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# PHOENIX SOLAR PARK



## Draft Construction Traffic Management Plan December 2023

Document Reference BL011

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**December 2023**

Document Reference BL011

Revision	Date Issued	Prepared By	Approved By
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## LIST OF ABBREVIATIONS

AOD	Above Ordnance Datum
CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DNO	Distribution Network Operator
ha	hectares
HGV	Heavy Goods Vehicle
km	kilometres
kV	kilovolts
MW	megawatts
OS	Ordnance Survey
PV	PhotoVoltaic
sqft	square feet
sqm	square metres
UK	United Kingdom



## **1 INTRODUCTION**

### **1.1 Overview**

1. This Construction Traffic Management Plan (CTMP) is intended to support the assessment undertaken in ES Volume 1 Chapter 13 (doc ref BL001).
2. The Solar Park will be located approximately 0.7 kilometres (km) south east of Cosheston, and approximately 2.5 km north east of Pembroke. There are a small number of scattered houses in the vicinity of the proposed Solar Park site. The closest of these is Nash Villa (located approximately 130 m south west of the proposed site boundary at the nearest point).

## **2 THE PROJECT AND PROJECT SITE**

### **2.1 The Project and Project Site**

3. The Project will be capable of exporting up to 9.99 MW (AC) of electricity into the regional electricity grid.
4. The proposed Solar Park project is located entirely within the site area shown in Figure 1.1. The proposed site is approximately centred at Ordnance Survey (OS) Grid Reference 201580, 203280, and comprises eight fields, totalling 13.94 ha.
5. There are no public footpaths or bridleways that cross the proposed site.

### 3 PROPOSED ACCESS

#### 3.1 Proposed Access to Site

6. In terms of the likely access provisions, the transportation investigations undertaken for the purposes of the application as set out in Chapter 13 (Traffic and Infrastructure) of Environmental Statement Vol 1 (DRN: BL001) indicate that the road network in the vicinity of the proposed Solar Park site is suitable. As part of the consultation for a Development of National Significance Application in 2020 for a larger site at the same location (Blackberry Lane Solar Park) a number of management and mitigation measures were agreed to ensure that the proposed route and access point are acceptable:
  - a) A pre-commencement survey of the A477/Lower Nash priority junction and a subsequent scheme for any upgrading or widening works deemed necessary;
  - b) The retention and maintenance of the shared use path;
  - c) Three banksmen to be located along the site entrance, the entrance to Nash Villa and A477/ Lower Nash junction during the construction phase of the development;
  - d) A commitment to a pre and post construction condition survey along Nash Lane;
  - e) Details of a traffic management scheme to include positive traffic control and a temporary speed reduction order on the A477 during the construction phase of the development; and
  - f) The provision and agreement of a construction schedule and details of the off-site management of vehicle movements including layover areas.
7. Measures a), b), c) and d) form part of this draft traffic management plan. It is proposed that should the proposal receive consent then the construction traffic management plan will be updated to include the details required to satisfy measures e) and f). It is anticipated that these requirements will be secured via a suitably worded condition.
8. Site access routes for construction traffic would be determined by the source of the materials brought to site. Deliveries are anticipated to approach the site from junction 48 of the M4 to the proposed site access is as follows:
  - North east on the A48 to Camarthen
  - South west on the A40 to St Clears
  - South west on the A477 to Lower Nash
  - North east on the unnamed lane leading to Lower Nash
  - The proposed site access is located off the eastern side of the unnamed lane approximately 200m north of the A477 / Lower Nash priority junction.
9. A desk top assessment of the proposed route between junction 48 of the M4 and the A477 / Lower Nash junction confirms that the 16.6m long low loaders can negotiate this route which is all a part of the primary road network. Swept Path assessments (AutoTRACK) confirm that low loaders can also negotiate the unnamed lane without overrunning any adjacent verges / hedges though may require a banksman to allow

access due to the single track section of the lane providing access. The swept paths are illustrated on figure BL01 of Technical Appendix A13.2, for the right turn into the lane from the A477, and the left turn out of the lane. The levels of visibility splays from the site access onto the unnamed lane in both directions are commensurate with anticipated speeds. There is a passing place suitable for commercial vehicle use at the bottom end of the lane on first entrance from the A477 where vehicles can wait if other vehicles are on the lane. Three banksmen will be located along the site entrance, the entrance to Nash Villa and A477/ Lower Nash junction during the construction phase of the development.

10. Access onto the proposed Solar Park site would be through an existing site access point located in the south west corner of the proposed site. The suitability of this access point is shown in ES Volume 2: Appendix A13.2; Access Assessment.
11. This access point will be surfaced to allow access for larger vehicles without causing any damage. No significant widening works are considered necessary to these access points for the purposes of construction vehicle access.
12. The proposed access route to site is shown in Figure 13.1.
13. A condition survey has been completed along the unnamed road (referred to above as Nash lane) leading from the A477 (ES Vol 2, Appendix A13.3). Although the survey identified a number of defects along the road, none were significant enough to require any works prior to the use of the road by construction vehicles associated with the proposed development. It is proposed that a further update condition survey of this lane will be completed prior to the start of construction and upon completion of the construction phase to monitor the condition and the need for repair if necessary. The scope of this survey will be pre-agreed with the Council's Highways Officer and carried out jointly with the appropriate officer.

### **3.2 Proposed Access On Site**

14. From the existing access point a new access track will be constructed on site. Access gates to the site will be set back a minimum of 16.5 from the edge of the site to ensure that no vehicles need to wait on the lane for the gates to be opened. A banksman will be located at the site entrance and the junction with the A477 to control the site access gates and manage incoming and outgoing traffic to ensure that there is minimum disruption to non construction traffic using the lane e.g. any vehicles arriving at the site will be given priority over vehicles leaving the site to prevent a blockage of the lane. In addition, hardstanding will be installed up to the access gates as shown in Figure 6.6. The banksman/marshal will ensure that priority is given to non-construction traffic using the lane.
15. Figure 1.2 illustrates the proposed layout of the key elements of the Project as envisaged, subject to any minor micro-siting. The key elements include: the PV Panels, the Inverter / Transformer Cabins, the Control Building and the onsite access track. During construction, onsite access tracks would be approximately 3 m wide and would be placed to avoid known ground hazards, environmental constraints and steep gradients. During operation, the onsite access track would not be extensive, and would link the site access point to the various fields and buildings that make up the proposed Solar Park. The total length of the onsite access track is approximately 865m.
16. In addition, sufficient space will be provided on site for vehicles to turn so that it will not be necessary for any vehicle to reverse out onto the public highway.

## **4 ESTIMATIONS OF TRAFFIC GENERATED BY THE PROPOSED SOLAR PARK**

### **4.1 Traffic Generated as a Result of the Construction of the Solar Park**

17. Following receipt of Planning Permission and award of construction contracts, it is anticipated that it could take as little as 4 months to construct the proposed Solar Park. Based on current estimations, construction of the proposed Solar Park will commence in Spring 2025.
18. The principal activities for the construction of the proposed Solar Park would be undertaken in the following order:
  - 1) Constructing the onsite access tracks and a Temporary Site Compound / Laydown Area.
  - 2) Excavating and constructing the skid mounts and foundations for the PV Panels (if needed) and the Inverter / Transformer Cabins and Control Building.
  - 3) Installing / constructing the PV Panel support structures and the Inverter / Transformer Cabins and Control Buildings.
  - 4) Assembling the PV Panel mounting systems.
  - 5) Mounting the PV Panels.
  - 6) Installing the underground electrical system.
  - 7) Commissioning and energising the Solar Park.
  - 8) Site reinstatement, including undertaking any enhancement measures.
19. Accordingly, during construction, traffic can be broadly split into three main categories. These categories are:
  - Construction workforce movements;
  - Delivery of construction plant / equipment; and,
  - Delivery of the Solar Park plant / equipment / materials.

#### **4.1.1 Construction Workforce Movements**

20. During construction, a workforce of up to 50 personnel is expected. However, it is not expected that all personnel would be onsite at the same time. Indeed, the workforce would peak with the most labour intensive construction activity, when multiple disciplines are required simultaneously. Based on the use of mini-buses and car sharing (to reduce the number of vehicular movements), the peak would represent a maximum of approximately 30 vehicle (i.e. 60 traffic) movements per day.

#### **4.1.2 Delivery of Construction Plant / Equipment**

21. Construction plant / equipment will be delivered to site on Low Loaders. The construction plant / equipment to be delivered will include:
  - 2 × Excavators, for the excavating and trenching;
  - 1 × Bobcat Tracked Digger, for the excavating and trenching;

- 1 × Piling Machine, for installing the PV Panel support structures / mounting systems;
  - 3 × 4-Wheel Drive Forklift Trucks; and,
  - 1 × Tractor, for installing the fencing.
22. This construction plant / equipment will be delivered to site in the first few weeks of the construction programme, such that the access tracks and Temporary Site Compound / Laydown Area can be constructed and the delivery of the Solar Park plant / equipment / materials can begin. Up to approximately 8 Low Loaders will be required to deliver the construction plant / equipment. At the end of the construction phase, the construction plant / equipment will be removed from site on Low Loaders. Again, up to approximately 8 Low Loaders will be required.
23. In addition, a small (approximately 80 tonne) crane (pivoting radius approximately 7 m, used to unload the inverters and place them on their foundations) will be delivered to the site on a Low Loader. Similar to the construction plant / equipment, this will be delivered to site in the first few weeks of the construction programme. At the end of the construction phase, the small crane will be removed from site on a Low Loader.
24. In terms of the Temporary Site Compound / Laydown Area, this facility will comprise:
- 1600 square metres (sqm) of stabilised area using temporary surfacing material (i.e. metal plates 3 m by 2.4 m linked together) which will be removed upon the completion of construction;
  - Anti-Vandal Porta-cabins, including:
    - 20 square feet (sqft) Site Office;
    - 20 sqft Canteen;
    - 20 sqft Drying Room;
    - 20 sqft Storage Unit; and,
    - 16 sqft Welfare Block / Toilets.
  - Parking for 30 cars;
  - Laydown area / storage;
  - An area for one Heavy Goods Vehicle (HGV) to drive into, unload, turn around and drive out of face-first;
  - Lay-bys for two HGVs;
  - Double-banded generator;
  - Water bowser; and,
  - A diesel generator (30 kVA).
25. The proposed location of the Temporary Site Compound / Laydown Area is shown in Figure 6.6.



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#### **4.1.3 Delivery of the Solar Park Plant / Equipment / Materials**

26. The Solar Park plant / equipment / materials will be delivered to site by a mixture of HGVs, trucks and concrete mixer trucks. The Solar Park plant / equipment / materials to be delivered will include:
- Materials to construct the onsite access track;
  - Surfacing materials for the Temporary Construction Compound / Laydown Area;
  - Up to 25,500 PV Panels;
  - 5 Inverters and Transformers and Cabins;
  - 1 Control Building (to house the switchgear);
  - Electricity cables; and,
  - Perimeter security fencing.

##### Access Tracks / Permanent Access Road

27. Aggregate will be used to construct the access tracks / permanent access road, and this will be delivered to site by HGV (standard 20 tonne). Approximately 136 HGVs will be required, spread throughout the working day.
28. If available, aggregate would be sourced from local suppliers to minimise traffic creation and maximise the benefit to the local economy.

##### Foundation Pouring

29. Use of concrete on site is not expected to be extensive and will likely be limited to the creation of the foundations for the electrical buildings. Up to 37 conventional concrete mixer trucks are expected to bring concrete to site (each carrying 5 m<sup>3</sup> of concrete).
30. If available, concrete would be sourced from local suppliers to minimise traffic creation and maximise the benefit to the local economy.

##### PV Panels / PV Panel Support Structures / PV Panel Mounting Systems

31. Panels will be delivered to site in HGVs. Based on information from turnkey contractors it is anticipated that approximately 20 deliveries of panels will be required. One HGV can carry up to 1,300 panels.
32. The mounting systems on which the panels would be fixed would be delivered to site by HGV. Approximately 13 trucks would be required.

##### Inverters and Transformer

33. The prefabricated inverters and transformer will be delivered to site on HGVs (with low loader). Depending on the inverters selected, approximately 10 HGVs (with low loader) will be required to deliver the inverters and transformer.

##### Cabling

34. Cables, to connect the PV Panels to the Inverters and the Inverters to the Transformer, will be delivered to site by trucks. Approximately 8 trucks will be required. The trenches, excavated to install the underground electrical system / cables, would be either backfilled with the excavated soils or with sand. If sand is used, approximately 30 HGVs will be required to deliver the sand. If available, sand would be sourced from

local suppliers to minimise traffic creation and maximise the benefit to the local economy.

#### Switchgear and Housing

35. The switchgear and housing will be delivered to site by HGVs (with low loader). Up to approximately 5 HGVs (with low loader) will be required.

#### Fencing and Miscellaneous Items

36. Deer fencing will be installed around the site. This will comprise wooden posts and wire mesh. Any other miscellaneous equipment would also be brought to site by truck. It is anticipated that no more than 35 trucks would be required for these items.

#### **4.1.4 Summary of Traffic Generated and the Indicative Programme of Deliveries**

37. A summary of the deliveries of construction plant / equipment and the deliveries of Solar Park plant / equipment / materials is provided in Table 4.1. As can be seen, no abnormal loads will be required to access the proposed Solar Park site.
38. Further to this summary, an indicative programme of deliveries is provided in Table 4.2. This indicative programme of deliveries assumes a worst case scenario comprising a 4 month construction programme. It is currently anticipated that deliveries would be spread throughout the working day.

**Table 4.1: Summary of Deliveries**

<i>Item being Delivered</i>	<i>Vehicle Used</i>	<i>Quantity</i>
<b>Construction Plant / Equipment (Delivery and Removal)</b>	Low Loader	16
<b>Aggregate for the Access Roads</b>	HGVs	136
<b>Concrete for Foundation Pouring</b>	Concrete Mixer Truck	37
<b>PV Panels</b>	HGV (with low loader)	20
<b>Support Structures / Mounting System</b>	HGV (with low loader)	13
<b>Small Crane (Delivery and Removal)</b>	Low Loader	2
<b>Inverters and Transformer</b>	HGV (with low loader)	10
<b>Cabling</b>	Trucks	8
<b>Backfilling Sand</b>	HGV	30
<b>Switchgear and Housing</b>	HGV (with low loader)	5
<b>Miscellaneous Items</b>	Trucks	35
<b>Total</b>		<b>312</b>

**Table 4.2: Indicative Programme of Deliveries**

Delivery	Month				Total
	1	2	3	4	
Construction Plant / Equipment (Delivery and Removal)	8			8	16
Aggregate	136				136
Concrete	37				37
PV Panels		20			20
Support Structures / Mounting System		13			13
Small Crane (Delivery and Removal)			1	1	2
Inverters and Transformer			10		10
Cabling			8		8
Backfilling Sand			30		30
Switchgear and Housing			5		5
Miscellaneous Items	25	10			35
<b>Total</b>	<b>206</b>	<b>43</b>	<b>54</b>	<b>9</b>	<b>312</b>

#### 4.1.5 Traffic Generated as a Result of Operation of the Solar Park

39. Based on current estimations, operation of the proposed Solar Park will commence in 2024. The proposed Solar Park is expected to have an operational life of approximately 40 years, and would be unmanned during typical day-to-day operation.
40. The Solar Park will be equipped with a computer control system that will continuously and automatically monitor variables such as electrical voltage and current from a central off-site host computer or from a remote personal computer. In the event of a fault, the system would be able to automatically alert off-site staff. If necessary, the modular design of PV Panels allows them to be rapidly replaced.
41. During operation, the proposed Solar Park site will be visited to ensure the equipment was working correctly, undertake routine visual inspections and undertake general maintenance activities (i.e. grass cutting / strimming). These visits are likely to be limited and infrequent (approximately twice every month), and will therefore require very few traffic movements. Vehicles will park onsite, and will not block any roads in the vicinity of the proposed site.

42. The proposed Solar Park will not be open to the general public and will be maintained by a team of dedicated engineers who will visit the site as required.

**4.1.6 Traffic Generated as a Result of Decommissioning of the Solar Park**

43. Following 40 years of operation, it is anticipated that it could take as little as 6 weeks to decommission the proposed Solar Park.
44. The first step of decommissioning would be to make the site safe for work in accordance with the prevailing Environmental Legislation, Regulations, Standards and Guidance at the time of decommissioning. The Solar Park would be de-energised in conjunction with the Distribution Network Operator (DNO). Once the site is completely de-energised and disconnected, it will be handed over to the Decommissioning Contractor(s) to complete the decommissioning and removal work.
45. Following the de-energising, the principal activities for the decommissioning of the proposed Solar Park would be undertaken in the following order:
- 1) Removal of PV Panels, Inverter / Transformer Cabins and Control Building (including support structures) and onsite access track.
  - 2) Removal of underground electrical system.
  - 3) Reuse / recycling / disposal of the Solar Park structures / equipment.
46. Accordingly, during decommissioning, traffic can be broadly split into three main categories. These categories are:
- Decommissioning workforce movements;
  - Delivery of decommissioning plant / equipment; and,
  - Removal of Solar Park plant / equipment.
47. The traffic generated during decommissioning would be similar to that generated during construction.

## **5 CONTRACTOR'S ARRANGEMENTS**

### **5.1 Construction Traffic Management Principles**

48. The following construction traffic management principles will be observed:
- A site based Delivery and Transportation Manager will be appointed. The Delivery and Transportation Manager will be responsible for ensuring that all vehicle movements to / from the proposed Solar Park site are efficiently managed with the aim of minimising nuisance / disruption to the existing road network. The role will also include advising delivery companies (and their drivers) of the most appropriate route (or routes) to follow when approaching the proposed site, in particular providing advice on any local width / weight restrictions.
  - Local contractors will be encouraged to tender for the construction works and, wherever possible, materials will be sourced from local suppliers. This will minimise the distance being travelled to the proposed Solar Park site.
  - Parking for all the construction related vehicles will be provided within the proposed Solar Park site boundary.

### **5.2 Construction Hours**

49. Construction work will be restricted to the following hours.
- Monday to Friday: 08:00 to 18:00
50. No construction work will be undertaken on Saturdays, Sundays or Bank Holidays. Any deviations from these hours will be agreed in advance with the Local Planning Authority. This will minimise the potential for disturbance to local amenity.

### **5.3 The Use of Agreed and Approved Routes**

51. The deliveries to the site will follow the route shown in Figure 13.1. To further minimise the impact of construction traffic on the existing road network the following construction traffic management principles will be observed:
- Temporary 'Construction Access' warning signage on local roads, fully in accordance with Chapter 8 of the Traffic Signs Manual, will be provided and maintained for the duration of the works;
  - To minimise the impact that the construction works will have on existing road users and the surrounding environment, the Contractor will appoint a site based delivery and transportation manager.
  - The delivery and transportation manager will be responsible for ensuring all construction and delivery vehicles to and from the site are managed efficiently with the aim of minimising nuisance or unnecessary disruption to the operation of the existing highway network. The role will also include advising delivery companies and their drivers of the most appropriate route to follow when approaching the site in particular providing advice on any local width and weight restrictions;
  - To minimise journey distances to and from the site, local materials and labour will be used wherever practical and suitable with support from specialised companies and suppliers not located within the area; and
  - Parking for all the Contractor's vehicles will be provided within the site boundary.

### **5.4 Construction Traffic Movement Hours**

52. Deliveries will take place within the construction hours detailed in Section 5.2.

### **5.5 Construction Workforce**

53. During construction, a workforce of up to 50 personnel is expected. However, only 30 onsite car parking spaces will be provided.
54. This number of car parking spaces is considered to be sufficient as the workforce will be encouraged to use mini-buses and car sharing (to reduce the number of vehicular movements). The car parking spaces will be big enough to accommodate the mini-buses.
55. The case for the use of mini-buses is particularly strong as it is understood that public transport routes able to service the proposed Solar Park site are poor. Indeed, as a number of construction personnel may be staying in local accommodation, a mini-bus would be ideal to transport personnel from / to their accommodation at the start / end of each construction day. Alternatively, construction personnel would be encouraged to park at an agreed central location to minimise their travel distance, and a mini-bus would transport them to / from the proposed Solar Park site at the start / end of each construction day.
56. To encourage the use of mini-buses and car sharing, a Tool-box Talk will be given detailing their potential benefits including:
  - Reduced travel costs;
  - Reduced travel stress;
  - Easy access and user friendly system; and,
  - The ability to use the scheme whether a driver or passenger.

### **5.6 Wheel Washing Facilities**

57. Cleanliness of the existing roads will be maintained at all times. If necessary, a temporary wheel / chassis washing facility will be installed at the site access point (and will be used by all heavy commercial vehicles leaving the site) to prevent the transfer of soil onto nearby public roads.
58. At present, it is likely that any wheel / chassis washing facilities would be located at the site entrance.

### **5.7 Construction Traffic Monitoring**

59. All construction traffic movements will be monitored by the Delivery and Transportation Manager. Should any evidence of negative impacts arise, the Delivery and Transportation Manager will liaise with the Council to agree any necessary further mitigation or monitoring measures.

## 6 SUMMARY AND CONCLUSIONS

### 6.1 Summary

60. The construction phase for the development is expected to last 4 months.
61. Site access routes for construction traffic would be determined by the source of the materials brought to site. Deliveries are anticipated to approach the site from junction 48 of the M4 to the proposed site access is as follows:
- North east on the A48 to Camarthen
  - South west on the A40 to St Clears
  - South west on the A477 to Lower Nash
  - North east on the unnamed lane leading to Lower Nash
  - The proposed site access is located off the eastern side of the unnamed lane approximately 200m north of the A477 / Lower Nash priority junction.
62. Access onto the proposed Solar Park site would be through an existing site access point located in the south west corner of the proposed site. These roads are considered suitable for the proposed construction traffic associated with this proposed development.
63. During the construction phase, around 30 vehicles will require access to the proposed Solar Park site each day. These vehicles will arrive and depart the site outside of the typical network peak hours.
64. Over the construction period, the delivery of all material and equipment will be managed with approximately 312 deliveries. Where possible, deliveries will be made outside of typical network peak hours.
65. A variety of management and mitigation measures are proposed to ensure safe use of the proposed traffic route and access for construction traffic and other road users:
- a) A pre-commencement survey of the A477/Lower Nash priority junction and a subsequent scheme for any upgrading or widening works deemed necessary;
  - b) The retention and maintenance of the shared use path;
  - c) Three banksmen to be located along the site entrance, the entrance to Nash Villa and A477/ Lower Nash junction during the construction phase of the development;
  - d) A commitment to a pre and post construction condition survey along Nash Lane;
  - e) Details of a traffic management scheme to include positive traffic control and a temporary speed reduction order on the A477 during the construction phase of the development; and
  - f) The provision and agreement of a construction schedule and details of the off-site management of vehicle movements including layover areas.
66. Measures a), b), c) and d) form part of this draft traffic management plan. It is proposed that should the proposal receive consent then this construction traffic management plan will be updated to include the details required to satisfy measures e) and f). It is anticipated that these requirements will be secured via a suitably worded condition.

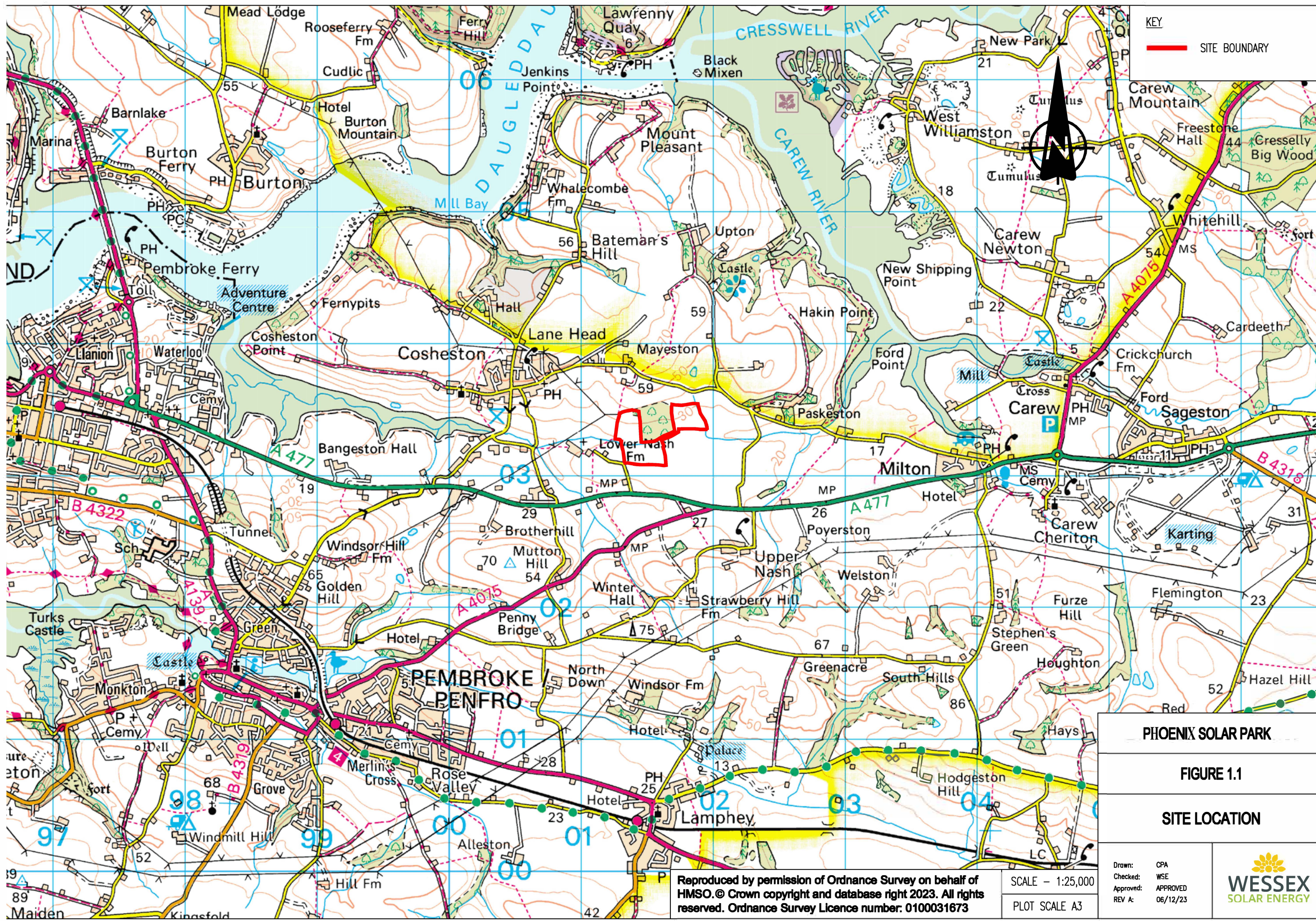
## **6.2 Conclusion**

- 67. The number of personnel and delivery vehicles is small and will not lead to an adverse impact on the safety or efficiency of the local highway network.
- 68. The traffic associated with the construction site will be closely monitored by the Site Manager and any issues that arise will be discussed with Pembrokeshire County Council and dealt with as appropriate.



## FIGURES





KEY  
SITE BOUNDARY

PHOENIX SOLAR PARK

FIGURE 1.1

SITE LOCATION

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SCALE - 1:25,000  
PLOT SCALE A3

Drawn: CPA  
Checked: WSE  
Approved: APPROVED  
REV A: 06/12/23







Note: Swales will be 0.-0.23m deep, 0.15-0.4m wide within their base, with 1 in 4 side slopes and >5% gradient.

KEY

- PLANNING BOUNDARY
- NEW ACCESS TRACK
- NEW SECURITY FENCE
- NEW SECURITY GATE
- EXISTING DITCHES AND RIVER
- PROPOSED NEW SWALES
- EXISTING VEGETATION
- NEW HEDGEROW PLANTING
- NEW HARDSTANDING

PHOENIX SOLAR PARK

FIGURE 1.2

SITE BOUNDARY AND INDICATIVE LAYOUT

Drawn: GPA  
Checked: WSE  
Approved: APPROVED  
REV A: 02/10/23  
REV B: 19/12/23



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SCALE – 1:2,000

PLOT SCALE A3

