

FAO DNS,

Please see our highway comments that we released to the developer at pre-application stage regarding trunk road highways. I note the deadline of 21<sup>st</sup> October and we shall revisit to see if we have any further comments above and beyond these.

Yours faithfully,

Richard Jones  
**Peiriannydd Ffyrdd / Route Engineer**

Is-adran Rheoli'r Rhwydwaith - Network Management Division  
Trafnidiaeth / Transport  
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Good afternoon Hugo,

Apologies for the delay in getting comments to you;

**Area 1 Access.**

This access was improved as part of a previous solar park installation at Clawdd-Du Farm (S/27987). The entrance to the lane was surfaced as part of the previous solar farm construction about 6 years ago and warning signs erected during the construction as is proposed with this application. The Construction Traffic Management Statement for this application is attached for information. This access should not pose any significant issues for delivery as it has been tried and tested previously - so as long as the same principals are followed.

**Area 2 Access.**

This access is via a field gate located on a redundant section of highway (now used as a substandard layby and access to 3 dwellings). The field gate appears too narrow to accommodate the number and size of vehicles that is proposed for the site. The access is also unsurfaced and likely to breakup during the construction of the park. In addition, this access will be used for future maintenance operations during all times of the year. There should be measures in the details that take care of mud and detritus being deposited on the lay-by or carriageway. This access should be improved with the gate widened, surfaced in a suitable material and set back to allow vehicles to park off the lay-by area. This in turn would require a S184 application. It should also be demonstrated that the improved access either meets standards or has been accepted for use with an appropriate departure at Welsh Government.

Exiting this layby and making a left turn to travel south with a HGV rigid body or an articulated vehicle transporting the 40ft container would be very tight. A swept path analysis of this area showing the turning manoeuvres should be provided to assess the potential impacts.

### **Area 3 Access.**

The documentation delivery/construction vehicles will be instructed to not make the right turn manoeuvres into this County road junction. How is this going to be enforced during the construction process? There are proposals for a banksman but how would this person control movements on a dual carriageway? The access to the site compound is via a single track County road with very limited passing areas and forward visibility. There is no mention of how vehicular movements are going to be controlled along this section of road to prevent vehicles stacking at the junction with the Trunk Road. Again, as with the access to Area 3, a swept path for articulated vehicles carrying the 40ft container would be required especially to ensure that a vehicle travelling in the opposite direction does not cause an issue at the junction.

On all access points, we would require that the wheel washing facilities are present at all times. It is also noted that aggregate materials for access tracks are to be delivered in 10t loads, please confirm that this is correct as this will increase the number of vehicular movements to and from each area. The TS also identifies areas for site compounds. With the number of construction workers estimated for the site(60 to 120) this will generate a number of additional movements which have not been included within the TS and will need to be allowed for. Prior to any works commencing on site a Traffic Management Plan must be submitted for approval.

A 'Glint and Glare' document has also been included within the submission. This document has highlighted a few areas of concern with the majority being mitigated by the comment 'Screening in form of vegetation has been identified' but it not clear if this is current vegetation or additional planting. There are some areas located on the A483 that they expect some 'Low impact'. The assessment has been undertaken at a height of 1.5m above the road surface which is low for any HGV or agricultural vehicular movements along the Trunk Road Network.

The Location plan included within the list of documentation shows a red line between Area 3 and Area 2 which according to the 'Landscape and Ecology Management Plan' is the cable route. There is no assessment of this route nor who will be responsible for the installation and ownership of the new cable along the Trunk Road Network and we require further details of this.

Grateful for the further amended details for review based on the above and look forward to hearing from you.

Kind regards  
Richard

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**Peiriannydd Ffyrdd / Route Engineer**

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