Fferm Solar Larnog

Environmental Statement

Volume IV, Appendix 5B: Construction Traffic Management Plan

November 2026

Issue Sheet

Report Prepared for Trydan Gwyrdd Cymru

Document Title

Volume IV, Appendix 5B: Outline CTMP

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1. Introduction

1.1. Background

1.1.1. WSP UK Ltd (WSP) have been commissioned by Trydan Gwyrdd Cymru (hereafter, the 'Applicant') to provide an outline Construction Traffic Management Plan (oCTMP) to support the Environmental Impact Assessment (EIA) and planning application for the proposed Larnog Solar Farm (hereafter, the 'Proposed Development') located between Penarth and Sully within the Vale of Glamorgan.

1.2. Purpose of this oCTMP

1.2.1. This oCTMP details the measures and initiatives proposed to manage and mitigate any construction related transport impacts, including access proposals, traffic volumes, types of vehicles and routing.

1.2.2. Through the selection of materials and working practices, this oCTMP seeks to minimise the adverse effects of vehicle movements on the existing transport network and surrounding residential areas.

1.2.3. This oCTMP covers the following:

- Details of the proposed construction access to the Site;
- The proposed routing of construction vehicles from the strategic highway network;
- The forecast construction vehicle and delivery volumes including employee trips to/from the Site;
- The impact of construction vehicles on the network;
- The level of traffic associated with the operational and decommissioning phases of the Proposed Development; and
- Details of the proposed mitigation measures.

1.2.4. An outline Construction Environmental Management Plan (oCEMP) is also provided as part of the ES (see **Appendix 5A: oCEMP** (Volume III of the ES**)**). The oCEMP considers the wider construction related impacts and has been informed by this oCTMP.

1.3. Pre-Application Enquiry

1.3.1. A request for statutory pre-application advice was sought from the Vale of Glamorgan Council (hereafter, 'the Council') in November 2025.

1.3.2. A response was received from the Council on 11 March 2026. The Council's Highway Development Section were consulted as part of the pre-application process.

1.3.3. Within this response it was stated that:

"The Local Highway Authority have been consulted and commented the following:

"A robust and detailed construction traffic management plan is required to be provided for approval. It is not yet known the primary means of access however Fort Road and St Marys Well Bay Road serve holiday/caravan parks including a small number of residential dwellings. The new Ysgol Y Deri school campus is also due to be completed along Fort Road in the next few months.

It would be useful to provide a transport statement to get an understanding of the impact of the development on the surrounding highway network.

Notwithstanding this the following information is also required:-

1. Proposed access arrangements for the construction phase and then post construction/future maintenance and DNO access.

- *Primary means of access and which road it lies from.*
- *Visibility shown on a plan for all junctions.*
- *Routes of transfer of materials to each parcel.*
- *From the adopted highway first 10m of access road/track should be completed in tarmac to prevent mud/debris entering the highway.*
- *Proposals for any temporary access post construction, i.e. works to close off or stop up.*

2. *A detailed and robust CTMP to be provided. Please include the following:*

- *Haulage routes shown on a plan, site opening and closing times and any restrictions to times of deliveries HGV traffic.*
- *Length of construction period.*
- *Envisaged trip rates for HGV's and other construction traffic during the construction phase. Also, possibly vehicle types.*
- *How construction traffic will impact on tourist locations and transport and how this will be managed.*
- *Ensure deliveries are kept outside of school AM and PM peak times depending on route.*
- *Wheel washing facilities to prevent mud and debris entering the highway.*

3. *Any impact on the adopted highway should be fully indicated. Any new cabling route needs to be fully highlighted and whether any cable route or connection to the grid will impact on the adopted highway. The proposed active travel route construction along the railway line will need to be fully considered.*

4. *A glint and glare assessment will need to be carried out to ensure there is no impact on users of the highway such as dazzling or distracting light reflection from the proposed panels.*

5. As part of any planning consent a pre-construction condition survey should be carried out of the haulage route and provided to the Local Highway Authority. The survey should be paid by the applicant and carried out by an independent highway maintenance consultant and extents agreed with Local Highway Authority.

6. As part of any planning consent a post construction condition survey of the haulage route should be carried out as per point 5 above. The Highway Authority will require at the developers expense to carry out any remedial works identified with the second condition survey that the Highway Authority Considers necessary as direct result of the works"

Further consideration would also need to be given to associated implications of works to provide access or passing bays, including for example any localised widening or loss of hedgerow. These elements in themselves may have other implications, for instance in terms of ecology.

Public Rights of Way:

There are several public rights of way (PRoW) which cross or run close to the proposed site, including a section of the Wales Coast Path. The indicative layout suggests that the public rights of way would not be directly impacted, however in the event the scheme obstructs any footpaths, a diversion or stopping-up order must be obtained, confirmed, and implemented before any development affecting the footpaths can proceed.

It was discussed at the site walkover if there are opportunities to upgrade the PRoWs as part of the development. I note that you have contacted the Council's Public Rights of Way Officer directly to discuss this further.

It has also been noted within their consultation response that no adverse impact should result to the footpaths and that any damage to the surface would have to be repaired by the developer. Care would also need to by the construction team and if a temporary closure of a footpath is required to facilitate works, this should be sought under the Road Traffic Regulation Act 1984."

1.4. EIA Screening Opinion

1.4.1. A request for an EIA Screening Direction was submitted to the Council in December 2025. The report which supported the request for an EIA Screening Direction outlined that a Transport Statement and an oCTMP would be submitted in support of the planning application for the Proposed Development.

1.4.2. The Council provided an EIA Screening Direction on 26 March 2026 (please refer to **Appendix 1A: EIA Screening Opinion** of the ES). The EIA Screening Direction referred to comments received from the Highway Development Section as part of the statutory pre-application advice, as follows:

1.4.3. *"… a Transport Statement, to understand the impact of the development on the surrounding highway network, a Construction Traffic Management Plan, details of any impact on the adopted highway, and glint and glare assessment would be required. It was also noted that as part of any planning consent a pre-construction and post-construction survey of the haulage route would be required*."

1.5. Scope of oCTMP

1.5.1. A Transport Scoping Note for a Transport Statement and oCTMP was submitted to the Council in April 2026. The Transport Scoping Note is provided in **Annex A** of **Appendix 11F: Transport Statement** (Volume IV of the ES).

1.5.2. A subsequent meeting between WSP, the Applicant, and the Council's Highway Development Section took place on 16 April 2026. As part of the meeting, the scope of the oCTMP was agreed, along with traffic survey locations to be undertaken.

1.6. EIA Scoping Report

1.6.1. A request for an EIA Scoping Direction was submitted to the Council in June 2026 (please refer to **Appendix 1B: EIA Scoping Report** of the ES). Traffic and Transport was scoped out of the EIA process on the basis that the traffic generated as part of the Proposed Development would not meet the relevant criteria and thresholds requiring assessment of significant environmental effects.

1.6.2. An EIA Scoping Direction was received from the Council on 7 October 2026 (please refer to **Appendix 1C: EIA Scoping Opinion** of the ES). The EIA Scoping Direction stated the following:

"The applicant has engaged the Local Highway Authority, and it is understood that meetings have been held to agree the location for traffic surveys to be undertaken and principal study area. A copy of the Transport Scoping Document is provided at Appendix F. The applicant proposes to submit a Transport Statement with the planning application which will include an assessment of accessibility, safety, traffic generation, and impacts on PRoW and the local highway network. They also propose to submit an Outline CTMP which will include measures to control vehicle movements during construction.

It is agreed that this topic can be scoped out, however it would be useful for an Outline Decommissioning Traffic Management Plan to be submitted with a planning application to consider how traffic and transport impacts can be managed during this phase."

1.7. Distribution and Control of the CTMP

1.7.1. Following the grant of planning consent and completion of detailed design, this oCTMP would be developed into a detailed CTMP, which would reflect the final design, construction programme, and any requirements from the Local Highways Authority.

1.7.2. Contractors and personnel working on the Site will be provided with access to the most current version of the CTMP. The CTMP is a dynamic document that will be reviewed, updated and amended as necessary during the construction programme to make the Site access and working arrangements safer.

1.7.3. Any document revisions and updates will be subject to approval by the Site Manager and/or the Council, where appropriate. Consultation with the Council will be undertaken as part of this process.

1.7.4. Changes to the CTMP will be communicated to all personnel through inductions and on-going training.

2. The Site

2.1. The Site

2.1.1. The Site is located on land between the settlements of Penarth, located approximately 500 m to the north-east, and Sully, located approximately 550 m to the west.

2.1.2. The surrounding area comprises a mixture of agricultural land, residential development and recreational uses. There are several isolated farmsteads and individual residential properties in the vicinity of the Site, including dwellings located along Fort Road and St Mary's Well Bay Road.

2.1.3. The Site comprises an area of approximately 46.5 ha, and largely comprises agricultural land, with defined hedgerow boundaries and clusters of woodland. The land is owned and managed by Welsh Government.

2.1.4. The Site is bound to the west by the B4267 Lavernock Road, and the Glamorgan Coast to the east and south. To the north, the Site is bound by Ysgol Llyn Derw (recently developed), and a proposed mixed-use development, known as Upper Cosmeston Farm, which received outline planning approval in 2024 (planning reference: 2020/01170/OUT).

2.1.5. A disused railway corridor traverses the north of the Site in an east-west direction.

2.1.6. The Site location is shown on **Figure 2.1**.

2.1.7. Several Public Rights of Way (PRoW) intersect or adjoin the Site, including Public Footpaths L1/2/1, L1/7/1, L1/8/1 and L1/5/1, which form part of the Wales Coast Path. Public Footpath L1/5/2 provides a connection between the Wales Coast Path and Fort Road. These PROW are presented in **Figure 2.2**.

Local Highway Network

2.1.8. The Site is located south of the B4267 Lavernock Road. Access to the Site will primarily be off St Mary's Well Bay Road. The local highway network is shown in **Figure 2.3**.

St Mary's Well Bay Road

2.1.9. St Mary's Well Bay Road is a rural C-classified highway extending southwards from its priority junction with the B4267 Lavernock Road.

2.1.10. The road is approximately 5.0 m wide close to the junction with the B4267 Lavernock Road before narrowing to approximately 3.0 m further south. The route is rural with hedgerows and vegetation located along sections of both highway boundaries.

2.1.11. A railway overbridge is located approximately 180 m south of the B4267 junction. The bridge provides a vertical clearance of approximately 4.1 m and therefore represents a key consideration for abnormal loads. The railway overbridge is no longer in use but forms part of the proposed Active Travel Route from Cosmeston to Sully.

2.1.12. No parking restrictions are present, until approximately 50 m north of The Bay Caravan Park, where double yellow lines are present with no parking at any time between 1 May and 30 September. The road is a means of access to The Bay Caravan Park, a small number of residential units and is a no through road. The Wales Coast Path follows along the road south from The Bay Caravan Park and links across to Beach Road where it continues along the coastline.

2.1.13. Site observations and the traffic count data indicate that traffic flows on St Mary's Well Bay Road are generally low and comprise local traffic, agricultural vehicles and vehicles accessing nearby properties and visitor destinations.

B4267 Lavernock Road

2.1.14. The B4267 Lavernock Road provides the primary connection between the Site and the wider highway network. The route connects Lavernock with Penarth, Sully and Barry and accommodates a mixture of local, commuter and visitor traffic.

2.1.15. The junction of St Mary's Well Bay Road and the B4267 will form the principal point of access for all construction traffic associated with the Site.

Fort Road

2.1.16. Fort Road is a rural road providing a connection south-east towards Marconi Holiday Village and St Lawerence's Church and the northwestern end it connects into the B4267 Lavernock Road.

2.1.17. The width of Fort Road varies between 4 – 5 m, the road is rural with hedgerows along both sides of the carriageway.

2.1.18. No parking restrictions are present on Fort Road, until the Marconi Holiday Village, where double yellow lines are present to the south with no parking at any time. The road provides a connection to the Wales Coast Path.

Wider Highway Network

B4267 South Road

2.1.19. The B4267 (South Road) continues from Lavernock Road and traverses through Sully and connects to the B4267 Sully Moors Road. The B4267 is a single carriageway B-road, comprising one lane in each direction. It is subject to a speed limit of 30 mph which drops to 20 mph through Sully.

B4267 Sully Moors Road

2.1.20. The B4267 (Sully Moors Road) continues from South Road and connects to the A4055 and the A4231. The B4267 is a single carriageway B-road, comprising one lane in each direction. It is subject to a speed limit of 40 mph.

A4231 Barry Docks Link Road

2.1.21. The A4231 (Barry Docks Link Road) connects the B4267 Sully Moors Road to the wider highway network and provides an east west route between Barry and Cardiff. The A4231 is predominantly a dual carriageway A-road, comprising two lanes in each direction, and forms a strategic link between the A4055 and the A4232. The route is subject to a national speed limit along much of its length.

A4050 Port Road

2.1.22. The A4050 (Port Road) provides a key route through Barry, connecting the A4231 Barry Docks Link Road with the A4232. The road is predominantly a single carriageway. Speed limits vary along the route, with sections typically subject to 40 mph and 50 mph limits.

A4055 Cardiff Road

2.1.23. The A4055 (Cardiff Road) forms a principal route between Barry and Cardiff. The road is predominantly a single carriageway A-road, comprising one lane in each direction. Speed limits along this section are typically 30 mph within urban areas.

A4055 Barry Road

2.1.24. The A4055 (Barry Road) continues north-east from Cardiff Road and provides a direct connection towards Cardiff. The route forms an important corridor for traffic travelling between Barry, Penarth and Cardiff and connects with the A4232 Cardiff Bay Link Road. The A4055 is generally a single carriageway A-road, comprising one lane in each direction, and is subject to varying speed limits, typically between 30 mph and 40 mph.

A4232 Cardiff Bay Link Road

2.1.25. The A4232 (Cardiff Bay Link Road) forms part of Cardiff's strategic highway network and provides a high-capacity route linking Cardiff Bay with the M4 motorway. The road is predominantly a dual carriageway, comprising two lanes in each direction, and facilitates movements between Barry, Cardiff and the wider South Wales region. Speed limits vary along the route, with sections commonly subject to 50 mph and 70 mph limits.

M4

2.1.26. The M4 motorway forms part of the strategic road network (SRN) and provides connectivity between South Wales, England and the wider motorway network.

3. Construction of the Proposed Development

3.1. Overview

3.1.1. The main features of the Proposed Development will consist of the following:

- Ground mounted Solar PV modules with a total installed capacity of approximately 35 MW. The PV modules will be mounted on fixed-tilt support structures facing south;
- Project Substation compound, which will include substation, switching and control equipment, storage areas, vehicular parking, material laydown areas, perimeter fencing, lighting, security infrastructure and associated ancillary equipment. Battery Energy Storage System (BESS) would also be included within the Project Substation compound;
- Balance of Solar System (BoSS) which comprises inverters, transformers and switchgear;
- Ancillary infrastructure works including underground cables, boundary treatments, security equipment, weather stations, landscaping, biodiversity enhancement, access tracks, earthworks, surface water management, and any other works identified as necessary to enable the development;
- Permanent diversion of Public Footpath L1/5/2; and
- Associated safety and security infrastructure required for the construction, operation and decommissioning of the Proposed Development.

3.1.2. The Site layout is shown in **Figure 5.1: Indicative Site Layout** (Volume III of the ES).

3.2. Construction Access

Site Access

3.2.1. Construction access to the Site will be provided via three access points from St Mary's Well Bay Road. The access points will utilise existing field accesses, which will be used by construction traffic to access the temporary construction compounds. The locations of the construction compounds and associated construction access points are shown on **Figure 5.8: Construction Compounds and Access** (Volume III of the ES).

3.2.2. The **Main Construction Compound** is located within a field to the south of the B4267 Lavernock Road, with access from St Mary's Well Bay Road approximately 100 m to the south. The field within which the Main Construction Compound will be located is currently used for the storage of agricultural materials and the parking and movement of agricultural vehicles. The Main Construction Compound will be the primary location for construction vehicles accessing the Site, as well as being the parking location for construction staff.

3.2.3. The **Western Satellite Compound** will be located within a field to the west of St Mary's Well Bay Road, approximately 570 m south of its junction with the B4267 Lavernock Road. Access to the compound will be provided directly from St Mary's Well Bay Road. Following completion of construction, this access will be retained as a permanent access point for the operational phase of the Proposed Development. Reduced visibility has been identified at the southern arm of the access junction with St Mary's Well Bay Road. While traffic movements at this access are anticipated to be relatively limited, vegetation will be cut back as necessary to maximise available visibility. In addition, a banksman positioned in a suitable and safe location will assist construction vehicles when exiting onto St Mary's Well Bay Road.

3.2.4. The **Eastern Satellite Compound** will within a field to the east of St Mary's Well Bay Road, approximately 240 m south of its junction with the B4267 Lavernock Road. Access to the compound will be provided directly from St Mary's Well Bay Road. Following completion of construction, this access will be retained as a permanent access point for the operational phase of the Proposed Development.

3.2.5. The largest construction vehicle that will access the Site will be a 16.5 m Heavy Goods Vehicle (HGV). As there is still some finalising around the type of vehicles to access the Site and, as such, there is the potential that Abnormal Load Vehicles (AILs) may be required to deliver elements of the Proposed Development. Drawings contained in **Annex B** and **Annex C** show the swept path analysis of a 16.5 m HGV and AIL.

3.2.6. Where the construction site accesses interface with the public highway, it will be constructed with a concrete surface extending to the Site access gates. Beyond the gates, the access track will comprise a crushed aggregate surface.

3.2.7. A Vehicular Access Strategy for the construction period has been carried out in support of the oCTMP, please refer to **Annex B**. The Vehicular Access Strategy has considered the location of The Bay Caravan Park located along St Mary's Well Bay Road by ensuring construction vehicles access the Site before the entrance to the caravan park.

Internal Access Tracks

3.2.8. Internal access tracks will be provided throughout the Site to facilitate access for construction, operational and maintenance vehicles. Where practicable, the Proposed Development will utilise existing farm tracks, field gateways, and gaps in field boundaries to minimise the need for new access infrastructure and avoid the loss of existing vegetation and habitats. Early survey work has identified that all fields designated for solar PV panels have suitable access points and are able to be connected by a series of proposed tracks.

3.3. Construction Programme

3.3.1. Construction of the Proposed Development is indicatively scheduled to commence in 2028 and last for approximately 6 - 9 months, followed by a commissioning period of approximately 3 months.

Construction Activities

3.3.2. The types of construction activities that may be required include the following:

- Site preparation;
- Import of construction materials, plant and equipment to the Site;
- Establishment of construction compounds and welfare facilities;
- Upgrading existing tracks and construction of new access tracks within the Site;
- Erection of module mounting structures and mounting of modules. Installation of electric cabling, inverters, transformer cabins, and battery storage units;
- Construction of Project Substation and installation of equipment;
- Appropriate storage and capping of soil and construction drainage;
- Installation of fencing, gates, security infrastructure and associated site signage
- Landscape planting, habitat creation and ecological enhancement works, where required;
- Cable pulling;
- Testing and commissioning; and
- Site reinstatement (i.e. returning any land used during construction, for temporary purposes, back to its previous condition).

3.4. Construction Workforce and Travel Arrangements

3.4.1. During construction, the workforce is anticipated to comprise up to 100 personnel per day during peak periods, with the average daily workforce expected to be lower. A total of 75 car parking spaces will be provided within the Main Construction Compound for construction personnel. This level of parking provision is considered sufficient, as the workforce will be encouraged to car share where practicable. A minibus service may also be provided to transport personnel to and from the Site, helping to reduce the number of individual vehicle movements associated with the construction workforce.

3.5. Construction Working Hours

3.5.1. Construction work will be restricted to the following hours:

- Monday to Friday: 07:00 to 19:00; and
- Saturday: 07:00 to 13:00.

3.5.2. Quiet on-site working activities such as electrical commissioning have been assumed to extend outside the core working times, noted above, where required. No working will be undertaken on Sundays.

3.5.3. Working hours may be reduced at times due to seasonal or weather restrictions or in certain locations where required as mitigation (for example during the breeding bird season should a stand-off from an active nest be required).

3.5.4. Deliveries shall be outside of morning and afternoon school peak times.

3.6. Construction Compounds

3.6.1. As discussed in Section 3.2, three temporary construction compounds will be established across the Site prior to the commencement of the main construction works. The compounds will incorporate temporary hardstanding areas, together with access aprons and haul roads formed from stone laid over a geotextile membrane.

3.6.2. The temporary construction compounds will comprise the Main Site Compound (approximately 2,600 m²), the Western Satellite Compound (approximately 3,250 m²) and the Eastern Satellite Compound (approximately 900 m²).

3.6.3. Where required, temporary lighting and appropriate security measures will be provided within the compounds to facilitate safe working and maintain Site security throughout the construction period.

3.6.4. The Main Site Compound shall be the principal hub for construction activities. This compound will comprise:

- Security fencing and access gates;
- Temporary welfare cabins;
- Material laydown area;
- 75 vehicle parking spaces for construction workers and construction vehicles;
- 10 Sheffield stands for cycle storage, including shelter;
- Fuel and bunded storage area; and
- Waste and recycling skips.

3.6.5. Upon completion of the construction works, the Main Site Compound and Eastern Satellite Compound will be removed and the land reinstated to its pre-construction condition. The Western Satellite Compound will initially serve as a temporary construction compound and, in stages throughout the construction period, will be progressively converted to form the permanent Project Substation Compound.

3.7. Wheel Washing Facilities

3.7.1. Wheel-washing facilities will be provided at all Site access points and positioned close to the junctions with St Mary's Well Bay Road. This will enable the wheels of construction vehicles to be cleaned before leaving the Site, minimising the potential for mud and debris to be deposited onto the local highway network.

3.8. Internal Routing and Access

3.8.1. Internal access roads will be provided throughout the Site to allow the movement of construction vehicles, and, during operation, provide access for maintenance and agricultural purposes. The internal access road will be constructed during the initial stages of the construction programme, enabling construction traffic to use the permanent access infrastructure and avoiding the need for temporary haul routes across the Site.

3.9. Construction Traffic Access Strategy

3.9.1. It is anticipated that the main construction works would take approximately 6 – 9 months. The construction traffic can be split into three main categories:

- Construction workforce movements;
- Delivery of construction plant/equipment; and
- Delivery of the Solar Park plant/equipment/materials.

Construction Workforce Movements

3.9.2. During construction, the workforce is anticipated to comprise up to 100 personnel per day during peak periods, with the average daily workforce expected to be lower. The workforce will be encouraged to use sustainable modes of transport to access the Site, however, to assess a worst case the peak vehicle demand could be 75 vehicles (i.e. 150 traffic movements per day). Car sharing will be encouraged and the possibility of minibuses for workers will be considered.

Delivery of Construction Plant/Equipment

3.9.3. Construction plant and equipment will be transported to the Site using low-loader vehicles. Plant and equipment to be delivered to the Site will include:

- Bobcat Tracked Digger, for the excavating and trenching;
- Tipper Truck, for material import and export;
- Vibrating Roller, for compaction of access tracks and hard standing;
- Piling Machine, for installing the PV Panel support structures/mounting systems;
- Telehandler, for movement of materials around the Site;
- Cement Mixer. Import concrete for foundations and substation;

- 4-Wheel Drive Forklift Trucks;
- 16.5 m articulated lorry, import of construction materials such as portacabins, mounting frames, panels and transformers;
- Low Loader, import of sub-station and construction vehicles such as a digger;
- 10 m rigid lorry, import of construction material;
- Panel Vans, import of construction material;
- Skip Lorry, Export of waste construction material; and
- Tractor, for installing the fencing.

3.9.4. Construction plant and equipment will be delivered to the Site during the initial weeks of the construction programme to facilitate the construction of the internal access roads and temporary construction compounds. Once this enabling infrastructure is in place, delivery of the plant, equipment and materials required for the construction of the Proposed Development will commence.

Delivery of the Solar Farm Plant/Equipment/Materials

3.9.5. Plant, equipment and materials required for the construction of the Proposed Development will be delivered to the Site using a range of vehicles, including HGVs, delivery trucks and concrete mixer trucks. Principal items to be delivered will include:

- Materials to construct the site access tracks;
- Surfacing materials for the temporary construction compounds and Laydown Area;
- Solar PV panels (approximately 50,000 - 55,000 PV panels);
- Approximately 95 inverters;
- 6 transformer stations;
- 1 substation;
- BESS equipment; and
- Approximately 5,300 m fencing.

3.9.6. Deliveries to the Site will initially access the Main Construction Compound, where vehicles will be directed and managed prior to onward movement to the relevant construction areas.

Total Construction Traffic Movements

3.9.7. The estimated number of vehicle movements associated with the construction phase, including construction personnel arriving at and departing from the Site by light goods vehicles (LGVs), such as cars and vans, and construction deliveries by HGVs, is presented in **Table 3.1**.

Table 3.1: Construction vehicle volumes

Construction Activity	Vehicle Type	Total Volume	Movements (Two Way)	Frequency	Timescale	
Construction workers	LGVs	75 workers	150	Per day	Every day	For 9 months
Fencing delivery	HGV	22 loads	9	Per day	5 days only	Within first month only
Delivery of stone	HGVs	503 loads	17	Per day	Every day	First 3 months
Delivery of concrete	HGVs	472 loads	16	Per day	Every day	
Delivery of sand	HGVs	48 loads	2	Per day	Every day	
Solar components	HGVs	74 loads	4	Per day	Every day	After 3rd month for 2 months
Cable delivery	HGVs	12 loads	2	Per day	Every day	
BESS	HGVs	35 loads	14	Per day	Every day	2 months
BESS	AIL	1 load	2	Once	n/a	n/a
Commissioning workers	LGVs	20 workers	40	Per day	Every day	Last 3 months

Construction HGV Traffic Routing

3.9.8. The construction access strategy is based upon construction traffic using the SRN as far as possible before routing onto the local highway network. The designated route for HGV traffic associated with the construction phase is illustrated in **Figure 3.1**.

3.9.9. The main construction route will be:

- M4 Junction 33;
- A4232;
- A4050 Port Road;
- A4231 Barry Docks Link Road;
- B4267 Sully Moors Road;
- B4267 South Road;
- B4267 Lavernock Road; and
- St. Mary's Well Bay Road.

3.9.10. Construction personnel and delivery drivers will be advised of the route in advance of driving to the Site.

Route Details

Inbound Construction Traffic

3.9.11. From the SRN (M4 to the north), construction vehicles will exit M4 at Junction 33 and then head south via the A4232 to the Culverhouse Cross Roundabout.

3.9.12. Construction vehicles will exit then exit the Culverhouse Cross Roundabout via the A4050 Port Road and continue until its roundabout junction with A4231 Barry Docks Link Road.

3.9.13. Construction vehicles will then exit the A4050/A4231 roundabout via the eastern arm of the A4231 Barry Docks Link Road. Construction vehicles should continue along the A4231 until the roundabout junction with the A4055 Cardiff Road, and the B4267 Sully Moors Road.

3.9.14. Construction Vehicles will then exit the roundabout via B4267 Sully Moors Road and continue until the roundabout junction with B4267 South Road and Hayes Road. Vehicles will then exit via B4267 South Road and continue along through Sully and onto B4267 Lavernock Road.

3.9.15. Vehicles will then exit the B4267 Lavernock Road at its junction with St Mary's Well Bay Road which provides access to the Site.

Outbound Construction Traffic

3.9.16. Upon egressing the Site westbound onto B4267 Lavernock Road, outbound construction traffic will follow the same route as described above in reverse.

Construction Traffic Routing

3.9.17. Other vehicle movements associated with construction of the Proposed Development will relate to construction workforce traffic or delivery by LGV and HGV. The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. Taking this into account, no prescribed routing will be applied to these vehicles.

Route Signage

3.9.18. Prior to commencement of construction, the Principal Contractor will erect temporary 'works traffic' signage on local roads as appropriate and in accordance with Chapter 8 of the Traffic Signs Manual[1]. This signage will be provided and maintained for the duration of the works. The required signage will fall into two broad categories: directional signage on the approved route to the Site and warning signage.

[1] Department for Transport, Traffic Signs Manual, 2009

3.9.19. Directional signage will be located at key points on the approved route to the Site with the purpose of reinforcing the route and discouraging construction vehicles from using other routes. Warning signage will principally be located within the vicinity of the Site entrance to warn members of the public of the possibility of HGV traffic.

3.9.20. The Applicant will consider the installation of permanent directional signage on the route to the Site to assist maintenance staff in navigating to the Site during the operational phase.

3.9.21. Any requirements for Temporary Traffic Regulation Orders (TTROs) to facilitate construction will be discussed and agreed with the local highway authority.

4. Proposed Mitigation Measures

Construction Traffic Management Principles

4.1.1. During the construction phase, the following traffic management principles will be observed:

- A site-based Delivery Transport Manager (DTM) will be appointed. The DTM will be responsible for ensuring that all vehicle movements to/from the Site are efficiently managed to minimise any nuisance or disruption to the local highway network. The DTM role will also be responsible for advising delivery companies (and their drivers) of the most appropriate route(s) to access/egress the Site, providing advice on any local width or weight restrictions etc;
- Local contractors will be encouraged to tender for the construction works and where possible materials will be sourced from local suppliers. This will help minimise the distance travelled for commuting and delivery trips to/from the Site; and
- All vehicle parking for construction related vehicles will be provided within the Site to reduce the likelihood of overspill parking on the local highway network/nearby parking facilities.

The Use of Agreed and Approved Routes

4.1.2. The deliveries to the Site will follow the route shown in **Figure 3.1**. Temporary 'works traffic' signage will be erected on local roads as appropriate in accordance with Chapter 8 of the Traffic Signs Manual[1]. This signage will be provided and maintained for the duration of the works.

Temporary Traffic Management

4.1.3. An outline of the temporary traffic management measures proposed to facilitate construction of the Proposed Development is provided below. As the Principal Contractor has not yet been appointed, the detailed traffic management arrangements will be developed and finalised following completion of the detailed design and appointment of the Principal Contractor. The Principal Contractor will be required to submit the proposed traffic management measures to the Council for approval prior to their implementation, in accordance with relevant guidance and requirements.

Site Access

4.1.4. Due to the relatively low number of vehicles associated with the construction phase, there is not anticipated to be any delay to existing local traffic. However, local traffic will always be given priority in the vicinity of the Site access junctions with the following traffic management strategy employed during HGV arrivals/departures.

4.1.5. To ensure safe and efficient movement of vehicles is maintained at the Site accesses, the following arrival procedure will be initiated for HGVs accessing the Site:

- Driver to call ahead to Site whilst stopped safely in an appropriate layby;
- Banksmen are mobilised and will go to position at the Site access;
- Drivers will be informed when the operators are in place and it is appropriate to travel to the Site via the agreed route;
- Each of the operatives will have a handheld transceiver and will be able to communicate with each other, the Site Manager and the HGV drivers as necessary; and
- Banksmen will assist HGVs to manoeuvre into the Site but will not direct general traffic.

4.1.6. Existing laybys have been identified on A4232 near Drope approximately 13 km from the construction site access (18 minutes journey time). HGV drivers will be notified of the location of these laybys and requested to stop at the layby from the Site if available.

4.1.7. The following departure procedure will be initiated for HGVs egressing the Site:

- Before drivers depart, the Site Manager will be notified. They will then mobilise the banksmen at the Site accesses;
- Drivers will be advised when the banksmen and operatives are in place and will leave the Site; and
- Banksmen will guide the drivers exiting the Site onto St. Mary's Well Bay Road westbound but will not direct general traffic.

4.1.8. For transferring materials between the western and eastern parts of the Site, it will be necessary for some HGV movements to take place across St. Mary's Well Bay Road. In these situations, the above mechanisms will be in place whereby banksmen will be deployed to the site accesses, giving priority to general traffic and advising HGV drivers when to proceed.

4.1.9. The phone number of the DTM will be made available to all drivers of vehicles that will be accessing the Site. The contractor will employ qualified banksmen who are experienced at traffic management.

St Mary's Well Bay Road

4.1.10. Traffic management may be required when construction of the cable connection will take place across St. Mary's Well Bay Road to link the western site to the eastern site. This will consist of a temporary closure of St. Mary's Well Bay Road whilst this activity takes place during construction hours, the proposals for which will be submitted to and approved by the local highway authority. However, there may be a requirement for specialist trenchless techniques (technique to be confirmed at detailed design stage) for a cable crossing beneath St Mary's Well Bay Road.

Other Traffic Management

4.1.11. Additional temporary construction traffic management may be deployed during the construction phase beyond those identified above. The type of construction traffic management deployed will vary and could include temporary traffic signals, manned stop/go boards or additional temporary speed restrictions and will be confirmed once a contractor is appointed.

4.1.12. All temporary construction traffic plans would need to be submitted to and approved by the local highway authority and will be applied in accordance with guidance contained within Traffic Signs Manual Chapter 8: Traffic Safety Measures and Signs for Roadworks and Temporary Situations[1].

Construction Delivery Hours

4.1.13. Construction deliveries will only take place within the construction hours detailed in **Section 3.5**. Where possible, deliveries will be made outside of typical network peak hours and will be spread across the operational hours of the day.

Construction Workforce Travel Plan

4.1.14. During construction, a workforce of up to 75 personnel per day are expected. Car parking spaces will be provided. Car sharing will be encouraged and the possibility of minibuses for workers will be considered.

Wheel Washing and Road Sweeping Facilities

4.1.15. The first 10 m of access road/track, from the adopted highway, shall be completed in tarmac to prevent mud/debris entering the highway.

4.1.16. Cleanliness of the local highway network will be maintained at all times. The Principal Contractor will enforce strict measures which will include, but are not limited to, the following:

- Use of on approved mechanical road sweeper to clean the highway;
- Adequate sheeting of vehicles carrying waste materials; and
- Measures will be taken to ensure that mud and debris is not swept into gullies.

4.1.17. Wheel washing facilities will be situated on a hard-standing area, with adequate drainage to ensure pools of water do not materialise in the vicinity of the facility. Wheels will be cleaned using a high-pressure, hand-held water spray gun attached to a hose fed by a local water and electricity supply.

4.1.18. Once the top half of a given vehicle's wheels have been cleaned, the driver will be asked to move forward slightly to rotate the wheels 180 degrees and allow for the other half of the wheels to be cleaned.

4.1.19. The wheel washing facilities will be situated close to the Site accesses to enable construction vehicles wheels to be cleaned just prior to joining the local highway network.

Construction Traffic Monitoring

4.1.20. Construction traffic movements will be monitored by the DTM throughout the construction programme and, if necessary, the DTM will liaise with the LPA to agree any necessary further mitigation or monitoring measures.

Road Condition Surveys

4.1.21. A pre-commencement walk-over condition survey will be carried out with local highway officers on the local highway network to assess the baseline condition of the adopted highway before construction activities commence. The extent of the survey will be agreed with highway officers.

4.1.22. The survey will incorporate photographic records as appropriate. This would be followed by a further condition survey with highway officers with a further photographic record covering the same extent at the end of construction activities, to identify and agree any remedial works reasonably attributable to construction activities.

Impact of PRoW

4.1.23. Public Footpath L1/5/2 currently passes through the eastern parcel of the Site. The existing route of Public Footpath L1/5/2 is shown on **Figure 3.1: Environmental Constraints Plan** (Volume III of the ES).

4.1.24. As part of the Proposed Development, the Applicant is proposing the permanent diversion and enhancement of Public Footpath L1/5/2. The existing alignment of the footpath is difficult to access at the eastern boundary of the Site due to overgrown vegetation. The proposed diversion has been developed as an enhancement to the local PRoW network.

4.1.25. The proposed diversion would provide a more accessible and clearly defined route through the Site, improving usability and connectivity for users. The diverted route has been designed to integrate with the Proposed Development and the landscape strategy, which is detailed within the Outline LEMP (see **Appendix 6G: Outline LEMP** (Volume IV of the ES)). The proposed diversion of Public Footpath L1/5/2 is shown on **Figure 5.1: Indicative Site Layout** (Volume III of the ES).

4.1.26. Further engagement will be undertaken with the Council and other relevant stakeholders to refine and agree the routing of the proposed diversion.

4.1.27. For those PRoWs that remain open during construction, there will be a need to cross the PRoW network with construction traffic primarily on the northern site. This will be managed by the appointed contractor.

4.1.28. In addition to the above, construction traffic will be required to give priority to pedestrians, cyclists or equestrians using PRoW where it is safe to do so.

Annex A – Figures



Legend

Site Boundary



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Rev.	Date	Revision Description	Drawn	Check	Rev.	App.
0	09/11/2026	Initial Issue	RJ	RJ	01	JT

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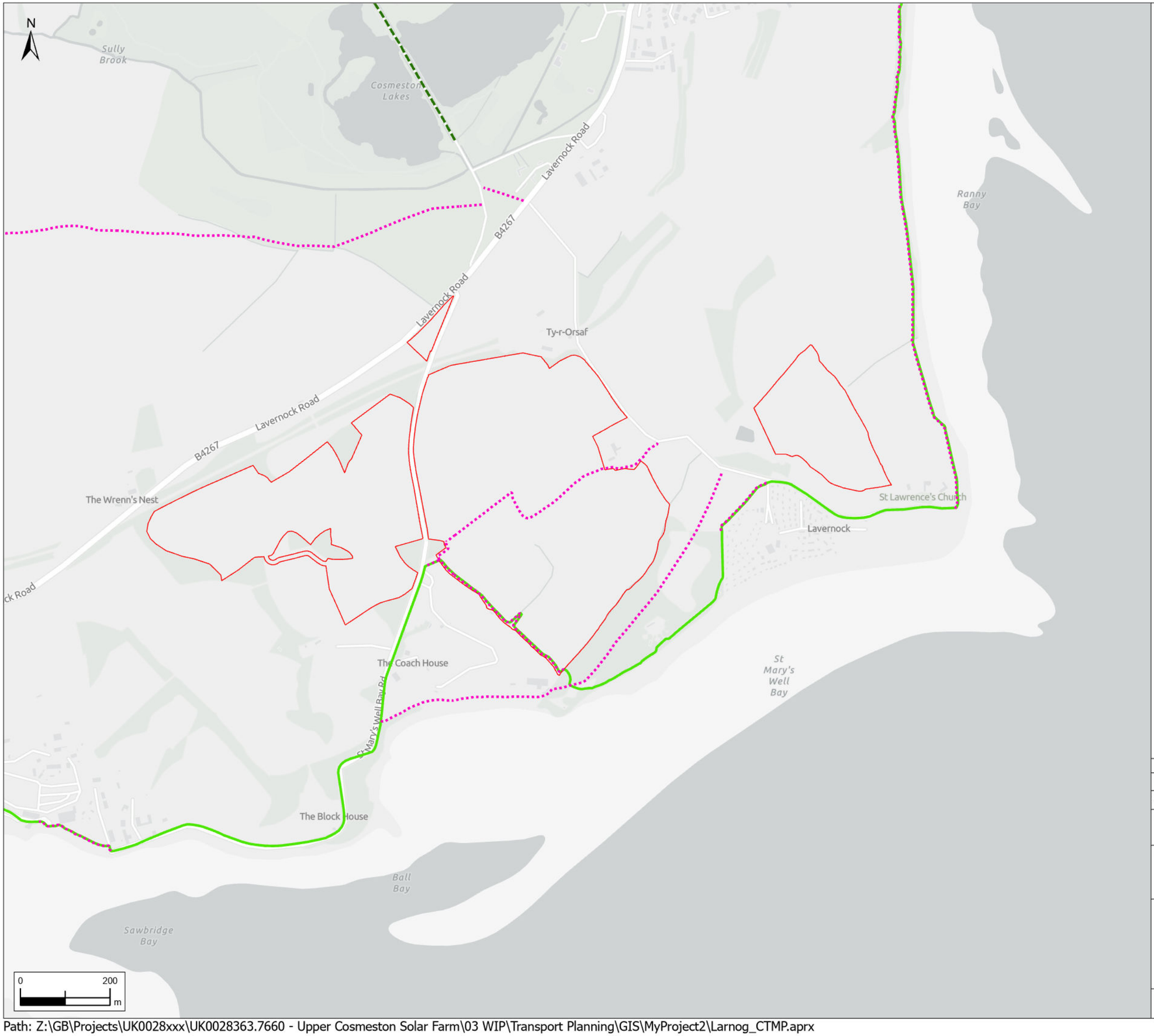
Project: Fferm Larnog Solar Farm

Drawing Title: Figure 2.1 Site Location

Trydan Gwyrdd Cymru

Drawing No.: P000101-001

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Legend

- Site Boundary
- Wales Coastal Path
- Public Right of Way - Footpath



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Rev.	Date	Revision Description	Drawn	Check	Rev.	App.
0	09/11/2026	Initial Issue	RJ	RJ	01	JT

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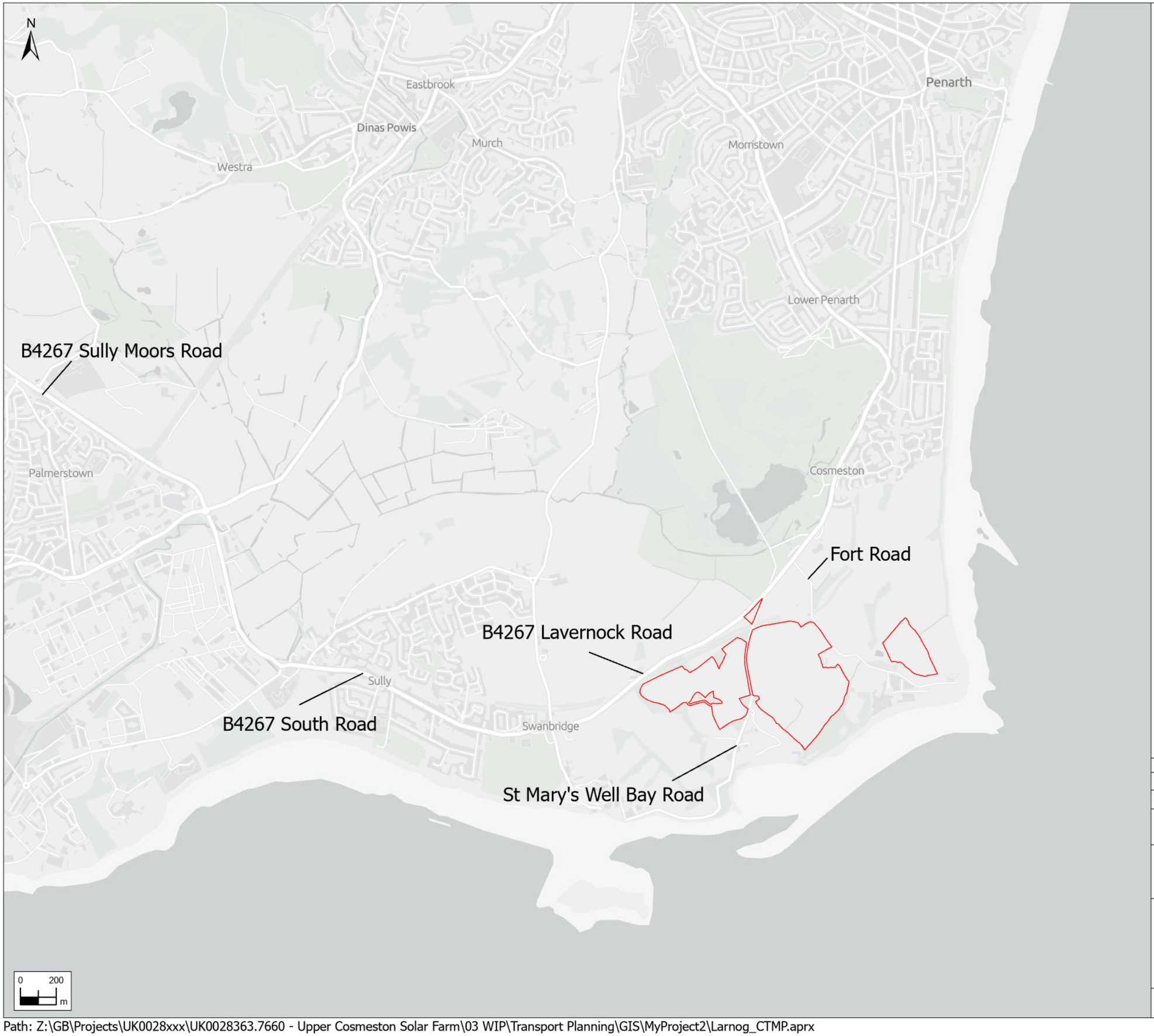
Project: Fferm Larnog Solar Farm

Drawing Title: Figure 2.2 Public Rights of Way

Trydan Gwyrdd Cymru

Drawing No.: P000101-001

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Legend

Site Boundary



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Rev.	Date	Revision Description	Drawn	Check	Rev.	App.
0	10/11/2026	Initial Issue	RJ	RJ	01	JT

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Project

Fferm Larnog Solar Farm

Drawing Title

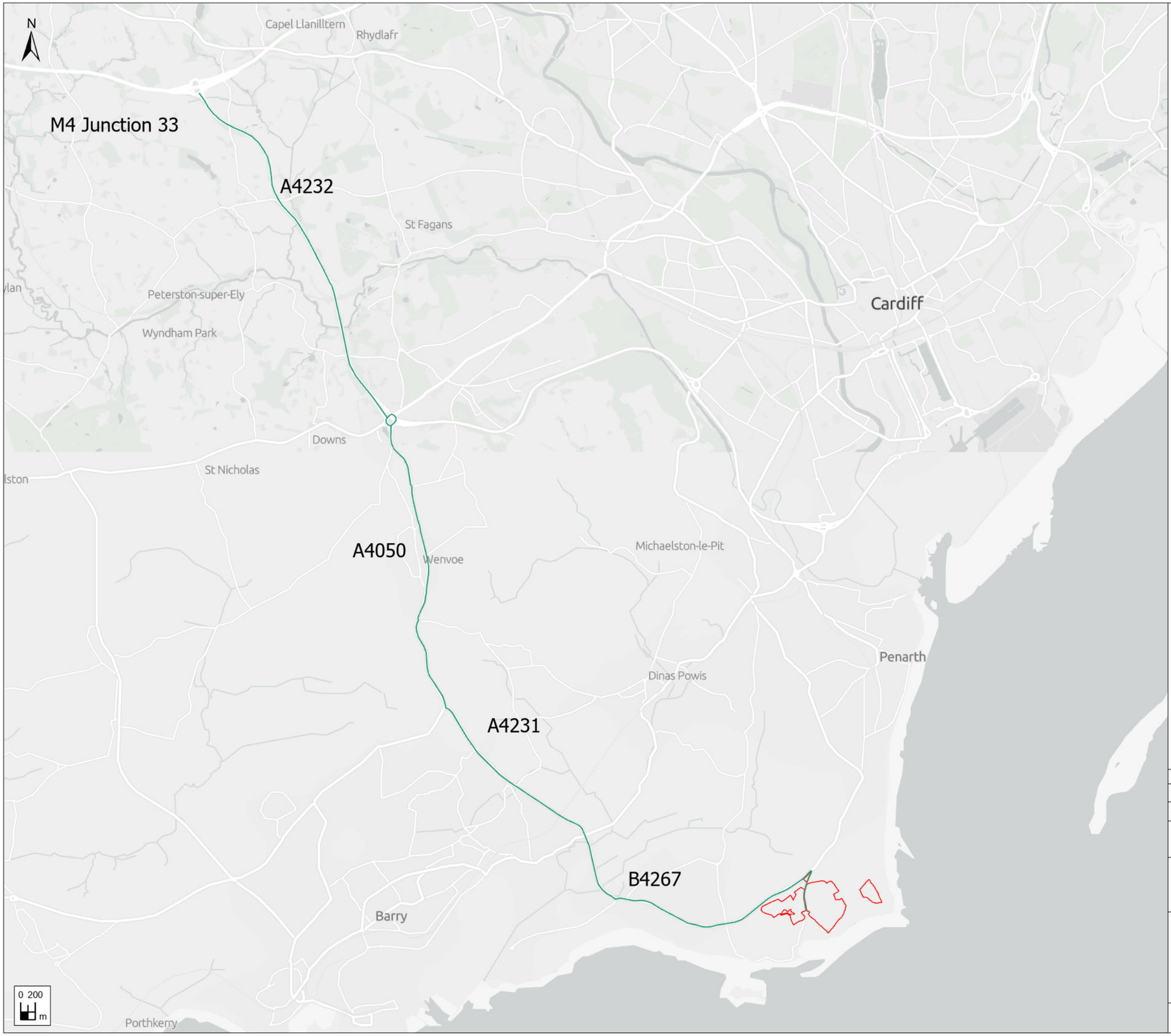
Figure 2.3 Highway Network

Trydan Gwyrdd Cymru

Drawing No.

P000101-001

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Legend

- Site Boundary
- Route



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Rev.	Date	Revision Description	Drawn	Check	Rev.	App.
0	10/11/2026	Initial Issue	RJ	RJ	01	JT

Scale @ A3 — Scale: 1:50,000 — DO NOT SCALE

Project: Fferm Larnog Solar Farm

Drawing Title: Figure 3.1 Construction Traffic Route

Trydan Gwyrdd Cymru

Drawing No.: P000101-001

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Annex B – Vehicular Access Strategy

TECHNICAL NOTE 1

DATE:	10 August 2026	**CONFIDENTIALITY:**	Public
SUBJECT:	Vehicular Access Strategy		
PROJECT:	Larnog Solar Farm	**AUTHOR:**	BG
CHECKED:	PM	**APPROVED:**	GB

INTRODUCTION

WSP has been commissioned by Trydan Gwyrdd Cymru to provide highway and transportation advice to support the construction, operation and decommissioning of the proposed Fferm Solar Larnog (Larnog Solar Farm) and associated infrastructure including a substation and a Battery Energy Storage System (BESS), altogether hereafter the 'Proposed Development'.

This Access Note document will review designs for two construction accesses location along St Mary's Well Bay Road which have been deemed the most feasible – providing preliminary designs, with visibility splays and swept path analysis undertaken. In order to contextualise the proposed accesses, this document will first provide a summary of the existing site context, road conditions and any safety and collision concerns. An analysis of road traffic flows and speeds on St Mary's Well Bay Road will be presented from a traffic survey undertaken in May 2026. The data and context will provide supporting evidence to present the proposed construction access locations. **Figure 1** below presents the location of the access points on St Mary's Well Bay Road accessed within this Access Note Document.



Figure 1 – Proposed Access Points on St Mary's Well Bay Road

Background

WSP submitted a Transport Scoping report to the Highway Authority in April 2026, a meeting followed to agree the approach outlined with the document. WSP produced an EIA Scoping Report in June 2026, which included a Transport Scoping Document outlining intentions for constructing a suitable site access to the Proposed Development. It has been agreed that the Proposed Development would be accessed through existing field access points and farm tracks, which will be upgraded where required.

EXISTING SITE CONTEXT

Highway Network

St Mary's Well Bay Road is an unclassified rural lane that joins to B4267 Lavernock Road - which runs west to Sully and Barry, and northeast to Penarth and Cardiff. St Mary's Well Bay Road runs north south from the B4267 Lavernock Road towards the hamlet of Swanbridge. It is a no-through road; only pedestrians can reach Swanbridge itself from St Mary's Well Bay Road.

The road has a posted National Speed Limit restriction, it primarily serves the holiday park and a collection of private residences at the southwestern end of the road, with occasional agricultural vehicle access.

There is an existing farm access present on the western side of St Mary's Well Bay Road, approximately 75 metres north of The Bay Caravan Park, primarily used by agricultural vehicles accessing the private field. This will form the site access point proposed for the Western Access. There is a further existing access to the field opposite, approximately 330 metres north of this, which will form the site access point proposed for the Eastern Access.

A footway is present on the eastern side of the carriageway which runs from the junction with B4267 Lavernock Road to the access road to The Bay Caravan Park. At the northern end of the footway (at the B4267 Lavernock Road junction), there is an informal crossing which connects the footway across to the existing westbound bus stop. There is an eastbound bus stop on the opposite side of the B4267 Lavernock Road opposite St Mary's Well Bay Road. On the western side of the carriageway, no footway is present until just north of The Bay Caravan Park access point, where one begins and travels south for approximately 260 metres.

St Mary's Well Bay Road has an overbridge between B4267 Lavernock Road and the proposed access options, with a height restriction of 4.1m. This is not expected to constrain access by construction traffic, as the maximum height of these vehicles will be 3.8m, with most of them not exceeding 3.0m in height. While this overbridge is planned to be converted from a disused railway into a shared pedestrian and cycle route, it will not intersect with the proposed access points, and there are no other nearby public rights of way in the vicinity.

Physical Conditions

There are no significant obstructions on the carriageway that hinder vehicular movement along the carriageway. The carriageway has minimal gradient constraints, being on a gentle downwards slope southbound towards the bay where the road terminates. The road width ranges from 4.5-5.1 metres between The Bay Caravan Park and B4267 Lavernock Road.

Both sides of the road are bound by hedgerows and small trees which run almost the entire length of the road, except for access points. These hedgerows narrow the usable width of the footway. Given that both proposed access points use existing field accesses, there are no significant obstacles which obstruct vehicular access and egress through them.

Road Safety and Personal Injury Collision

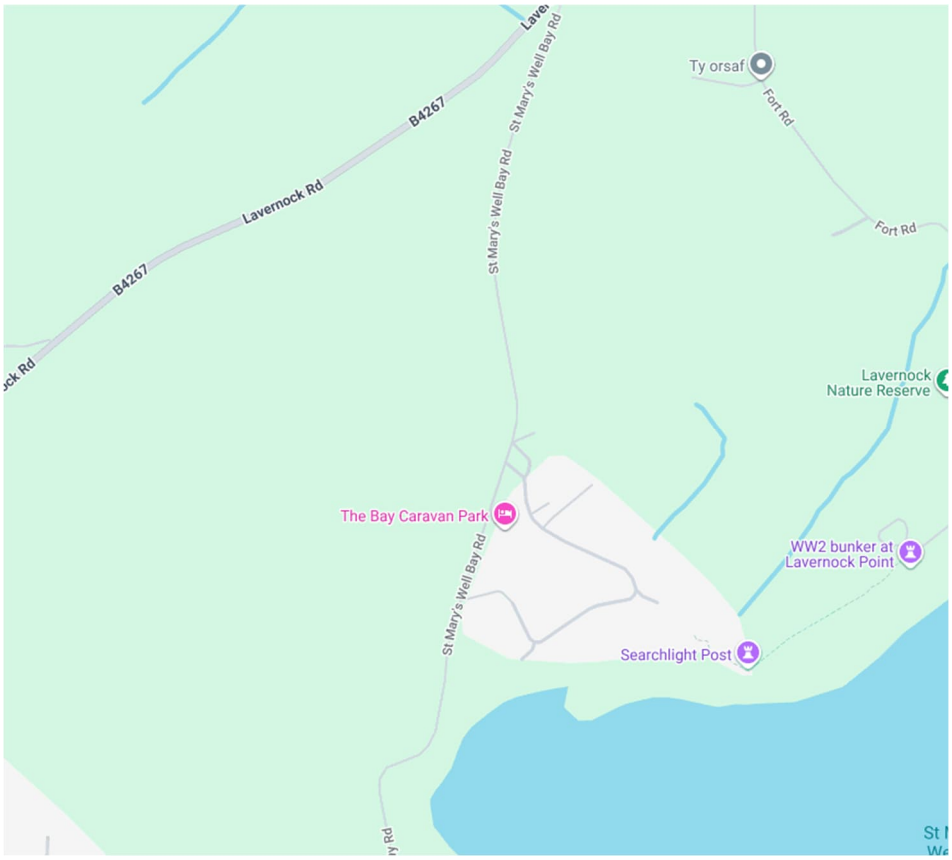


Figure 2: Lavernock CrashMap Data — 2020–Present

Figure 2 demonstrates that there have been no recorded collisions in the past five years.

Road markings prohibiting stopping on St Mary's Well Bay Road start approximately 50m north of the access road to The Bay Caravan Park. North of this point, up to the junction with B4267 Lavernock Road, there are no posted parking restrictions, and street imagery from Google Earth shows the presence of parked vehicles on either side of the carriageway, which may restrict future HGV access and egress along the road.

REVIEW OF TRAFFIC DATA AND SPEEDS

An Automated Traffic Count survey was conducted on behalf of WSP at five locations in the vicinity of the Proposed Development on the key access routes, including on St Mary's Well Bay Road. The surveys took place over the course of nine days, from the 13th to 21st of May 2026. Full outputs from the traffic survey are presented in **Appendix A**.

Across the nine days, the survey saw a total of 4,240 vehicle counts, or 471 per day, in total for both directions. The counts were split almost equally for each direction. Of these, an average 3.4% were 'heavies', i.e. HGVs and buses.

Across a 5-day period (Monday to Friday), the average hourly flow for two-way flow peaked at 28 in the AM Peak period (07:00-10:00), 38 during the inter-peak (10:00-16:00), and 38 in the PM peak period (16:00-19:00).

During the full 7-day period, the mean speed observed was 27.8 mph, and the 85th percentile speed was 34.6 mph. This information will be used when presenting the visibility splays for proposed construction access junctions

To understand the directional balance of traffic flows along St Mary's Well Bay Road at different times of day, the recorded average weekday flows are summarised below in **Table 1**, with the higher flow for each hour highlighted in bold.

Table 1 – Average Hourly Flows - Weekdays

Time Period	Northbound	Southbound	*Two-Way*
07:00-08:00	**11**	7	*19*
08:00–09:00	**20**	9	*28*
09:00–10:00	**18**	11	*28*
10:00–11:00	**16**	12	*28*
11:00–12:00	16	**17**	*32*
12:00–13:00	18	**20**	*38*
13:00–14:00	17	**22**	*38*
14:00–15:00	**19**	16	*34*
15:00–16:00	10	**19**	*29*
16:00–17:00	15	**23**	*38*
17:00–18:00	15	**20**	*35*
18:00–19:00	14	**16**	*29*

The table demonstrates that, during the week, traffic flow is usually heavier travelling southbound, apart from the morning 7:00-11:00 peak. This is likely due to residents travelling to work.

The amount of traffic flow on St Mary's Well Bay Road forecasts that it is unlikely that two vehicles would meet as the flow in either direction works out between a vehicle travelling in each direction every 2-5 minutes.

PROPOSED ACCESS LOCATIONS

Eastern Access – St Mary's Well Bay Road

DESCRIPTION

This option, displayed in Drawing UK0028363.7660-WSP-XX-XX-DR-TP-0101-Layout Eastern, is based around the existing access point located approximately 50m south of the overbridge. The existing access would be retained, and the boundaries of the access point (hedgerows) would be cut back to widen the access point to 7m – this would allow for HGVs to pass safely and efficiently through the access and egress, and to allow construction vehicles to comfortably pass.

The junction has been designed to accommodate the turning movements of HGVs, although the radius of the kerb on the southern side of the junction would be smaller – at 6 metres, than the 10-metre radius on the northern side. This is because, given that St Mary's Well Bay Road does not provide through access, primarily serving immediate residents and holidaymakers, the majority of construction vehicles that require access to the Proposed Development would be approaching from and departing towards north, ie B4267 Lavernock Road, although it is expected that construction vehicles will occasionally travel to and from this access and the Western access further south down St Mary's Well Bay Road (see below). A reduced radius on the southern side of the junction minimises vegetation removal.

VISIBILITY AND SWEPT PATH ASSESSMENT

Displayed within the same Eastern Access Drawing is a series of swept path analysis that map the paths of vehicles entering and exiting through the proposed access point. The swept path analysis accounts for various HGVs and articulated vehicles, accommodating the type of traffic that would be using the construction access points, and accounting for local service vehicle dimensions. The Drawing demonstrates that articulated vehicles, 11m rigid HGVs and an LGV, can comfortably and feasibly enter and exit the junction, and pass vehicles travelling in the opposite direction, once the turning manoeuvre is complete.

The visibility splays of the proposed construction access are found in Drawing UK0028363.7660-WSP-XX-XX-DR-TP-0101-Layout Visibility EW. The visibility splay requirement of 36m is based on an observed mean speed of 27.1–28.6mph taken from the sight stopping distance guidance from the Manual for the Streets. Employing the same guidance for an observed 85th percentile speed of 33.5mph (northbound) and 35.7mph (southbound) outputs a secondary visibility splay requirement of 56m on the north side of the access junction, and 43m on the south side. The Drawing demonstrates that, in the present condition, these lengths are not achieved. They intersect the adjacent hedgerows on both sides of the access, which would be cut back to the hedgerow to make the access suitable.

COMMENTARY ABOUT FEASIBILITY OF THE OPTION

The suitability of the proposed Eastern Access resides primarily with its use of an existing field access point, minimising the need to remove vegetation and further disrupt the adjacent terrain. Visibility is largely acceptable, on the basis that part of the adjacent hedgerow is cut back and maintained to accommodate the visibility requirements displayed in the Layout Visibility EW Drawing.

Western Access – St Mary's Well Bay Road (Northern)

DESCRIPTION

This option, displayed in Drawing UK0028363.7660-WSP-XX-XX-DR-TP-0101-Layout Western, is based around the existing access point located approximately 75m north of the access road to The Bay Caravan Park and is located at the corner of a field. The existing access would be retained, and the boundaries of the access point (hedgerows) would be cut back to widen the access point to a desired 7m – this would allow for HGVs to pass safely and efficiently through the access and egress, and to allow construction vehicles to comfortably pass.

Similar to the Eastern Access, the junction has been designed to accommodate the turning movements of HGVs, although the radius of the kerb on the southern side of the junction would be smaller – at 4m, than the 10m radius on the northern side. This is because, given that St Mary's Well Bay Road does not provide through access, primarily serving immediate residents and holidaymakers, the vast majority of construction vehicles that require access to the Proposed Development would be approaching from and departing towards north, ie B4267 Lavernock Road. A reduced radius on the southern side of the junction minimises unnecessary vegetation removal.

VISIBILITY AND SWEPT PATH ASSESSMENT

Displayed within the same Western Access Drawing is a series of swept path analysis that map the paths of vehicles entering and exiting through the proposed access point. The swept path analysis for various HGVs and articulated vehicles, accommodating the type of traffic that would be using the construction access point, and accounting for local service vehicle dimensions. The Drawing demonstrates that articulated vehicles, HGVs and, by extension, LCVs and passenger cars, can comfortably and feasibly enter and exit the junction, and pass vehicles travelling in the opposite direction, once the turning manoeuvre is complete.

A visibility splay assessment of this proposed access is found in Drawing UK0028363.7660-WSP-XX-XX-DR-TP-0101-Layout Visibility EW. Similarly to the Eastern Access, a visibility splay requirement of 36 m is based on an observed mean speed of 27.1–28.6mph this is taken from the sight stopping distance guidance from the Manual for the Streets. Employing this same guidance for an observed 85th percentile speed of 33.5mph (northbound) and 35.7mph (southbound), visibility splays require 56m to the north of the access junction, and 43m to the south. The Drawing demonstrates that, in the present condition, these lengths are not achieved. They intersect the adjacent vegetation on both sides, particularly the south side due to the road bending round to the west. This vegetation would be cut back alongside the hedgerow removed to create an access point.

COMMENTARY ABOUT FEASIBILITY OF THE OPTION

Similar to the proposed Eastern Access, the suitability of this option focuses on a minimised need for vegetation removal and disruption, due to the use of an existing field access.

Visibility northbound upon egress from this access is deemed adequate, with a potential to cut back a small amount of hedgerow to further improve visibility here, particularly in an occasional case where a construction vehicle is travelling south from the eastern site wishing to ingress into this Western Access. While the Drawing demonstrates that neither 36m or 56m visibility is currently achieved southbound upon egress, vegetation clearance will take place to ensure the 36m visibility is achievable, traffic survey data assures that there is a very low chance of a vehicle egressing from this point encountering another vehicle

heading northbound. Furthermore, it is proposed during the construction phase to have a banksman in place on the footway on the eastern side of the carriageway to support large vehicles turning out of the junction.

SUMMARY AND CONCLUSION

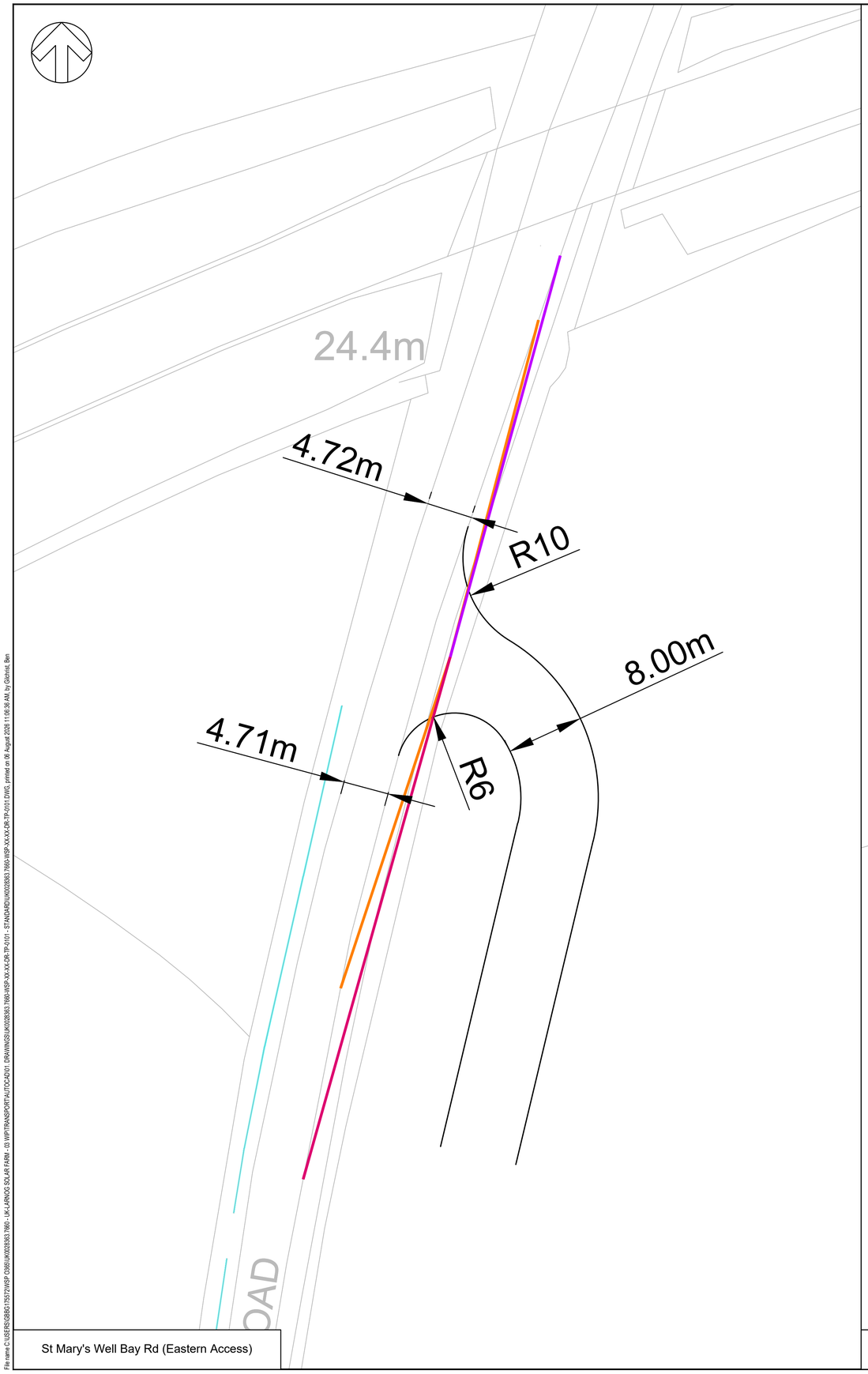
WSP has been commissioned by Trydan Gwyrdd Cymru to provide highway and transportation advice to support the construction, operation and decommissioning of the proposed Fferm Solar Larnog (Larnog Solar Farm). This Access Note document reviewed two proposed construction access locations along St Mary's Well Bay Road, each allowing access and egress for the respective eastern and western sides of the Scheme.

St Mary's Well Bay Road is rural lane which is approximately 4.5–5.1m wide and connects the B4267 Lavernock Road to The Bay Caravan Park and a few residential units. A traffic survey was conducted to understand the existing usage on St Mary's Well Bay Road, it presented that there approximately 30–40 two-way movements per hour with an average speed of 27.4mph.

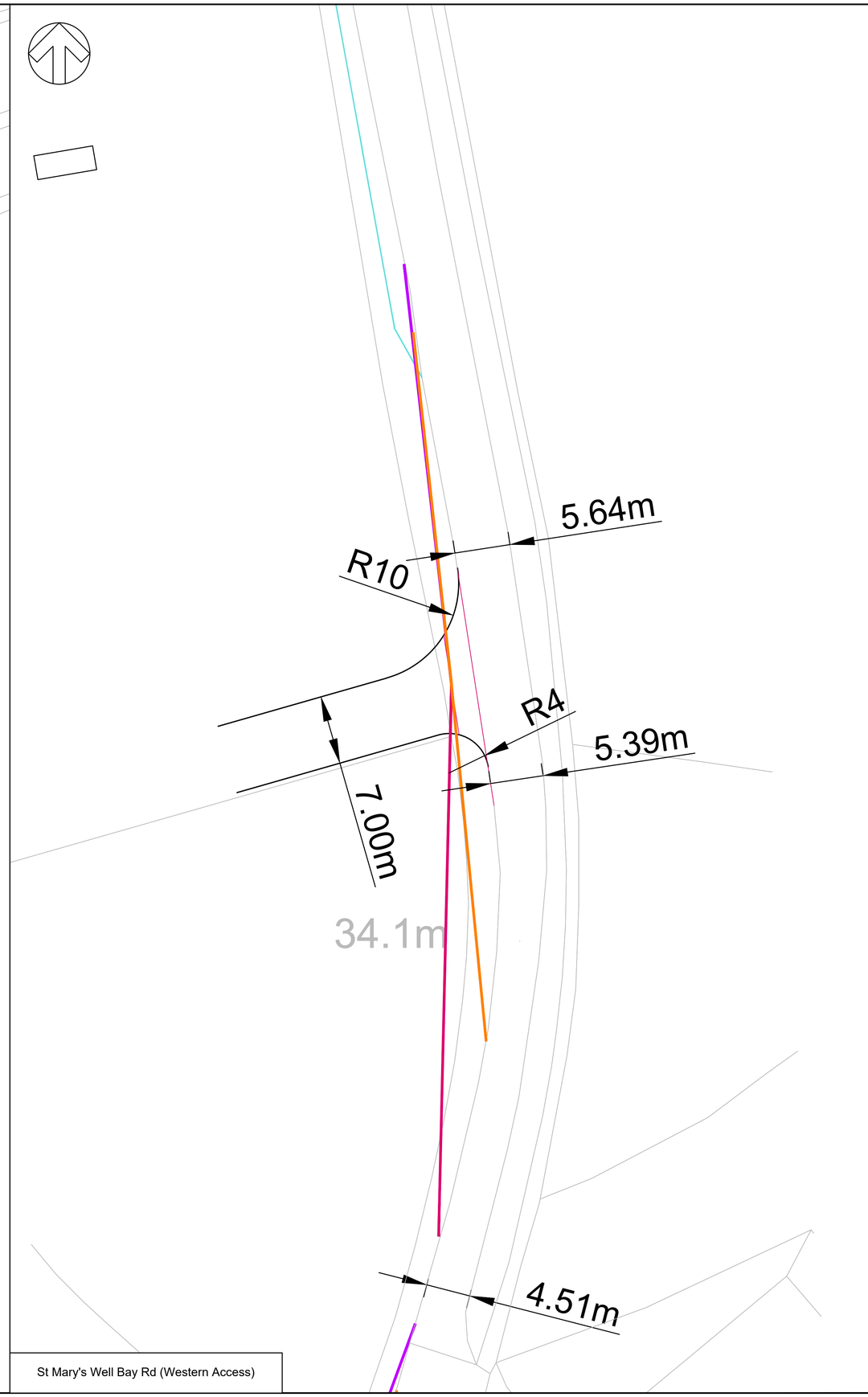
The Eastern Access is located at the existing access point located south of the overbridge. The proposed construction access junction would be able to provide the necessary swept paths and visibility splays with minimal vegetation removal.

The Western Access is 75m north of the access road to The Bay Carvan Park. The proposed construction access junction would be able to provide the necessary swept paths and visibility splays. The only concern relates to reduced visibility on the southern arm of the access junction with St Mary's Well Bay Road, although the low volume of traffic here means this would cause minimal issues. The mitigation would be cut back the existing vegetation and for a banksman on the footway to support vehicles out of the junction.

Overall, these two proposed site accesses are considered suitable for the volume of traffic using St Mary's Well Bay Road and accessing the Proposed Development, with adequate turning and passing space for the required construction vehicles.



St Mary's Well Bay Rd (Eastern Access)



St Mary's Well Bay Rd (Western Access)

DO NOT SCALE

Notes:

1. Do not scale from this drawing.
2. This drawing is only to be used for the specific purpose stated in the title.
3. Design is based on OS Mapping.

Drawing Key

- Visibility Splay at 36m (from mean (50th centile) vehicle speed of 27.1–28.6m/s) in accordance with MfS)
- Visibility Splay at 56m (from 85th centile vehicle speeds (S-N) of 33.5m/s in accordance with MfS)
- Visibility Splay at 43m (from 85th centile vehicle speeds (N-S) of 35.7m/s in accordance with MfS
- Drain

0 5 10 15 20 25m

SCALE 1:250

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	06/08/2026	BG	FIRST ISSUE	PM	PM

DRAWING STATUS: S2 - FOR INFORMATION

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T+ 44 (0) 2380 101 700
wsp.com

CLIENT: Trydan Gwyrdd Cymru

ARCHITECT: N/A

SITE/PROJECT: Larnog Solar Farm

TITLE: Proposed Access East / West - Visibility Splays

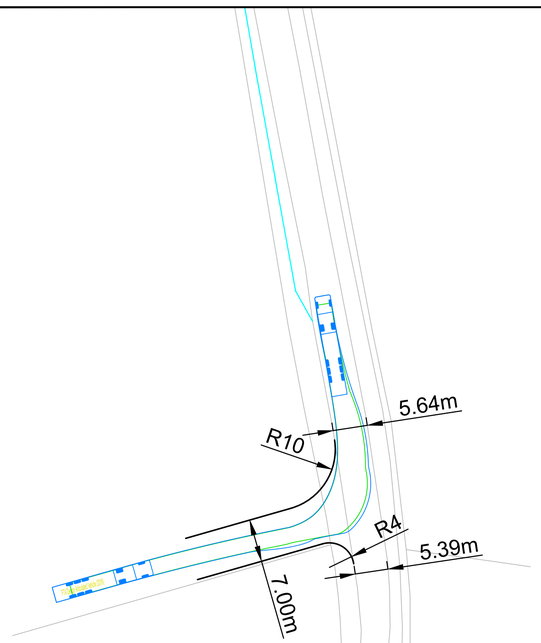
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	BG	BG	August 26

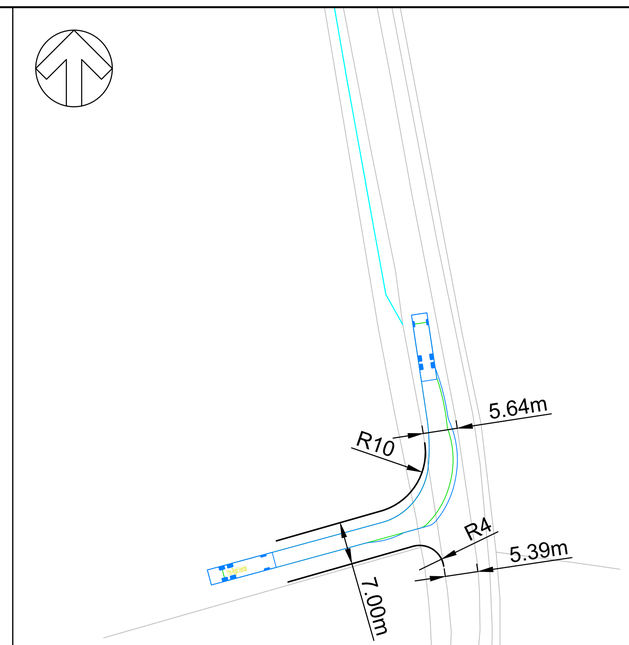
DRAWING No: UK0028363.7660-WSP-XX-XX-DR-TP-0101 REV: P01

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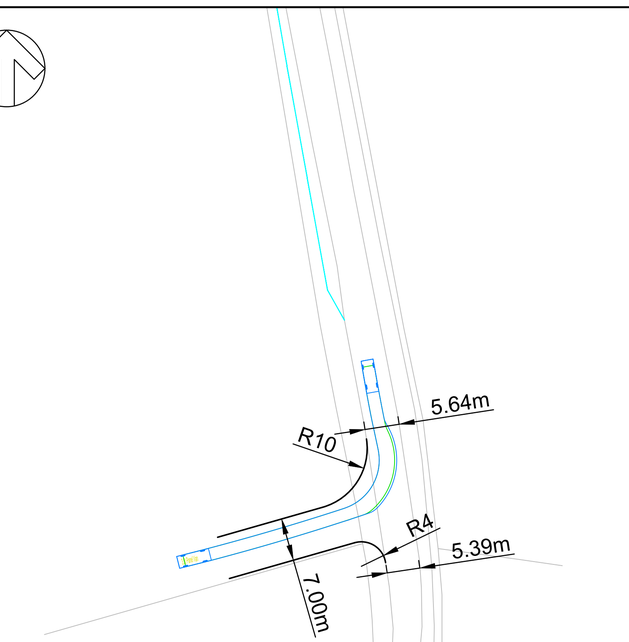
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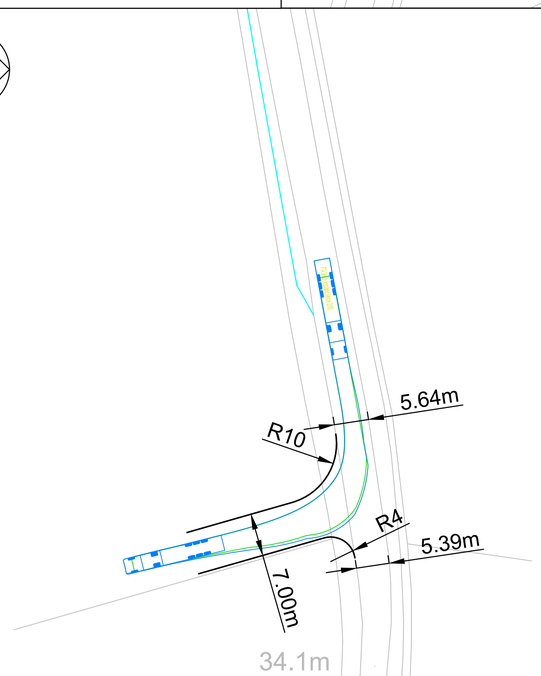
FTA Design Articulated Vehicle - Egress Manoeuvre
Scale 1:500



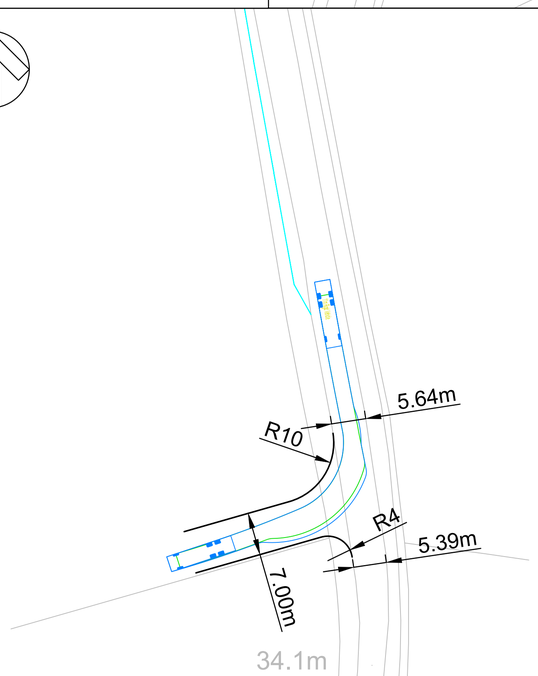
11m Rigid Vehicle - Egress Manoeuvre
Scale 1:500



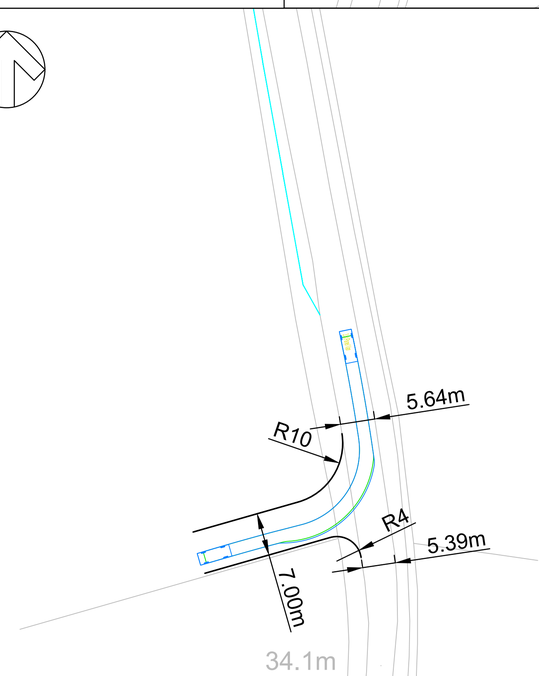
3.5ft Panel Van - Egress Manoeuvre
Scale 1:500



FTA Design Articulated Vehicle - Ingress Manoeuvre
Scale 1:500



11m Rigid Vehicle - Ingress Manoeuvre
Scale 1:500



3.5ft Panel Van - Ingress Manoeuvre
Scale 1:500

DO NOT SCALE

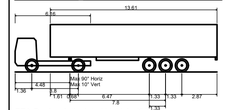
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1. Do not scale from this drawing.
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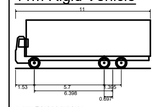
- Existing ordnance
- Outer wheel track
- Outer body extents
- Drain

FTA Design Articulated Vehicle



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

11m Rigid Vehicle



11m Rigid Vehicle	
Overall Length	11.000m
Overall Width	2.550m
Overall Body Height	3.946m
Min Body Ground Clearance	0.430m
Track Width	2.550m
Lock to lock time	3.00s
Wall to Wall Turning Radius	10.815m

3.5ft Panel Van



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

0 10 20 30 40 50m

SCALE 1:500

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15/10/2026	BG	FIRST ISSUE	PM	PM

DRAWING STATUS:
S2 - FOR INFORMATION

Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
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CLIENT:
Trydan Gwyrdd Cymru

ARCHITECT:
N/A

SITE/PROJECT:
Larnog Solar Farm

TITLE:
Proposed Western Access - St Mary's Well Bay Road - Swept Path Analysis

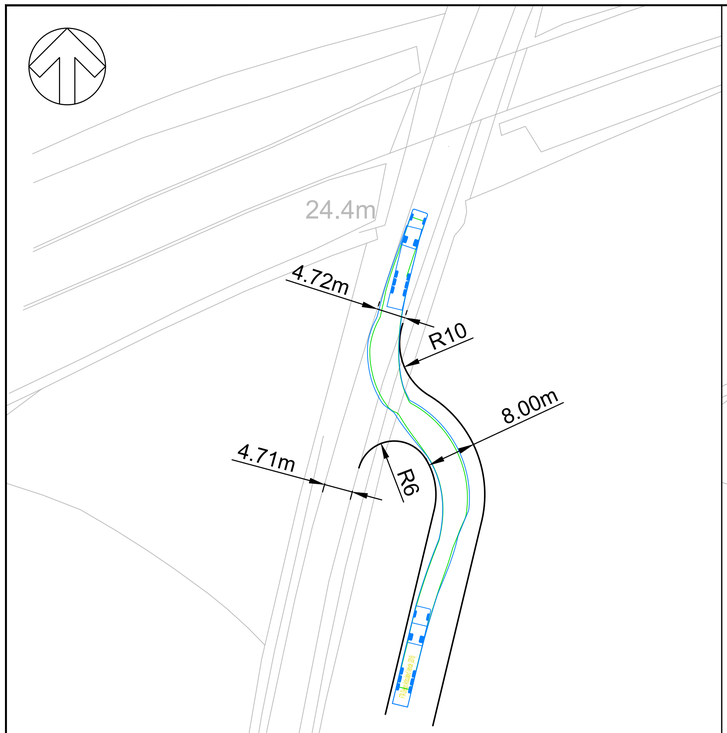
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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	BG	BG	October 26

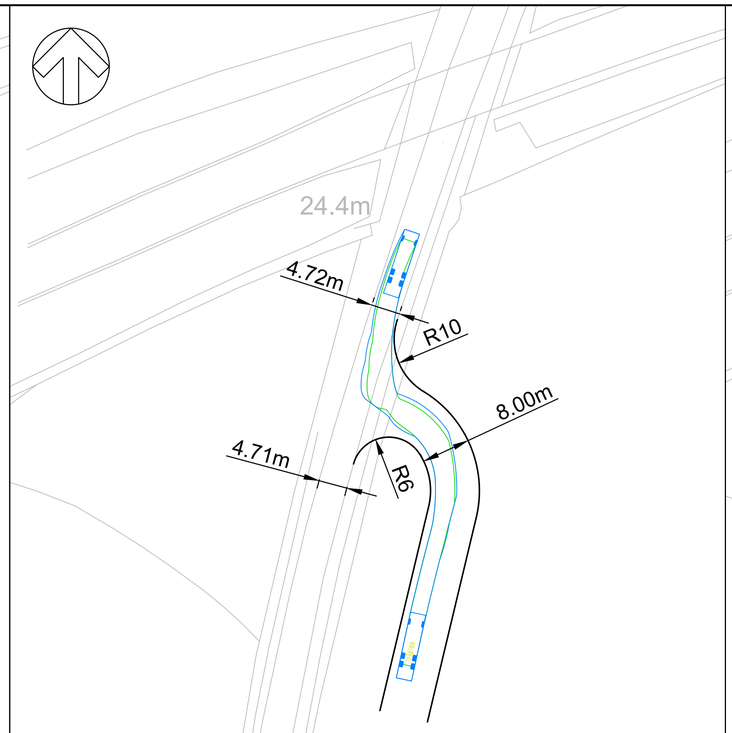
DRAWING No: UK0028363.7660-WSP-XX-XX-DR-TP-0102 REV: P01

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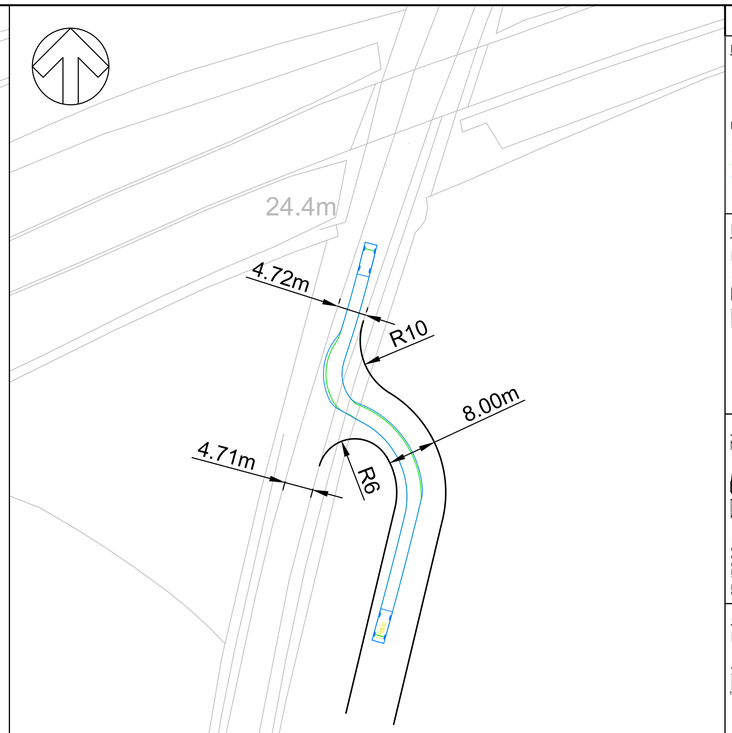
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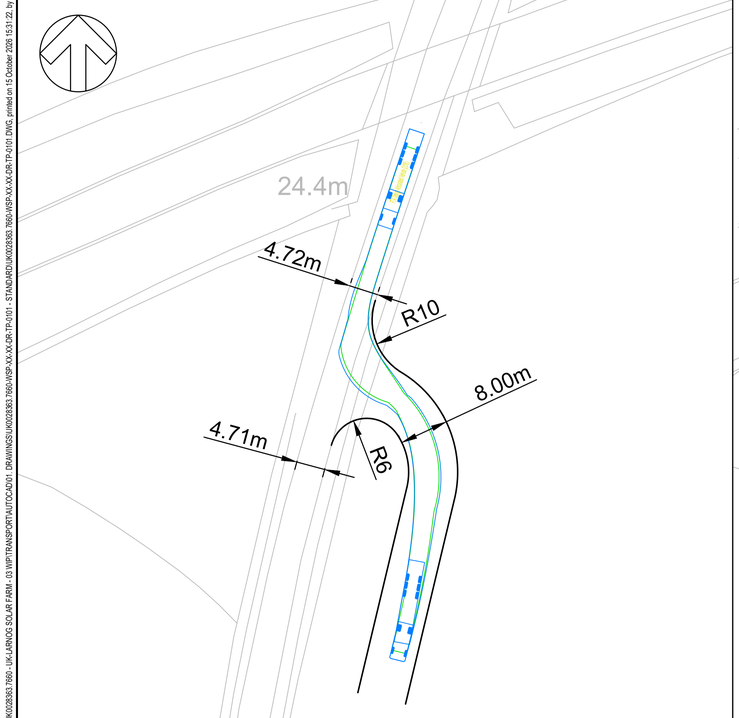
FTA Design Articulated Vehicle - Egress Manoeuvre
Scale 1:500



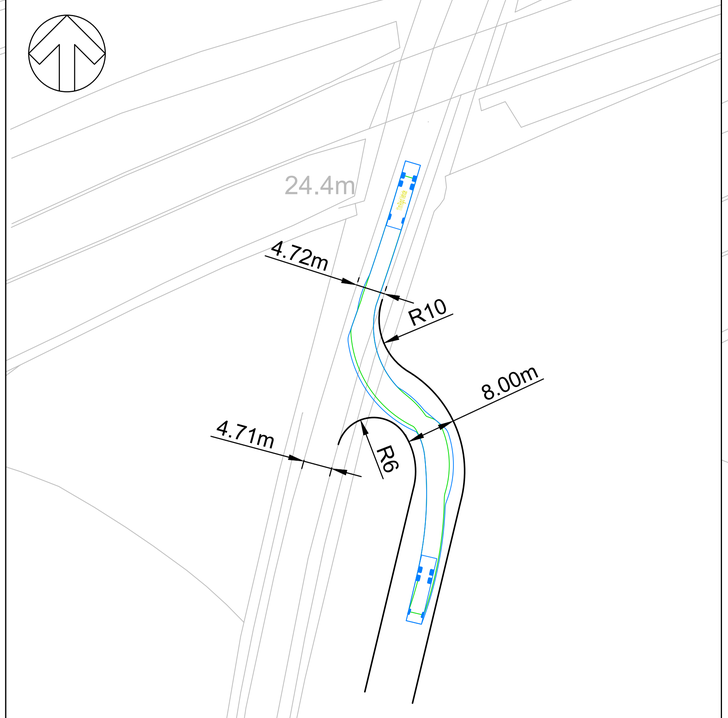
11m Rigid Vehicle - Egress Manoeuvre
Scale 1:500



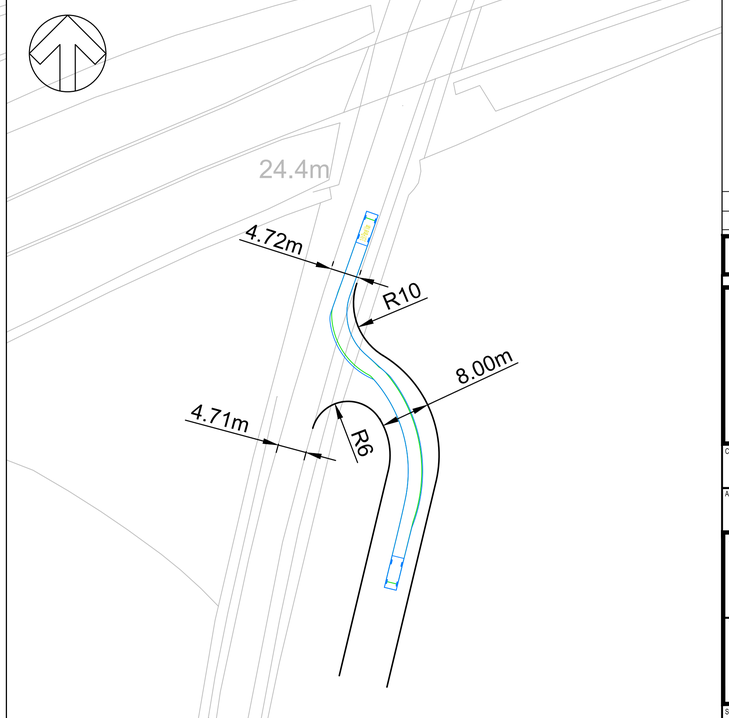
3.5ft Panel Van - Egress Manoeuvre
Scale 1:500



FTA Design Articulated Vehicle - Ingress Manoeuvre
Scale 1:500



11m Rigid Vehicle - Ingress Manoeuvre
Scale 1:500



3.5ft Panel Van - Ingress Manoeuvre
Scale 1:500

DO NOT SCALE

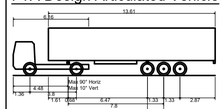
Notes:

1. Do not scale from this drawing.
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Drawing Key

- Existing ordnance
- Outer wheel track
- Outer body extents

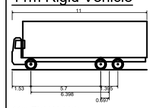
FTA Design Articulated Vehicle



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

11m Rigid Vehicle



11m Rigid Vehicle

Overall Length	11.000m
Overall Width	2.550m
Overall Body Height	3.946m
Min Body Ground Clearance	0.430m
Track Width	2.550m
Lock to lock time	3.00s
Wall to Wall Turning Radius	10.815m

3.5ft Panel Van



3.5t Panel Van

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

0 10 20 30 40 50m

SCALE 1:500

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P01	15/10/2026	BG	FIRST ISSUE	PM	PM

DRAWING STATUS: S2 - FOR INFORMATION

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Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
T+ 44 (0) 2380 101 700
wsp.com

CLIENT: Trydan Gwyrdd Cymru

ARCHITECT: N/A

SITE/PROJECT: Larnog Solar Farm

TITLE: Proposed Eastern Access - St Mary's Well Bay Road - Swept Path Analysis

SCALE @ A1:	CHECKED:	APPROVED:
1:500	PM	PM

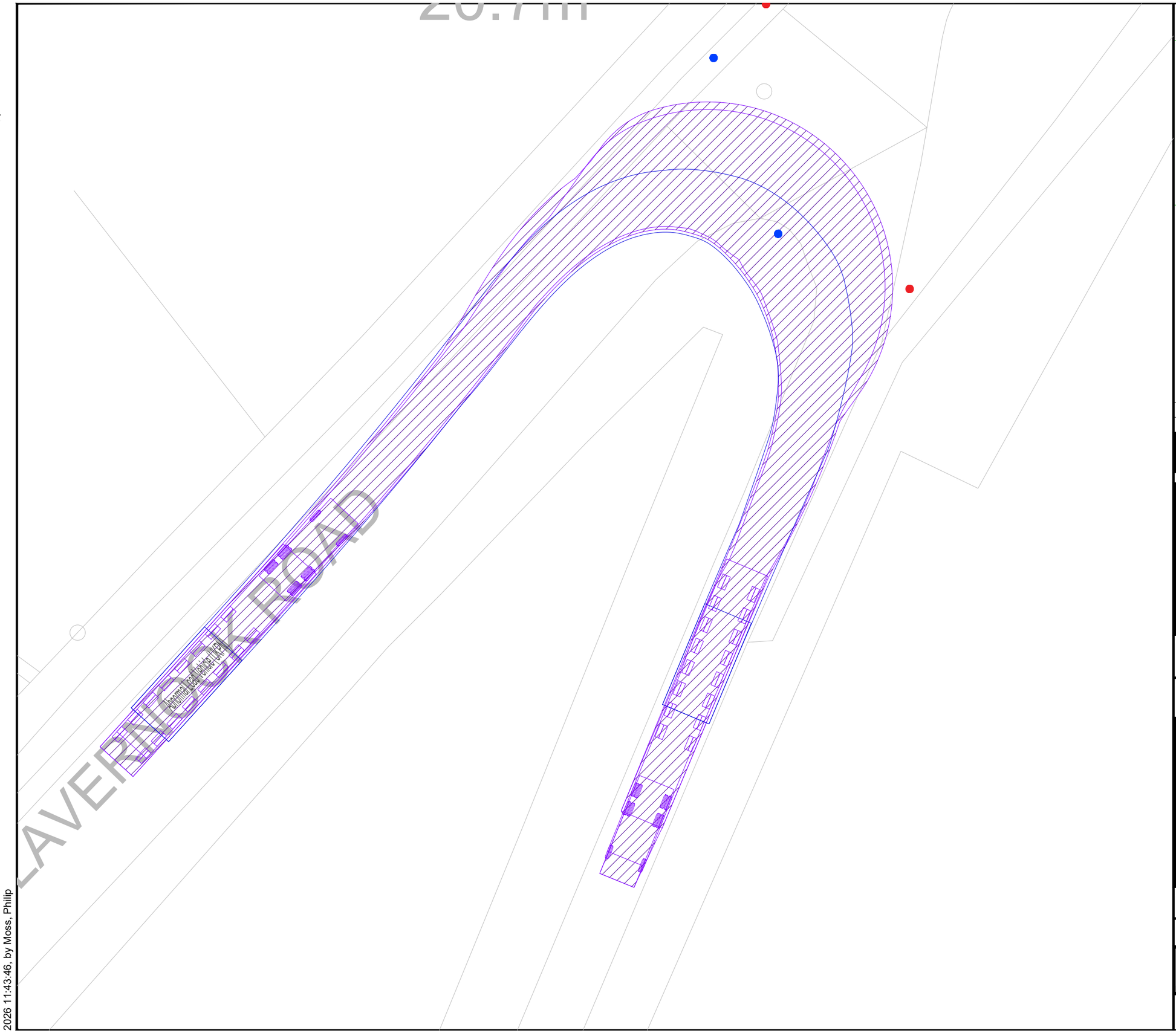
PROJECT NO:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	BG	BG	October 26

DRAWING No: UK0028363.7660-WSP-XX-XX-DR-TP-0103 REV: P01

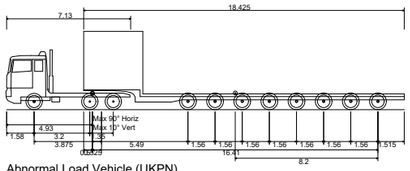
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Annex C – Access Drawings



DO NOT SCALE



Abnormal Load Vehicle (UKPN)

Overall Length	22.855m
Overall Width	3.000m
Overall Body Height	4.500m
Min Body Ground Clearance	0.364m
Track Width	2.680m
Lock to lock time	6.00s
Wall to Wall Turning Radius	12.500m

KEY

TRAFFIC SIGNS POLES

LIGHTING COLUMNS

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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wsp.com

CLIENT:
TRYDAN GWYRDD CYMRU

ARCHITECT:
N/A

PROJECT:
LARNOG SOLAR FARM

TITLE:
SWEPT PATH ANALYSIS
B4267 LAVERNOCK ROAD/ ST MARYS WELL BAY ROAD -
FTA Design Abnormal Load Vehicle

SCALE @ A3:	CHECKED:		APPROVED:
1:250	PM		PM
PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	CW	CW	October 26

DRAWING No:	REV:
UK0028363.7760-WSP-XX-XX-DR-TP-0100	P01

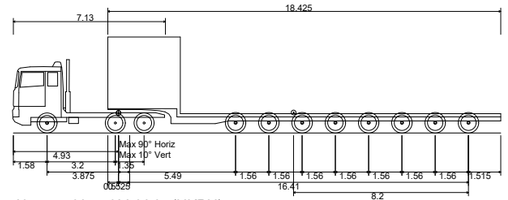
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2026 11:43:46, by Moss, Philip

Drain

34.1m

DO NOT SCALE



Abnormal Load Vehicle (UKPN)

Overall Length	22.855m
Overall Width	3.000m
Overall Body Height	4.500m
Min Body Ground Clearance	0.364m
Track Width	2.680m
Lock to lock time	6.00s
Wall to Wall Turning Radius	12.500m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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P01	13/10/2026	CW	FIRST ISSUE	PM	PM

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T+ 44 (0) 2380 101 700
wsp.com

CLIENT:
TRYDAN GWYRDD CYMRU

ARCHITECT:
N/A

PROJECT:
LARNOG SOLAR FARM

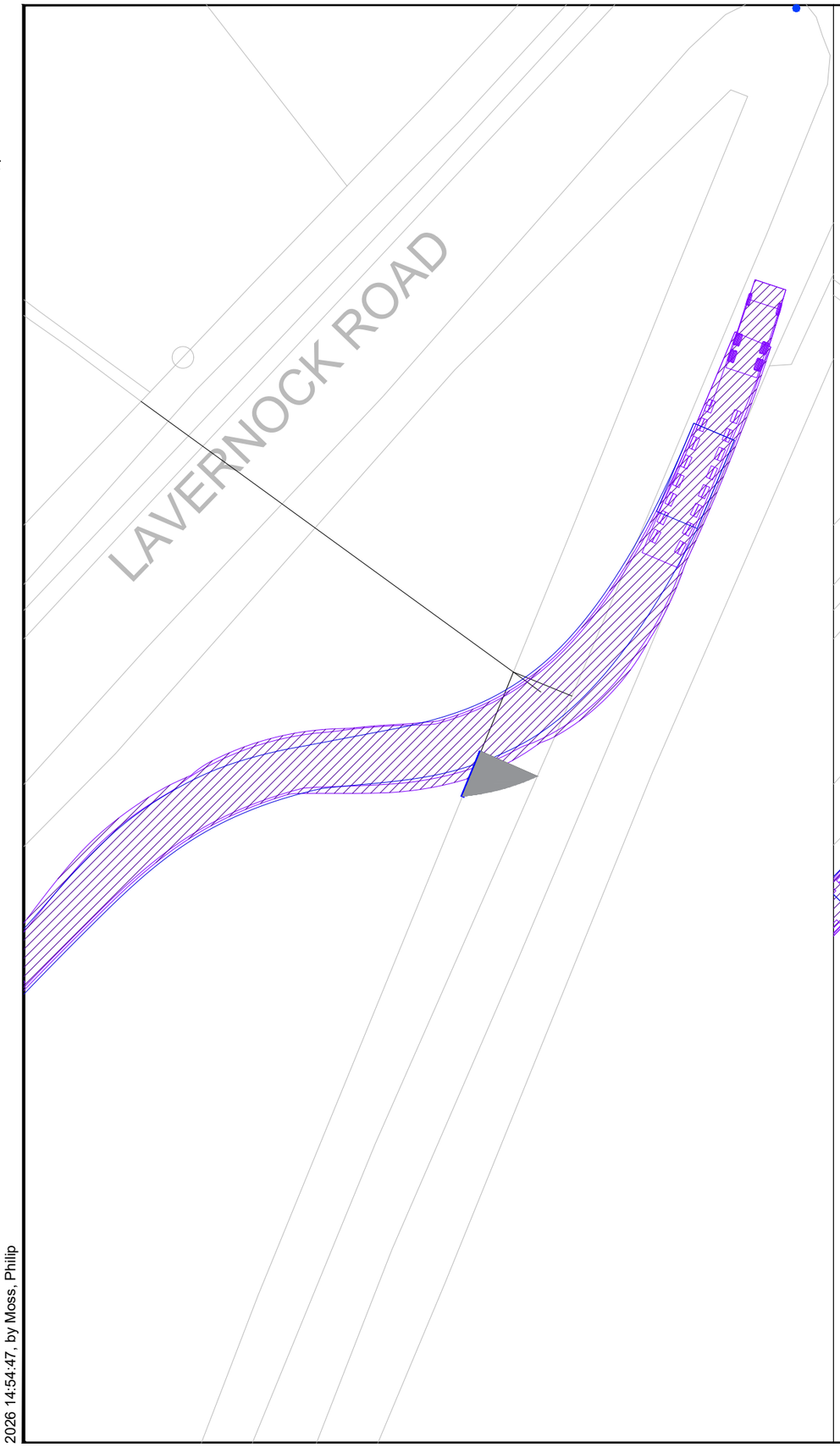
TITLE:
SWEPT PATH ANALYSIS
ACCESS INTO THE WESTERN PARCEL - FTA Design
Abnormal Load Vehicle

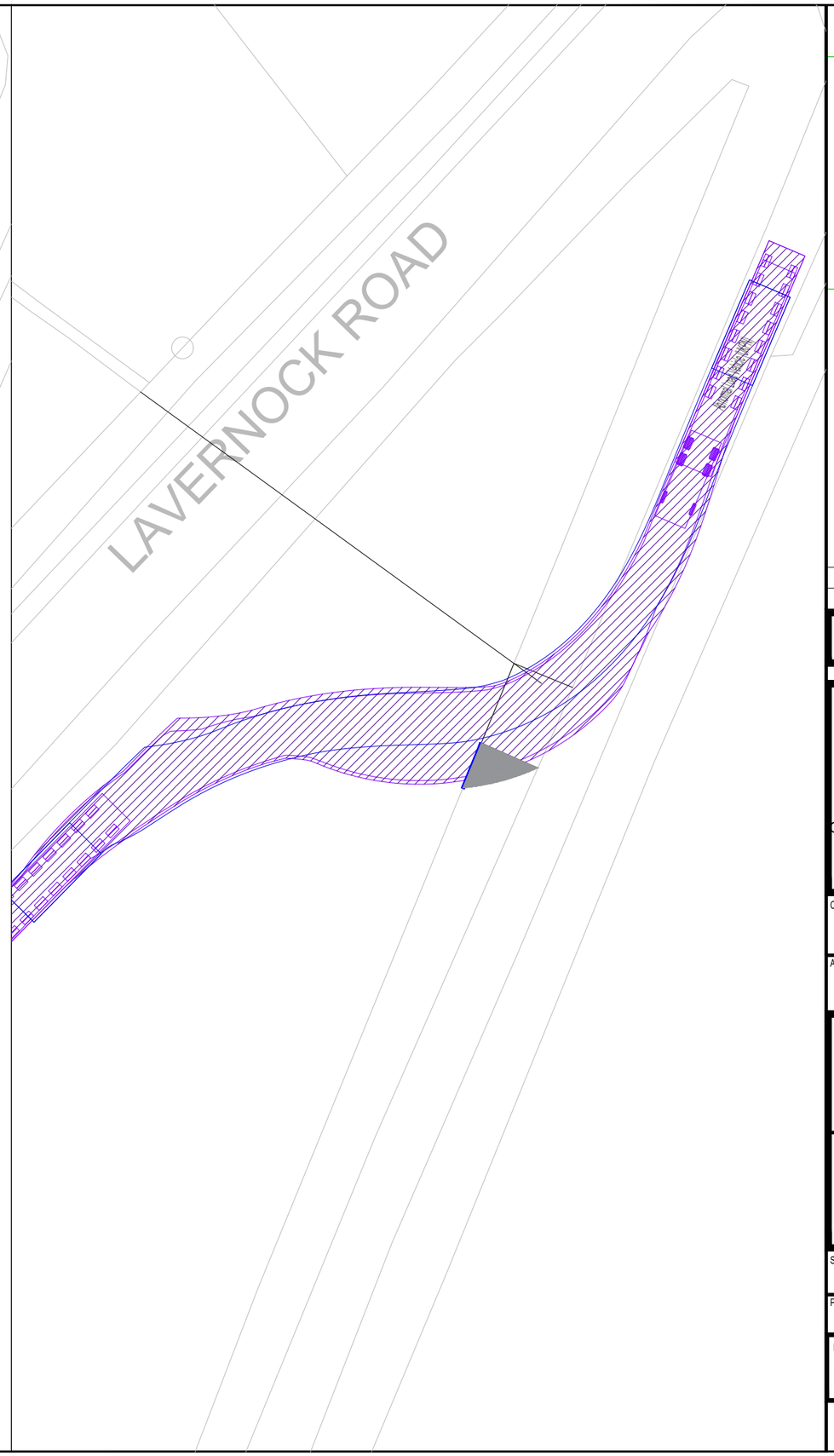
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PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	CW	CW	October 26

DRAWING No:	REV:
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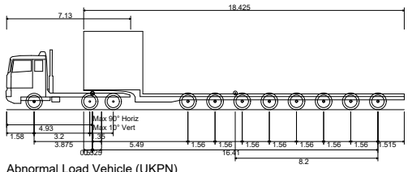
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2026 12:21:12, by Moss, Philip





DO NOT SCALE



Abnormal Load Vehicle (UKPN)	
Overall Length	22.855m
Overall Width	3.000m
Overall Body Height	4.500m
Min Body Ground Clearance	0.364m
Track Width	2.680m
Lock to lock time	6.00s
Wall to Wall Turning Radius	12.500m

KEY

WIDENING THE GATE ACCESS

EXTEND THE ACCESS INTO THE NORTHERN PARCEL

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	14/10/2026	CW	FIRST ISSUE	PM	PM

DRAWING STATUS: S2 - FOR INFORMATION

wsp
Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
T+ 44 (0) 2380 101 700
wsp.com

CLIENT: TRYDAN GWYRDD CYMRU

ARCHITECT: N/A

PROJECT: LARNOG SOLAR FARM

TITLE: SWEPT PATH ANALYSIS
B4267 LAVERNOCK ROAD/ ST MARYS WELL BAY ROAD - FTA Design Abnormal Load Vehicle

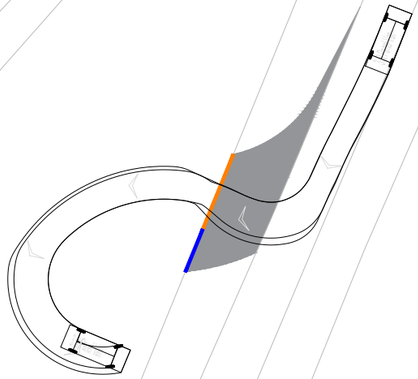
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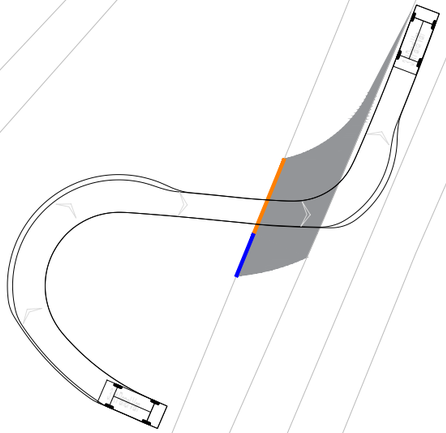
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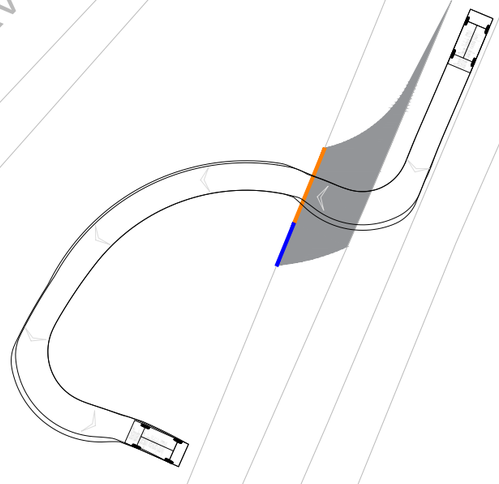
ACCESS INTO MAIN CONSTRUCTION
COMPOUND - 3.5t PANEL VAN



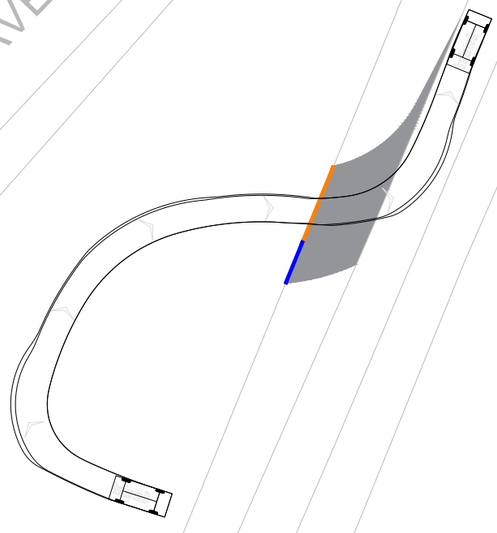
EGRESS INTO MAIN CONSTRUCTION
COMPOUND - 3.5t PANEL VAN



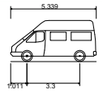
ACCESS INTO MAIN CONSTRUCTION
COMPOUND - STANDARD CAR



EGRESS INTO MAIN CONSTRUCTION
COMPOUND - STANDARD CAR



DO NOT SCALE



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15/10/2026	CW	FIRST ISSUE	PM	PM

DRAWING STATUS:
S2 - FOR INFORMATION

62-64 Hills Road, Cambridge, CB2 1LA, UK
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wsp.com

CLIENT:
TRYDAN GWYRDD CYMRU

ARCHITECT:
N/A

PROJECT:
LARNOG SOLAR FARM

TITLE:
SWEPT PATH ANALYSIS -
3.5t PANEL VAN & STANDARD CAR

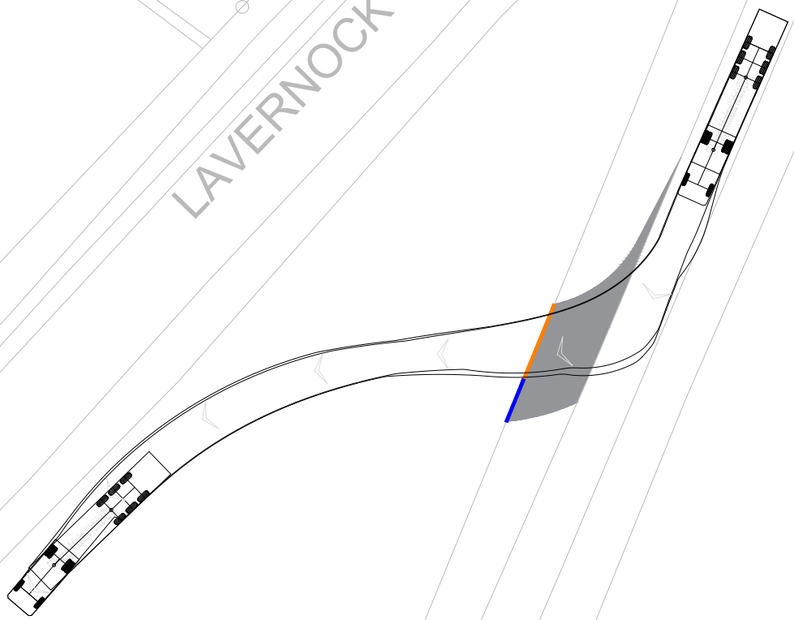
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PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	CW	CW	October 26

DRAWING No:	REV:
UK0028363.7660-WSP-XX-XX-DR-TP-0107	P01

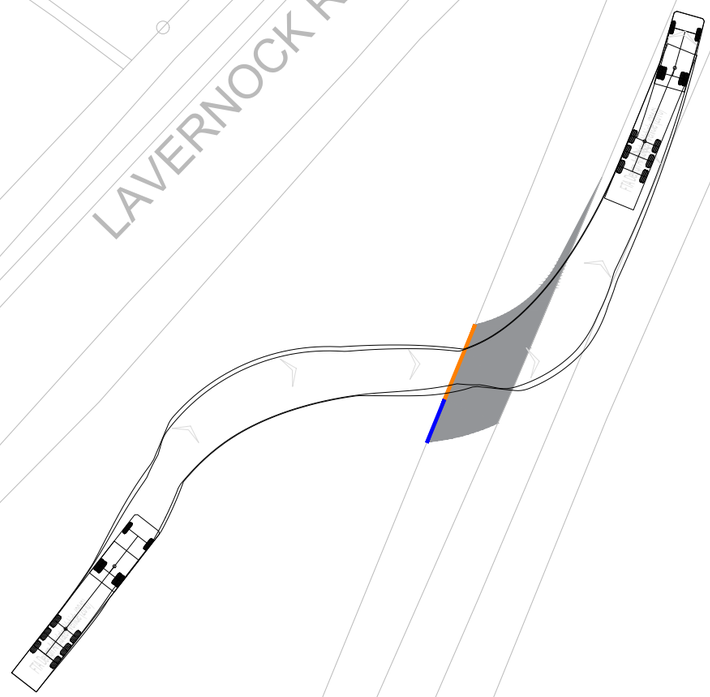
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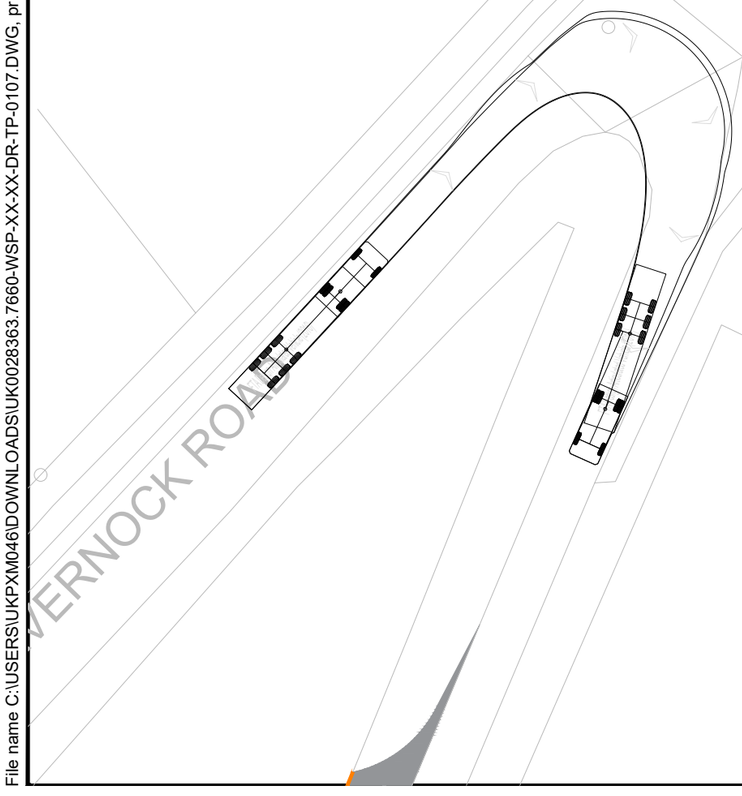
ACCESS INTO MAIN CONSTRUCTION
COMPOUND - 16.8M ARTICULATED HGV



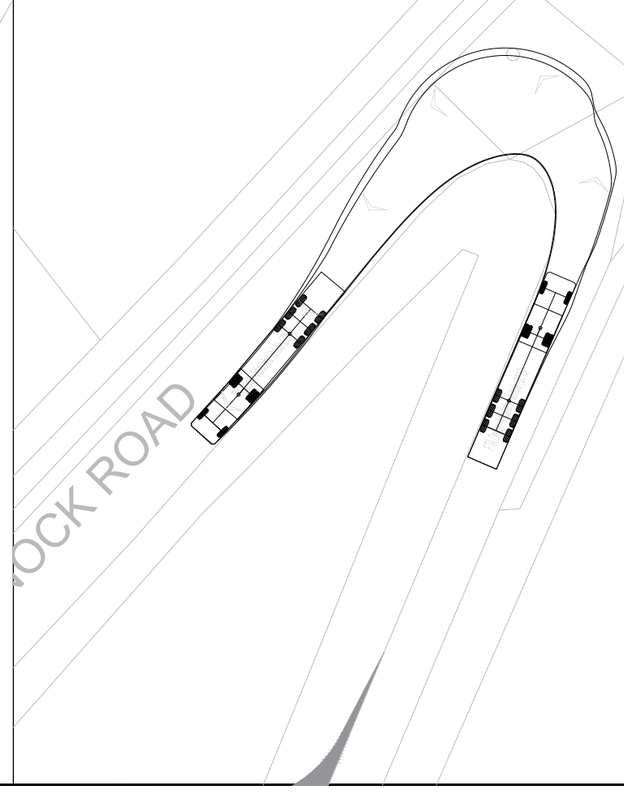
EGRESS INTO MAIN CONSTRUCTION
COMPOUND - 16.8M ARTICULATED HGV



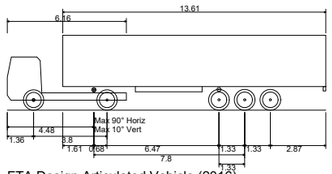
ACCESS INTO ST MARY'S WELL BAY ROAD FROM
B4267 LAVERNOCK ROAD - 16.8m ARTICULATED HGV



ACCESS INTO ST MARY'S WELL BAY ROAD FROM
B4267 LAVERNOCK ROAD - 16.8m ARTICULATED HGV



DO NOT SCALE



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

KEY

PROPOSED HARD STANDING TO IMPROVE ACCESS AND EGRESS INTO THE MAIN CONSTRUCTION COMPOUND

EXISTING GATE LOCATION

POTENTIAL FOR T WIDENING THE GATE

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	15/10/2026	CW	FIRST ISSUE	PM	PM

DRAWING STATUS: S2 - FOR INFORMATION

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CLIENT: TRYDAN GWYRDD CYMRU

ARCHITECT: N/A

PROJECT: LARNOG SOLAR FARM

TITLE: SWEPT PATH ANALYSIS - 16.8m ARTICULATED HGV

SCALE @ A3:	CHECKED:		APPROVED:
1:500	PM		PM
PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0028363.7660	CW	CW	October 26

DRAWING No:	REV:
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