes:			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only. 3. Do not scale from this drawing.		



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	Client	Statkraft		Designed	GB	25/03/2024		File No.	240129 Lower Lamphey Works.dwg
Key Wheel SPA (Red line) Body SPA (Green line) Load SPA (Magenta line) Indicative (Cyan line) Over-run (Red hatched) Over-sail (Blue hatched)	Drawing Title	Lower Lamphey Road Works		Checked	SMcG	29/01/2024		Drawing Status	Draft
	SPA Location	Lower Lamphey Road. Site Access – Lamphey (East)		Point of Interest	3				Revision
		Drawing No.	SK03	Notes:					
				1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only. 3. Do not scale from this drawing.					